

Allocations and Infrastructure Development Plan Document



January 2011

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1.0 BACKGROUND

Local Development Framework

- 1.1 The Local Development Framework consists of a group of Local Development Documents, each of which provide some part of the planning policy for the district. Its content is described in the Local Development Scheme. The central strategy for the Local Development Framework is set out in the Core Strategy, which was adopted in 2007. Two further Development Plan Documents are planned to support the Core Strategy. This Allocations and Infrastructure Development Plan Document contains proposals for development and supporting infrastructure which seek to implement the Core Strategy. A Development Management Development Plan Document will be prepared to provide generic policies for the consideration of planning applications. Together, the three documents will replace the Mid Devon Local Plan First Alteration, adopted in 2006. These will form the Development Plan for Mid Devon. These documents can all be found online via the Mid Devon District Council website, at this address:
<http://www.middevon.gov.uk/index.aspx?articleid=1885> or by following the links for “Planning Policy and Land Allocations” on the planning pages of the Council’s website.

Spatial Planning

- 1.2 The Local Development Framework system was introduced by the Government in order to promote a wider role for planning, known as Spatial Planning. The role of the Local Development Framework is to provide for sustainable development, implement the Sustainable Community Strategy and take full account of other relevant strategies and in so doing go beyond the traditional, purely land-use remit of town and country planning. The Mid Devon Sustainable Community Strategy can be found at: <http://www.middevon.gov.uk/index.aspx?articleid=2495>.
- 1.3 The contents of the Community Strategy were taken into account in the preparation of the Core Strategy, and therefore its influence flows through that document into this.

Sustainable Development

- 1.4 It is a statutory requirement that documents such as this take account of the need to promote sustainable development. Sustainable development is about promoting social and economic progress while maintaining the environment and limiting resource use. The government has set out a national definition in the UK Sustainable Development Strategy (2005) as follows:

The goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life of future generations.

For the UK Government and the Devolved Administrations, that goal will be pursued in an integrated way through a sustainable, innovative and productive economy that delivers high levels of employment; and a just society that promotes social inclusion, sustainable communities and personal wellbeing. This will be done in ways that protect and enhance the physical and natural environment, and use resources and energy as efficiently as possible.

This purpose will be achieved by following these five guiding principles:

- Living Within Environmental Limits – respecting the limits of the planet’s environment, resources and biodiversity to improve our environment and ensure that the natural resources needed for life are unimpaired and remain so for future generations.*
- Ensuring a Strong, Healthy and Just Society – Meeting the diverse needs of all people in existing and future communities, promoting personal wellbeing, social cohesion and inclusion, and creating equal opportunity for all*
- Achieving a Sustainable Economy – Building a strong, stable and sustainable economy which provides prosperity and opportunities for all, and in which environmental and social costs fall on those who impose them (polluter pays) and efficient resource use is incentivised.*
- Promoting Good Governance – Actively promoting effective, participative systems of governance in all levels of society – engaging people’s creativity, energy and diversity.*
- Using Sound Science Responsibly – Ensuring policy is developed and implemented on the basis of strong scientific evidence, whilst taking into account scientific uncertainty (through the precautionary principle) as well as public attitudes and values.*

- 1.5 It is a legal requirement that this document is subject to Sustainability Appraisal (including Strategic Environmental Assessment) to demonstrate the regard had to sustainability factors. This appraisal is published separately.

Planning Applications

- 1.6 A key role for the Development Plan as a whole is to provide clarity to developers and residents about which planning applications will be successful and which will be unsuccessful. This is because the decisions on planning applications should be made in accordance with the Development Plan unless “material considerations” indicate otherwise. This still provides some flexibility in implementing the plan, where particularly important issues suggest that an alternative approach from that set out within it should be followed. This document provides one part of that Development Plan, as set out at 1.1 above.

Infrastructure Providers

- 1.7 Infrastructure can cover social provision such as health and education facilities, physical infrastructure such as transport links and green infrastructure such as open space and wildlife areas. It is an important aspect of sustainable communities. The central role of this document is to ensure that necessary development takes place and that the infrastructure needed to support it and to provide for sustainable development, is enabled in step with the development as far as possible. Infrastructure is provided by a range of organisations in both the public and private sector, such as local authorities, health service trusts, water companies and government departments. It is important that the providers of infrastructure should have commitment to the provision set out in the Development Plan Document, and be confident that the development strategy it proposes will be implemented. Accordingly, consultation has taken place with infrastructure providers, through the preparation of a separately published Infrastructure Plan for the district, to ensure that they are aware of and have influenced the contents of this document.

Policies and Proposals

- 1.8 Policies may be area specific or applicable to the whole of the district. The policies in this Development Plan Document set out the infrastructure requirements of development, such as the inclusion of affordable housing. Relevant planning applications will be expected to meet these requirements.

- 1.9 Proposals are site-specific. They indicate, on a map, the locations where new development is considered suitable, and are also known as “allocations”. A site allocated for a specific use is deemed to be suitable in principle for that use. Such a policy will usually have a number of criteria setting out specific requirements and considerations on the development of a site. In addition, general policies contained in this or other parts of the Development Plan will also apply. Subject to meeting these requirements, a planning application for an allocated site should be successful. This provides certainty for all concerned.

Soundness

- 1.10 The Government requires that Development Plan Documents are “sound”; that is justified, effective and consistent with national policy.
- 1.11 “Justified” means founded on a robust and credible evidence base which shows it to be the most appropriate strategy. The preparation of the Sustainability Appraisal is a key document in assessing this element of soundness.
- 1.12 “Effective” means deliverable, flexible and able to be monitored.
- 1.13 National policy is primarily contained within Planning Policy Statements and Guidance produced by the government, although other documents may be relevant. The Development Plan Document should be consistent with these, without repeating them unnecessarily. Variations from national policy may be appropriate where justified in accordance with local circumstances.
- 1.14 In addition, the Development Plan Document must conform with, but not repeat, the policies of the Core Strategy.
- 1.15 Where appropriate, the contents of these strategies and policies are referred to in this Development Plan Document to justify the policies and proposals contained within.

Strategic Policy

- 1.16 The key statements of strategic policy are at national and local level. They are:
- Planning Policy Statements/Planning Policy Guidance, published by the Government and providing general policies on a wide range of subjects. Among the most influential are PPS1, Delivering Sustainable Development (with its Supplement on Climate Change), PPS3 Housing, PPS4 Planning for Sustainable Economic Growth and PPS25 Development and flood risk.
 - The Mid Devon Core Strategy, adopted in July 2007. It sets out the district’s spatial strategy at a more detailed level.

1.17 The strategic development requirements for this Development Plan Document arising from these documents are set out in the remainder of this chapter.

Housing

1.18 It is the role of this Development Plan Document to provide for sufficient housing to meet the level of development set out in the Core Strategy. The Core Strategy sets out an overall need for housing of 340 dwellings per year, amounting to 6800 dwellings over the 20 years. The allocations to meet this requirement must be suitable, available, achievable, and supported by a Strategic Housing Land Availability Assessment.

1.19 The Core Strategy, which concentrates housing at the towns of Tiverton, Cullompton, Crediton and Bampton, sets the following settlement specific targets:

- Tiverton 145 dwellings per year (total 2900)
- Cullompton 95 dwellings per year (total 1900)
- Crediton 35 dwellings per year (total 700)
- Bampton 10 dwellings per year (total 200)

1.20 The Core Strategy clarifies that the Allocations and Infrastructure Development Plan Document will be in conformity if the provision is within 10% of these figures.

1.21 The Core Strategy sets an allowance of 55 dwellings per year (total 1100 dwellings) for the other settlements. However, this is not a target, but is to be met through windfalls and affordable housing. No allocations in the villages include market housing, in accordance with policy COR17.

1.22 The Development Plan Document should include a target for the provision of affordable housing (split into types of affordable housing) of 100 per year, with specific targets for allocated sites, and set out a viable policy approach to meet these requirements. A specific target of 39 additional pitches for gypsies and travellers is identified.

Employment

1.23 National planning policy relating to the economy has been reviewed and stresses the important role of planning in promoting economic development in a sustainable way. The Core Strategy sets out more detail and gives targets for employment provision, with the aim of achieving a 1:1 relationship between jobs and resident employees within Mid Devon, as follows (square metres floorspace):

- Tiverton 120,000 square metres
- Cullompton 80,000 square metres
- Crediton 40,000 square metres
- Bampton 8,000 square metres
- Elsewhere 46,000 square metres

Superseded Policies

1.24 The Development Plan Document is required to set out which policies of older documents are replaced. The following table sets out which policies of the Mid Devon Local Plan First Alteration 2006 will be superseded once this Development Plan Document is adopted. Relevant parts of the Local Plan's supporting justification will also become out of date. Alterations to the Adopted Proposals Map will be made.

Policy	Subject	Notes
H2	Monitoring	Replaced AL/DE/1
H6	Affordable housing	Replaced AL/DE/2,3,4,5
H7	Affordable housing	Replaced AL/DE/6
C4	Open space provision	Replaced AL/IN/3
C5	Open space provision	Replaced AL/IN/3
C9	Education provision	Replaced AL/IN/5
ENV13	Environmental enhancements	Unnecessary
TIV1	Blundells Road allocation	Complete or unachievable
TIV6	Small housing allocations	Complete or replaced various
TIV7	Oakfields allocation	Complete
TIV9	Howden Court allocation	Replaced AL/TIV/9
TIV10	Farleigh Meadows allocation	Replaced AL/TIV/8
TIV11	Belmont Hospital	Replaced AL/TIV/10
TIV12	Tiverton Business Park allocation	Unsuitable
TIV13	Cemetery allocation	Permitted
TIV15	Amenity open space allocation	Unachievable

Policy	Subject	Notes
TIV19	Tidcombe Lane Fen	Replaced AL/TIV/3
CRE7	Red Hill Cross allocation	Replaced AL/CRE/2
CRE8	Small housing allocations	Complete, unachievable or replaced AL/CRE/4
CRE9	Exeter Road	Permitted
CRE10	Public open space	Unachievable
CRE12	Cemeteries	Replaced AL/CRE/12
CRE13	Crediton Bypass	No longer protected
CU1	Court Farm allocation	Replaced & extended AL/CU/9
CU2	Knowle Lane	Permitted
CU3	North of Tiverton Road allocation	Replaced AL/CU/1
CU4	St Andrews Church allocation	Unachievable
CU5	Exeter Hill allocation	Unachievable
CU6	Small housing allocations	Complete
CU7	Week Farm allocation	Permitted
CU8	Week Farm allocation	Unsuitable
CU9	King's Mill Road allocation	Unsuitable
CU11	Station Road allocation	Unsuitable
CU12	New facilities allocation	Unachievable
CU13	CCA land allocation	Complete
CU14	Childrens play area allocation	Complete
CU15	Cemetery allocation	Replaced AL/CU/3
CU16	Rail station allocation	Replaced AL/CU/19
BA3	School Road allocation	Replaced & extended AL/BA/1
BR1	East of Hele Road	Complete
CF1	School allocation	Permitted
CO1	Station Road allocation	Part-completed, remainder unachievable
CO4	Recreation allocation	Permitted
YEO1	Station Road allocation	Unsuitable

2.0 DEVELOPMENT STRATEGY

Core Strategy Vision and Spatial Strategy

- 2.1 The adopted Mid Devon Core Strategy sets out the vision and spatial strategy for the area up to the year 2026. It seeks to implement the higher level policies and strategies for the area, set out in national and regional documents and summarised in the previous chapter.
- 2.2 It is the role of this Development Plan Document to implement the Core Strategy through the allocation of land for particular uses, including development and infrastructure, and provide policies reflecting the need for additional infrastructure.
- 2.3 A key output of the Core Strategy is to provide guidance on the level of development required in Mid Devon from 2006 – 2026. This Development Plan Document is then required to allocate sufficient sites to accord with the Core Strategy policies. The following sections set out these requirements and how they will be met in this document.

Overall Housing Provision

- 2.4 The Core Strategy sets out the levels of new dwellings required over the period 2006 – 2026. The overall requirement set out in the adopted Core Strategy is to provide approximately 6800 dwellings from 2006 – 2026.
- 2.5 The results of the Housing Market Assessment for the Exeter Housing Market Area, which includes Mid Devon, are also material evidence in the preparation of this Development Plan Document and national policy encourages local planning authorities to take it into account. The report, published since the adoption of the Core Strategy, indicates that overall growth of 440 additional dwellings per year could be justified. This supports the use of higher housing targets than those set out in the Core Strategy.
- 2.6 The Core Strategy requirement for 6800 dwellings equates to 340 dwellings per year. The following table sets out the situation at 31st March 2009, indicating a remaining need for about 3978 dwellings to be allocated.

Core Strategy requirement	6800
Completions since 2006	1240
Under Construction	473
Planning Permissions likely to be developed	1109
Uncommitted Requirement	3978

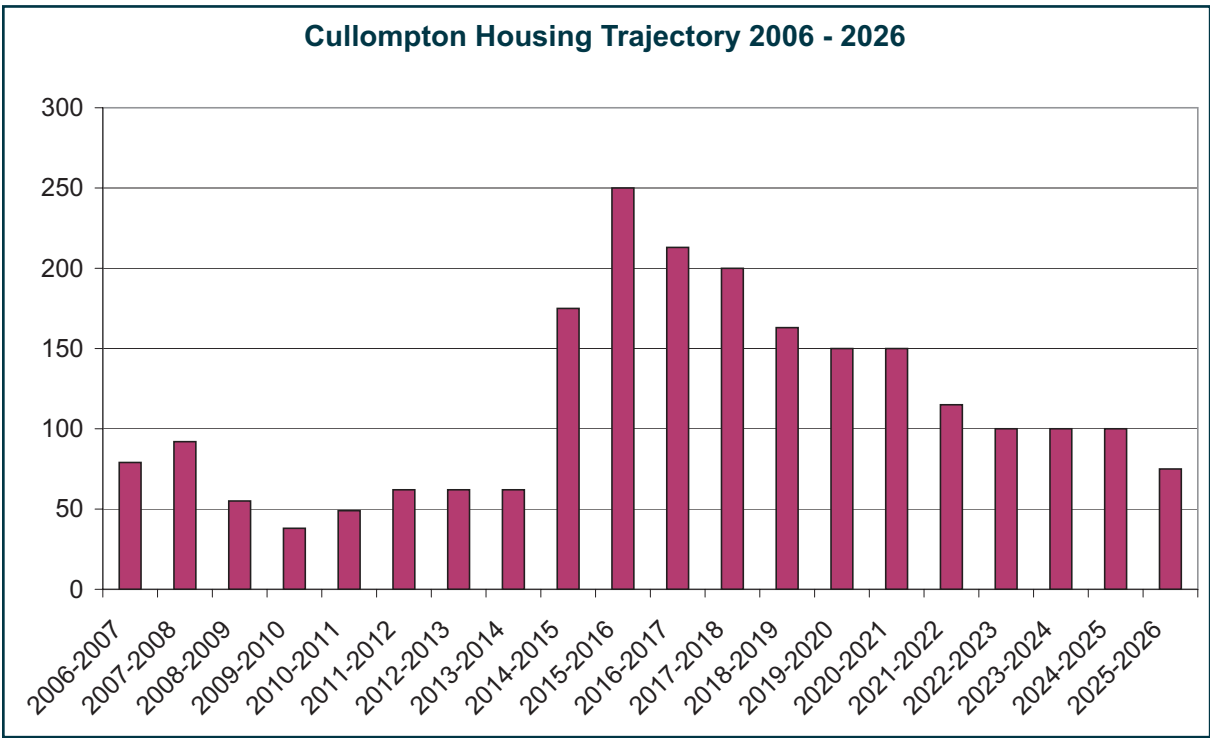
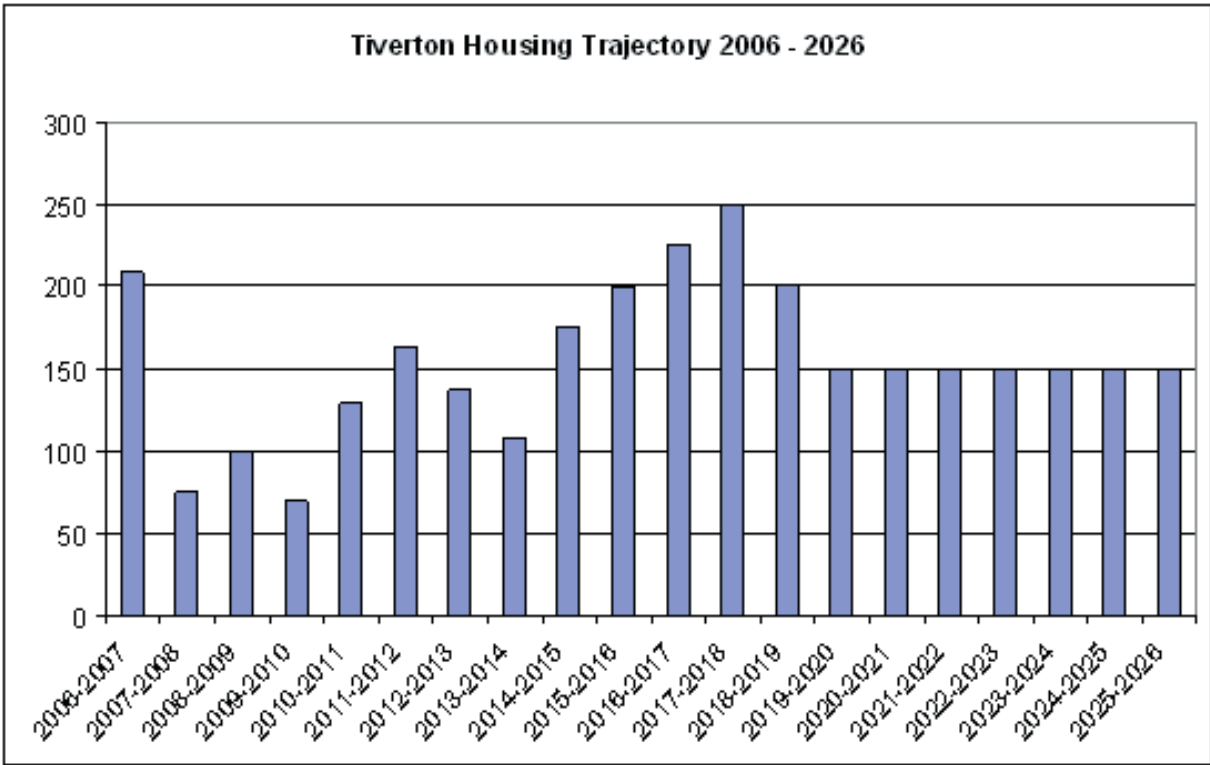
2.7 The Development Plan Document sets housing targets which are about 10% above the adopted Core Strategy figures, providing flexibility in view of the fact that a percentage of allocated sites (estimated 7-10%) will not come forward in the Plan period, and national policy no longer gives specific guidance on density for housing developments. This over-provision still does not meet the level of housing need demonstrated in the Housing Market Assessment, but falls between the Core Strategy and Housing Market Assessment figures. With this additional provision, the following table indicates the position at 31st March 2009, per settlement. Figures for consents include dwellings under construction in 2009 and planning permissions likely to be developed. Further details are set out in the Strategic Housing Land Availability Assessment of 2009, which can be downloaded at: <http://www.middevon.gov.uk/index.aspx?articleid=5596> together with the update paper published in the same location, which takes account of actual completions and consents in 2008-2009.

Settlement	(A) Core Strategy Provision	(B) Completions	(C) Consents	(D) Remainder A-B-C
Tiverton	2900	384	346	2170
Cullompton	1900	226	399	1275
Crediton	700	120	258	322
Bampton	200	62	38	100
Elsewhere	1100	448	541	111
Total	6800	1240	1582	3978

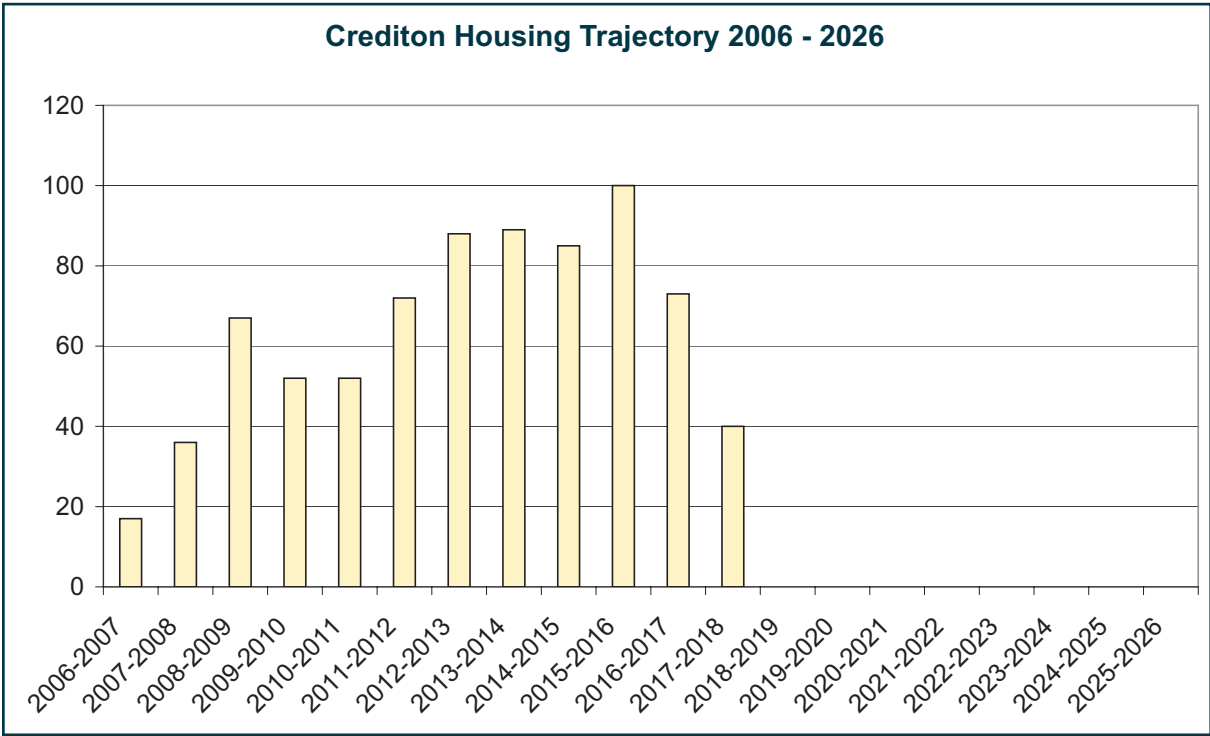
2.8 The allocations in this Development Plan Document provide for the following levels of housing provision to 2026.

Settlement	(E) Allocations	(F) Total forecast completions compared with remainder (E-D)	Percentage difference from adopted Core Strategy (F/A)* 100%
Tiverton	2360	+190	+7%
Cullompton	1665	+390	+20%
Crediton	413	+91	+13%
Bampton	110	+10	+5%
Elsewhere	136	+25	+2%
Totals	5134	+706	+10%

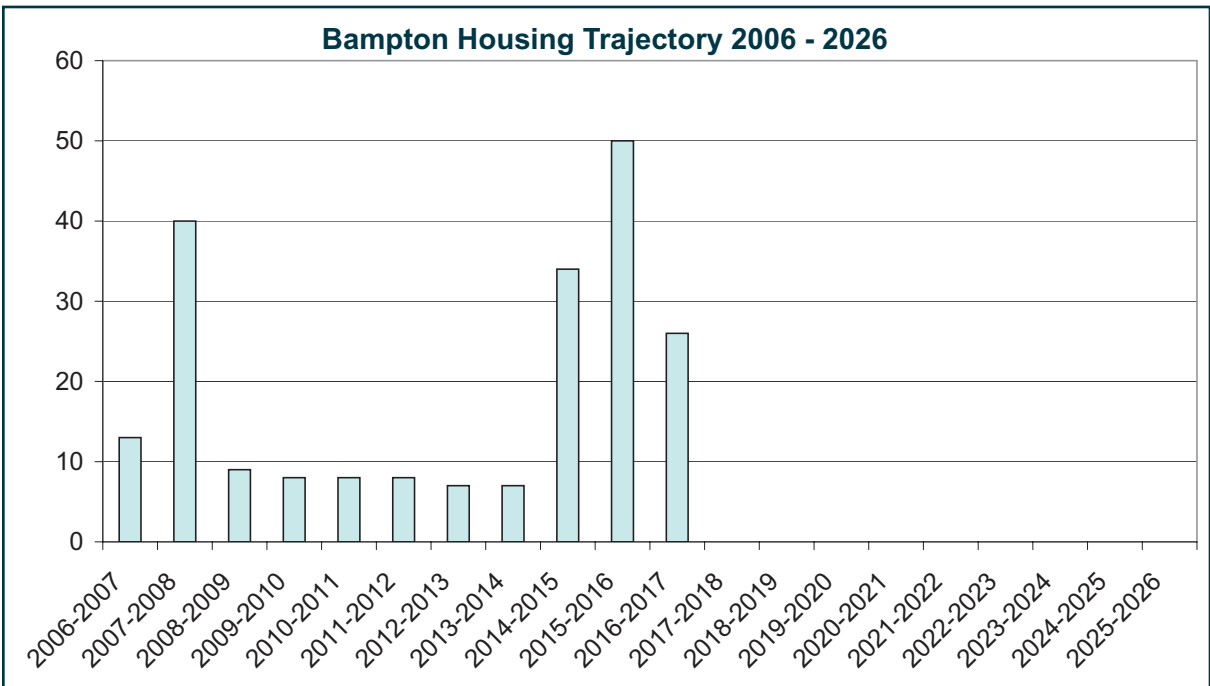
- 2.9 It will be seen that allocations in Tiverton, Cullompton, Crediton and Bampton provide additional potential housing compared with the Core Strategy figures. The overall provision is about 10% above that set in the Core Strategy. Based on the analysis above, this additional provision is sufficient to provide additional certainty and flexibility to the housing supply, and is considered to be a sound response to the current strategic background.
- 2.10 The following trajectories illustrate the expected year on year provision of housing in each settlement and across the district, taking account of existing commitments and allocations. The data used is set out in the following tables. The difference between these trajectories and those contained in the Strategic Housing Land Availability Assessment arise from a slower assumption for the development of existing commitments, which are forecast to be developed evenly during the next 5 years, instead of grouped during the first two or three years. This gives a more likely distribution of development, but retains the same overall level of availability during the five year period.



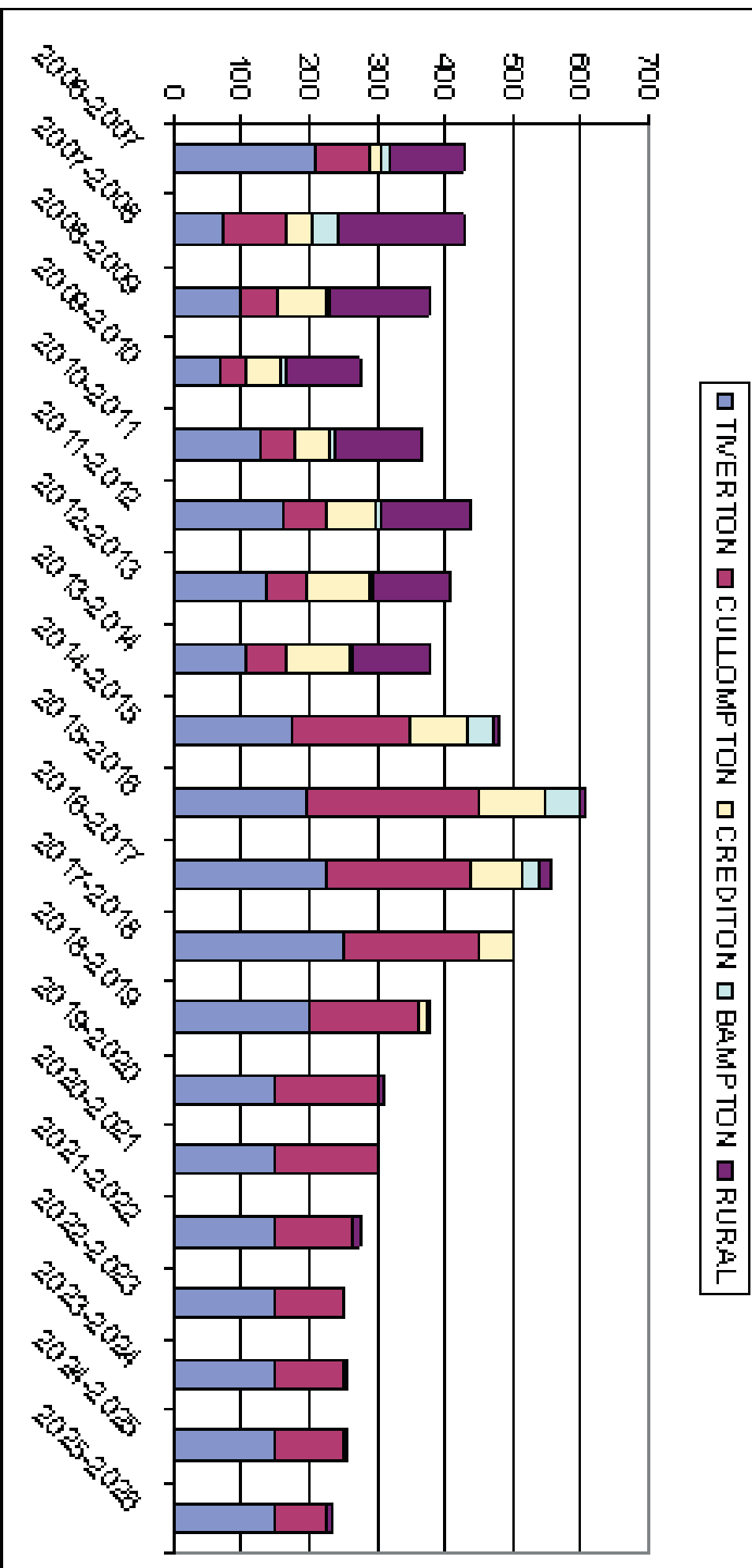
Crediton Housing Trajectory 2006 - 2026



Bampton Housing Trajectory 2006 - 2026



Overall Housing Trajectory 2006 - 2026



Source of dwellings	2006-2007	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	TOTALS
Bampton																					
Commitments	13	40	9	8	8	8	7	7													100
School Close AL/BA/1									12	25	23										60
Bourchier Close AL/BA/2									12	25	3										40
Ashleigh Park AL/BA/3									5												5
Newton Square AL/BA/4									5												5
TOTAL	13	40	9	8	8	8	7	7	34	50	26	0	0	0	0	0	0	0	0	0	210
Rural																					
Commitments	111	184	144	109	109	109	109	109													984
Godfrey Gardens AL/BO/1					6						3										9
Bassetts Close AL/CO/1						4					4				4					2	14
Linhay Close AL/CL/1					6					4											10
Hunters Hill AL/CL/2															5					5	10
Village Hall AL/KE/1						8							6					6			20
Greenaway AL/MB/1							4					3					3				10
Village Hall AL/SA/1					6					4											10
Willand Moor AL/WI/1											10										10
West of B3181 AL/WI/2						10			10					10					5		35
TOTAL	111	184	144	109	135	131	113	109	10	8	17	3	6	10	0	9	3	6	5	7	1120
Totals																					
TOTAL	429	427	375	277	365	436	407	375	479	607	554	503	379	310	300	274	253	256	255	232	7493

- 2.11 The sites have been subject to assessment for their suitability, achievability and availability during the preparation of this Development Plan Document, and the Council is therefore confident that they can and will deliver housing in accordance with the requirements of national policy and the Core Strategy. Further reviews of the Strategic Housing Land Availability Assessment will be carried out, and the housing trajectory will be updated and published annually in the Annual Monitoring Report.
- 2.12 Planning Policy Statement 3: Housing (PPS3) requires that Development Plan Documents provide sufficient readily available housing to meet the first five years' strategic requirement then sufficient for years five to ten and years ten to fifteen. Based on the Core Strategy figures, the following table calculates the required supply for each of the five year periods of this plan.

A	Core Strategy requirement 2006 - 2026	6800
B	Implied annual rate 2006 – 2026 (A ÷ 20)	340
C	Completions April 2006 – March 2009	1240
D	Average annual completion rate 2006 – 2009 (C ÷ 3)	413
E	Average annual completion rate required for remaining Core Strategy period 2009 – 2026 ((A - C) ÷ 17)	327
F	5 year supply requirement (E x 5)	1635

- 2.13 The provision of housing exceeds the requirements of the Core Strategy for reasons explained above, and also the 5, 10 and 15 year phases as required by PPS3. The following table sets out the overall provision in those three phases as forecast by the trajectory.

	2009-2014	2014-2019	2019-2024
Core Strategy Requirement	1635	1635	1635
Housing Trajectory	1868	2522	1393
Surplus/deficit	+14%	+54%	0%

- 2.14 However, the government requires that Development Plan Documents are flexible, and can deal effectively with changing circumstances. It is possible that circumstances will delay the provision of housing on allocated sites, and therefore the plan should indicate how the required rate of development will continue should this occur.
- 2.15 There are three areas of flexibility in this Development Plan Document, which will help to ensure continued provision of housing. These are extra provision, windfalls and contingency sites.

Extra Provision

- 2.16 This document allocates sites which will provide a level of housing provision above that set out in the Core Strategy by about 706 dwellings, or about 10%. This additional supply helps to ensure robustness and greater certainty of supply.

Windfalls

- 2.17 Windfalls are previously developed sites which come forward even though they are not allocated. In accordance with national guidance, this Development Plan Document makes no allowance for windfalls. Over the past 20 years, windfall provision has been as follows:

Settlement	Windfalls 1988 – 2008	Annual Average
Tiverton	443	22
Cullompton	217	10
Crediton	188	9
Bampton	79	4
Villages	721	36
Totals	1648	81

- 2.18 It is therefore highly likely that windfalls will continue to be developed at the market towns and in the defined villages over the remainder of the plan period in accordance with the Development Plan, even though no allowance for it has been made in the supply figures within this document. Accordingly, this provides an additional source of flexibility, providing greater certainty that the Core Strategy requirement will be met.

Contingency Sites

- 2.19 The third area of flexibility arises because the Development Plan Document allocates 3 “contingency sites” for housing. These sites can be brought forward to contribute to the housing supply if there is a shortfall, in accordance with the following policy.

Housing Plan, Monitor and Manage

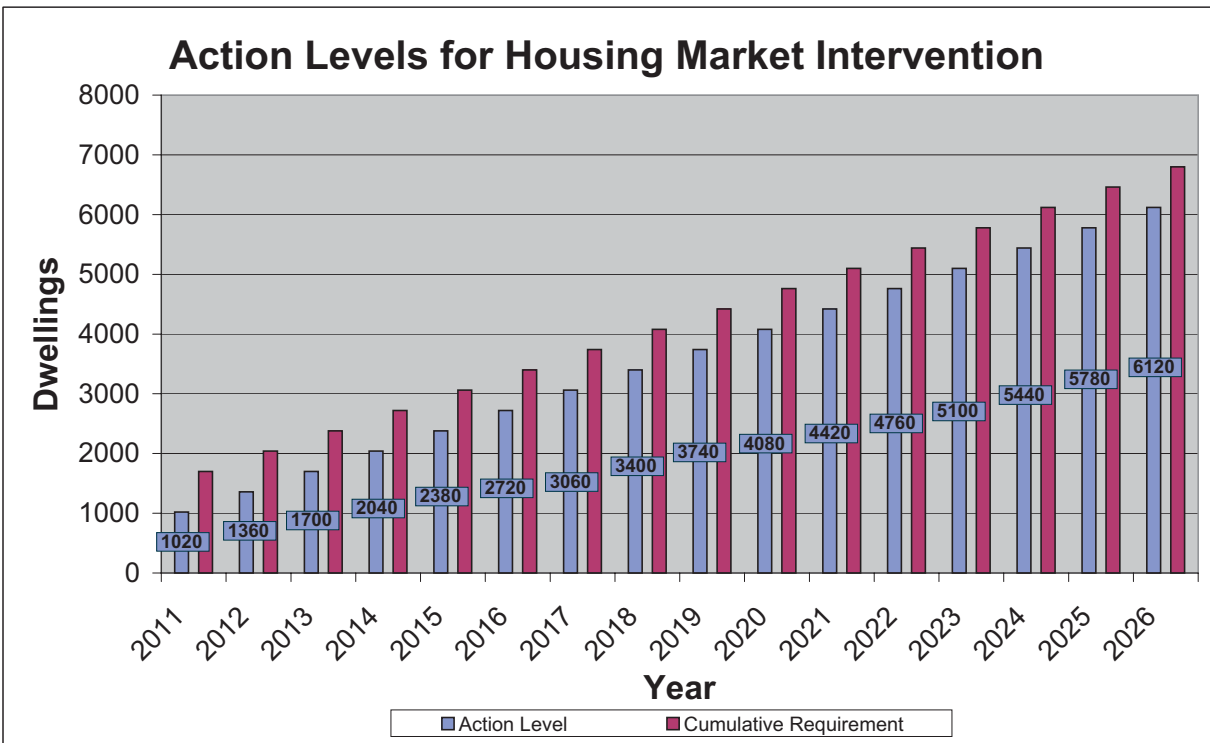
The Local Planning Authority will monitor the provision of market and affordable housing in the district, and publish an Annual Monitoring Report. Cumulative dwelling completions since 1st April 2006 will be compared with the following defined action levels.

31st March	Action Levels
2011	1020
2012	1360
2013	1700
2014	2040
2015	2380
2016	2720
2017	3060
2018	3400
2019	3740
2020	4080
2021	4420
2022	4760
2023	5100
2024	5440
2025	5780
2026	6120

If, at the date indicated, housing completions are below the action level, the Local Planning Authority will take action, including the use of compulsory purchase powers if necessary, to encourage the development of additional dwellings in strategically appropriate locations. Priority will be given to allocations or outstanding planning consents. If this is insufficient to bring forward housing quickly, the following allocated contingency sites will be permitted:

- 1 Tidcombe Hall, Tiverton (AL/TIV/21)
- 2 Colebrooke, Cullompton (AL/CU/20)
- 3 Pedlerspool, Crediton (AL/CRE/12)

2.20 The Local Planning Authority will monitor the provision of housing across Mid Devon and seek to ensure that sufficient housing is provided to meet the Core Strategy targets, which are outlined above. Clearly, in any year there may be levels of housing development either above or below the 340 per year target, depending on various factors. However, if the overall provision shows signs of falling significantly behind the required rate, then the Local Planning Authority should seek to remedy the shortfall. It is proposed to set an “action level” for the council, below which housing provision is considered to have reached a critical shortage. The action level is set as 680 dwellings (or 2 years worth of housing, in line with the Core Strategy target of 340 per year) below the cumulative requirement at 1st April of each year. This is set out in the policy, and illustrated graphically below.



2.21 As soon as possible after 1st April each year, the Local Planning Authority will publish a statement of housing completions since 2006, in order to provide a comparison with the relevant action level for that year. If the completions have dipped below the action level, the Local Planning Authority will take action to remedy the situation. The policy sets out these potential actions and these are explained in more detail below.

- 2.22 In the first instance, the Council will act to encourage the development of existing allocations or existing planning consents. Discussions and negotiations with landowners/developers will be undertaken, and investigations into the provision of external finance, if this would overcome constraints to development. If necessary, the council will consider the potential for compulsory purchase.
- 2.23 However, if these actions are not successful then the Development Plan Document allocates a number of “contingency” housing sites, which would be encouraged to come forward in order to meet immediate housing needs. Their capacity amounts to about 465 dwellings, or about 16 months supply.

Affordable Housing

AL/DE/2

Overall Affordable Housing Provision

2000 or more affordable dwellings should be provided between 2006 – 2026, of which about 60% should be social rented and 40% intermediate.

- 2.24 The Exeter Housing Market Area covers the districts of East Devon, Exeter, Mid Devon and Teignbridge. The 2007 Exeter Housing Market Assessment (HMA) assessed the need for housing, including affordable housing, across the area. The definition of affordable housing is set out in PPS3 and includes social rented housing (provided by a Registered Social Landlord) and intermediate affordable housing.
- 2.25 The need for new housing arises from the interaction of requirement (need/demand) and supply across all sectors of the housing market. The Housing Market Assessment interpreted this dynamically, recognising that within the existing housing market, households find dwellings vacated by other households. If the demand/need for housing is greater than the supply of vacated dwellings, there is a need for additional housing. The overall requirement for new housing within Mid Devon over a 5 year period was forecast as 2198 dwellings, or an average of 440 dwellings per year. By considering the supply of, and need for, housing in different sectors, the assessment further broke this down as follows (annualised figures):

Housing Type	Gross	Supply	Net Requirement	Net Requirement %
Market	2223	2007	216	49.2%
Intermediate	310	239	72	16.4%
Social Rented	613	462	151	34.4%
Total	3147	2707	440	100%

- 2.26 The Core Strategy sets an annual target of 100 affordable dwellings. This is justified by the levels of need shown in the Housing Market Assessment, which would amount to 223 per annum.
- 2.27 The advice in PPS3 requires that affordable housing policies are supported by evidence of viability. The Council commissioned a study of the viability of different affordable housing policies, and this indicated that a target of 35% on most housing sites is likely to be viable, although accepting that this would vary with market conditions and with unexpected or unusual development costs. Accordingly, this target is included in policy AL/DE/3 below.
- 2.28 However, even with a target of 35%, the overall provision is likely to be lower than this because of negotiations on individual sites, resulting from unusual infrastructure costs, inclusion of other uses on sites or other site specific reasons. For example, the high costs associated with the Tiverton Eastern Urban Extension suggest that a lower target for affordable housing on that site may be merited. Current market conditions will also play their part in the short term. Accordingly, an overall provision of less than 35% is set out as the complete target. It is proposed to follow the Core Strategy target of 100 per year, totalling 2000 dwellings. Of these, 1200 or 60% should be social rented provision. This target was met during the first two years of the plan period.

Affordable Housing Site Target

- a** Open market housing sites of more than 4 dwellings within the settlements of Tiverton, Cullompton, Crediton and Bampton, and of more than 2 dwellings elsewhere should provide affordable housing. A target of 35% affordable housing will be applied to the number of dwellings by which sites exceed the relevant threshold;
- b** The provision of affordable housing will be a high priority in considering planning applications, however if evidence is submitted which proves that this affordable housing target renders the site unachievable, a reduced level of provision or other alterations to the scheme sufficient to bring it forward will be negotiated;
- c** Affordable dwellings will be sold by developers to a Registered Social Landlord or other appropriate managing organisation at a price equal to the direct construction costs of the dwelling, excluding the cost of land, or an equivalent financial arrangement;
- d** In cases where there is no appropriate managing organisation who can afford to purchase affordable housing at construction cost, then a reduced target will be negotiated in return for a reduced purchase cost per dwelling;
- e** On sites which meet criterion a of this policy, but on which the provision of affordable housing would not be an efficient use of resources or would be otherwise inappropriate, a contribution towards affordable housing provision elsewhere in Mid Devon will be required. The level of contribution will be subject to viability assessment based on the value of the site at the time the application is determined.

2.29 In accordance with the advice in PPS3, policy AL/DE/3 above sets out the affordable housing site targets to be applied to proposals for market housing in the district.

2.30 PPS3 provides a “normal” threshold of 15 dwellings on which local planning authorities should seek affordable housing, but confirms that Development Plan Documents may justify a lower threshold based on local circumstances. A distinction is drawn between rural and urban sites in this regard. Using figures for planning permissions at 2008 as a sample, the following table sets out the range of sizes, split into urban (i.e. Bampton, Crediton, Cullompton and Tiverton) and rural areas. Figures are in dwellings.

Site Size	Urban commitments (% of total)	Rural commitments (% of total)
1	65 (9%)	99 (24%)
2	31 (4%)	59 (14%)
3	22 (3%)	37 (9%)
4	23 (3%)	49 (12%)
5-14	168 (24%)	90 (22%)
15+	396 (56%)	80 (19%)
Total	705 (100%)	414 (100%)

- 2.31 In the urban areas, 80% of commitments are on sites of more than 4 dwellings, indicating that a policy which set a threshold at this level would nevertheless apply to the majority of housing. The work on viability indicates that such sites would continue to be viable under a policy of 35% affordable housing under the policy proposed. Setting the threshold at 15 dwellings would exclude 44% of dwellings, considerably reducing the provision of affordable housing in accordance with the policy and excluding a number of allocations. Given the level of need indicated in the Housing Market Assessment (and summarised above), the policy will apply to sites of more than 4 dwellings in the urban areas of Tiverton, Crediton, Cullompton and Bampton.
- 2.32 Sites in rural areas tend to be much smaller than those in the urban areas, arising from the comparative scale of the settlements. With about half the Mid Devon population living in these areas, however, the level of need for affordable housing is high, leading to a potential mismatch. As the table indicates, a threshold of 15 dwellings would exclude over 80% of sites from the policy, and fail to provide affordable housing in many rural locations. A reduction to sites of more than 4 dwellings, as proposed for the urban areas, would still exclude the majority of sites. It is therefore proposed to set a lower threshold, applying the policy to sites with more than 2 dwellings in the rural areas. This would apply the policy to the majority of rural sites, and again has been shown to be viable in the rural areas. This policy applies to sites proposed for market housing in rural areas, such as those within settlement limits of villages. It does not apply to affordable housing allocations in rural areas, or to exceptions sites permitted in accordance with AL/DE/6, which must include 100% affordable housing and cannot contain open market dwellings.

2.33 A target of 35% is set, which has been shown to be generally viable on a range of sites, providing sufficient land values to encourage sites' development and should not act to prevent housing sites coming forward. However, this viability is less clearcut at the lower end of the scale, and the policy may be a disincentive for sites just at or above the threshold. Accordingly, it is proposed to apply the 35% target only to the extent by which the site exceeds the relevant threshold. For example, a site of 10 dwellings in Tiverton exceeds the threshold of 4 by 6 dwellings. Applying the 35% target to 6 dwellings gives a target of 2 dwellings, for this 10 dwelling site. It will be normal practice to round targets down to the nearest dwelling, but with a minimum target of 1 dwelling on eligible sites. The following table indicates the application of this policy to sites up to 15 dwellings in size.

Site size	Rural affordable target	Urban affordable target
1	0	0
2	0	0
3	1	0
4	1	0
5	1	1
6	1	1
7	1	1
8	2	1
9	2	1
10	2	2
11	3	2
12	3	2
13	3	3
14	4	3
15	4	3

2.34 The provision of affordable housing in accordance with this policy will be controlled through the planning application process. In general, the use of planning obligations will be the most appropriate method of control.

- 2.35 This policy has been subject to viability testing, which indicates that most housing sites can meet this target. However, it is inevitable that some sites will have unusual or exceptional costs, or that market conditions will vary over the time period of the plan. Accordingly, the policy allows developers to negotiate over the target, where they provide sound evidence relating to viability, which will be taken into account in the negotiations. Alterations to the scheme, including but not limited to reductions in the provision of affordable housing, will be considered in order to continue to provide achievable developments.
- 2.36 The policy sets out the funding mechanism for the provision of affordable housing on open market sites, which is to ensure that the affordable dwellings are provided at a cost equal to the direct cost of their construction that is excluding the cost of land. At present construction costs, this requires a Registered Social Landlord to seek external funding to purchase these dwellings, such as from the Homes and Communities Agency. Where no Registered Social Landlord with sufficient finance is available, an alternative financial arrangement will be needed. Reducing the proportion of affordable housing and at the same time reducing the purchase cost per dwelling to the Registered Social Landlord would allow affordable housing to come forward in a grant-free environment. These financial arrangements will be included in the relevant planning obligations.
- 2.37 In general, the planning authority prefers to see the provision of affordable housing within sites, in order to promote mixed and sustainable communities. However, there may be cases where on-site provision is not appropriate, for example the provision of a single affordable dwelling on a site may be inefficient to manage, and a Registered Social Landlord may be reluctant to take over such small scale provision. In accordance with national advice it is still appropriate for such sites to contribute to meeting affordable housing need and in these situations a contribution to off-site provision should be made. As stated in the policy, for sites where on site provision is not appropriate a financial contribution for affordable dwellings will be calculated as an equivalent cost to on-site provision. A contribution of approximately £50,000 per affordable dwelling has been calculated as a general equivalent cost to on-site provision, though this will vary from site to site and will be subject to viability assessment.
- 2.38 The Development Plan Document sets targets for specific sites where these are allocated, and in total these amount to 1635 affordable dwellings. The following table sets out where these are expected to be provided.

Settlement	Affordable Dwellings
Tiverton	760
Cullompton	574
Crediton	132
Bampton	33
Elsewhere	136
Total	1635

2.39 There were 274 affordable dwellings built between 2006 – 2009 with a further 176 already committed, and therefore it is expected that a total of 2085 affordable dwellings will be provided on sites already built or allocated in this document. With further sites provided through Registered Social Landlord resources or on exceptions sites in rural areas, the overall target of 2000 affordable dwellings by 2026 should be met.

AL/DE/4

Occupation of Affordable Housing

The occupation of affordable housing will be limited to households in need of affordable housing in accordance with appropriate officially published criteria such as those used by the Housing Authority for social rented housing and the Homes and Communities Agency for intermediate housing.

2.40 The Government published a definition of affordable housing in PPS3 and that definition will be used for planning purposes in Mid Devon. However, the definition refers to occupation being limited to “eligible people”, which is not defined in that document. Accordingly, the definition above will be used for affordable housing provided in Mid Devon, and if necessary planning obligations used to limit occupation in this way. The Housing Authority, currently Mid Devon District Council, use published criteria for allocating social housing. For intermediate housing, the national Homes and Communities Agency oversee local agents such as Home2Own, who also follow published eligibility criteria. In the case of affordable dwellings provided through the exceptions policy (AL/DE/6) or a specific allocation in a rural area, additional limitations will apply as set out in the relevant policy.

AL/DE/5

Inclusive Design and Layout

Housing sites to which policy AL/DE/3 applies should be developed to ensure the creation of inclusive, mixed communities as follows:

- a Affordable and market housing on a site should be the same mix of sizes and visually indistinguishable from each other;
 - b Affordable and market dwellings should be intermixed within the site, avoiding any particular concentrations in any part of the site;
 - c Affordable housing should be provided broadly in step with the market housing as the development progresses.
-

2.41 In housing sites which are to include affordable housing in accordance with policy AL/DE/3, it is important that there is no visual distinction between houses of different tenure. The policy sets out how this is to be achieved through design, layout and the timing of provision. This policy does not apply to 100% affordable housing sites such as exceptions sites or village allocations in this document.

AL/DE/6

Exceptions Policy

The development of a site for 100% affordable housing to meet the needs of the local community will be permitted where:

- a There is a proven need for affordable housing from households who have a strong local connection with the parish or an adjoining parish;
 - b The site adjoins a settlement in a location which takes account of visual and other impacts or is specifically allocated for affordable housing to meet local needs;
 - c The type of affordable housing and the scale of provision is limited to meeting the proven local need;
 - d A planning obligation is enforced which retains all the dwellings as affordable housing in perpetuity and gives priority to occupation by those with a strong local connection with the parish or adjoining parishes.
-

- 2.42 The provision of affordable housing in rural areas is an important aspect of maintaining sustainable and inclusive rural communities. This document allocates a number of sites for affordable housing in the villages, to meet local needs. However, it is important that the Council is in a position to react to new information on housing needs and new opportunities; accordingly the Council supports the provision of affordable housing through an “exceptions” policy. Policy AL/DE/6 above applies to both situations. The allocation of an affordable housing site at a village does not prevent the development of exception sites in that village, where there is a housing need.
- 2.43 A survey of a parish (including adjoining parishes if appropriate) will provide evidence of affordable housing need, both in terms of overall numbers and specific forms of affordable housing. The need must be for affordable housing (that is, it cannot be met from market housing), and from people with a strong local connection. Examples of a strong local connection could include having lived in the parish for 3 or more years or working locally. A scheme can then be promoted which meets that need. The size of the scheme should be limited to meeting the local need and no more, with the form and type of affordable housing designed to meet the identified need.
- 2.44 A planning obligation will be required to ensure that all the dwellings on the permitted site are retained as affordable housing in perpetuity. This policy does not permit the inclusion of market housing, which would be contrary to both the Core Strategy and national policy. In addition to the normal occupation requirements for affordable housing (see AL/DE/4) additional limitations will be included in such schemes to ensure that those with local connections are given priority. A “cascade” approach will be adopted, in which those with strong connections with the parish are given the highest priority for occupation, then those with connections with adjoining parishes and then those from elsewhere in Mid Devon. It is important that restrictions are not so inflexible as to leave affordable housing standing empty, so if there is no need from people meeting these requirements, other occupiers in housing need will be considered.
- 2.45 The key enabling aspect of this approach is that sites outside existing settlement limits can be developed in accordance with this policy. This is because land within settlement limits is unlikely to be available at a price sufficiently low to make 100% affordable housing sites viable. On the other hand, land outside settlement limits is defined as open countryside and is therefore not available for market dwellings, considerably reducing its monetary value. The site should, nevertheless, adjoin a settlement on a site which takes account of visual impact and other relevant planning issues. In the context of this policy, a settlement would normally be one of those defined as such in the Core Strategy (for example in COR17). However, there

are a number of parishes which do not contain a defined settlement, but within which there may be affordable housing need. In such cases, a broader interpretation of settlement will be appropriate and developments could relate to a hamlet with some local services, although not necessarily the full range required to be a defined village.

Gypsy and Traveller Provision

- 2.46 The need to provide sufficient pitches for gypsies and travellers is set out in Circular 01/2006. Mid Devon District Council has granted sites with capacity for 21 pitches since 2006. A pitch is usually defined as space for a static caravan, a touring caravan, a small amenity building (often known as a day room) and two parking spaces.
- 2.47 This Development Plan Document has to make provision for 10 to 15 new pitches in the plan period. The two mixed use sites of Tiverton Eastern Urban Extension (AL/TIV/1) and North West Cullompton (AL/CUL/1) are required to include 5 or more pitches as part of their affordable housing provision. The Council will undertake additional work during the life of the Development Plan Document to monitor the policies providing for gypsy and traveller accommodation, and seek further sites if the need arises.

AL/DE/7

Gypsy and Traveller Pitches

Planning applications for private gypsy and traveller pitches in the open countryside will be permitted provided that:

- a The need cannot reasonably be met on another site within Mid Devon which has consent or is allocated for gypsy and traveller pitches;**
 - b The proposed site is within 30 minutes travel by means of public transport, walking and/or cycling of a hospital and secondary school;**
 - c Occupation is limited to those meeting the definition of Gypsies and Travellers in the relevant national policy.**
-

- 2.48 Core Strategy policy COR18, in accordance with national policy, confirms that pitches for gypsies and travellers are an appropriate countryside use subject to a number of criteria. The policy above, which conforms with key aspects of the relevant Government Circular 01/2006 sets out the key criteria for such proposals.

- 2.49 The Council has met the strategic requirement for this specialist form of affordable housing through allocations, as set out above. Therefore the development of new sites for this use in open countryside should only be permitted where those allocated sites, or other sites with planning permission (including those with a lawful use) will not be available to the prospective occupiers in a reasonable timescale.
- 2.50 Access to health and educational facilities is an important factor and therefore sites should be within 30 minutes travel time using sustainable transport modes of a hospital and a secondary school, which would also ensure access to primary schools, shops and other essential services.
- 2.51 Where permission is granted for a proposal of this type, it is because of the particular residential needs of the gypsy and traveller community, and accordingly it is appropriate to limit occupation to members of that community.
- 2.52 Other requirements are set out in policies within the Local Development Framework, or relevant statements of national policy. These cover issues such as impact on Areas of Outstanding Natural Beauty and Sites of Special Scientific Interest, the need to avoid development in floodplains and requirement for safe vehicular access, and should be taken into account.

AL/DE/8

Public Gypsy and Travellers Provision

The Housing Authority will seek to provide a public site for gypsy and traveller pitches within Mid Devon, subject to the availability of funding.

- 2.53 Currently, all Gypsy and Traveller pitches in Mid Devon are privately owned and run. The Council is proposing to create a public site, in order to increase the flexibility of provision in the area. Investigations are currently underway into potential sites, and funding is being sought from the Government.

Employment Provision

2.54 The Core Strategy sets employment targets by settlement and overall throughout the district. The following table sets out the situation by settlement. Commitments are completions since 2006 plus existing planning consents. Figures are in square metres.

Settlement	Core Strategy Provision	Commitments	Remainder
Tiverton	120,000	5,651	114,349
Cullompton	80,000	42,213	37,787
Crediton	40,000	14,216	25,784
Bampton	8,000	1,768	6,232
Elsewhere	46,000	71,310	-25,310
Totals	294,000	135,158	158,842

2.55 The allocations in this Development Plan Document provide for the following levels of employment floorspace. Figures are in square metres. The figure for Policy AL/TIV/1-7 (Tiverton Eastern Urban Extension) reflects the median of 95,000 square metres and 130,000 square metres, which is the range of floorspace required by policy. Each total is followed by an indication of whether it exceeds or falls short of the remainder set out above.

Policy & Settlement	Site	Floorspace
AL/TIV/1-7	Tiverton Eastern Urban Extension	112,500
AL/TIV/9	Blundells School	7000
Tiverton total		119,500 (+5,151)
AL/CU/1-7	North West Cullompton	40,000
AL/CU/13	Week Farm	15,000
Cullompton total		55,000 (+17,213)
AL/CRE/7	Wellparks	4,150
Crediton total		4,150 (-21,634)
AL/BA/2	Bourchier Close	4,000
Bampton total		4,000 (- 2232)
AL/BO/2	South of Iter Cross	1,700
AL/BO/3	South West of Junction Road	2,100
AL/KE/1	South East of Village Hall	500
Elsewhere total		4,300 (+29,610)
District total		204,450 (+28,108)

- 2.56 The sites are proposed in locations which are considered deliverable. They are often part of mixed use proposals with housing, which will help to support their development. The single use sites are being promoted by developers and/or landowners, indicating that the market perceives them to be viable.
- 2.57 In the same vein as for housing, the Development Plan Document is required to show flexibility, given the importance to the strategy of increasing employment within Mid Devon. There are two key areas of flexibility which will help to ensure that provision is made; extra provision and windfalls.
- 2.58 This document allocates more employment land than that required by the Core Strategy. This is true overall, and in every settlement except Bampton and Crediton. This is justified by the constraints applying to these particular settlements.
- 2.59 Windfalls are likely to occur, particularly in the rural areas and on existing employment estates, given past performance and supportive general policies. For example, of the 32,500 square metres employment floorspace developed during 2001 – 2008, almost 75% was on unallocated sites, such as conversions of rural buildings and extensions of existing employment buildings.

Retail Provision

2.60 The Core Strategy contains targets for retail provision with an end date of 2016, to reflect the limitations of retail forecasting. These are set out below along with the level of completions and commitments for each settlement. Figures are in square metres.

Settlement	Core Strategy	Commitments Provision	Remainder
Tiverton	3900	1715	2185
Cullompton	2650	4061	-1411
Crediton	3450	6321	-2871
Bampton	0	0	0
Elsewhere	0	1143	-1143
Totals	10000	10540	-540

2.61 The table indicates that limited additional provision is needed in Mid Devon to meet these requirements. Small scale proposals are made in Tiverton, within town centre sites and on the proposed Urban Extension, amounting to about 4300 square metres.

3.0 INFRASTRUCTURE

Introduction

3.1 Infrastructure is widely defined; examples include roads, public transport, health, education, open space and leisure facilities. The provision of infrastructure and development should, so far as possible, go hand in hand in order to minimise the adverse impacts of new development and promote the most sustainable form of growth. The Council has prepared an Infrastructure Plan in consultation with relevant infrastructure providers in order to ensure that this occurs, seeking the provision of new infrastructure in step with development and acknowledging the need for relevant agencies to work in partnership.

3.2 The Core Strategy contains policy COR8 which states:

The location, scale and form of development will be guided by the need for community facilities and any existing shortages. 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. It will set out key infrastructure and facility requirements for new development, taking account of existing provision and cumulative impact. Developers will be expected to contribute to, or bear the full cost of, new or improved infrastructure and facilities where it is appropriate for them to do so.

3.3 The policies and proposals of this Development Plan Document seek to implement this strategic approach. The Council has prepared an Infrastructure Plan with key service and infrastructure providers, setting out in broad terms the infrastructure needs arising from the levels of development proposed in Mid Devon. This has been subject to joint working over a period of time and provides an evidence base for this Development Plan Document. It is published separately. The Infrastructure Plan is not, however, set in stone and will be subject to further monitoring, assessment of costs and viability and review.

3.4 The Infrastructure Plan sets out a number of specific proposals, together with more general provision. They come under the general headings set out in the policy. A number of the specific infrastructure items, such as education, air quality and transport provision, are included in later chapters of this document. With further work on the Infrastructure Plan, and monitoring of its outcomes, additional schemes and proposals will undoubtedly be added to the plan, to be implemented partly through the Community Infrastructure Levy, but also from other sources of finance. The total cost of infrastructure sought in the plan period amounts to at least £120m, of which about

half is expected to come forward from currently programmed public funds and other known or forecast sources. One of the roles of this Development Plan Document is to propose policies which seek to close this infrastructure funding gap, in order to ensure the orderly provision of sustainable communities in Mid Devon.

- 3.5 The Mid Devon Infrastructure Plan identifies the infrastructure that is considered to be required to enable the development strategy for Mid Devon to be delivered. Of the identified requirements around £60 million of additional funding for infrastructure needs to be found. The funding gap will be met through a range of potential sources.
- 3.6 In accordance with the Mid Devon Infrastructure Plan and the recent viability assessment carried out by consultants on behalf of the Council, it has been concluded that a charge equivalent to around £10000 per dwelling is appropriate, which is the level at which development viability would not be adversely affected. The Government has indicated that a Community Infrastructure Levy may be charged on a per square metre basis and a comparative figure will be used.
- 3.7 A charge of £10000 per dwelling from all market housing proposed to 2026 would provide about £35 million. On this basis a further £25 million will be required to fund identified infrastructure during the period. This will be sought from a range of sources including public funding and where appropriate additional developer contributions through negotiated planning obligations. New regulations for the Community Infrastructure Levy have been introduced. These require the Council to undertake a formal process before a Community Infrastructure Levy is charged. This will involve an up to date assessment of viability, public consultation and examination by an independent person appointed by the Secretary of State.
- 3.8 The formal process may change the approach to Community Infrastructure Levy in Mid Devon, including the process for determining the charge, viability considerations and its application to ensure that all legal requirements are met. For example, it may become appropriate to apply a reduced charge to non-residential development. In doing so all other sources of funding that may become available during the period of the plan will be taken into account when assessing the level of developer contribution necessary. It will be necessary to ensure that essential infrastructure is delivered in phase with new development, whilst providing the flexibility to take account of changing economic conditions and funding opportunities.

Community Infrastructure Levy

The Council will seek to implement the Community Infrastructure Levy by 1st April 2011 through the relevant legal processes, to support the provision of necessary infrastructure serving Mid Devon. The Council will strike an appropriate balance between the estimated costs of infrastructure needing to be funded by the Community Infrastructure Levy and the potential effects of the levy on the economic viability of development.

The imposition of the levy will be based on an appropriate rate per square metre of net additional floorspace. No charge will be made for affordable housing or charitable development. Developments will be able to make in-kind payments of land under circumstances permitted by the regulations.

- 3.9 The Mid Devon Infrastructure Plan examines the need for infrastructure and the potential for this to be provided. The approximately £60m funding gap referred to earlier provides the justification for policies requiring development to contribute to infrastructure provision over the plan period. Current policy seeks contributions on a relatively ad-hoc basis, for example through Supplementary Planning Document policies on open space and air quality and in support of requests from infrastructure providers arising from particular planning applications. Planning obligations are used to seek this funding from relevant individual planning applications. However, there are a number of concerns with this approach, which have led the Council to propose the implementation of an alternative method.
- 3.10 In general, the use of planning obligations can be a relatively inefficient method of funding infrastructure, particularly on small developments. Each has to be prepared and signed separately, and requires clear monitoring. On the whole, smaller developments tend to contribute less per dwelling than the larger ones, despite the fact that the cumulative impact of a dwelling is similar whether it is on a small or large development site. A series of one-off payments, each potentially linked to a particular item of infrastructure can lead to an ad-hoc approach to provision, rather than the strategic approach which government policy recommends. The Infrastructure Plan therefore suggests that the council implement the Community

Infrastructure Levy, which was introduced by the latest Planning Act. Policy AL/IN/1 proposes that the Council will introduce the levy by 2011 in accordance with the relevant regulations.

- 3.11 The regulations require that an appropriate balance is struck between the desirability of funding from the Community Infrastructure Levy (in whole or in part) the cost of infrastructure required to support development in its area, and the potential effects of the imposition of the levy on the economic viability of development across its area. Rates may be set according to the use of development or by location, and supplementary charges, nil rates, increased rates or reductions may be applied where appropriate. In order to plan for infrastructure provision, the Council has made initial assumptions about the amount the Community Infrastructure Levy might generate. A rate of approximately £10,000 per dwelling (equivalent to £115 per square metre of net additional floorspace) is considered viable for market housing in principle, but the levy rates to be applied to housing and other developments will be assessed in much more detail as the Infrastructure Plan evolves and a charging schedule is prepared.
- 3.12 An assumed levy of £10,000 per market dwelling would contribute about £35m in the period to 2026. The levy will be used to support infrastructure provision to enable the growth proposed in Mid Devon, such as transport, green infrastructure, air quality measures, education, youth and other community services, health and social care, sport and leisure and carbon reduction investment. Current estimates are that a further £25m is required to fund these items of infrastructure, although levy from “windfall” developments will reduce this disparity. Emerging Government policy confirms that infrastructure planning will never be a precise science and an element of pragmatism is necessary. The Council is committed to working with infrastructure providers and other partners to close this gap, including through the following actions;
- Pursuing additional sources of funding, including providers’ capital programmes, central government sources, private sector investment and other less traditional sources;
 - Innovations in provision such as co-location to reduce costs;
 - Prioritisation based on strategic and local assessments of need.

Development Without Community Infrastructure Levy

In advance of the implementation of the Community Infrastructure Levy developments will be required to meet their infrastructure requirements through planning obligations and conditions in accordance with national and Development Plan policies.

The Council will review the use of planning obligations and conditions to take account of the scope and uses of the levy, with a view to following a revised approach upon the levy's implementation. The implementation of policies and proposals in this Development Plan Document will be considered in the light of this.

- 3.13 The Council intends to implement a Community Infrastructure Levy in 2011, as set out in policy AL/IN/1 above. The strategy of this Development Plan Document is based on the assumption that this will occur. However, the implementation is through a separate legal process and is therefore not entirely certain. Accordingly, it is necessary to include a contingency to ensure that development and infrastructure continue to be provided in step.
- 3.14 The Council will continue to use existing methods for housing developments including Supplementary Planning Documents, Planning Obligations and Conditions until such time as the Community Infrastructure Levy is in place. During the preparation of the charging schedule and work leading up to the implementation of the levy, the Council will review the current policies with a view to ensuring that the use of planning obligations and conditions complies with the limitations imposed by the regulations, and remains reasonable and fair once the levy is introduced. The Council will consider the need to apply phasing to development through the use of "Grampian" conditions where the provision of a certain item of infrastructure is considered to be a prerequisite for that development.

Public Open Space

New housing developments will provide at least 60 square metres of equipped and landscaped public open space per market dwelling, to include children's play areas, sports areas, informal open space and allotments in appropriate proportions, with safe and convenient access on foot or cycle.

Where it would be more appropriate for open space to be located off the site, contributions from development will be sought per dwelling based on the normal cost of providing public open space elsewhere, in accordance with the Council's adopted Supplementary Planning Document. The application of this paragraph will be reviewed upon implementation of the Community Infrastructure Levy.

- 3.15 Public open space is an important element of a sustainable community, and its incorporation in new housing developments is required by policy AL/IN/3 above. Provision of 60 square metres per dwelling includes an allowance for the various types of open space, which provide for the needs of different people at different times. There is a general need to ensure that the use of open space does not cause a nuisance to dwellings.
- 3.16 Children's Play Areas are equipped play areas for smaller children (up to 10 years old). 10 square metres per dwelling is considered to be appropriate minimum provision, although this will vary depending on the type of dwellings proposed. They should be close to the housing, allowing easy walking access for all ages, securely fenced to protect from dog fouling and provided with safety surfacing. Other requirements will include seats for supervising adults, litter bins and possibly cycle racks. In order to avoid an inefficient and costly maintenance liability, play areas of smaller than 500 square metres should not be provided, instead off-site contributions will be sought.
- 3.17 Sports provision will be required at 40 square metres per dwelling. Sports pitches will include appropriate services such as changing rooms. Areas for informal ball games, with appropriate fencing and equipment may also be provided. In order to avoid inefficient provision, sports pitches of less than about 2 hectares should not be provided within housing sites; again off-site contributions will be sought.

- 3.18 Informal open space is provision of a more fluid nature, including landscaped gardens, allotments, formal parkland, and natural green space. Provision of about 10 square metres per dwellings is generally considered appropriate, although this will be considered on a site by site basis, with larger proposals such as urban extensions providing considerably more than this
- 3.19 The provision of public open space leaves a maintenance issue. The Council is willing to take on the maintenance of such open spaces, subject to the payment of a commuted sum by the developer, equivalent to 10 years maintenance costs.
- 3.20 Most sites will not be large enough to contain the full range of open space on site, since this would leave small pockets of unusable open space. In cases where on-site provision is not appropriate, it is important nevertheless that sites make an appropriate contribution to open space provision. Failure to do so would lead to gradually increasing need from additional housing, but inadequate additional provision to cover for this. The Council has prepared a Supplementary Planning Document which sets out the method for calculating off-site contributions per dwelling and the policy above supports this continued approach. This approach has been running since the year 2000 and has successfully helped provide open space throughout the district.
- 3.21 The introduction of the Community Infrastructure Levy is proposed to negate the need for a separate public open space fund, and is proposed to negate this aspect of the policy and Supplementary Planning Document. The Council will seek to ensure that credit is given to developments which make on-site provision in their payment of Community Infrastructure Levy
- 3.22 The Council will work to incorporate appropriate elements of public open space provision within its proposed Green Infrastructure Strategy.

AL/IN/4

Green Infrastructure

The Council will prepare a Green Infrastructure Strategy, seeking to promote a Green Infrastructure Network of multifunctional open space with recreational, visual and biodiversity value with sustainable drainage. This will involve the protection and enhancement of existing assets, including public rights of way, and creation of new provision.

- 3.23 The provision of green infrastructure, meaning open space, wildlife areas and cycling and walking networks is supported by national policy as part of the creation of sustainable communities. By considering these issues together, a strategic and local network of green infrastructure can be provided to promote health, visual, wildlife and leisure benefits in a holistic manner.
- 3.24 The Council proposes to prepare a Green Infrastructure Strategy in order to achieve these objectives. A green infrastructure network, linking town and countryside and tying in with existing areas and proposed developments would be the overall aim of such a strategy. Existing funds from the Open Space Supplementary Planning Document and the Community Infrastructure Levy could be combined with other sources of funding to invest in Green Infrastructure.
- 3.25 The Strategic Nature Areas defined in the South West Nature Map and reflected in the Core Strategy could form an important part of this network, and measures to enhance biodiversity, landscape and public access in these areas would be of significant benefit.

AL/IN/5

Education Provision

Where new housing development will lead to education facilities being oversubscribed, the development will cover the cost of the additional facilities necessary. The application of this policy will be reviewed upon implementation of the Community Infrastructure Levy.

- 3.26 A strategic approach to the improvement of education in Mid Devon is included within the Infrastructure Plan. In terms of development it appears that the key requirement within the plan period is for primary school provision within the Tiverton and Cullompton urban extensions. However, population forecasts are subject to some uncertainty, and there may be peaks in demand in some areas which have not been forecast. Accordingly, policy AL/IN/5 permits the Council to seek the cost of enhancing local education from development, where there would otherwise be a shortage of provision in an area.

Carbon Footprint Reduction

Development of 10 or more dwellings or 1000 square metres or more of non-residential floorspace will make provision for at least 10% of the energy to be used in the development to come from decentralised on-site renewable or low-carbon sources rising incrementally to 20% by 2020. A Carbon Reduction Strategy outlining this and other methods to reduce development carbon footprint will need to accompany planning applications.

- 3.27 Planning has a role to play in making progress towards the UK's target to reduce carbon dioxide emissions. Government guidance expects new development to be planned to make good use of opportunities for decentralised and renewable or low-carbon energy.
- 3.28 Developers will be required to prepare a Carbon Reduction Strategy to accompany a planning application. The strategy will explore ways to minimise the overall carbon footprint of the development through measures such as renewable and low carbon energy generation to provide a significant proportion of the sites energy use; energy efficiency measures; measures to ensure that residents, employees and businesses are encouraged to travel in the most sustainable fashion, including Travel Plans, information, car clubs, liftsharing and infrastructure for low emission vehicles and measures to manage the impacts of construction.
- 3.29 The Council will work in partnership with stakeholders to develop an approach that seeks to secure the maximum benefit in terms of carbon footprint reduction, whilst taking into account other relevant factors including economic viability, technological advances and other changes in policy such as the requirements of building regulations. Accordingly, the target of 10% of the energy to be used in the development to come from decentralised and renewable or low-carbon sources is a minimum requirement. The developer will be expected to explore the potential for greater provision with a renewable energy assessment. Where greater provision is not considered feasible it will be necessary for the developer to provide the Council with evidence to demonstrate that this is the case. A range of European and national policies set challenging targets for the reduction of carbon emissions, requiring substantial improvements by 2020 and 2050. Therefore the policy sets an increasing target, rising incrementally from 10% in 2010 over the ensuing 10 years to 20% by 2020.

- 3.30 The Council has had an assessment of development viability carried out by consultants. The assessment concludes that development should remain viable if an element of renewable or low-carbon sources of energy is included, along with other requirements such as affordable housing and community infrastructure.
- 3.31 In cases where a Low Emissions Strategy is required for a site, this should be prepared in conjunction with a Carbon Reduction Strategy, or as a combined Carbon Reduction and Low Emissions Strategy.
- 3.32 The Council has employed consultants to examine the feasibility of each development site for a range of renewable energy options.
- 3.33 The table below illustrates the potential for sites of 10 or more dwellings and 1000m² or more of non-residential floorspace to incorporate a range of decentralised and renewable or low-carbon energy.
- 3.34 The assessment has covered the most common renewable energy technologies considered cost-effective and reliable in the current market-place. An indicative cost based upon March 2009 prices is included for each technology. These are:
- **Biomass Combined Heat and Power (CHP):** The combustion of biomass (a renewable fuel source) to produce electricity and heat. CHP technologies can be scaled according to the required heat demand. Costs associated with CHP technologies (per building) are influenced by economies of scale but typically cost £1 to 2 million per Mega Watt (MW).
 - **Large-scale Wind Generator:** 45m hub height wind turbine harnessing wind energy to produce electricity for a development. Single turbines can cost £0.8 to £1 million/MW. Typically turbines with a 45m hub height will be rated 1-2MW.
 - **Micro-scale Wind Generator:** Smaller, building mounted turbines providing electricity at lower volumes to individual properties. Micro wind generation costs in the region of £5,000 to £30,000 depending on the size of the turbine.
 - **Hydroelectricity:** Generating electricity from a turbine powered by moving water. Costs associated with hydro power depend on the size of the plant. The applications of hydropower are limited, therefore costs of development are slightly higher than other readily available technologies and not readily known in the UK at a MW level.

- **Ground and Water-Source Heat Pumps:** Using refrigerant chemicals pumped through capillaries installed in soil, bedrock or running water to harness and concentrate low-level but constant heat, to supply space heating or cooling in properties. Heat pumps cost in the region of £4,000 per residential property with larger applications increasing likely installation fees. The cost is likely to be £0.8 to £1.5million/MW.
- **Solar Photo-Voltaic:** Panels of photo-voltaic material that convert solar energy to electricity. Photo voltaic cells are expensive and cost around £20million/MW.
- **Solar Thermal Hot-Water:** Water is pumped through fine capillaries inside insulated panels that absorb solar energy, to produce hot water. Solar thermal technologies are comparatively low cost with household applications starting at £4000 upwards which equates to £0.8 to £1.4million/MW.
- **Anaerobic Digestion:** Process undertaken at modified sewage treatment plants using anaerobic bacteria to digest sewage and produce methane. This gas can be burnt to provide combined heat and power, to supply adjacent developments. Anaerobic digestion plants are not well established in the UK. The development costs are therefore not well known but are likely to be related to size of the application. Typical plants are likely to cost in the region of £1 to £1.2million/MW.
- **Energy from Waste:** Large scale combustion of municipal or commercial waste streams as a fuel to provide electricity or CHP to large developments. Large scale plants have high development costs associated with them. A 100,000 tonne per annum plant is likely to cost in excess of £5 million. The heat energy delivered from such plant costs around £0.5 to £0.6million/MW.

Tiverton		Renewable energy ✓ = likely suitable ✗ = unlikely suitable ○ = potential suitability									
Site name & reference	Biomass CHP	Large Scale Wind	Micro Wind	Hydro	WS & GS Heat Pumps	Solar P.V.	Solar Thermal	Gas CHP	Anaerobic Digestion	EW	
AL/TIV/1 Eastern Urban Extension	✓	○	✓	✗	✗/✓	✓	✓	✓	✗	✓	
AL/TIV/8 Farleigh Meadows	✓	✗	✓	✗	✗/✓	✓	✓	✓	✗	✗	
AL/TIV/9 North of Blundells School	✗	✗	✗	✗	✗/✓	✓	✓	✓	✗	✗	
AL/TIV/10 Howden Court	✓	✗	✓	✗	✗/○	✓	✓	✓	✗	✗	
AL/TIV/11 Belmont Hospital, Belmont Road	✗	✗	✗	✗	✗/✓	✓	✓	✓	✗	✗	
AL/TIV/13 William Street	✗	✗	✗	✗	✗/✓	✓	✓	✓	✗	✗	
AL/TIV/14 Palmerston Park, Tiverton	✗	✗	✓	✗	✗/○	✓	✓	✓	✗	✗	
AL/TIV/15 Blundells Garage, Station Road	✗	✗	✗	✗	✗/✓	✓	✓	✓	✗	✗	
AL/TIV/16 Roundhill, Tiverton	✗	✗	✓	✗	✗/○	✓	✓	✓	✗	✗	
AL/TIV/17 Hay Park, Canal Hill, Tiverton	✗	✗	✗	✗	✗/✓	✓	✓	✓	✗	✗	
AL/TIV/18 The Avenue, Tiverton	✓	✗	✗	✗	✗/✓	✓	✓	✓	✗	✗	
AL/TIV/19 Phoenix Lane	✗	✗	✗	✗	✗/✓	✓	✓	✓	✗	✗	
AL/TIV/20 Bampton Street	✗	✗	✗	✗	✗/✓	✓	✓	✓	✗	✗	
AL/TIV/21 Tidcombe Hall	✗	✗	✓	✗	✗/✓	✓	✓	✓	✗	✗	

Cullompton		Renewable energy								
		✓ = likely suitable ✗ = unlikely suitable ○ = potential suitability								
Site name & reference	Biomass CHP	Large Scale Wind	Micro Wind	Hydro	WS & GS Heat Pumps	Solar P.V.	Solar Thermal	Gas CHP	Anaerobic Digestion	EFW
AL/CU/1 North West Cullompton	✓	○	○	✗	✗/✓	✓	✓	✓	✗	✗
AL/CU/8 Knowle Lane	○	✗	○	✓	✓/✓	✓	✓	✓	✗	✗
AL/CU/9 Court Farm	✗	✗	✗	✗	✗/○	✓	✓	✓	✗	✗
AL/CU/10 Padbrook Park	✗	✗	✓	✗	✗/○	✓	✓	✓	✓	✗
AL/CU/11 Exeter Road	✗	✗	✓	✗	✗/○	✓	✓	✓	✓	✗
AL/CU/12 Lower Bull Ring	✗	✗	✗	✗	✗/○	✓	✓	✓	✗	✗
AL/CU/13 Week Farm	✓	✗	○	✗	✗/○	✓	✓	✓	✗	✗
AL/CU/20 Colebrook	✓	✗	✓	✗	✗/✓	✓	✓	✓	✗	✗

Credition	Renewable energy									
	✓ = likely suitable ✗ = unlikely suitable ○ = potential suitability									
Site name & reference	Biomass CHP	Large Scale Wind	Micro Wind	Hydro	WS & GS Heat Pumps	Solar P.V.	Solar Thermal	Gas CHP	Anaerobic Digestion	EfW
AL/CRE/1 & 7 Wellparks	✓	✗	✓	✗	✗/○	✓	✓	✓	✗	✗
AL/CRE/2 Red Hill Cross, Exhibition Road	○	✗	✓	✗	✗/○	✓	✓	✓	✗	✗
AL/CRE/3 Cromwells Meadow	✗	✗	✗	✗	✗/✓	✓	✓	✓	✗	✗
AL/CRE/4 George Hill, Credition	✗	✗	✗	✗	✗/○	✓	✓	✓	✗	✗
AL/CRE/5 The Bike Shed, High Street, Credition	✗	✗	✗	✗	✗/✓	✓	✓	✓	✗	✗
AL/CRE/13 Pedlerspool, Exhibition Road	✓	✗	✓	✗	✗/○	✓	✓	✓	✗	✗

Bampton		Renewable energy ✓ = likely suitable ✗ = unlikely suitable ○ = potential suitability									
Site name & reference	Biomass CHP	Large Scale Wind	Micro Wind	Hydro	WS & GS Heat Pumps	Solar P.V.	Solar Thermal	Gas CHP	Anaerobic Digestion	EFW	
AL/BA/1 School Close	✗	✗	✓	✗	✗/✓	✓	✓	✓	✓	✗	
AL/BA/2 Bourchier Close	✓	✗	✓	✗	✗/○	✓	✓	✓	✗	✗	
Villages		Renewable energy ✓ = likely suitable ✗ = unlikely suitable ○ = potential suitability									
AL/BO/2 Bow, South of Iter Cross	✗	✗	✗	✗	✗/✓	✓	✓	✓	✗	✗	
AL/BO/3 Bow, South West of Junction Road	✗	✗	✓	✗	✗/✓	✓	✓	✓	✗	✗	

4.0 MONITORING

Monitoring

AL/MO/1

Monitoring

The Local Planning Authority will monitor changes in the area, assess the implications for Local Development Framework objectives, policies and targets, and publish results in the Annual Monitoring Report and other appropriate publications.

- 4.1 Monitoring is important to understand the characteristics of the local area, assess the impact of policies and whether the strategy is delivering sustainable development so that the policies can be reviewed as appropriate. The Council is required to produce an Annual Monitoring Report to review the progress of Local Development Documents against the milestones set out in the Local Development Scheme and assess the extent to which the policies in the documents are being achieved.
- 4.2 The Core Strategy contains indicators and targets to inform this process, integrating the national targets and applying more localised indicators and targets as appropriate, in order to measure the key strategic outcomes sought. However, as the Core Strategy is not a site specific document or policy document for generic use in the determination of planning applications, the monitoring is at a strategic level. More detailed monitoring proposals are included in this Development Plan Document to reflect its subject matter.
- 4.3 The Core Strategy monitoring chapter states “If national and regional indicators change then the monitoring framework will be amended to adjust to the new indicators.” Since the adoption of the Core Strategy, new National Indicators have been introduced, together with amendments to the list of Core Output Indicators (the indicators which Annual Monitoring Reports are required to include). For the sake of clarity the following table gives the full list of indicators to be monitored. Where a previously agreed Core Strategy indicator has been superseded by changes to the national set, this is noted. Indicators no longer to be monitored are indicated in grey, with reasons. New indicators are in bold. It is possible that further changes will be made to national indicators, and again this will be reflected in the Annual Monitoring Report.

Indicator	Relevant Policies	Target	Implementation Agencies	Notes
Losses of employment land in local authority area (total hectares of B1a, B1b, B1c, B2 and B8).	COR1	No target.	Mid Devon District Council, development industry, businesses	No longer Core Output Indicator – amended wording.
Amount of development land lost to residential development.				No longer Core Output Indicator – similar indicator provides sufficient information
Net density of new residential development.	COR1	Greater than 35 dwellings per hectare.	Mid Devon District Council, development industry	No longer Core Output Indicator – amended wording.
Indices of deprivation 2004 – numbers and proportions of wards within the most deprived 25% nationally.	COR1, COR3, COR4	10% improvement in the national position of these wards by March 2010.	Mid Devon District Council, development industry, Devon County Council, Local Education Authority, Public transport providers, NHS, Devon Primary Care Trust and other health care providers	
Expenditure on public open space from new development.	COR1, COR2, COR8, AL/IN/1 AL/IN/3	£100,000 per year.	Mid Devon District Council, town and parish councils, Sports England, private and voluntary organisations	This would be superseded by the introduction of Community Infrastructure Levy
Community Infrastructure Levy	AL/IN/1	Introduced 2011; Income and expenditure from 2011.	Mid Devon District Council, Devon County Council, Highways Agency, Local Strategic Partnership	New indicator
Resident satisfaction with the standards of parks and play areas.	COR1 AL/IN/1 AL/IN/3	75% satisfaction rates.	Mid Devon District Council, general users	Slightly revised indicator to better reflect policy focus.

Number of Conservation Area Appraisals and Conservation Area Management Plans approved.	COR2	Complete coverage of Conservation Area Appraisals and Management Plans by 2009.	Mid Devon District Council	
Change in areas of biodiversity importance.	COR2	No net loss.	Natural England, Mid Devon District Council, landowners	Core Output Indicator E2, amended wording.
Number of TPOs	COR2	No target.	Mid Devon District Council	
Registered and Local parks and gardens	COR2	No loss.	Devon Gardens Trust, English Heritage, Mid Devon District Council	
Housing trajectory showing net additional dwellings from 2006 – 2026, for whole District and separately for Tiverton, Cullompton, Crediton and Bampton.	COR3 COR12 COR13 COR14 COR15 COR16 AL/DE/1	Average annual completions Mid Devon 370 Tiverton 160 Cullompton 105 Crediton 40 Bampton 10	Development industry, Mid Devon District Council	Core Output indicators H2(a), (b), (c), (d), amended from Core Strategy, combining two previous indicators.
Affordable housing completions.	COR3 AL/DE/2 AL/DE/3 AL/DE/6	Average annual completions 100 per year.	Mid Devon District Council, development industry, registered Social landlords, Housing and Communities Agency	Core Output Indicator H5 and National Indicator15 5.
Net additional gypsy and traveller pitches.	COR3 AL/DE/7	39 between 2006-2026	Mid Devon District Council	New - Core Output Indicator H4
Sizes and types of dwellings completed (Local Indicator).	COR3	No target.	Mid Devon District Council, development industry	
Strategic Housing Land Availability Assessment	COR3 AL/DE/1	To review the SHLAA annually.	Mid Devon District Council, development industry, infrastructure providers	New indicator.

Availability of land for housing.	COR3 AL/DE/1	At least 5 years supply.	Mid Devon District Council, development industry	New indicator. National indicator 159.
Development of housing on allocated sites	COR3 AL/DE/1 All housing allocations		Mid Devon District Council, development industry	New indicator
Total amount of additional employment floorspace by type (sqm gross internal floorspace of B1(a), B1(b), B1(c), B2 and B8), for the whole district and individually for Tiverton, Cullompton, Crediton, Bampton and Elsewhere.	COR4 COR12, COR13, COR14, COR15, COR16, COR17, COR18.	Average annual completions: Mid Devon Tiverton Cullompton Crediton Bampton Elsewhere	Mid Devon District Council, development industry	Core output indicator BD1, slightly varied wording from Core Strategy, combining two previous indicators.
Development of employment on allocated sites	All employment allocations		Mid Devon District Council, development industry	New indicator
Number of VAT registered businesses	COR4	Growth each year.	Mid Devon District Council, Enterprise South West, Business Link, Private sector	
Jobs density (number of jobs in Mid Devon divided by the resident working age population).	COR4	Increase jobs density to 1.0 by 2026.	Mid Devon District Council, development industry, business sector	
Job Seekers Allowance as a proportion of working age population each April.	COR4	Remain below regional average.	Mid Devon District Council, development industry, business sector	
Tourism visitor numbers	COR4	Increase year on year	Mid Devon District Council, Tourism industry, South West Tourism, Local TIC's	
Tourist accommodation bedspaces	COR4	Increase year on year	Mid Devon District Council, Tourism industry, South West Tourism, Local TIC's	

Total amount of floorspace for town centre uses, in total and within town centres. (Classes A1, A2, B1a and D2).	COR4, COR6	No target	Mid Devon District Council, development industry, retail business sector, leisure industry.	Core Output indicator BD4, combines two previously separate Core Strategy indicators.
Development of retail on allocated sites.	All retail allocations			New indicator
Employment land available by type (hectares for B1a, B1b, B1c, B2 and B8).	COR4	At least 10 hectares allocated or with planning permission at any one time.	Mid Devon District Council, development industry	Core Output Indicator BD3, slight wording change from Core Strategy.
Renewable energy capacity installed by type. (Completed and available in megawatts)	COR5	No target.	Mid Devon District Council, renewable energy providers	Core Output Indicator E3
Retail indicators	COR6	Show continuous improvement.	Mid Devon District Council, development industry, retailers	
Total amount (and percentage) of employment floorspace on previously developed land by Type.	COR7	No target.	Mid Devon District Council, development industry	Core Output Indicator BD2, slightly different wording from Core Strategy.
Number and percentage of new and converted dwellings on previously developed land.	COR7	30%	Mid Devon District Council, development industry	Core Output Indicator H3.

Percentage of residential completions within 30 minutes public transport time of a GP, hospital, primary and secondary school, employment and a major retail centre.	COR9	90%	Mid Devon District Council, development industry, County Council, LEA, Public transport providers, NHS, Devon Primary Care Trust and other health care providers	No longer a Core Output Indicator.
Travel to work mode and distance travelled (2001 Census).	COR9	No target.	Census, Devon County Council	
Number of planning permissions granted contrary to the advice of the Environment Agency on either flood defence grounds or water quality.	COR11	No approvals.	Mid Devon District Council, Environment Agency, South West Water, applicants	Core Output Indicator E1
Air Quality in Cullompton	COR14 AL/CU/14 AL/CU/15	Improved air quality in Cullompton	Mid Devon District Council, Devon County Council	New indicator
Air Quality in Crediton	COR15 AL/CRE/10	Improved air quality in Crediton	Mid Devon District Council, Devon County Council	New indicator
Services in rural settlements	COR17	No reduction in service availability in defined Villages.	Mid Devon District Council, development industry	

5.0 TIVERTON

- 5.1 The specific objectives for Tiverton are set out in Adopted Core Strategy policy COR13 and its supporting justification, set out in the box below. As this policy and text were already adopted it could not be revised or subject to representations. Paragraph numbers are those of the Core Strategy.

COR 13 - Core Strategy Policy for Tiverton

Tiverton will continue to develop in a balanced way as a medium sized market town serving a rural hinterland in the eastern part of Mid Devon. 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 the following average annual development rates:

- a 102 market dwellings;**
- b 43 affordable dwellings;**
- c 6000 square metres employment gross floorspace.**

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

- d Manage the town centre so that economic success and heritage reinforce each other, promoting new homes, shops, leisure, offices and other key town centre uses which contribute to vitality and viability, including an additional 3,900 square metres of comparison net retail floorspace by 2016 in accordance with the sequential and other PPS6 retail policy considerations;**
- e Enhance walking and cycling opportunities and bus services around the town and particularly to access the town centre and enhance public transport access to Tiverton Parkway Station, Exeter and Taunton;**
- f Retain the green setting provided by the steep open hillsides, particularly to the west and south of the town and the historic parkland north of the A361;**
- g Protect the importance of Tidcombe Lane Fen, other areas of biodiversity value and green infrastructure, supporting opportunities for enhancement of river corridors;**
- h Reduce the risk of flooding.**

- 7.45 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. Its characteristics lead to it being proposed as the main location for new housing and employment development within the district.
- 7.46 The town has a high percentage of self-containment with 68% of its residents working within the town (based on 2001 Census data), although this fell from 77% in 1991. Travel to work patterns reveal a discernable catchment for the town, extending to the adjoining wards of Canonsleigh, Halberton, Clare and Shuttern and Way (each with over 10% working in Tiverton). Accordingly, a high proportion of the housing and economic development is targeted at this sustainable location. The housing provision implies development rates above those achieved over the previous 20 years (145 per year up from 78). A much higher proportion of these will be affordable. Provision for new employment floorspace will need to support expansion of the local economy and reverse the more recent decline in self-sufficiency of the settlement.
- 7.47 Retail forecasts up to 2016 indicate little quantitative need for additional food retail floorspace, after allowing for the 3700 square metre net Tesco store at Blundell's Road, which opened in October 2005. However, this does not prevent the development of additional food sales floorspace within the town centre, where a need does not have to be proved. In contrast, the study indicates a quantitative need for additional comparison goods floorspace. The findings of the study are reflected in the policy.
- 7.48 It is likely that about 70% of new housing will take place on Greenfield sites. Likewise employment land is likely to be provided almost exclusively on such land, and particularly on level ground. Given the scale of development proposed and the likely need for significant infrastructure improvements to serve it, development is likely to be in the form of a very large site or sites and in the form of a comprehensive, mixed development, with large numbers of houses helping to achieve the necessary viability threshold. B1 and B2 development are likely to be the main types of employment. Most of the development around Tiverton is likely to take place to the east of the town, where there are large areas of relatively unconstrained land, and given the significant constraints to development in the other directions.
- 7.49 The key role of the town centre in the sustainable development of the town is recognised in the policy. The policy seeks to promote additional uses in the town centre in ways which enhance both its heritage value and economic success.
- 7.50 The policy sets out a series of other key priorities for the development of Tiverton, including protecting its attractive setting, promoting better public transport links and managing flood risk. The Exe Area Development Plan Document will include appropriate proposals to implement these priorities. This will also be able to take account of current work on the Exe Valley Market and Coastal Towns Initiative.

Strategy

5.2 The need for housing, employment and other forms of development at Tiverton to meet Core Strategy requirements is described more fully in Chapter 2 of this document, Development Strategy. The following table summarises the requirement and the levels proposed in the allocations at Tiverton to 2026.

Use	Net requirement	Allocations
Housing	2170 dwellings	2,360 dwellings
Employment	114,349 square metres floorspace	119,500 square metres floorspace
Retail	2,185 square metres floorspace	4,300 square metres floorspace

5.3 The key issue facing Tiverton is the need for significant expansion of its employment base, both to meet future needs and to deal with the low employment growth in the past 20 years. Whilst still the most sustainable location for development in Mid Devon, the lack of employment growth is eroding this position. Accordingly, the strategy chosen is primarily based on this pressing sustainability need. The provision of housing to meet demand is also important, in line with the Core Strategy requirements. Land for employment development is particularly difficult to find, given the need for relatively level land, good road access for heavier vehicles and avoiding land in the floodplain. While retail need has been largely met in the short term, additional town centre shopping provision would enhance the vitality and viability of the town centre and improve shopping choice.

5.4 The provision of a mixed use urban extension east of Tiverton, providing most of the town’s housing and employment land, local services and public open space will meet these key strategic requirements. Additional provision is made for a number of smaller housing and retail sites. Three contingency housing sites are suggested, one of them in Tiverton, to come forward only if there is a housing need in the medium to long term, for example through initial delays in bringing forward the urban extension. The approach to delivering contingency sites is set out in the Development Strategy Chapter of this document. This strategy will bring the housing, employment and infrastructure forward in step dealing most effectively with the impacts of development. It will continue to provide choice of location for house buyers and provides certainty, flexibility and balanced development of the town.

Eastern Urban Extension

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

- a From 1550 to 2000 dwellings;**
 - b A proportion of affordable dwellings subject to further assessment of viability to include at least five pitches for gypsies and travellers;**
 - c From 95,000 to 130,000 square metres employment floorspace;**
 - d Transport provision to ensure appropriate accessibility for all modes;**
 - e Environmental protection and enhancement;**
 - f Community facilities to meet local needs arising;**
 - g Carbon reduction and air quality improvements;**
 - h An agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development;**
 - i A public masterplanning exercise to be undertaken before any planning application is made.**
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5.5 The site is relatively level and can provide a comprehensive mixed-use urban extension with related infrastructure and facilities. The development is capable of providing infrastructure benefits and importantly providing much needed employment land. An Eastern Urban Extension provides the only real option to provide for significant additional land with good access and redress the balance in respect of out commuting. Other sites examined during the plan preparation process fail to meet the strategic needs of Tiverton, particularly in respect of employment.

5.6 The site meets most of the residual housing requirement for Tiverton and all of the employment land, the net requirement being 2170 dwellings and 114,349 square metres of employment floorspace. It is the most appropriate direction for the longer term growth of the town, up to 2026.

- 5.7 The provision of affordable housing is an important local priority, and sites are normally required to provide 35% affordable housing in accordance with policy AL/DE/3. However, the policy makes it clear that 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 (including two costly road accesses) 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. This is to help development viability by ensuring a speedy return on initial investment for a developer, given that much of the infrastructure cost is in the early phases of development. It is expected that sites will contain a mix of housing types, including where appropriate provision for the elderly. This affordable housing requirement will need to be assessed regularly, to ensure that affordable housing need continues to be met while taking account of viability concerns.
- 5.8 The provision of sites for gypsies and travellers is a requirement of government policy. At least five of the affordable housing units in this development before 2026 should be provided as pitches for gypsies and travellers, contributing to the council's need.
- 5.9 The policy sets out the general requirements for development of the Eastern Urban Extension and these are set out in more detail in the policies which follow (AL/TIV/2 – AL/TIV/7). They are based on the evidence available to the planning authority when preparing the Development Plan Document. However, it is important that the policies of this document are not seen as rigid and unalterable in the light of new evidence. Therefore, where new evidence or information arises which indicates an alternative approach to a particular subject, and this retains the overall strategic thrust of the proposals, then the local planning authority will consider such proposals. Nevertheless, the policies and requirements of this Development Plan Document are part of the development plan, and should not be overturned lightly and without clear justification.

Eastern Urban Extension Transport Provision

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

- a** Provision of a new junction to the A361 and road links into the site;
 - b** Provision of a new access road linking the site to Heathcoat Way;
 - c** Traffic calming and environmental enhancement of Blundells Road between Heathcoat Way and Tidcombe Lane, including closure to through-traffic other than cycles and buses;
 - d** 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;
 - e** Cycle and pedestrian links to the Railway Walk, Grand Western Canal and nearby public rights of way;
 - f** Implementation of Travel Plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts.
 - g** Bus service enhancements between the main residential areas of Tiverton and the employment areas within the Eastern Urban Extension;
 - h** Bus service enhancements between Exeter, Tiverton Bus Station, the Eastern Urban Extension and Tiverton Parkway Station;
 - i** Enhancements, if necessary, to M5 Junction 27;
 - j** New and improved off-site pedestrian and cycle links including improvements to a wider green infrastructure network.
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- 5.10 The provision of appropriate transport infrastructure is a key requirement of this development, minimising impact on adjoining uses and promoting sustainable development. The key items of transport infrastructure are set out in the policy and indicated where appropriate on the Tiverton Inset Map. They are explained and justified in more detail below.

- 5.11 A direct access to the A361 will ensure that the site is both attractive for employment growth, and minimises the impact of traffic on the surrounding areas. As an accelerated growth in employment creation is a key plank of the Core Strategy, it is vital that employment land allocated will attract footloose businesses and encourage the growth of existing businesses in the area. Experience has shown that for many firms, quick access to the national road network is vital, and this site achieves this via the high quality A361 North Devon Link Road. It will also act to minimise the traffic impact on Halberton and Sampford Peverell, although this may require further traffic management for full effect. The Highway Authority's preferred location for this junction is indicated on the Tiverton Inset Map.
- 5.12 The Council assumes that the link will be funded entirely by the development. However, the Council is aware of the potential for this to impact on the scheme's viability and therefore will be examining other sources of finance in order to bring forward this provision. In particular, the provision of employment land within Tiverton could be brought forward by a number of years with the use of outside financing. One possibility is the use of a loan from the Community Infrastructure Levy fund.
- 5.13 Access from the site into and from Tiverton is currently via Blundells Road, through the campus of Blundell's School and a residential area. There would be environmental concerns if development encouraged significant additional traffic, including HGV traffic, to use this road. Accordingly, an alternative road link to Tiverton will be necessary. Two alternatives are indicated on the Inset Map, each with their advantages and disadvantages. The northern route is shorter, but requires a bridge over the River Lowman and junction improvements at the Lowman Way/Heathcoat Way roundabout. The southern route is longer and lies close to a number of dwellings. The County Council has confirmed that either is acceptable from a transport point of view. It is appropriate to provide for both alternatives, allowing the masterplanning and planning application process to lead to the most appropriate choice. This will minimise the risk of unforeseen technical difficulties with one route delaying or preventing the development coming forward. If the southern route is chosen, this may open up additional areas for development, including currently unattractive brownfield land. The impact of either route on nearby residential properties would need to be minimised.

- 5.14 The provision of either the Heathcoat Way Link or the A361 junction will allow for a significant reduction in traffic along Blundells Road. Appropriate traffic calming, bus, cycle and pedestrian facilities and environmental enhancements along this route has the opportunity to create an attractive sustainable transport corridor, benefiting the operation of Blundell's School and the residential environment of the area. This will involve a closure to through-traffic at some point, although continuing to allow buses and cycles through and access to the school and houses in the area. A detailed design will be drawn up and consulted upon, and this will need to ensure that traffic calming does not impact on bus operation or ease of cycling. Appropriate legal procedures will have to be followed.
- 5.15 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 frequent bus use should be provided so that as far as possible, all buildings are within 400 metres of a bus route, and these will need to be designed in during the masterplanning process. The existing Blundells Road and the A361 link will need to be included in these routes, together with appropriate streets within the urban extension. These should be linked into the bus routes referred to in paragraph 5.17. It is equally important that cyclists of all ages have access to safe and direct cycle routes within the urban extension, linking together the dwellings, businesses and services in a dense network. This can be achieved by off-road routes and also by ensuring that streets are designed to be appropriate for safe walking and cycling. The use of "home zones" in many areas may be an appropriate response to this need with the added advantage of promoting safe car use and creating more liveable healthy environments. These should link easily 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), the footpath/ cycleway along the River Lowman and to public rights of way in the adjoining countryside. The provision of Green Infrastructure as set out in a later policy will provide opportunities for off-road cycling and walking routes. The aim will be to integrate these sustainable transport networks into the wider Tiverton and surrounding provision as far as possible. The creation of additional public rights of way to further integrate this network should be examined. This off-site provision will be funded through the Community Infrastructure Levy, when it is in operation.

- 5.16 There will be a need for developers to prepare and implement Travel Plans, for the development as a whole and for constituent parts, to promote softer and other less traditional measures relating to transport. Potential measures include promoting car clubs, electric vehicles and seeking behavioural change.
- 5.17 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. Two particular links are key to this. The urban extension will be a major area for employment serving Tiverton, and therefore it is important that the existing residential areas of the town have quick public transport access to these jobs. Similarly, as a major new residential area, it is 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 considerably. Accordingly, ongoing support for appropriate bus services will be required from the development, and this will be necessary until the point at which such services are self-supporting. Given the scale and development time of the proposal, a considerably longer time for support is likely to be warranted than the 5 years normally used.
- 5.18 The Highways Agency have raised concern about the implications of development for the function of M5 Junction 27. Appropriate studies will be required, and if these indicate that works are necessary arising from development, a contribution to such works will be sought.

AL/TIV/3

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 strengthen trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside;**
- b Transfer of 47 hectares of land on the western and southern edges of the urban extension (including Tidcombe Lane Fen and its catchment and land adjoining the Grand Western Canal) for strategic Green Infrastructure;**

- 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** Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;
 - e** A strategic landscaping and tree planting scheme to mitigate landscape impact, enhance biodiversity and the character of development and capture carbon;
 - f** Detailed archaeological investigation and measures to record, and where necessary protect the archaeological interest of the site through appropriate design, layout and mitigation;
 - g** Design solutions which respect the settings of listed buildings within and adjoining the site.
 - h** Measures to protect and enhance the biodiversity of Tidcombe Lane Fen Site of Special Scientific Interest, including management of the Fen and its catchment and designation as a Local Nature Reserve;
 - i** Laying out and management of strategic green infrastructure for an appropriate mix of parkland, open space, local nature reserve and landscaping.
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- 5.19 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.
- 5.20 Tidcombe Lane Fen, which lies between Tiverton and the main part of the 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. Natural England recommend active management for this type of habitat, which is currently undertaken by a local trust. The condition of the Fen is unfavourable, but recovering as a result of this management. One of the key issues is the impact of development on the quality and flows of water entering the SSSI, and its water levels. Treatment of its catchment area is therefore vital. A contribution to continued management of the SSSI and extending this to its catchment will be a requirement of the development (or from the Community Infrastructure Levy). It is proposed that the catchment area should be incorporated into the Green Infrastructure proposal for the site, which could be designated as a Local Nature Reserve. The details of necessary management, and the issues associated with the level of public access will need to be set out as part of the masterplanning or the planning application.
- 5.21 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 hopefully enhance their value. The Grand Western Canal is a designated County Wildlife Site, and the proposal is to retain a substantial buffer zone between it and development to help retain this status. This area, again proposed as part of the Strategic Green Infrastructure in this document, would be managed for public access and biodiversity. There are a number of potentially species rich hedgerows within the development and further detailed study of these features will be necessary to confirm their potential. The layout of development should promote their continued use as wildlife corridors, acting to prevent their fragmentation and providing appropriate treatment where such corridors cross roads and other linear features. There is potential for off-road cycle and pedestrian routes to follow these features, helping to maintain their integrity.

- 5.22 The provision of open space for local residents, and for the wider benefit of Tiverton, will be important in defining the character of the Urban Extension. National advice on “eco-towns” emphasises the need to provide significant local open areas for recreation and biodiversity. The key environmental areas of the SSSI and the immediate setting of the Grand Western Canal are not suitable for built development, and provide the opportunity for a multi-functional area of strategic Green Infrastructure, incorporating large areas for public access, biodiversity management (including one or more possible Local Nature Reserves) and landscaping. Such areas may provide appropriate locations for elements of Sustainable Urban Drainage and cycle/footway routes, emphasising the multifunctional nature of the proposal. An area of approximately 47 hectares is indicated on the Proposals Map. The area adjoins the existing Grand Western Canal Country Park and there is potential to manage some or all of it as an extension to that park.
- 5.23 The Council’s policy for public open space provision requires 60 square metres per dwelling, including 40 for sports, 10 for children’s play and 10 for informal open space/allotments. These are referred to in the policy and some of this may be appropriately located within the strategic Green Infrastructure area.
- 5.24 The development is entirely located within Flood Zone 1. However, such an urbanisation would have the potential to increase run-off elsewhere, through loss of permeable surfaces. The inclusion of a Sustainable Urban Drainage Scheme within the development will ensure that there is no additional run-off from the site as a result of development. Due to the large area to be developed, and the nature of the floodplain and watercourses, it is necessary for a strategic approach to SUDS to be taken in order to avoid an increase in flood risk downstream. Particular care will be required in relation to runoff into the Tidcombe Lane Fen SSSI. The provision of Sustainable Urban Drainage usually involves the provision of ponds, swales and other soft areas, which can serve as dual use for public open space and can be incorporated into wildlife networks. A Sustainable Urban Drainage Scheme strategy will need to be worked up as part of the masterplanning for the site in order to determine the number, size and location of the required SUDS features.
- 5.25 Clearly, the development of a site of this scale will have an impact on the character of the area. The incorporation of appropriate strategic landscaping and tree planting will act to mitigate this, and should be designed to support high quality Green Infrastructure areas and wildlife corridors. Tree planting will also act to take up carbon dioxide, helping to reduce the overall carbon footprint of the scheme.

- 5.26 The proposed urban expansion area 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 subject to statutory protection as Scheduled Monuments. Archaeological assessment has been undertaken and found no additional areas of national or local importance, but further assessment will be required to investigate more fully, leading to a strategy for recording and protection during the development.
- 5.27 A number of Listed Buildings lie within or close to the area, and the setting of these will need assessment and protection as part of the layout and design work associated with the masterplanning exercise and subsequent planning applications.

AL/TIV/4

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 Eastern Urban Extension area:

- a One site of 1.9 hectares for a primary school at no cost to the Local Education Authority;**
 - b A site of 2.0 hectares for a shopping and community centre, of which 1.0 hectares will be for community buildings at no cost to the provider.**
 - c Construction cost for one primary school of 420 places;**
 - d An appropriate proportion of the construction cost of a secondary school, if necessary;**
 - e Construction cost of appropriate community facilities and buildings including youth and children provision and a community hall.**
-

- 5.28 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 site and elsewhere.

- 5.29 The provision of a primary school in the urban extension will be required in order to provide for local educational facilities for the resident school age children. The policy requires that the land for the school is provided free of charge to the education authority, with the timing of provision set out in the phasing policy. If the Community Infrastructure Levy has not been implemented at the time of application/development then the cost of constructing the school will also be required from the development.
- 5.30 Current indications suggest that additional secondary provision may not be necessary, but this forecast is subject to some uncertainty. A site for a secondary school would take up about 10 hectares. Given the uncertainty the policy does not require the retention of a site, however, if further examination of the issue during the masterplanning and consultation exercise referred to in AL/TIV/7 proves that this will be necessary as a result of population growth in the area, appropriate land can be provided in the vicinity of the urban extension to meet this need. If the Community Infrastructure Levy has not been implemented, and again subject to need, then the developers should fund an appropriate proportion of the construction cost of this school. It is likely that such a need, if it arises, would be towards the end of the plan period.
- 5.31 An urban extension of this size will lead to local demand for additional small scale shopping, and it is important that residents have access to nearby shopping, to reduce the need to travel. However, the scale of provision should be to meet local needs only, and not to create a major out of centre shopping centre, competing with the town centre. A net retail/commercial floorspace of about 1000 square metres is therefore sought. Adjoining these shops should be community facilities, such as community meeting space, youth provision and other facilities considered necessary.
- 5.32 The locations of these community and commercial facilities will need to be considered in the masterplanning exercise, to provide maximum accessibility for residents and other users. A central area for a number of them, particularly the shopping, community and educational provision would be likely to offer the most sustainable solution. Provision offers the opportunity to incorporate existing biodiversity networks and any archaeological remains which are considered appropriate to be retained in situ.

**Eastern Urban Extension
Carbon Reduction and Air Quality**

The Eastern Urban Extension will be required to implement a Carbon Reduction and Low Emission Strategy at the expense of all new development in the Eastern Urban Extension area. This will propose measures to minimise the overall carbon footprint of the development, make provision for sources of decentralised on-site renewable or low-carbon energy in accordance with Policy AL/IN/6 and ensure that the impact of the site on air quality is acceptable, such as:

- a Renewable and low carbon energy generation to provide a significant proportion of the site's energy use;**
 - b Measures to ensure that residents, employees and businesses are encouraged to travel in the most sustainable fashion, including travel plans, information, car clubs, lift sharing and infrastructure for low emission vehicles;**
 - c Measures to encourage the sustainable treatment of waste;**
 - d Measures to manage the impacts of construction.**
 - e Off-site tree planting;**
 - f Energy improvements to existing buildings;**
 - g Other measures to capture or mitigate carbon emissions and air quality impacts from the development.**
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- 5.33 The Government has made a commitment to achieving zero carbon housing by 2016. This will be achieved through the gradual introduction of the Code for Sustainable Homes. This will be achieved in three steps by moving:
- In 2010 to a 25% improvement in the energy/carbon performance set in Building Regulations
 - In 2013 to a 44% improvement
 - In 2016 to zero carbon
- 5.34 The Government also has an ambition to achieve zero carbon non-domestic buildings by 2019. The timescale and feasibility for achieving this is currently the subject of consultation. There are already well established assessment methods, most notably the BRE's Environmental Assessment Method (BREEAM) which demonstrates a level of achievement against a range of indicators in addition to meeting building regulations.

- 5.35 National policy advises that there may be situations where it is appropriate for Planning Authorities to anticipate levels of building sustainability in advance of those set nationally. It is though recognised that the introduction of more demanding standards has the potential to impact upon the viability and supply of housing.
- 5.36 Before construction can start it will be necessary to complete a masterplanning exercise and to gain full planning approval. This process is likely to take a minimum of two years following adoption of the Development Plan Document. Experience shows that under normal housing market conditions development is likely to take place at a steady rate over the plan period. In light of the development's timing the majority of development in this location and across the district, will be built in accordance with the Government's standards set out above. Accordingly, increasing Building Regulations requirements and construction will mean that the majority of housing will be built to be zero carbon.
- 5.37 At this stage it is not proposed to introduce a requirement for a specific enhanced level of building sustainability through the Development Plan Document process. The approach taken in the policy is to require the developers of major sites such as this to explore the ways in which the ecological footprint can be minimised as outlined below. This will be kept under review as the policy situation develops.
- 5.38 Given its scale this site has the potential to considerably increase the carbon emissions from Tiverton. In addition, while there are no areas in Tiverton showing air quality exceedances, off-site traffic generation from this site may change this. Particularly vulnerable locations are Leat Street and Blundells Road. However, given the scale and mix of uses, the proposal also has the potential to mitigate this impact, providing a low carbon development overall. This policy ensures that this potential is fully considered in the design, development and subsequent operation. Energy use in buildings account for nearly half of emissions of carbon dioxide, with more than a quarter coming from the energy used to heat, light and run homes. The increased take up of sustainable construction principles and standards therefore presents a significant opportunity to make a contribution to a reduced ecological footprint.

- 5.39 In advance of the development, and in parallel as far as possible with the masterplanning of the site, a Carbon Reduction and Low Emission Strategy should be prepared by the developer, indicating how it is proposed to reduce the impact of the proposal. The issues of air quality and carbon reduction are interlinked to the extent that they should be considered in the same strategy. This should cover the construction and operational phases, and take a broad approach considering materials, transport, primary energy use and on-site energy generation and other relevant factors including development viability. It should seek to minimise the overall carbon footprint of the site and consider the feasibility of a zero net impact. The provision of significant employment within the urban extension and contributions to public transport in the wider area have the potential to change existing travel patterns in a positive manner, and this should be factored into any assessment. The implementation of the strategy will be a requirement.
- 5.40 The policy gives likely examples of what such a strategy would incorporate, but this is certainly not an exhaustive list. The suggested actions are described and justified in more detail below.
- 5.41 Energy use from homes and businesses is a significant contributor towards the site's carbon emissions. The government is amending Building Regulations progressively to improve the energy efficiency of buildings, and this will contribute to carbon reduction. However, the incorporation of renewable energy is another key contributor. Studies indicate that the site has the potential to incorporate a significant level of renewable energy generation, although in some cases subject to more detailed assessment. The following forms of renewable (or low carbon) energy generation are likely to be achievable:
- Biomass or natural gas combined heat and power
 - Wind generation
 - Groundsource heat pumps
 - Solar photovoltaic and thermal
 - Energy from waste

- 5.42 Given the range of potential sources and the scale of the development, the strategy should aim to achieve a significant proportion of the site's domestic and business energy use from renewable sources. A target of 10% (rising incrementally to 20% by 2020) is set in Policy AL/IN/6 of the Development Plan Document, but this will have to be considered against other aspects of the carbon reduction strategy. The choice of renewable energy sources may have implications for the layout of the development.
- 5.43 Motorised travel arising from the use of the site is another key carbon emitter and could also contribute to air quality degradation elsewhere. Policy AL/TIV/2 sets out transport enhancements which will contribute to carbon reductions, but there are a number of other less traditional measures which are relevant to the site and which should be incorporated if possible. Travel plans will be required for new developments in the urban extension and these will set out more specific "soft" requirements for travel management. Information provided to residents and businesses will ensure that travellers are aware of the potential non-car modes available, and encourage them to use these. The provision of car clubs, and promotion of car-sharing can be important tools.
- 5.44 One potential area arising from new and evolving technology is measures to promote the use of low emission or low carbon vehicles. Electric vehicles, for example, produce no emissions at their point of use, although their carbon footprint depends on how they are charged. The use of biofuel, particularly if locally produced, can be low emission and have a very low carbon footprint. These options will require positive encouragement, and the provision of charging/ fuelling infrastructure in the local area.
- 5.45 Waste Local Plan policies WCP4 and WCP5 require that developments of an appropriate scale contain measures to deal with the waste generated, and promote solutions which take account of the sustainable waste hierarchy.
- 5.46 Normally, the impact of construction is considered a short term impact. However, in the case of the urban extension construction is expected to continue throughout the plan period. Accordingly, it will be important to consider the air quality, carbon and other impacts of construction, including construction traffic, and to manage this as appropriate.
- 5.47 Carbon emissions in one location can be mitigated by reduction in carbon emissions in other locations. Accordingly, if the carbon reduction aspect of the strategy indicates a need, there is the potential to mitigate off-site. Possibilities include tree-planting to create carbon sinks, or investment in energy efficiency measures in existing dwellings in order to reduce emissions arising from their energy use.

Eastern Urban Extension Phasing

A phasing strategy will be required for the development of the Eastern Urban Extension, to ensure that the development and infrastructure come forward in step, minimising the impact of development and taking account of the need for development to remain viable. The strategy should take account of the following requirements, variation of which will have to be carefully justified:

- a The provision of serviced employment land will be required in step with the housing, at a rate of at least 1 hectare per 100 occupied dwellings (or equivalent in the case of mixed use or live-work developments);
 - b The occupation of no more than 100 dwellings before the transfer of the Green Infrastructure west of Pool Anthony Bridge to the local authority with necessary funding;
 - c The occupation of no more than 200 dwellings or 10,000 square metres employment floorspace (limited to B1 uses) before the treatment of Blundells Road and the opening of either the A361 Junction or Heathcoat Way Link;
 - d The provision of affordable housing may be deferred subject to further assessment of viability. Subsequently market and affordable housing will be provided in broad step;
 - e The occupation of no more than 400 dwellings before the transfer of the Green Infrastructure between Pool Anthony Bridge and Manley Railway Bridge with necessary funding;
 - f The occupation of no more than 600 dwellings before the implementation of the bus service enhancements;
 - g The occupation of no more than 700 dwellings before the transfer of land for the primary school with necessary funding to the Local Education Authority;
 - h The occupation of no more than 1000 dwellings before the opening of both the A361 Junction and the Heathcoat Way Link.
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- 5.48 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 general approach to phasing, but this will need to be supplemented by a more detailed phasing strategy to be prepared alongside the masterplan, and which may cover other infrastructure provision, specific locations and financial payments. Legal obligations and conditions will need to be used to control these phasing requirements. Developers will need to take out a bond, to provide certainty.
- 5.49 The protection of the Tidcombe Lane Fen SSSI will clearly involve management from the earliest stages of the development, and therefore the work on provision of the green infrastructure in this area (west of Pool Anthony Bridge) should commence early in the development. The creation of public access to this significant area of open land will be a significant benefit to the town. Accordingly, a maximum of 100 dwellings should be occupied before this land is handed over, in accordance with policy AL/TIV/3. The second phase of green infrastructure lies between Pool Anthony and Manley Railway Bridges, and should be available to local residents within a two or three years of the development commencing, and no more than 400 dwellings should be completed before this is transferred.
- 5.50 Transport provision is key to the development of the site, and will be costly to provide. It is important that additional traffic, including HGV traffic, along Blundells Road is not permitted to rise beyond an acceptable level in the short term. The treatment of Blundells Road and the opening of one of the two new access points set out in the earlier policy will therefore be required before more than 200 dwellings and before 10,000 square metres of employment floorspace in the development are occupied. This level of development would lead to an additional 2000 vehicles per day on Blundells Road, which is the maximum additional traffic considered appropriate for the existing roads. Whilst earlier provision would be preferable, it is necessary to take account of the viability of the proposal, and therefore a balance on timing has been put forward. The development of 200 dwellings would provide sufficient upfront value to make a significant contribution to the necessary road construction. It also ensures that the need for employment in the Tiverton area is met as early in the plan period as possible. Early provision will be limited to B1 uses (office, light industry and research) in order to minimise potential impact from HGVs before the provision of the junctions. The opening of the other junction/link would be required later in the development before the occupation of more than 1000 dwellings.

- 5.51 The existing bus service through the site along Blundells Road is good, but before the development is halfway completed, it is important that the service enhancements are incorporated. It is generally understood that travel habits associated with new residents are formed early, and therefore this provision should be made before 600 dwellings are occupied.
- 5.52 The provision of local education will be an important factor in the creation of a sustainable community. A primary school should be open before 1000 dwellings are occupied, and allowing for 2 years to develop this, the land should be transferred before 700 dwellings are occupied.
- 5.53 The provision of affordable housing may be deferred, due to the need to ensure that necessary transport and other infrastructure is brought forward as early as possible. Once affordable housing is required, it must be provided in broad step with market housing. As it is the council's policy to ensure that affordable housing is "peppercotted" this phasing should happen as a matter of course.
- 5.54 The provision of serviced and ready to develop employment land is a key output of the site, and it is important that land is quickly available for development. For every 100 dwellings occupied, at least 1 hectare of serviced land should be made available, giving a rough ratio of 35 square metres of potential floorspace per dwelling.

AL/TIV/7

Eastern Urban Extension Masterplanning

Before a planning application is made, the Local Planning Authority will carry out a major public consultation exercise into the masterplanning of the site. There will be full involvement of relevant stakeholders, leading to the adoption of a Supplementary Planning Document.

- 5.55 This document sets out a framework for the development of this site, but leaves many details for later consideration. The preparation of a masterplan in consultation with stakeholders, including the local community, will be an important step between the adoption of this Development Plan Document and decisions on planning applications. The potential developers of the site will be expected to fund this exercise, which will be organised through the Local Planning Authority. Such a masterplan should be adopted as a Supplementary Planning Document.

5.56 A considerable number of further studies will be required to support the masterplanning exercise including a Health Impact Assessment.

Other Sites in Tiverton

5.57 The provision of the Urban Extension will provide for much of the development needs of Tiverton. However, a number of other sites are also allocated, to provide choice and flexibility in the strategy.

AL/TIV/8

Farleigh Meadows

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

- a 300 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 the housing and amenity open space, taking account of impact on views from the north and east;**
 - g Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;**
 - h Pedestrian provision along the eastern side of Rackenford Road;**
 - i Measures to mitigate impact on air quality at Leat Street.**
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- 5.58 This site is carried forward from the adopted Local Plan, having been reassessed for suitability, achievability, and being available in the short term. A number of alterations to the proposal compared with the Local Plan arise from this assessment. 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 open space. The remaining 8.2 hectares has the capacity for about 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.
- 5.59 Two vehicular access points will be required, one of which may be via Washfield Lane. Whilst the site is potentially well related to facilities in the Kennedy Way area, there are gaps in the cycle and pedestrian routes in the vicinity and these 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. The development will be required to complete footway provision along the eastern side of Rackenford Road, from Higher Loughborough southwards. 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. An application should be supported by studies of the potential impact and should fund relevant measures to mitigate any impact.
- 5.60 There are a number of large oak trees on the site and the design should be sensitive to this to provide a high quality development. Similarly, 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.

Blundells School

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

- a 200 dwellings with 35% affordable housing;**
 - b 7000 square metres B1 or other suitable employment floorspace;**
 - c Approximately 8 hectares of informal green infrastructure adjoining the River Lowman;**
 - d 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;**
 - e Provision of a junction on Heathcoat Way and road access through the site as shown on the proposals map with sufficient capacity to form part of a link road as required in policy AL/TIV/2;**
 - f Provision and enhancement of cycle and pedestrian links in the area;**
 - g Site contamination assessment and remediation to mitigate risks associated with former and current land-uses including the scrapyard and former poultry factory measures;**
 - h Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance;**
 - i Implementation of transport plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts.**
-

- 5.61 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.

- 5.62 The owners have confirmed availability, and have sought allocation as a mixed use 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.
- 5.63 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.
- 5.64 The western end of Blundells Road already has air quality issues, currently 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 Heathcote Way via a new junction, leading to a road running east-west through the site. This junction and road may form part of an access to the Eastern Urban Extension, required in policy AL/TIV/2, and should be designed to an appropriate standard for this use. 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.
- 5.65 The site contains a working scrapyards, adjoining the River Lowman, which has the potential to harm water quality. Its removal and cleanup of the site would be a particular benefit. The policy requires an assessment of contamination and remediation as appropriate. Some redevelopment of the site could proceed if the removal of the scrapyards were delayed, subject to control by conditional planning consent if necessary.
- 5.66 Provision of a Sustainable Urban Drainage Scheme will be required, to deal with the quality and quantity of surface water.

Howden Court

A site of 6.4 hectares at Howden Court is allocated for residential development, subject to the following:

- a 65 dwellings with 35% affordable housing;**
- b Land east of the Grade II Listed Howden Court, providing its setting, to remain open;**
- c Sensitive small scale redevelopment only to be permitted on land immediately to the west of Howden Court;**
- d Provision of a pedestrian and cycle route from Howden Court to Palmerston Park;**
- e Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**

- 5.67 The 6.4 hectare site is available and achievable, but the site is constrained by a substantial listed building and its grounds, significant tree cover and some steep land. Most of the site was formerly allocated in the Adopted Local Plan Policy TIV9.
- 5.68 The site can be divided into three distinct areas; south of the stream which bisects the site, Howden Court and its surroundings and greenfield land higher up the hill west of Howden Court.
- 5.69 Land south of the stream is separated from Howden Court physically, and is previously developed, having been partially developed during its previous use as a school. It is suitable for residential development subject to protection of the mature trees in the area and the stream itself. Planning permission for 27 dwellings on this part of the site was granted in June 2009.
- 5.70 Howden Court itself is a late 18th Century country house, remodelled in the early 19th Century, and now Grade II Listed. The more domestic area north of the stream provides the setting of the Listed Court and is not suitable for significant development. The open area to the south and east of the Court is part of the planned setting and should remain open. Land immediately to the west of the Court contains a number of buildings which are either uninteresting or modified. This area provides the opportunity for small scale redevelopment to create an outbuildings effect without detracting from the setting of the Listed Building.

- 5.71 Further west, open land provides the opportunity for more residential development, with design carefully protecting the setting of the Listed Building and minimising any landscape impact. Access to this land could be obtained from Palmerston Park.
- 5.72 In order to ensure that the site is accessible by non-car modes of travel, a footpath and cycleway link to Palmerston Park will be required. This will allow access to the town centre via lightly trafficked routes, and to the circular bus service which serves Palmerston Park.
- 5.73 There is an existing Tree Preservation Order, many mature trees and substantial tree belts as well as the attractive wooded stream on the site and these should be retained and management measures agreed to ensure their retention.

AL/TIV/11

Belmont Hospital, Belmont Road

A site of 1.4 hectares at Belmont Hospital, Belmont Road is allocated for residential development, subject to the following:

- a 76 dwellings with 35% affordable housing;**
 - b Proposals to retain, re-use and enhance the Grade II Listed former workhouse and associated buildings within the scheme, including the reinstatement of a gateway feature at the south end of the main building;**
 - c An area free from dwellings extending up to approximately 35 metres immediately to the south of the Listed former workhouse to protect its setting, with development having particular regard to height;**
 - d Convenient pedestrian/cycling accesses to the Town Centre;**
 - e Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 5.74 Formerly allocated in the Adopted Local Plan site as TIV11, this 1.4 hectare site continues to be suitable and achievable in the short term and can accommodate 76 dwellings.
- 5.75 Grade II Listed Belmont Hospital, now disused, is a 19th Century former workhouse. It is an imposing building which has suffered from unfortunate alterations. It has the capacity to be sensitively converted into dwellings with some appropriate development in the grounds and the re-instatement of an original gateway feature that has been lost.

- 5.76 Land to the south of the Hospital consists of rough car parking, an area of grassland and a larger area of coniferous planting. Much of this area is suitable for residential development of a relatively high density, befitting its location close to the Town Centre. However, southern views of the workhouse are historically and visually important and should be protected as an integral part of its setting. This requires the retention of an open zone to the south of up to 35 metres.
- 5.77 Development of the southern area will be visible from within the Conservation Area, set above a steep slope. This gives the opportunity for high standards of design. Account should be taken of potential impact on the privacy and amenity of dwellings on Chapel Street adjoining the site.

AL/TIV/12

St Andrew Street

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

- a 55 dwellings, incorporating conversion of buildings adjoining St Andrew Street, including 35% affordable housing;**
 - b Design which protects the character of the adjoining Listed Buildings, and enhances the setting of the River Exe;**
 - c Archaeological investigation and appropriate mitigation;**
 - d Ground floors to be raised and provision of flood evacuation/ access routes;**
 - e Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 5.78 The site, largely allocated in the adopted Local Plan, is proposed to be carried forward, having been assessed as suitable and achievable. A planning application for 56 dwellings, including the conversion/reuse of a number of empty buildings on St Andrews Street was granted planning permission in June 2009. The proposal met the requirements of the policy, with the exception of affordable housing, where provision of 10 affordable dwellings (about 20%) was agreed due to the unusual costs of construction associated with the site and the impact of the current housing market. It is still appropriate to maintain a 35% housing target in the policy, however, as a re-application in the future would need to be assessed against the market conditions prevalent at that time.

- 5.79 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 of the associated Listed Buildings.
- 5.80 As a central site, there is potential for archaeological remains, and this should be investigated up to and during development, in consultation with the County Archaeologist.
- 5.81 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. The provision of raised floor levels and access/egress to dry land in the event of flooding are necessary elements of meeting the other relevant flooding tests.

AL/TIV/13

William Street

A site of 0.9 hectares at William Street is allocated for mixed use development, as follows:

- a 45 dwellings, including 35% affordable housing;**
 - b 1000 square metres retail and/or office floorspace;**
 - c Comprehensive treatment of the site, particularly in relation to design, road alignments, junction safety and non-car accessibility;.**
 - d Archaeological investigation and appropriate mitigation;**
 - e Beneficial reuse of the Listed Building;**
 - f Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;**
 - g Appropriate reuse of the Grade II Listed 57 Bampton Street and protection of its setting.**
-

- 5.82 This site consists of two areas of previously developed land to the north and east of William Street, adjoining Tiverton town centre. Whilst the site is in multiple ownerships all is available for development. The largest area of the site is surplus land at the western end of Castle School, consisting mainly of informal car parking. The empty former hospital lies to the north of William Street. A Listed Building lies in the north western corner of the former hospital and an appropriate use for this will be required.

- 5.83 The site contributes little to the character of the Conservation Area at present. Redevelopment for housing, which may also include retail or other appropriate town centre uses at ground floor level, would enhance the area and provide additional footfall, with economic benefits in a highly sustainable location. A high quality, urban development would provide effective use of the site, increase the sense of place, and provide the opportunity to realign William Street for considerable road safety and access benefits. There is potential archaeological interest, and an investigation and appropriate recording and protection measures would be required.
- 5.84 There is the potential opportunity to incorporate additional land lying to the south into this site, including a public car park and unattractive shop units. The majority of this land has been confirmed as available and the concept has been subject to public consultation. Replacement short stay car parking in this convenient location would be an important infrastructure provision. Incorporating this land would bring forward further benefits to this part of the town centre.

AL/TIV/14

Palmerston Park

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

- a 15 affordable dwellings;**
 - b Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 5.85 This site lies on the west side of the town. 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 site owners intend to make it available for 100% affordable housing which is a considerable benefit arising from development of this site. The capacity is indicated as 15 dwellings, avoiding development of the higher, steeply sloping part of the site.

Blundells Garage, Station Road

A site of 0.24 hectares at Blundells Garage, Station Road is allocated for residential development, subject to the following:

- a 13 dwellings including 35% affordable dwellings;**
 - b High standard of design to improve the sense of enclosure and improve this entrance to the town centre, reflect its location within a Conservation Area and adjoining a Grade I Listed Building and other listed buildings in the vicinity;**
 - c Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

5.86 This site is part of a larger site formerly allocated in the Local Plan, policy TIV6(vi). It includes the former Blundell's Garage, but not land to the south which does not appear to be available. This previously developed site lies close to the town centre.

5.87 The north western part of the site lies in Flood Zones 3a and 2, but the regeneration benefits of redeveloping this site are high, so the flooding sequential test is passed. Raising of floor levels and provision of egress/access in times of flood are necessary for the other flooding tests to be passed.

5.88 The existing development contributes negatively to the street scene on this important entrance to the town centre and development provides the opportunity for a significant improvement and regeneration. A high standard of design is therefore essential, enhancing the character of the area and especially respecting the setting of the adjoining Grade I Listed Buildings. Development should improve the character of the area by providing a greater sense of enclosure. The proximity of the site to the historic core and Grade I listed Old Blundells School means that there should be a scheme for assessment and protection of historical and archaeological remains.

AL/TIV/16

Roundhill

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

- a 13 affordable dwellings;**
 - b Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

5.89 The site comprises underused garages in Mid Devon District Council's ownership, with existing housing to north, south and east. It is strategically suitable being a brownfield site. It should be available for 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.

AL/TIV/17

Hay Park, Canal Hill

A site of 0.3 hectares at Hay Park, Canal Hill is allocated for residential development subject to the following:

- a 13 dwellings including 35% affordable housing;**
 - b Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
 - c Access to be gained from Canal Hill**
-

5.90 This site comprises a dwelling with a large garden and some outbuildings, within an existing residential area. It is suitable being a site within an established housing area. There are some mature trees that should be retained within the development.

The Avenue

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

- a 15 dwellings, including 35% affordable housing;**
 - b Provision of a pavement along the southern boundary of the site;**
 - c Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

5.91 Three dwellings set in substantial grounds at the junction of The Avenue and Canal Hill are available for redevelopment. The site slopes generally up from west to east. A number of large conifers grow in the grounds. There is no pavement along the Canal Hill frontage and this would be required for safety reasons. A target of 35% affordable housing is contained in the policy, however it is unlikely that any will be provided on this site, as planning permission has been granted on appeal for the central part of the site, with no such requirement. Nevertheless it is appropriate to maintain this element of the policy, to provide guidance for any future planning application.

Retail Development sites

5.92 As set out in the Development Strategy Chapter, there is a net requirement for an additional 2185 square metres of comparison retail floorspace by 2016. Two sites have been identified within the town centre to provide that floorspace.

Phoenix Lane

A site of 0.3 hectares at Phoenix Lane is allocated for redevelopment as a high quality pedestrian shopping street, incorporating approximately 2400 square metres of retail, office and/or leisure floorspace and excellent accessible public space. Redevelopment is subject to the following:

- a A remodelled Tourist Information Centre close to the bus station;**
 - b Two additional coach spaces for tourist/visitor use;**
 - c Retention or relocation of the war memorial within the site;**
 - d High standard of design to reflect its location within a Conservation Area and the setting of the listed buildings in the vicinity;**
 - e Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 5.93 Phoenix Lane is a wide pedestrianised road which provides a link between the town's largest car park and bus station to the core shopping area. It includes a number of small modern shop units at its northern end and the Tourist Information Centre at its southern end. However it is wider than necessary and redevelopment could provide a very attractive shopping street, with a significant increase in retail and associated floorspace. A capacity of about 2400 square metres floorspace has been assumed, but detailed design will be needed.
- 5.94 The development will provide for a more continuous street frontage from Fore Street to the transport infrastructure, offices, library and supermarket in this part of town, improving linkages. The redevelopment will provide scope for non-retail uses appropriate to town centres, such as leisure and offices, supporting the town centre economy.
- 5.95 The proximity between the Tourist Information Centre and the Bus Station is important as the Tourist Information Centre provides a point for bus information and sales. A scheme will need to retain this key relationship.

- 5.96 Plans to locate a new theatre are also being promoted by the local Market and Coastal Towns Initiative group, and this is a potential location for such provision. Again, co-location with the Tourism Information Centre could provide the opportunity to share services increasing their joint viability.
- 5.97 At present there is limited provision for tourist or visiting coach parties to park, and a small extension to the bus station will overcome this concern, providing potential additional custom to the town centre. Other improvements to the bus station should also be examined.
- 5.98 Design and layout will be crucial to this, given the location within the Conservation Area, and adjoining Listed Buildings, as well as the important gateway function of the street. There is a war memorial on the east side of the site that should be incorporated in the development, although subject to appropriate consultations this could be moved to an alternative location within the scheme.

AL/TIV/20

Bampton Street

A site of 0.07 hectares at Bampton Street, Tiverton is allocated to provide small retail units to accommodate 900 square metres of floorspace.

- 5.99 This former post office is currently used as a sorting office. It will be available for retail and could provide in the order of 900 square metres of floorspace. The site is located in the town centre on a primary shopping frontage and is therefore suitable for this use.

Contingency Housing Sites

- 5.100 The provision of housing, including affordable housing, is a key objective of national policy. Policy AL/DE/1 sets out how the council will plan, monitor and manage the provision of housing. It provides for a number of contingency sites to be allocated, and released in appropriate circumstances. One such site is proposed in Tiverton and this is set out below.

Tidcombe Hall

A site of 5.0 hectares at Tidcombe Hall is identified as a contingency site for residential development, to be released in accordance with policy AL/DE/1 subject to the following:

- a 200 dwellings with 35% affordable housing;**
 - b Two vehicular access points from Canal Hill and improvements to Tidcombe Lane northwards from the site;**
 - c Protection of the setting of the Grand Western Canal Conservation Area and of Tidcombe Hall;**
 - d Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

5.101 This 5.0 hectare, primarily greenfield site is identified as a contingency site, to be released in accordance with policy AL/DE/1. Whilst acceptable in a number of respects, there are a number of restraints which make it less suitable than those allocated in the Development Plan Document, including landscape and highway constraints which need to be mitigated.

5.102 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.

5.103 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 has some character and the setting should be respected. There is potential for archaeological remains that should be surveyed with appropriate mitigation if necessary.

5.104 A key factor is access. Tidcombe Lane has limited width without footways and Tidcombe Bridge is similar. 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. Two points of vehicular access will be required.

5.105 A watercourse runs through the site and this should be retained as part of the open space provision.

6.0 CULLOMPTON

- 6.1 The specific objectives for Cullompton are set out in the Adopted Core Strategy policy COR14 and its supporting justification, set out in the box below. As this policy and text were already adopted, it could not be revised or subject to representations. Paragraph numbers are those of the Core Strategy.

COR 14 - Core Strategy Policy for Cullompton

Cullompton will continue to develop as a small, growing market town with an expanding rural hinterland in the Culm Valley and adjacent areas. The strategy will aim to increase the self-sufficiency of the town and its area by improving access to housing, employment and services for its population and nearby rural areas. Proposals will provide for the following average annual development rates:

- a 67 market dwellings;**
- b 28 affordable dwellings;**
- c 4000 square metres employment gross floorspace.**

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

- d Promote the removal of through traffic from the town centre and improve local air quality by enhancing walking and cycling opportunities around the town, completing a relief road system and implementing air quality action plan initiatives;**
- e Ensure developments within, adjoining or affecting the Air Quality Management Area provide measures to meet air quality objectives, taking full account of cumulative development impacts and based on air quality assessments giving realistic “baseline” and “with development” scenarios;**
- f Make any necessary improvements to the motorway junction;**
- g Promote further public transport improvements within Cullompton and to other urban centres (particularly Tiverton and Exeter) and improve access to the rail network;**

policy continued on next page

- h 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, including an additional 1,950 square metres of convenience and 700 square metres of comparison net retail floorspace by 2016 in accordance with the sequential and other PPS6 retail policy considerations;**
- i Reduce the risk of flooding;**
- j Enhance the tourism and visitor role of the town and area.**

7.51 Cullompton is the second largest settlement in Mid Devon. However, it has a smaller local economic base than this would imply. As a result, it has relatively low economic self – containment. However, committed employment and retail development, the former now commenced construction, will help to redress this imbalance. The Core Strategy supports this with additional economic development.

7.52 The Culm Valley Community Plan greenfield a deficiency in local employment provision and aims to support a vibrant and thriving economy through various proactive projects. Allocated employment land has until recently been constrained by local highway infrastructure, but with these being resolved, additional employment land is now coming forward. This, and current retail commitments in the town indicate that there is strong potential to enhance the local economy and improve self-sufficiency, reducing levels of outcommuting for employment and leakage of retail expenditure. The committed retail site at Station Road (1613 sqm net convenience and 400 sqm net comparison) will not be completed before April 2006 and therefore will count against the figures shown. It will comfortably provide sufficient convenience capacity in the town up to 2016.

7.53 There are particular issues arising from the significant commuting and retail flows between Cullompton and Exeter; 19% of the working population are employed in the city. A key objective of the strategy is to further enhance the public transport links between the two settlements, both through improved bus links and the possibility of re-opening the mainline railway station in the long term. There are also concerns about the capacity of the Motorway junction, which will need to be addressed.

- 7.54 Cullompton’s air quality problems, arising primarily from traffic flows on Station Road and the High Street, present a strategic issue for the District. The Core Strategy identifies solutions to help resolve the problem such as the completion of a relief road system. This will require careful planning of development in Cullompton to ensure these strategic objectives are met. There is a need to allocate sufficient development in Cullompton to support the necessary solutions. The Local Plan Inspector made longer term recommendations in this respect which the Core Strategy will allow to be addressed.
- 7.55 It is anticipated that about 70% of the new housing will be on greenfield sites, together with the large bulk of the employment provision, most of which is already committed. In view of the importance of the objective of achieving a relief road it is essential that the critical threshold level of development to provide that road is achieved. Thus, a higher provision of housing (and in turn employment land, possibly in the form of a Business Park, to secure a balance of jobs and workers) might be needed to ensure that the desired aims are met for the town. In order to achieve the relief road (which is likely to be either to the north-west or to the east of the town), it is likely that development will be primarily in the form of a single, large mixed-use urban extension, possibly to the north west of the town.

Strategy

- 6.2 The need for housing, employment and other forms of development at Cullompton to meet Core Strategy requirements is described in more detail in Chapter 2 of this document, Development Strategy. The following table summarises the requirement and the levels proposed in the allocations at Cullompton.

Use	Net requirement	Allocations
Housing	1275 dwellings	1665 dwellings
Employment	37,787 square metres floorspace	55,000 square metres floorspace
Retail	0 square metres floorspace	0 square metres floorspace

- 6.3 Alongside a requirement for housing and employment provision and with it improved self-sufficiency, key issues for Cullompton are the need to address existing air quality issues, improve public transport, improve Junction 28 of the M5 and provide traffic relief and enhancement for the town centre. A key element of the strategy is the provision of an Eastern Relief Road. This will provide traffic relief to the town centre, resulting in improved air quality and the general enhancement of the town centre environment.
- 6.4 The majority of Cullompton's housing development will take place in a mixed-use urban extension to the north west of the town. This site will accommodate housing, a new primary school, public open space and employment land. There will also be the development of a limited number of smaller sites in Cullompton.
- 6.5 As well as housing development, this Development Plan Document also allocates land for employment to support the local economy and improve the town's self-sufficiency. In addition to the allocation of employment land as part of the urban extension, employment development will take place to east of the M5 in the vicinity of the existing primary employment area.
- 6.6 The Development Plan Document also makes provision for the creation of a new areas of Green Infrastructure and sports facilities and the provision of community facilities that will be required as a result of additional development in this location. Contributions will also be sought to support improvements to public transport provision, both within Cullompton and connections between the town and key areas such as Exeter and Tiverton Parkway railway station and for improvements to existing pedestrian and cycle links.

North West Cullompton

A site of 74.8 hectares to the North West of Cullompton is allocated for mixed-use development, subject to the following:

- a 1100 dwellings with 35% affordable housing to include at least 5 pitches for gypsies and travellers;**
 - b 40000 square metres of B1 or other suitable employment floorspace;**
 - c Transport provision to ensure appropriate accessibility for all modes;**
 - d Environmental protection and enhancement;**
 - e Community facilities to meet local needs arising;**
 - f Carbon reduction and air quality improvements;**
 - g An agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development;**
 - h A public masterplanning exercise to be undertaken before any planning application is made.**
-

- 6.7 An area to the north west of Cullompton has been identified as a suitable location for the development of an urban extension of the town. The site is predominantly in agricultural use. The northern end consists of land on the fairly gentle western and southern slopes of Rull Hill. The western boundaries are formed by hedgerows, the eastern by Willand Road and the adjoining development. The southern end of the site wraps around the steeper northern and western slopes of St Andrews Hill, its southern edge again formed by hedgerows and development. The site incorporates allocated Local Plan site CU3 and extends southwards along Tiverton Road. A stream, with a narrow floodplain, runs west to east through the valley between these two hills. The land slopes down to the west and north, from the high point in the south east corner. The northern boundary of the site is formed by a stream.
- 6.8 The development will need to be carefully planned to ensure that its impact on the landscape is minimised through measures such as avoiding the development of the higher ground, careful landscaping and ensuring that areas at risk of flooding remain undeveloped.

- 6.9 Most of the housing needs for Cullompton can be met on this site. In addition to housing the site can also provide a proportion of the town's employment requirements, along with a significant area of new public open space. Given its proximity to existing and proposed housing, employment development within the site will be limited to those with the least impact such as office and light industrial uses. It will also be necessary, as part of the masterplanning exercise, to ensure that steps are taken to manage the relationship between the employment development and housing. This could be done through measures such as landscaping, zoning to ensure that houses are not located adjacent to noisy or other intrusive uses and/or through the use of areas of open space to act as a 'buffer' between incompatible uses.
- 6.10 The provision of affordable housing is an important local priority, and sites are normally required to provide 35% affordable housing in accordance with policy AL/DE/3. Accordingly there is a target to provide in the region of 385 affordable homes within the site.
- 6.11 The provision of sites for gypsies and travellers is a requirement of government policy. At least 5 of the affordable housing units in this development before 2026 should be provided as pitches for gypsies and travellers, contributing to the Council's need.
- 6.12 The site is also of sufficient scale to provide and/or contribute to a number of necessary infrastructure improvements both within and outside of the site.
- 6.13 The policy sets out the general requirements for development of a north western urban extension of Cullompton. These are set out in more detail in the policies AL/CU/2 through to AL/CU/7 which follow. They are based on the evidence available to the Council when preparing the Development Plan Document. However it is important that the policies of this document are not seen as rigid and unalterable in the light of new evidence. Therefore, where new evidence or information arises which indicates an alternative approach to a particular subject, and this retains the overall strategic direction of the proposals, then the Council will consider such proposals. Nevertheless, the policies and requirements of this Development Plan Document are part of the development plan and should not be overturned lightly and without clear justification.

North West Cullompton Transport Provision

As part of the development of North West Cullompton, the following transport infrastructure will be provided at the expense of all new development within the site:

- a Provision of a network of streets linking to the existing highway network, including a through route suitable for buses linking Tiverton Road to Willand Road;**
 - b 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;**
 - c Cycle and pedestrian links to and from the town centre and within the mixed-use urban extension;**
 - d Provision of a shared use path between Cullompton and Willand along the route of the B3181;**
 - e Creation of footway and a shared use link along Millennium Way to allow access to retail and industrial estates;**
 - f Implementation of Travel Plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts.**
 - g Bus service enhancements within, into and out of, the mixed-use urban extension;**
 - h Bus service enhancements between Cullompton, Exeter, Tiverton Parkway and Tiverton.**
-

6.14 The provision of appropriate transport infrastructure is a key requirement of the development. This can ensure that it is an attractive location for new development, that it minimises the impact on adjoining uses and accords with the need to promote sustainable development. The key items of transport infrastructure are set out in the policy and are explained and justified in more detail below.

- 6.15 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 frequent bus routes should be provided so that as far as possible, all buildings are within 400 metres of bus stops. These will need to be designed as part of the masterplanning process. It is equally important that there is access to safe and direct cycle and pedestrian routes within the urban extension, linking together the dwellings, businesses and services. This can be achieved through the creation of off-road routes and also by ensuring that streets are designed appropriately for safe walking and cycling.
- 6.16 The provision of Green Infrastructure as set out in Policy AL/CU/3 will provide opportunities for off-road cycling and walking routes. These should be integrated into existing and proposed networks as far as possible. The creation of additional public rights of way should be examined.
- 6.17 There will be a need for developers to prepare and implement Travel Plans for the development as a whole and for its constituent parts, to promote non-traditional measures relating to transport that can make contributions to minimise the development's carbon footprint and its impacts on air quality.
- 6.18 As part of the masterplanning exercise the development should be designed to be served by a permeable network of streets providing access to/from and within the development. This should include a through route linking Tiverton Road to Willand Road which is suitable for use as a bus route.

North West Cullompton Environmental Protection and Green Infrastructure

As part of the development of North West Cullompton, the following environmental protection and enhancement measures will be implemented at the expense of all new development within the site:

- a** Measures to protect and strengthen trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside;
 - b** An area of 28 hectares for strategic Green Infrastructure, laid out and managed with an appropriate mix of public parkland, open space, landscaping and potential local nature reserve and including an extension to the cemetery;
 - c** Areas of equipped and laid out public open space, totalling 0.7 hectares of equipped children's play, 2.8 hectares of sports pitches and 0.7 hectares of allotments;
 - d** Protection and enhancement where possible of all existing Public Rights of Way;
 - e** Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;
 - f** A strategic landscaping and tree planting scheme to mitigate landscape impact, enhance biodiversity and the character of development and capture carbon;
 - g** Detailed archaeological investigation and measures to record, and where necessary, protect the archaeological interest of the site through appropriate design, layout and mitigation;
 - h** Design solutions which respect the settings of Listed Buildings within and adjoining the site.
-

- 6.19 The area proposed as Green Infrastructure on this site will include land managed for public access and biodiversity and will provide a new recreation facility for the town. There are a number of potentially species rich hedgerows within the development and further detailed study of these features will be necessary to confirm their potential. The layout of development should promote the continued use as wildlife corridors, including watercourses, acting to prevent their fragmentation and providing appropriate treatment where such corridors cross roads and other linear features. There is potential for off-road cycle and pedestrian routes to follow these features, helping to maintain their integrity. The requirement to expand the town cemetery, which adjoins this site, will need to be recognised in the proposals.
- 6.20 The Council's policy for public open space provision requires 60 square metres per market dwelling, including 40 for sports, 10 for children's play and 10 for informal open space/allotments. These are referred to in the policy and some of this may be appropriately located within the strategic Green Infrastructure.
- 6.21 There is an area of floodplain associated with a watercourse running across the site from west to east. The layout of the development will need to take this into account. Areas of floodplain should be retained as part of the strategic Green Infrastructure. The urbanisation of the area would have the potential to increase surface water run-off elsewhere, through the loss of permeable surfaces. The inclusion of a Sustainable Urban Drainage Scheme approach for the entire development will ensure that there is no additional run-off from the site as a result of development. Sustainable Urban Drainage Schemes usually involve the provision of ponds, swales and other soft areas, which can serve as dual use for public open space and can be incorporated into wildlife networks. A Sustainable Urban Drainage Scheme strategy will need to be prepared as part of the masterplanning of the site to determine the number, size and location of the required SUDS features.
- 6.22 The development of a site of this scale will have an impact on the character of the area. The incorporation of appropriate landscaping and tree planting will act to mitigate this and should be designed to support high quality Green Infrastructure areas and wildlife corridors. Tree planting will also act to collect carbon dioxide, helping to reduce the overall carbon footprint of the scheme.

- 6.23 Recent archaeological investigations in the area have demonstrated the presence of extensive and significant prehistoric and Romano-British sites. The Historic Environment Record notes the presence of prehistoric enclosures and funerary monuments within the area, as well as a findspot of a Saxon metal object and prehistoric flint tools. Development will need to take into account the setting of the St Andrews Hill Scheduled Ancient Monument, a Roman Fort. An archaeological assessment will need to be undertaken, the results should be taken into account during the masterplanning exercise to ensure protection where necessary. It is proposed to incorporate a buffer zone as part of the strategic Green Infrastructure between any new development and the Scheduled Ancient Monument.
- 6.24 A number of Listed Buildings lie within or close to the area. The setting of these will need assessment and protection as part of the layout and design work associated with the masterplanning exercise, or subsequent planning applications.

AL/CU/4

North West Cullompton Community Facilities

As part of the development of North West Cullompton, the following community infrastructure will be provided at the expense of all new development within the site:

- a A site of 2.1 hectares for a new primary school at no cost to the Local Education Authority;**
 - b A site of 1.0 hectares for youth, children and other community uses.**
 - c Construction costs for a 210 place primary school;**
 - d Provision for an additional 52 places at the new primary school for early years education;**
 - e Provision of a community building and an Integrated Youth Support Services satellite unit.**
-

- 6.25 The creation of an urban extension requires that residents and workers have access to a range of community facilities within easy walking or cycling distance. This will discourage trips by car for essential local purposes. It is also important that, as far as is possible, the development of the site does not result in unacceptable pressure on existing services and facilities within Cullompton and the surrounding area. This policy sets out the requirements for provision of community facilities within the development site and elsewhere in the town.
- 6.26 The provision of a primary school in the urban extension will be required in order to provide for local educational facilities for the resident school age children. The policy requires that the land for the school is provided free of charge to the education authority, with the timing of provision set out in the phasing policy. If the Community Infrastructure Levy has not been implemented at the time of application/development then the cost of constructing the school will also be required from the development.
- 6.27 There is an existing lack of community facilities in Cullompton, a situation that without mitigation would be exacerbated by further development. Increases in development will accordingly lead to an increase in pressure on existing facilities and demand for new provision. The construction of a community centre and provision of equipped and laid out public open space will be required within the site. The location of community facilities will need to be considered as part of the masterplanning exercise, to ensure the highest level of access for residents and other users.

**North West Cullompton
Carbon Reduction and Air Quality**

The development of North West Cullompton will be required to implement a Carbon Reduction and Low Emissions Strategy at the expense of all new development in the site. This will propose measures to minimise the overall carbon footprint of the development, make provision for sources of decentralised on-site renewable or low-carbon energy in accordance with Policy AL/IN/6 and ensure that the impact of the site on air quality is acceptable, such as:

- a Renewable and low carbon energy generation to provide a significant proportion of the sites energy use;**
 - b Measures to ensure that residents, employees and businesses are encouraged to travel in the most sustainable fashion, including Travel Plans, information, car clubs, liftsharing and infrastructure for low emission vehicles;**
 - c Measures to encourage the sustainable treatment of waste;**
 - d Measures to manage the impacts of construction.**
 - e Off-site tree planting;**
 - f Energy improvements to existing buildings;**
 - g Other measures to capture or mitigate carbon emissions and air quality impacts from development.**
-

6.28 Energy use in buildings account for nearly half of emissions of carbon dioxide, with more than a quarter coming from the energy used to heat, light and run homes. The increased take up of sustainable construction principles and standards therefore presents a significant opportunity to make a contribution to a reduced ecological footprint.

6.29 The Government has made a commitment to achieving zero carbon housing by 2016. This will be achieved through the gradual introduction of the Code for Sustainable Homes. This will be achieved in three steps by moving:

- In 2010 to a 25% improvement in the energy/carbon performance set in Building Regulations
- In 2013 to a 44% improvement
- In 2016 to zero carbon

The Government also has an ambition to achieve zero carbon non-domestic buildings by 2019. The timescale and feasibility for achieving this is currently the subject of consultation. There are already well established assessment methods, most notably the BRE's Environmental Assessment Method (BREEAM) which demonstrates a level of achievement against a range of indicators in addition to meeting building regulations.

- 6.30 National policy advises that there may be situations where it is appropriate for Planning Authorities to anticipate levels of building sustainability in advance of those set nationally. It is though recognised that the introduction of more demanding standards has the potential to impact upon the viability and supply of housing.
- 6.31 Before construction can start it will be necessary to complete a masterplanning exercise and to gain full planning approval. This process is likely to take a minimum of two years following adoption of the Development Plan Document. Experience shows that under normal housing market conditions development is likely to take place at a steady rate over the plan period. In light of the development's timing the majority of development in this location and across the district, will be built in accordance with the Government's standards set out above. Accordingly, increasing Building Regulations requirements and construction will mean that the majority of housing will be built to be zero carbon.
- 6.32 At this stage it is not proposed to introduce a requirement for a specific enhanced level of building sustainability through the Development Plan Document process. The approach taken in the policy is to require the developers of major sites such as this to explore the ways in which the ecological footprint can be minimised as outlined below. This will be kept under review as the policy situation develops.
- 6.33 Given its scale this site has the potential to considerably increase the carbon emissions from Cullompton. However, given the scale and mix of uses the proposal also has the potential to mitigate this impact, providing a low or even zero carbon development overall. This policy ensures that this potential is fully considered in the design, development and subsequent operation.
- 6.34 In advance of the development, and in parallel as far as possible with the masterplanning of the site, a Carbon Reduction and Low Emission Strategy should be prepared by the developer, indicating how it is proposed to reduce the impact of the proposal. The issues of air quality and carbon reduction are interlinked to the extent that they should be considered in the same strategy. This should cover the construction and operational phases, and take a broad approach considering materials, transport, primary energy use and on-site

energy generation and other relevant factors including development viability. It should seek to minimise the overall carbon footprint of the site and consider the feasibility of a zero net impact. The provision of significant employment within the urban extension and contributions to public transport in the wider area have the potential to change existing travel patterns in a positive manner, and this should be factored into any assessment. The implementation of the strategy will be a requirement.

- 6.35 The policy gives likely examples of what such a strategy would incorporate, but this is certainly not an exhaustive list. The suggested actions are described and justified in more detail below.
- 6.36 Whilst the government is amending Building Regulations progressively to improve the energy efficiency of buildings, the incorporation of renewable energy is another key contributor to carbon reduction. Studies indicate that the site has the potential to incorporate a significant level of renewable energy generation, although in some cases subject to more detailed assessment. The following forms of renewable (or low carbon) energy generation are likely to be achievable;
- Biomass or natural gas combined heat and power
 - Wind generation
 - Groundsource heat pumps
 - Solar photovoltaic and thermal
- 6.37 Given the range of potential sources and the scale of the development, the strategy should aim to achieve a significant proportion of the site's domestic and business energy use from renewable sources. A 10% target (rising incrementally to 20% by 2020) is set in Policy AL/IN/6 of the Development Plan Document, but this will have to be considered against other aspects of the carbon reduction strategy. The choice of renewable energy sources may have implications for the layout of the development.
- 6.38 Motorised travel arising from the use of the site is another key carbon emitter, and also could contribute to air quality degradation elsewhere. Policy AL/CU/2 sets out transport enhancements which will contribute to carbon reductions, but there are a number of other less traditional measures which are relevant to the site and which should be incorporated if possible. Travel Plans will be required for new developments in the urban extension, and these will set out more specific "soft" requirements for travel management. Information provided to residents and businesses will ensure that travellers are aware of the potential non-car modes available, and encourage them to use these. The provision of car clubs and promotion of car-sharing can be important tools.

- 6.39 One potential area arising from new and evolving technology is measures to promote the use of low emission or low carbon vehicles. Electric vehicles, for example, produce no emissions at their point of use, although their carbon footprint depends on how they are charged. The use of biofuel, particularly if locally produced, can be low emission and have a very low carbon footprint. These options will require positive encouragement, and the provision of charging/ fuelling infrastructure in the local area.
- 6.40 Normally, the impact of construction is considered a short term impact. However, in the case of the urban extension, construction is expected to continue throughout the plan period. Accordingly, it will be important to consider the air quality, carbon and other impacts of construction, including construction traffic, and to manage this as appropriate.
- 6.41 Waste Local Plan policies WCP4 and WCP5 require that developments of an appropriate scale contain measures to deal with the waste generated and promote solutions which take account of the sustainable waste hierarchy.
- 6.42 Carbon emissions in one location can be mitigated by reduction in carbon emissions in other locations. Accordingly, if the carbon reduction aspect of the strategy indicates a need, there is the potential to mitigate off-site. Possibilities include tree-planting to create carbon sinks, or investment in energy efficiency measures in existing dwellings in order to reduce emissions arising from their energy use.

North West Cullompton Phasing

A phasing strategy will be required for the development of North West Cullompton, to ensure that the development and infrastructure come forward in step, minimising the impact of development, taking account of the need for development to remain viable. The strategy should take account of the following requirements, variation of which will have to be carefully justified. Development shall be subject to the following:

- a Provision of affordable housing will be in broad step with the market housing at a ratio of at least 1 affordable dwelling per 2 market dwellings;**
 - b Provision of serviced employment land in step with housing, at a rate of at least 1 hectare per 100 occupied dwellings;**
 - c Occupation of no more than 100 dwellings before the transfer of the Green Infrastructure to the local authority with necessary financial support;**
 - d Occupation of no more than 300 dwellings before the implementation of bus service enhancements;**
 - e Occupation of no more than 300 dwellings before the opening of a 'through route' linking Willand Road to Tiverton Road;**
 - f Occupation of no more than 400 dwellings before the transfer of land for a primary school with necessary funding to the Local Education Authority.**
-

6.43 The phasing of development will have an important impact on the surrounding area, but it will also impact on the economic viability of the development. The policy sets out the general approach to phasing. This will however need to be supplemented by a detailed phasing strategy to be prepared alongside the masterplan for the site. Legal obligations and planning conditions will need to be used to control these phasing requirements.

6.44 The creation of Green Infrastructure, including an area of publicly accessible open land will be of significant benefit to the town and wider area. Accordingly, only 100 dwellings should be permitted before this area of Green Infrastructure is handed over in full, together with relevant management costs if necessary, in accordance with the earlier policy AL/CU/3.

- 6.45 The provision of transport links and improvements is a key element of the development. In addition to the need to minimise traffic generation from new development, it will also be necessary to carry out improvements to existing infrastructure to ensure that there is sufficient capacity available in order to cope with increased usage.
- 6.46 The provision of public transport to connect the site to the rest of the town and the wider area has been identified as an important element of a strategy to improve the overall sustainability of the urban extension and the town generally. Accordingly enhancements to the bus service will need to be implemented at an appropriate point in the development, before the occupation of no more than 300 dwellings.
- 6.47 The creation of a through route linking Tiverton Road and Willand Road will serve an important function connecting the site to the wider highway network, providing a bus route and serving as a link from south west Cullompton to the north. A through route should be completed before the occupation of the 300 dwelling.
- 6.48 As outlined in Policy AL/CU/4, development of the proposed scale will generate the need for additional education provision in Cullompton. To ensure that reliance on car based trips is reduced, it is important to ensure that this is provided within close proximity of new dwellings within the urban extension. It will therefore be a requirement that the land for the construction of the primary school, along with any necessary funding, is transferred to the Local Education Authority relatively early in the development, before the occupation of no more than 400 dwellings.
- 6.49 The provision of employment land is an important element of the site. Services and ready to develop employment land should be made available at a rate of 1 hectare for every 100 dwellings occupied.
- 6.50 Affordable housing, at a rate of approximately 35%, will be provided in step with the market housing.

AL/CU/7

Masterplanning

Before a planning application is made, the Local Planning Authority will carry out a major public consultation exercise into the masterplanning of the site. There will be full involvement of relevant stakeholders, leading to the adoption of a Supplementary Planning Document.

- 6.51 This document sets out a framework for the development of this site, but leaves many details for later consideration. The preparation of a masterplan in consultation with stakeholders, including the local community, will be an important step between the adoption of this Development Plan Document and decisions on planning applications. The potential developers of the site will be expected to fund this exercise, which will be organised through the Local Planning Authority. Such a masterplan should be adopted as a Supplementary Planning Document.
- 6.52 A considerable number of further studies will be required to support the masterplanning exercise, including a Health Impact Assessment.

Other sites in Cullompton

- 6.53 The provision of development at North West Cullompton will provide for much of the development needs of the town. However, a number of other sites are also allocated, to provide choice and flexibility in the strategy.

AL/CU/8

Knowle Lane

A site of 12.5 hectares at Knowle Lane is allocated for residential development, subject to the following:

- a 340 dwellings with 35% affordable housing;**
- b Provision of 2.7 hectares of Green Infrastructure, to include the retention of land in the floodplain as informal amenity open space;**
- c Measures to protect and strengthen trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside;**
- d Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;**
- e Provision of appropriate links to the adjacent development to the east of the site;**
- f Provision of at least two points of vehicular access to the site;**
- g Provision of cycle and pedestrian links within the development and linking to the wider transport network;**
- h Implementation of a Transport Plan and other non-traditional transport measures to minimise carbon footprint and air quality impacts.**

- 6.54 The site is located to the west of land allocated for housing in the Local Plan, site CU2 Knowle Lane. The site, which is in agricultural use, slopes down from north and south to the Crow Stream which runs west to east through the site. It can accommodate approximately 340 dwellings, with 35% of these being affordable homes.
- 6.55 The site will need to be planned to ensure that there are appropriate links between it and the adjacent site. Part of Local Plan site CU2 has been granted Outline Planning Permission for the construction of 300 dwellings. Given their proximity it will be necessary to plan both sites in a manner that ensures that there is a degree of permeability between both.
- 6.56 The protection and enhancement of existing Green Infrastructure should be carried out where possible. This will entail the protection of existing watercourses, hedgerows and trees and the retention of the area of floodplain as an area of informal amenity open space. The urbanisation of the site has the potential to increase the run-off of surface water elsewhere through the loss of permeable surfaces. The inclusion of a Sustainable Urban Drainage Scheme will ensure that there is no additional run-off from the site as a consequence of development. The provision of Sustainable Urban Drainage Scheme usually involves the provision of ponds, swales and other soft areas, which can serve as a dual use for public open space and can be incorporated into wildlife networks. A scheme will need to be prepared to accompany the planning application for the development of the site.

AL/CU/9

Court Farm

A site of 5 hectares at Court Farm is allocated for residential development, subject to the following:

- a 150 dwellings, with 35% affordable housing;**
 - b Provision of 1.2 hectares of Green Infrastructure, to include the retention of land in the floodplain as informal amenity open space;**
 - c Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;**
 - d Pedestrian and cycle access to the site from Willand Road;**
 - e Detailed archaeological investigation and measures to record, and where necessary, protect the archaeological interest of the site through appropriate design, layout and mitigation.**
-

- 6.57 This site consists mainly of a large field, with development to the north and south. The Mill Stream runs north to south to the eastern edge of the site. The northern section of the site has been developed. The site can accommodate approximately 100 dwellings, of which 35% will be affordable homes.
- 6.58 The urbanisation of the site has the potential to increase the run-off of surface water elsewhere through the loss of permeable surfaces. The inclusion of a Sustainable Urban Drainage Scheme will ensure that there is no additional run-off from the site as a consequence of development. Sustainable Urban Drainage Schemes usually involve the provision of ponds, swales and other soft areas, which can serve as a dual use for public open space and can be incorporated into wildlife networks. A scheme will need to be prepared to accompany the planning application for the development of the site.
- 6.59 The provision of a pedestrian and cycle access from Willand Road to Millenium Way will improve access from the site to public transport links and community facilities and public open space.
- 6.60 There is a corridor of floodplain running through the site west to east, with 25% of the site in Flood Zone 3a. This area should be retained as an area of amenity public open space.

AL/CU/10

Padbrook Park

A site of 0.8 hectares to the east of Padbrook Park is allocated for housing development, subject to the following:

- a 30 dwellings, with 35% affordable housing;**
 - b Assessment to establish vehicle parking provision requirements for existing uses at the adjacent hotel and golf club;**
 - c Provision of sufficient vehicle parking spaces to serve the development and Padbrook Park Country Club;**
 - d Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 6.61 The site consists of a car park adjoining Padbrook Park and can accommodate approximately 30 dwellings, of which 35% will be affordable homes. The northern boundary adjoins a strip of public open space, beyond which is Swallow Way and a large area of housing. The land to the south of the site slopes upward.

- 6.62 A key consideration for the site is the potential for loss of car parking spaces that are required for use in conjunction with the adjoining hotel and golf club. Accordingly it will be a requirement that any planning application for the site is accompanied by an assessment of current parking requirements in association with the existing uses of the site; such an assessment will establish the total number of vehicle parking spaces required for the site.
- 6.63 The urbanisation of the site has the potential to increase the run-off of surface water elsewhere through the loss of permeable surfaces. The inclusion of a Sustainable Urban Drainage Scheme will ensure that there is no additional run-off from the site as a consequence of development. Sustainable Urban Drainage Schemes usually involve the provision of ponds, swales and other soft areas, which can serve as a dual use for public open space and can be incorporated into wildlife networks. A scheme will need to be prepared to accompany the planning application for the development of the site.

AL/CU/11

Exeter Road

A site of 1.4 hectares to the south side of Exeter Road is allocated for housing development, subject to the following:

- a 45 dwellings, with 35% affordable housing;**
 - b Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 6.64 The site consists of land to the south of the new housing at Toad Hall, extending between the steep hillside to the west and Exeter Road to the east. Two dwellings in large grounds make up a proportion of the site, together with an area of undeveloped open field between and behind them. A bowling club is located in the middle of and surrounded by the site. The site can accommodate approximately 45 dwellings, of which 35% will be affordable homes.
- 6.65 The urbanisation of the area would have the potential to increase surface water run-off elsewhere, through the loss of permeable surfaces. The inclusion of a Sustainable Urban Drainage Scheme approaches within the development will ensure that there is no additional run-off from the site as a result of development. A scheme will need to accompany a planning application for the site.

Lower Bull Ring

A site of 0.3 hectares currently accommodating the magistrates court and former Cullompton health centre is allocated for community facilities, subject to the following:

- a High standard of design to enhance the character of the Conservation Area;**
 - b Provision of public car parking spaces;**
 - c Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 6.66 This town centre site has been identified for redevelopment for community facilities. The site currently comprises of two buildings. The former health centre is currently vacant following the construction of a new facility at Willand Road. The Magistrates Court is no longer in use and the building may become available for development during the plan period.
- 6.67 Devon County Council has approved the expenditure of £3m on a new library, on the site of the former health centre. This will also provide an ICT hub, a centre for adult and community learning and meeting rooms, opening in 2011.
- 6.68 There is no public car park to the south of the town centre. As a consequence traffic travelling from the south of the town wishing to park to use the facilities has to travel through the town centre to access the public car parks at Station Road and St Andrews Hill. The need for additional car parking in the town is recognised in the Culm Valley Community Plan. The redevelopment of this site for community uses will increase the need for public car parking and offers an opportunity to address the under-provision in a key location within the town centre. Accordingly, it will be a requirement of planning approval for the site that it provides short stay car parking spaces.
- 6.69 The site occupies a prominent location in the Conservation Area and this should be reflected in the design of the development. The current buildings make a negative contribution at this important location and re-development should enhance the street scene and improve this part of the town.

Week Farm

A 10.5 hectare site is allocated for employment development, subject to the following:

- a Provision of 15000 square metres of employment floor space;**
 - b Provision of a vehicular link from the Kingsmill employment area to Honiton Road;**
 - c Development shall not commence until the completion of necessary improvements to M5 Junction 28;**
 - d Development of B2 and B8 uses only;**
 - e Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;**
 - f Retention of 2 hectares of Green Infrastructure, to include the retention of land in the floodplain;**
 - g Protection and enhancement of the existing Public Right of Way.**
-

6.70 This site is located east of the M5 motorway, adjacent to an existing area of significant employment development. The site could accommodate approximately 15,000 square metres of employment floor space. A density of 1750 square metres per hectare has been used as the basis for this calculation. This is a lower density than would be expected for employment uses generally and is comparable to that anticipated on the recently granted adjacent site.

6.71 In their traffic modelling for Cullompton the County Council, as the Highway Authority for the area, suggest that the site is not ideally located as it is not in close proximity to the residential areas of the town. However, it is recognised by the County Council that the site will provide an important source of employment land for the area and the results of traffic modelling conclude that the development will be acceptable in terms of its impact on the highway network.

6.72 The uses on the site shall be limited to those incorporated in the B2 and B8 use classes. This will be controlled by the use of a planning condition restricting the changes between business use classes that are normally allowed under the provision of the Town and Country Planning (General Permitted Development) Order 1995 (as amended). The restriction of business uses to those that generate the least number of vehicle trips will limit the impact on the motorway

junction. It is however recognised that development in this location will increase pressure on the motorway junction. Accordingly, the development will not be permitted to commence until the completion of the necessary improvements to increase its capacity.

- 6.73 In order to improve accessibility the site will enable the creation of an additional point of access linking the site itself, along with the wider Kingsmill employment area, to Honiton Road. This is seen as an important advantage of the development of the site that will help to relieve pressure on the existing access to the area.
- 6.74 The site is bounded to the west by the River Ken and its associated floodplain. Development of the area of floodplain should be avoided. The urbanisation of the site has the potential to increase the run-off of surface water elsewhere through the loss of permeable surfaces. The implementation of a Sustainable Urban Drainage Scheme for the whole site will ensure that there is no additional run-off from the site as a consequence of development. Sustainable Urban Drainage Schemes usually involve the provision of ponds, swales and other soft areas, which can serve as a dual use for public open space and can be incorporated into wildlife networks. A scheme will need to be prepared to accompany the planning application for the development of the site.

AL/CU/14

Eastern Relief Road

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

- a Public consultation exercise before the route is determined;**
 - b Provision of replacement open space and sporting facilities within the Cullompton Community Association fields and/or elsewhere in Cullompton;**
 - c Enhancement of the existing footpath to form a shared use foot and cycleway;**
 - d Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;**
 - e Measures to protect and strengthen trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside.**
-

- 6.75 The Core Strategy identifies the completion of a relief road system as a key measure to combat air quality by providing traffic relief for the town centre and at the same time supporting its enhancement and future regeneration. Devon County Council has carried out an assessment of current and future traffic levels in Cullompton and analysed the options for providing traffic relief. The results of this assessment reveal that in order to provide the required traffic relief it will be necessary to construct a road to the east of the town centre, connecting Station Road in the north to Meadow Lane in the south. The assessment also concludes that a road to the north west of Cullompton connecting Willand Road in the north to Tiverton Road in south will be required. This is included as a requirement of Policy AL/CU/2 and in addition to providing a through route, will also be required to serve new development in that location.
- 6.76 Following the construction of the Eastern Relief Road vehicle patterns are expected to change to use this route, with the through route linking Tiverton Road to Willand Road becoming more of a local road providing access and a public transport route. In combination with elements of the existing highway network and a new road to the west of the town, this new stretch of road will provide relief to the town centre traffic and address existing air quality issues.
- 6.77 It is acknowledged that the construction of a road in this location will have an impact on an area of important open space and recreation value. However, the evidence concludes that a new road to the east of town centre is essential if the objectives of traffic relief, air quality improvement and with it town centre enhancement, are to be achieved. Careful consideration will need to be taken in finalising the route and the aim will be to cause minimum impact on the Cullompton Community Association (CCA) fields.
- 6.78 A full public consultation exercise will be carried out before the route of the road is finalised. This will allow the community and stakeholders to consider all of the technical information relating to the site, receive detailed information relating to the need for the road and the benefits that it will bring to the town and to comment upon potential route options and any other proposed changes to the site. The proposal does offer an opportunity to enhance the remaining area and it is important that the community are involved in this process. At this stage a corridor is shown on the proposals map indicating the area that the finalised road route will pass through.
- 6.79 Given that it will pass through a flood plain the final route of the road will also need to take this into account and be designed in a way to ensure that it does not result in future preventable flooding or drainage problems either within the site or elsewhere. The final route of the road will have to gain the approval of the Environment Agency. Because the CCA fields are in an area that is known to flood

the Eastern Relief Road will have to be managed to take this into account during a flood event. On these occasions it is expected that the road will be closed to users, with traffic temporarily diverted via the road to the north west of Cullompton connecting Willand Road in the north to Tiverton Road in south or through the town centre.

- 6.80 It is estimated that the road will cost in the region of £10.5 to £10.7 million. There are currently no public funds available to pay for the construction. As a consequence funding for the Eastern Relief Road will be made through financial contributions by the developers of sites within Cullompton and the surrounding area. Such an arrangement will be subject to a legal agreement that will seek a contribution of a fixed amount per dwelling towards the total cost of the road. Alternatively contributions will be collected through the Community Infrastructure Levy once it is implemented. Once sufficient funds are raised through such a mechanism work will be able to commence on the construction of the road.
- 6.81 The council has considered a number of alternatives to an Eastern Relief Road. These are not considered suitable for the following reasons:
- A Western Relief Road as an alternative to the Eastern Relief Road – Devon County Council advise that the results of traffic modelling demonstrate that the provision of a Western Relief Road alone would not provide the required benefits of traffic relief and air quality improvement. This road alone would also be less sustainable in terms of longer journey distances and times and additional carbon emissions.
 - An additional M5 junction – The organisation with responsibility for the motorway network, the Highways Agency, have advised that the construction of an additional motorway junction to the south of Cullompton will not be possible for reasons of highway safety and cost. To have relied on such a strategy without the agreement and support of the Highways Agency would have made the provision of traffic relief and air quality improvement in Cullompton unachievable.

- A road to the east of the M5 – The route would require the strengthening and/or construction of new bridges over the M5, railway and watercourses. This would add significant cost to the road. The cost of the road would have to be met by financial contributions from developers of sites elsewhere in the town and it is necessary to ensure that such financial contributions are reasonable so as not to render development unviable. The cost of a road in this location would have meant that developer contributions alone could not have been expected to fund it. To have adopted such a strategy would have meant that the provision of road, and with it the relief of town centre traffic and air quality improvements, would have been unachievable.
- Traffic management measures alone – Devon County Council have advised that town centre traffic management measures alone would not be able to bring about the required benefits of traffic relief and air quality improvement.

AL/CU/15

Cullompton Air Quality

Development in or adjoining Cullompton will be required to mitigate its likely impact on air quality in the Cullompton Air Quality Management Area by contributing towards the cost of implementing the Cullompton Air Quality Action Plan including the provision of the Eastern Relief Road in accordance with the Air Quality Supplementary Planning Document. The application of this policy will be reviewed upon implementation of the Community Infrastructure Levy.

Developers will be required to prepare and implement a Low Emissions Strategy to ensure the impact of the site on air quality is acceptable. The Strategy should ensure that everyone is encouraged to travel in the most sustainable way possible.

6.82 Air Quality Issues are central to Cullompton's strategy. The District Council designated an Air Quality Management Area (AQMA) for Cullompton in December 2006. An Air Quality Action Plan has been prepared in close liaison with the Highway Authority and has been submitted to DEFRA for appraisal, with this anticipated during 2009. Cullompton's air quality problems arise primarily from traffic flows through the town with traffic volumes, congestion and the 'canyon' like effects of buildings leading to poor dispersion. Areas from Higher Street southwards along High Street, Fore Street, Exeter Hill and Station Road have all been identified as areas of concern with regard to air quality.

6.83 As outlined in Policy AL/CU/13 the provision of an Eastern Relief Road has been identified as a solution to resolve the town's traffic and air quality issues. Development in Cullompton and the surrounding areas will make a financial contribution towards its construction. Funding towards the road by this development will be made through contributions in accordance with the Adopted Air Quality Supplementary Planning Document or Community Infrastructure Levy once that is implemented. The Supplementary Planning Document sets the scale of contribution to mitigate development with a relationship to the traffic generated and the use and scale of that development.

AL/CU/16

M5 Junction 28

Development will be required to make a financial contribution towards the cost of carrying out improvements to increase the capacity of M5 Junction 28. The application of this policy will be reviewed upon implementation of the Community Infrastructure Levy.

6.84 Junction 28 of the M5 motorway to the east of Cullompton has been identified as being at close to capacity during peak hours and therefore has limited capacity to accommodate additional development. In consultation with Devon County Council, the Highways Agency has agreed a scheme for the improvement of the junction to increase its capacity. There is currently no public money available for these improvements. The strategy will enable this by seeking financial contributions from developers of sites at Cullompton that will result in additional traffic using the junction.

6.85 There are two proposed phases of the junction improvements. The first will be necessary to accommodate the development levels for Cullompton that are set out in the adopted Local Plan. This involves the conversion of the southbound slip roads to a signalised crossroads and the roundabout at the top of the northbound slip roads to a signalised crossroads. The first phase of improvements also includes the widening of areas of the junction. It is anticipated that these improvements, with an estimated cost of £350,000, will be funded by development on existing Local Plan allocation sites at Knowle Lane and Court Farm.

- 6.86 The second phase of improvement will increase the junction's capacity further in order to accommodate the level of development proposed in the Core Strategy and this Development Plan Document. This will involve the creation of an additional lane over the bridge over the M5 to provide two lanes in each direction and the construction of a new footbridge. The estimated cost of the second phase is £9 million.
- 6.87 The Council will keep the cost of the improvements under review and seek to identify alternative sources of funding. The level of contribution will be kept under review to reflect any changes. For example, the introduction of a Community Infrastructure Levy.

AL/CU/17

Town Centre Enhancement

The Council will work with partners to improve Cullompton town centre through measures including physical regeneration and enhancement. All development in Cullompton will make a financial contribution towards the enhancement. The application of this policy will be reviewed upon implementation of the Community Infrastructure Levy.

- 6.88 Core Strategy Policy COR14 identifies the need for the town centre to be managed so that economic regeneration and heritage reinforce each other. Policy COR14 also promotes the removal of through traffic from the town centre and the improvement of local air quality by enhancing walking and cycling opportunities around the town, completing a relief road system and implementing air quality action plan initiatives.
- 6.89 In order to bring about the improvements outlined above, some form of enhancement to the town centre will be necessary. This is likely to take the form of a range of different plans and schemes over the plan period, rather than a single town centre enhancement scheme. Two such plans are the Cullompton Air Quality Action Plan (AQAP) and the Cullompton Conservation Area Management Plan (CAMP). The AQAP is referred to in Policy AL/CUL/15.
- 6.90 The CAMP (adopted by the Council 11th March 2009) identifies a number of potential opportunities for the enhancement of the town centre. These include the restoration of historic hard surfaces, exploration of alternative ways to indicate parking restrictions, enhancement of raised kerbs and footways to improve their appearance, the upgrading of existing footpaths that link into

Fore Street and the Higher Bull Ring, the redesign of parking arrangements at High Street and Higher Bull Ring and the improvement of existing street furniture and signage to reduce visual clutter. The potential to enhance private assets such as shop fronts has also been recognised. The opportunities identified in the CAMP will require further investigation and the preparation of a detailed programme that reflects the availability of sources of funding.

- 6.91 There remains the potential for the development of further schemes for the enhancement of the town centre, particularly once traffic relief has been provided, when more radical changes will be possible. Any such scheme contributing to the enhancement of the town centre will need to take into account and be coordinated with previous and/or ongoing schemes. If such a scheme is developed in the future it is likely that this will be included within the Infrastructure Plan for the district and that any funding gap would be sourced through the Community Infrastructure Levy once this has been implemented.

AL/CU/18

Enhanced Walking and Cycling route

An opportunity for an enhanced cycling and walking route has been identified for Cullompton. As this proposal is not related to a specific development site the Community Infrastructure Levy will need to be in place in order to fund the following:

Provision of a shared use surface and review of Public Right of Way alignment for the Cullompton footpath number 2 between Honiton Road and Old Hill at Last Bridge to enhance access between Eastern Cullompton and destinations in the south of the town such as the High School and Sports Centre.

- 6.92 The enhancement of walking and cycling routes will reduce the rate of traffic growth associated with new development in Cullompton. The enhancement of walking and cycling opportunities will also promote the removal of traffic from the town centre, improving air quality. The improvement to walking and cycling links are identified as action plan measures in the Cullompton Air Quality Action Plan. The enhancement outlined above has been identified in consultation with Devon County Council Public Rights of Way team and local wardens. The route has the potential to enhance access to employment opportunities. This improvement aims to help to reduce car trips between the town and the major industrial area to the east of the M5 motorway.

- 6.93 Development in Cullompton and the surrounding areas will make a financial contribution towards the construction of this route. Funding will be made through the Community Infrastructure Levy once that is implemented.

AL/CU/19

Railway Station Car Park

Land is protected for future use as a car park to serve a re-opened Cullompton Station.

- 6.94 It is recognised that access to rail services in Cullompton is poor. In addition to the lack of a local rail link, current bus connections to Tiverton Parkway Station could be enhanced. Proposed improvements to the existing bus service linking Cullompton to Tiverton Parkway Station are outlined in policy AL/CU/2 of this document. The improvement of access to rail services will promote the increased use of public transport and a subsequent reduction in journeys made by car to and from the town.
- 6.95 There remains the potential for improvements to existing service quality, frequency, capacity and rolling stock along the Exeter to Paddington rail line between Taunton and Exeter. As part of these improvements the potential for the provision of a rail station at Cullompton, providing improvements to existing levels of transport connectivity by rail, has been identified.
- 6.96 A new Cullompton Railway Station would be constructed on the site of the old station, on land under the control of the rail operator. The area of land protected by the policy would be required to provide a limited amount of car parking to serve the station. The site is already in use as a car park. Devon County Council, which has the responsibility for such a scheme, will organise this project in conjunction with Network Rail and the relevant train operating companies and seek appropriate funding.
- 6.97 The Council will also explore, in conjunction with Devon County Council and the relevant bus operators, the potential for establishing a coach stop to connect Cullompton to national coach services. Such a facility would need to be in close vicinity of the M5 motorway and is therefore likely to be in the Station Road area.

Contingency Housing Sites

6.98 The provision of housing, including affordable housing, is a key objective of national policy. Policy AL/DE/1 sets out how the council will plan, monitor and manage the provision of housing. It provides for a number of contingency sites to be allocated, and released in appropriate circumstances. One such site is proposed in Cullompton and this is set out below.

AL/CU/20

Colebrook

A site of 4.8 hectares at Colebrook is identified as a contingency site for residential development, to be released in accordance with policy AL/DE/1 subject to the following:

- a 100 dwellings with 35% affordable housing;**
 - b Provision of two points of access from Siskin Chase;**
 - c Provision of 2.7 hectares of Green Infrastructure, to include the retention of land in the floodplain as informal amenity open space;**
 - d Measures to protect and strengthen trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside;**
 - e Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;**
 - f Detailed archaeological investigation and measures to record, and where necessary, protect the archaeological interest of the site through appropriate design, layout and mitigation.**
-

6.99 This 4.8 hectare, primarily greenfield, site adjoins existing housing at Siskin Chase and is bounded by the rugby club to the north, fishing lakes to the west and a tributary stream and a short stretch of Colebrook Lane to the south. It is identified as a contingency site, to be released in accordance with policy AL/DE/1. Whilst the site is considered to be deliverable it is not allocated as one of the main sites for Cullompton in the Development Plan Document. The development of a mixed-use urban extension to the north west of Cullompton and housing at Knowle Lane are strategically preferable. These sites will provide the majority of the housing for the town,

along with employment land and other important infrastructure. They will be closer to employment opportunities, community facilities and areas of public open space and with the provision of a road to the north west of Cullompton connecting Willand Road in the north to Tiverton Road in south, will be in a preferable location in relation to the highway network and access to public transport opportunities. This site is though considered as a suitable location for development should the provision of housing be significantly delayed.

- 6.100 The County Council have advised that access to the site can be achieved through two points of access to Siskin Chase. There is however a limit to the number of houses that can be built on the site, unless a detailed transport assessment can demonstrate the acceptability of a greater number.
- 6.101 There is an area of floodplain to the southern edge of the site. It is proposed that this is incorporated into a 2.7 hectare area of publicly accessible Green Infrastructure. Measures will also be necessary to protect existing environmental features including trees, hedgerows and the stream. The urbanisation of the area would have the potential to increase surface water run-off elsewhere, through the loss of permeable surfaces. The inclusion of a Sustainable Urban Drainage Scheme approach for the entire development will ensure that there is no additional run-off from the site as a result of development. Sustainable Urban Drainage Schemes usually involve the provision of ponds, swales and other soft areas, which can serve as dual use for public open space and can be incorporated into wildlife networks.
- 6.102 Recent archaeological investigations in the vicinity have demonstrated the presence of extensive and significant prehistoric and Romano-British sites. The Historic Environment Record suggests areas of a prehistoric funerary monument occupying the valley floor. An archaeological assessment will need to be undertaken, the results of which should be taken into account during the detailed planning of the site to ensure protection where necessary.

7.0 CREDITON

- 7.1 The specific objectives for Crediton are set out in Adopted Core Strategy policy COR15 and its supporting justification, set out in the box below. As this policy and text (in italics) is already adopted it cannot be revised and cannot be subject to representations. Paragraph numbers are those of the Core Strategy.

COR15 - Core Strategy Policy for Crediton

Crediton will continue to develop as a small market town serving a rural hinterland in the western part of Mid Devon, complementing the strategic role played by Exeter. The strategy will aim to increase the self – sufficiency of the town and its area and reduce the need to travel to Exeter by widening and expanding employment opportunities, enhancing retail provision, and improving access to housing and services. Proposals will provide for the following average annual development rates:

- a 25 market dwellings;**
- b 10 affordable dwellings;**
- c 2000 square metres employment gross floorspace.**

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

- d Promote a reduction of traffic on congested streets within Crediton and improvements to local air quality by enhancing walking and cycling opportunities around the town and implementing air quality action plan initiatives including the provision of a link road between the A377 and the Lords Meadow Industrial Area;**
- e Ensure developments within, adjoining or affecting the Air Quality Management Area provide measures to meet air quality objectives, taking full account of cumulative development impacts and based on air quality assessments giving realistic “baseline” and “with development” scenarios;**
- f Promote improved public transport links to Exeter and Tiverton;**

policy continued on next page

- g 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 including an additional 2,100 square metres of convenience and 1,350 square metres of comparison retail floorspace by 2016 in accordance with the sequential and other PPS6 retail policy considerations;**
- h Retain the setting provided by the open areas of hillside and Historic Parklands;**
- i Consolidate secondary education provision.**

7.56 Crediton is a medium sized market town, in the west of the district. It has some local employment and service provision, sufficient for there to be a discernible employment catchment area, covering adjacent rural areas. Whilst about half of the resident workforce also work in the town, the proximity of Exeter exerts a considerable influence. As a result, there is considerable travel into Exeter, both for employment and shopping trips. For example, 26% of residents commuted to Exeter for employment in 2001. One physical implication of this is the air quality problem arising from traffic volumes along Exeter Road. The Devon Local Transport Plan 2006-2016 is considering the feasibility of a link road between the Lords Meadow industrial area and the A377, bypassing Exeter Road. In any case, the District Council will explore the potential for development to contribute towards this and other air quality improvement measures.

7.57 There is also scope to enhance the public transport links between Crediton and Exeter, including seeking an improved role for the railway link.

- 7.58 Crediton is subject to air quality problems within the town centre as well. An Air Quality Management Plan is being prepared, and some of its proposals are likely to be helped by appropriate planning intervention. Further details of this will be included in the Creedy/Taw Area Plan as they become clearer. The physical expansion of the town is fairly constrained and there are limited potential sites for economic development. Because of the economic pull of Exeter it is important to bring forward employment land to increase self-containment. Constraints to employment growth mean that relatively lower levels of housing growth are proposed for the town in comparison to Cullompton. Accordingly some 10% of the housing and 14% of the employment growth for the district is directed to Crediton.
- 7.59 The retail study identified considerable need for additional floorspace, which is reflected in the retail allocation for Crediton (approximately 3,450 square metres net sales to 2016). Crediton is particularly underprovided for retail floorspace and the policy reflects the need identified in the retail study to increase the town's self sufficiency in meeting the shopping needs of its catchment. This will permit the provision of modern retail floorspace sufficient to reduce the relative attractiveness of shopping in Exeter. The result should be reduced "leakage" of expenditure to Exeter, with reduced travel arising and associated increases in retailing employment.
- 7.60 Given the considerable constraints to development around the town, most of the new housing (around 70%) and employment development are likely to take place on smaller sites adjacent to the edge of the town. Employment development is likely to be primarily aimed at meeting locally generated needs.
- 7.61 The Crediton area MCTI objectives are reflected in the policy. Other key priorities for the town are also included, such as protection of its setting, provision of affordable housing and the physical consolidation of the split site secondary school.

Strategy

7.2 The need for housing, employment and other forms of development at Crediton to meet Core Strategy requirements is described more fully in Chapter 2 of this document, Development Strategy. The following table summarises the requirement and the levels proposed in the allocations at Crediton.

Use	Net requirement	Allocations
Housing	322 dwellings	413 dwellings
Employment	25,784 square metres floorspace	4,150 square metres floorspace
Retail	0 square metres floorspace	0 square metres floorspace

7.3 The strategy for Crediton reflects the need to balance and if possible integrate the need for development with the key constraints affecting the town, particularly the poor air quality in the town centre and along Exeter Road. The proposals promote a more sustainable balance of development in the town and area, and support the expansion of the local employment base, meeting the targets set out in the Core Strategy. This will help to mitigate the low levels of employment land provision since 1981. Increasing the provision of local employment will help to reduce the level of commuting out of the town and surrounding area, particularly to Exeter. They promote development locations which limit the impact on air quality, and support the provision of infrastructure aimed to improve it, largely as set out in the adopted Air Quality Action Plan. Overall, the level of development is limited compared to the other main market towns of Cullompton and Tiverton.

7.4 Exeter, 9 km to the east has a large and growing economy and attracts commuters from Crediton and nearby areas. Accordingly, development west of the town would certainly lead to increases in traffic through the town centre, exacerbating the air quality problems and making action to improve them even more difficult. Therefore the fairly limited development proposed is concentrated on sites east of the town, providing a mix of housing and employment.

7.5 Another significant spatial issue is that the Local Education Authority have a longer term plan to provide a new single site for the Queen Elizabeth Community College, currently on split sites. An allocation is included.

- 7.6 The allocations provide less employment than the Core Strategy requirement for the town. This underprovision is justified by the physical constraints applying to Crediton, the relative overprovision elsewhere in Mid Devon, and the difficulty in allocating sufficient employment land in particular.

AL/CRE/1

Wellparks

A site of 18.3 hectares at Wellparks, A377 is allocated for residential development, subject to the following:

- a 185 dwellings with 35% affordable housing on 7.8 hectares;**
 - b 15 hectares of Green Infrastructure, on the upper slopes of the site and a shared use link to Commonmarsh Lane/Tolleys area;**
 - c Layout, design and landscaping that reflects the sloping, visible nature of the site, locally distinctive design and the need to protect the setting of Downes Local Historic Park and Garden and respect the character and setting of the listed buildings at Wellparks and Downes House;**
 - d Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 7.7 The housing site at Wellparks consists of land to the north of the A377, adjoining the employment allocation AL/CRE/7. It is achievable and available and generally accords with strategic objectives for Mid Devon and Crediton. However, there are a number of more local concerns, including landscape and heritage issues.

- 7.8 This prominent wooded hillside gives character and an attractive skyline to the eastern half of the town. The development of the site, even though it is on the lower southern edge of the hillside, would have an impact on the rural views to the south of the town, requiring careful design and mitigation. The site is considered suitable for the provision of 185 houses on the lower slopes. Due to the constraints of the site in respect of the Local Historic Park and Garden, adjoining Listed Buildings and a number of large trees that would be interspersed in the development, a lower than usual density is assumed. In respect of the impact on the landscape, this will require careful treatment.

- 7.9 The upper slopes of the site should remain open and be used for strategic Green Infrastructure. The historical value of the Downes estate has been recognised by the exemption of the house and its immediate setting from inheritance tax (conditionally exempt land) and for this reason it is open to the public and has to be maintained in accordance with its historic character.
- 7.10 The site is well related to public transport being in close proximity to the railway station and a frequent bus service along the A377. However, improved permeability and better links to the town centre would be provided by means of a shared use path to the Commonmarsh Lane/Tolleys area.
- 7.11 The development would be required to mitigate its likely impact on air quality in the Crediton Air Quality Management Area by contributing towards the cost of implementing the Crediton Air Quality Action Plan in accordance with policy AL/CRE/8.
- 7.12 The inclusion of a Sustainable Urban Drainage Scheme approach for the entire development would ensure that there is no additional run-off from the site as a result of development. Sustainable Urban Drainage Schemes usually involve the provision of ponds, swales and other soft areas, which can serve as dual use for public open space and can be incorporated into wildlife networks. A scheme will need to be prepared as part of the design of the site.

AL/CRE/2

Red Hill Cross, Exhibition Road

A site of 3.1 hectares at Red Hill Cross, Crediton is allocated for residential development, subject to the following:

- a 135 dwellings with 35% affordable housing;**
 - b Layout, design and landscaping that reflects the local distinctiveness, the visibility of the site and its sloping nature;**
 - c The provision of a safe and convenient footpath from Old Tiverton Road to the footway on the southern boundary of the site on Exhibition Road;**
 - d Land for a 0.4 hectare extension to Crediton cemetery;**
 - e Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 7.13 This 3.1 hectare site is carried forward from the Local Plan and can accommodate about 135 dwellings. The site will make housing provision in the short term.
- 7.14 The development will be required to mitigate its likely impact on air quality in the Crediton Air Quality Management Area by contributing towards the cost of implementing the Crediton Air Quality Action Plan in accordance with policy AL/CRE/8.
- 7.15 The site is prominent, but the Local Plan Inspector found that detailed design and development respecting local distinctiveness will mitigate against this.
- 7.16 The remaining unused land at the Cemetery is likely to last to 2020. Land to the north east of the Cemetery, adjoining this site, is identified as an extension. A planning obligation on cemetery extension provision will be sought through agreement with the developer. On the basis that the land for the cemetery extension is secured, the requirement for any on or off site open space provision otherwise required by policy will be reduced by an area or contribution equivalent to the land allocated for the extension.
- 7.17 The urbanisation of the area would have the potential to increase surface water run-off elsewhere, through the loss of permeable surfaces. The inclusion of a Sustainable Urban Drainage Scheme approach for the entire development will ensure that there is no additional run-off from the site as a result of development. Sustainable Urban Drainage Schemes usually involve the provision of ponds, swales and other soft areas, which can serve as dual use for public open space and can be incorporated into wildlife networks. A scheme will need to be prepared as part of the design of the site.
- 7.18 For the safety and convenience of pedestrians, a footpath is required from the access to the site to link to the existing footway on the southern boundary of the site on Exhibition Road.

AL/CRE/3

Cromwells Meadow

A site of 1.3 hectares at Cromwells Meadows is allocated for residential development subject to the following:

- a 50 dwellings with 35% affordable housing;**
 - b Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
 - c This development shall not be commenced until a Link Road between the A377 and Lords Meadow is in operation.**
-

7.19 This 1.3 hectare site is available and achievable.

7.20 The development will be required to mitigate its likely impact on air quality in the Crediton Air Quality Management Area by contributing towards the cost of implementing the Crediton Air Quality Action Plan in accordance with policy AL/CRE/8.

7.21 There is an area of floodplain on the north east boundary of the site. The layout of the development will need to take this into account. The urbanisation of the area would have the potential to increase surface water run-off elsewhere, through the loss of permeable surfaces. The inclusion of a Sustainable Urban Drainage Scheme approach for the entire development will ensure that there is no additional run-off from the site as a result of development. Sustainable Urban Drainage Schemes usually involve the provision of ponds, swales and other soft areas, which can serve as dual use for public open space and can be incorporated into wildlife networks. A scheme will need to be prepared as part of the design of the site.

AL/CRE/4

George Hill

A site of 1.2 hectares at George Hill is allocated for residential development subject to the following:

- a 25 dwellings with 35% affordable housing;**
 - b Appropriate highway improvements;**
 - c Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 7.22 The site at George Hill is allocated in the Local Plan and the owner has confirmed availability. Some improvements to George Hill are likely to be necessary across the site frontage.
- 7.23 The urbanisation of the area would have the potential to increase surface water run-off elsewhere, through the loss of permeable surfaces. The inclusion of a Sustainable Urban Drainage Scheme approach for the entire development will ensure that there is no additional run-off from the site as a result of development.
- 7.24 The development will be required to mitigate its likely impact on air quality in the Crediton Air Quality Management Area by contributing towards the cost of implementing the Crediton Air Quality Action Plan in accordance with policy AL/CRE/8.

AL/CRE/5

The Bike Shed, High Street

A site of 0.16 hectares at The Bike Shed, High Street is allocated for residential development, subject to the following:

- a 10 dwellings with 35% affordable housing;**
 - b Mitigation for potential on-site air quality issues with specific design to prevent a worsening of air quality on Exeter Road and to avoid potential air quality issues for occupants;**
 - c Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 7.25 The site is a small brownfield site that is well related to the town centre and is suitable for redevelopment. There may be some contamination from existing and previous uses. The site fronts the High Street with its air quality issues that may give on-site considerations.
- 7.26 The design is of importance as the site lies within the Conservation Area. It lies within the historic core of the town and archaeological mitigation may be required.
- 7.27 The urbanisation of the area would have the potential to increase surface water run-off elsewhere, through the loss of permeable surfaces. The inclusion of a Sustainable Urban Drainage Scheme approach for the entire development will ensure that there is no additional run-off from the site as a result of development.

7.28 The development will be required to mitigate its likely impact on air quality in the Crediton Air Quality Management Area by contributing towards the cost of implementing the Crediton Air Quality Action Plan in accordance with policy AL/CRE/8.

AL/CRE/6

The Woods Group, Exeter Road

A site of 0.17 hectares at The Woods Group, Exeter Road, Crediton is allocated for residential development, subject to the following:

- a 8 dwellings with 35% affordable housing;**
- b Mitigation for potential on-site air quality issues with specific design to prevent a worsening of air quality on Exeter Road and to avoid potential air quality issues for occupants;**
- c Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**

7.29 The site is a small brownfield site within the built up area that is suitable for redevelopment. There may be some contamination from existing and previous uses requiring remediation. The site is relatively well related to the town centre and is well served by public transport. The site is not attractive in its current use on an important entrance to the town.

7.30 The design is of importance for two reasons: firstly the site lies in part within the Conservation Area and adjoins listed buildings; secondly there is the potential to worsen air quality in Exeter Road by the continuation of the street-canyon affect.

7.31 The urbanisation of the area would have the potential to increase surface water run-off elsewhere, through the loss of permeable surfaces. The inclusion of a Sustainable Urban Drainage Scheme approach for the entire development will ensure that there is no additional run-off from the site as a result of development.

7.32 The development will be required to mitigate its likely impact on air quality in the Crediton Air Quality Management Area by contributing towards the cost of implementing the Crediton Air Quality Action Plan in accordance with policy AL/CRE/8.

Wellparks, A377

A site of 1.5 hectares at Wellparks, A377 is allocated for 4150 square metres of employment development through the conversion of existing buildings and some new build subject to:

- a Design and layout to respect the character and setting of the listed buildings;**
 - b The provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 7.33 Wellparks is a group of substantial buildings adjoining the A377 and opposite the new Tesco development, that were originally part of Wellparks Farm. These buildings are suitable for conversion for employment uses, but this will need to be done with care as a number of them are Grade II Listed. The design of the development will need to respect this character. In addition, some new build can be achieved on land between the proposed road and these buildings and on the site of a former steel barn.
- 7.34 The site is well related to public transport being in close proximity to the railway station and a frequent bus service along the A377.
- 7.35 The development will be required to mitigate its likely impact on air quality in the Crediton Air Quality Management Area by contributing towards the cost of implementing the Crediton Air Quality Action Plan in accordance with policy AL/CRE/8.
- 7.36 The inclusion of a Sustainable Urban Drainage Scheme approach for the entire development will ensure that there is no additional run-off from the site as a result of development. Sustainable Urban Drainage Schemes usually involve the provision of ponds, swales and other soft areas, which can serve as dual use for public open space and can be incorporated into wildlife networks.

AL/CRE/8

Crediton Air Quality

Development in or adjoining Crediton will be required to mitigate its likely impact on air quality in the Crediton Air Quality Management Area by contributing towards the cost of implementing the Crediton Air Quality Action Plan including the provision of the link road between the A377 and Lords Meadow Industrial Estate in accordance with the Air Quality Supplementary Planning Document. The application of this policy will be reviewed upon implementation of the Community Infrastructure Levy.

Developers will be required to prepare and implement a Low Emissions Strategy to ensure that the impact of the site on air quality is acceptable. The strategy should include measures that ensure everyone is encouraged to travel in the most sustainable way possible.

- 7.37 Air Quality Issues are central to Crediton's strategy. An Air Quality Action Plan has been prepared in close liaison with the Highway Authority who refer to the Air Quality Management Area (designated September 2004) in the Local Transport Plan. A key objective is the provision of a Link Road from Exeter Road to Lords Meadow Industrial Estate; this is proposed in policy AL/CRE/9.
- 7.38 The findings on air quality showed exceedances in the High Street and Exeter Road. The air quality issues at Exeter Road have been analysed and options for traffic management are unlikely to resolve the pollution problems, due to the narrow carriageway and Listed Buildings. Heavy Duty Vehicles contribute disproportionately to emissions, but have no option but to use this road. The Core Strategy identifies the construction of a link road from the A377 to Lords Meadow as the measure that will improve air quality in Exeter Road. Funding towards the road by this development will be enhanced by contributions in accordance with the Adopted Air Quality Supplementary Planning Document or Community Infrastructure Levy once that is implemented. The Supplementary Planning Document sets the scale of contribution to mitigate development with a relationship to the traffic generated and the use and scale of that development.

- 7.39 The development strategy is to provide development primarily on mixed use sites at the eastern end of the town, to minimise Air Quality impact, promote economically viable business development and ensure development contributes to the Link Road.
- 7.40 As the majority of traffic is destined to Exeter, development to the west would impact on Air Quality in both the High Street and Exeter Road. Therefore the major sites are to the east at Wellparks, Pedlerspool and Red Hill Cross. These will contribute to the Link Road and/or traffic infrastructure and town centre management to mitigate against the impact on Exeter Road.

AL/CRE/9

Crediton Link Road

Land is allocated for the construction of a Link Road between the A377 and Lords Meadow Industrial Estate subject to the following:

- a The link road will pass to the west of the Downes Estate;**
- b Protection of the setting of Listed Buildings at Wellparks and on the Downes Estate and other Listed Buildings to the eastern side of Crediton;**
- c Sensitively designing the road to reduce the visual and noise impact;**
- d Landscaping and tree planting along the route of the road;**

- 7.41 The Air Quality Action Plan, supported by the Core Strategy, sets an objective to provide a new road linking the A377 to Lords Meadow Industrial Estate, in order to reduce significantly the air quality problems on the existing A377 at Exeter Hill. A number of route options have been examined by the County Council, seeking to achieve this objective but taking account of the constraints including floodplain, Listed Building and Historic Parks and Gardens in the area. An indicative alignment for the link road is shown on the proposals map, but Devon County Council will carry out a further public consultation on detailed proposals.
- 7.42 The link road will need to mitigate its impacts with careful design and landscaping with appropriate species. The historical value of the Downes estate will need to be recognised and its historic character retained, having regard to the findings of an assessment of the surrounding landscape which established the extent of land essential to the amenity and setting of the historic house. Sensitively designing the road and providing landscaping will also need to minimise the visual effect on the surrounding hills and from within the town.

- 7.43 The assessment shows the Devon County Council approved link road is expected to reduce traffic on Exeter Road by 23% (all traffic) and 33% for HGVs to the year 2016.
- 7.44 The Devon County Council link road will mitigate its landscape, noise and other impacts with careful design and landscaping with appropriate species. The road is located on a prominent steep hillside. Sensitively cutting the road and providing landscaping will reduce the visual effect on the hill seen from the surrounding hills and from within the town.
- 7.45 The historical value of the estate has been recognised by the exemption of the house and its immediate setting from inheritance tax and for this reason it is open to the public and has to be maintained in accordance with its historic character. As part of that designation exercise an assessment was undertaken of the surrounding landscape to the house to establish what extent of land is essential to the amenity and setting of the historic house.

AL/CRE10

Exhibition Road

A site of 5.35 hectares is allocated as a single site for the relocation of the Queen Elizabeth Community College, subject to the following:

- a The improvement of adjoining sports facilities to compensate for the loss of playing fields required for the development;**
 - b Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;**
 - c Provision of a suitable alternative site for the relocation of the Rugby Club.**
-

- 7.46 In Crediton the Community College is on a split site with the higher school to the west of the central area at St Lawrence Green and the lower school to the south at Barnfield. The County Council is advancing plans to combine the school onto a single site at Exhibition Road using the sports facilities and Rugby Ground and compensating for those uses by upgrading District Council sports facilities at Lords Meadow either with intensive-use grass and/or 3G synthetic. These facilities will then be shared. The Rugby Club will need to be relocated on a suitable alternative site, including facilities associated with that use.

AL/CRE/11

Cemeteries

A site of 0.4 hectares at Old Tiverton Road is allocated as an extension to the cemetery.

7.47 The remaining land at the cemetery is likely to last to 2020. Land to the north east is safeguarded as an extension. The site affects a known archaeological site. An appropriate investigation and recording will be required as part of any proposal.

Contingency Housing Sites

7.48 The provision of housing, including affordable housing, is a key objective of national and strategic policy. Policy AL/DE/1 sets out how the council will plan, monitor and manage the provision of housing. It provides for a number of contingency sites to be allocated, and released in appropriate circumstances. Land at Pedlerspool is proposed as a contingency site in Crediton, allocated in the policy below.

AL/CRE/12

Pedlerspool, Exhibition Road

A site of 21 hectares at Pedlerspool, Exhibition Road is identified as a contingency site for development to be released in accordance with policy AL/DE/1, subject to the following:

- a 165 dwellings with 35% affordable housing to include at least five pitches for gypsies and travellers;**
- b 21000 square metres of employment floorspace;**
- c A suitable site for the relocation of Crediton rugby club**
- d Layout, design and landscaping, including planting on the riverside that reflects the local distinctiveness and its sloping nature;**
- e The protection of the setting of the wider area, including the upper slopes to the south and west for Green Infrastructure and landscaping;**
- f Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;**

- g The provision of serviced employment land in step with the housing at a rate of at least 1 hectare per 30 occupied dwellings unless it can be demonstrated to the Council's satisfaction that such an approach would significantly undermine the viability of the scheme as a whole.**
 - h This development shall not be commenced until a Link Road between the A377 and Lords Meadow is in operation unless the Council is satisfied that air quality and traffic impacts as a result of the development would not be material.**
-

- 7.49 The site is considered suitable for the provision of 165 houses and 21000 square metres of employment floorspace on the lower slopes to the north eastern part of the site. It is included as a contingency site, in accordance with policy AL/DE/1.
- 7.50 The provision of affordable housing is an important local priority, and the site is required to provide 35% affordable housing in accordance with the normal policy. The provision of sites for gypsies and travellers is a requirement of government policy; accordingly at least 5 of the affordable housing units in this development before 2026 should be provided as pitches for gypsies and travellers, contributing to the council's need.
- 7.51 Crediton has had very little employment development since 1981 and exhibits significant outward travel for employment to Exeter. The Core Strategy seeks to redress this by the provision of 2000 square metres of floorspace a year. This site is considered to be the most appropriate to provide a significant proportion of the requirement as it is a relatively level site in part, and is considered suitable for about 6 hectares of employment development.

- 7.52 The impact on the landscape will require careful treatment. The site has distant views towards it from hills to the north and this development will extend the town. Significant trees and groups of trees on this site along the lane and on the southern boundary which give scenic character to the north of the town need to be protected. The steep sloping south side of this site has high landscape value which enhances the views from the north; this area should be incorporated in the strategic Green Infrastructure for the site. There are mature trees on the ridge which is a strong characteristic of this landscape. The character of the local registered Historic Parkland at Creedy Park need to be protected and the tree boundary strengthened and softened with native species. The site encroaches on the floodplain and the design should mitigate against negative impact. All of these potential impacts should be mitigated by appropriate layout, design and landscaping.
- 7.53 A buffer of trees should be provided around and within this site. Planting along the Park boundary should reflect the historic planting to extend and soften the boundary. Appropriate planting will act to soften the transition to the Green Infrastructure proposed on the floodplain area to the east.
- 7.54 The development will be required to mitigate its likely impact on air quality in the Crediton Air Quality Management Area by contributing towards the cost of implementing the Crediton Air Quality Action Plan in accordance with policy AL/CRE/8.
- 7.55 The layout of the development will need to take into account the area of floodplain to the north east. This should be retained as part of the strategic Green Infrastructure associated with the site. The urbanisation of the area would have the potential to increase surface water run-off elsewhere, through the loss of permeable surfaces. The inclusion of a Sustainable Urban Drainage Scheme approach for the entire development will ensure that there is no additional run-off from the site as a result of development. Sustainable Urban Drainage Schemes usually involve the provision of ponds, swales and other soft areas, which can serve as dual use for public open space and can be incorporated into wildlife networks. A scheme will need to be prepared as part of the design of the site.
- 7.56 It is essential that serviced employment land is provided in step with the housing. Therefore at least 1 hectare of employment land should be provided per 30 dwellings.

8.0 BAMPTON

- 8.1 The specific objectives for Bampton are set out in Adopted Core Strategy policy COR16 and its supporting justification, set out in the box below. As this policy and text were already adopted, it could not be revised or be subject to representations. Paragraph numbers are those of the Core Strategy.

COR16 - Core Strategy Policy for Bampton

Bampton will continue to develop as a small market town serving a rural hinterland extending beyond Mid Devon. Proposals of a limited scale will complement the strategic development role played by Tiverton. Bampton will provide a focal point for housing and employment development and local services and facilities to serve the nearby rural area, encouraging greater local self sufficiency, social provision and economic regeneration. Proposals will provide for the following average annual development rates:

- a 7 market dwellings;**
- b 3 affordable dwellings;**
- c 400 square metres employment gross floorspace.**

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

- d Enhance the viability, heritage and attractiveness of the town centre;**
- e Enhance the tourism role of the town and area at the gateway Exmoor;**
- f Retain the green setting provided by the steep open hillsides and the undeveloped Batherm valley;**
- g Reduce the risk of flooding;**
- h Enhance public transport access to Tiverton.**

policy continued on next page

- 7.62 Bampton is a very small town, but nevertheless has a good level of local public facilities, shops and employment. The town also demonstrates good levels of economic self containment, with over half of its employed population working in Bampton (2001 Census). It is one of a number of small centres including Dulverton and Wiveliscombe which together have a role meeting the needs of a large and sparse rural area, including much of Exmoor National Park. The strategy seeks to reinforce this role whilst protecting its character and setting, having regard to its recently expanded Conservation Area. The level of development proposed is limited, reflecting its planning status, but also the needs of the surrounding rural areas where there will be very limited scope for development.
- 7.63 A low level of housing and employment development is allocated to Bampton (3% of the total allocation respectively), to reflect the fairly local role provided by this smaller market town. Some of the key planning objectives, including flood risk management and enhancing public transport access to Tiverton as the nearest major employment and shopping centre, are reflected in the policy.

Strategy

- 8.2 The need for housing, employment and other forms of development at Bampton to meet Core Strategy requirements is described more fully in Chapter 2 of this DPD, Development Strategy. The following table summarises the requirement and the levels proposed in the allocations at Bampton.

Use	Net requirement	Allocations
Housing	100 dwellings	110 dwellings
Employment	6232 square metres floorspace	4000 square metres floorspace
Retail	0 square metres floorspace	0 square metres floorspace

- 8.3 Suitable land for employment and housing development is difficult to find in Bampton, given the need for relatively level land within close proximity of the town centre, good road access for heavier vehicles to employment sites and avoiding land in the floodplain.
- 8.4 The majority of the housing requirement is achieved on two sites, one of which is proposed as a mixed use site. The remaining allocation of 10 dwellings is accommodated on two small sites, each proposed for 5 dwellings.
- 8.5 The allocation for employment land is 2232 square metres less than the net requirement from the Adopted Core Strategy. Additional suitable land is not available without affecting housing allocation figures and the viability of sites. Some of this shortfall is likely to be compensated by windfall employment sites within the area. It could be expected that windfall employment sites totalling approximately 1500 square metres will be granted planning permission in the plan period.

AL/BA/1

School Close

A site of 1.7 hectares on the site of the disused primary school and part of the field to the south of the disused school is allocated for residential development for 60 dwellings, subject to the following:

- a 60 dwellings with 35% affordable housing;**
 - b The provision of a through road to serve the site, with access points from School Close and West Street;**
 - c Improvements to School Close to provide safer pedestrian access to the new primary school;**
 - d Provision of highway improvements to School Close and the access to the disused school site;**
 - e Provision of traffic calming measures along West Street;**
 - f The provision of a pedestrian footpath along West Street to link with the entrance to the site on West Street;**
 - g Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
 - h Contributions to improvements in public transport links.**
-

- 8.6 This site comprises a mix of brownfield and greenfield land, with the brownfield site, being that of the now disused primary school, lying within the existing settlement boundary. The greenfield land is currently accessed from West Street and slopes upwards from north to south with the higher ground of the disused school site on approximately the same level as that of the lower portions of the greenfield land.
- 8.7 As part of an appeal decision in November 2008, the Planning Inspectorate deemed that the old school access has potential to be used for residential development, but only once a comprehensive scheme of improvement has been completed along School Close, particularly with regard to addressing the safety of school children.
- 8.8 Phasing of the development may be necessary dependant on the timing of highway works and nature of the measures to improve pedestrian and vehicular access along School Close. Parts of West Street are narrow and it is a Devon County Council Highways requirement that improvements, in the form of traffic calming measures, shall be made to the section immediately to the east of the access point and include the provision of a pedestrian path to link with an existing path further along West Street.

AL/BA/2

Bourchier Close

A site of 2.4 hectares to the north of Bourchier Close, Bampton is allocated for mixed-use development, subject to the following:

- a 40 dwellings with 35% affordable housing;**
 - b 4000 square metres employment floorspace;**
 - c Measure to discourage additional vehicular use of Frog Street and providing improvements to cycling and pedestrian safety to the town centre along Frog Street;**
 - d Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;**
 - e The occupation of no more than 20 dwellings before all of the employment land is available and serviced;**
 - f Contributions to improvements in public transport links.**
-

- 8.9 The site comprises three pasture fields to the north of Bouchier Close. The smallest field, lying to the southwest of the site, slopes steeply from east to west, toward the Shuttern Brook approximately 50m further to the west. Although development of the site would have a localised visual impact, views toward the site from the town and wider landscape are sporadic.
- 8.10 The site represents the only employment allocation within the town in this Development Plan Document and vehicular access can be safely obtained directly from the B3190, Morebath Road.
- 8.11 Existing pedestrian access to the town centre is poor, with no continuous pedestrian footpath along either the B3190 or Frog Street. Frog Street is relatively lightly trafficked and a direct route to the town centre from the site and is therefore the preferred pedestrian route. Frog Street is also narrow with many dwellings directly fronting the highway. The upper part of the street is bounded by mature hedging which would not be desirable to lose. These factors make the widening of Frog Street difficult. Development should therefore include measures to discourage additional vehicular use of Frog Street whilst at the same time making the highway safer for use by pedestrians and cyclists.
- 8.12 Whilst the site lies within Flood Zone 1, due to the steepness of the gradient down toward the Shuttern Brook, an onsite Sustainable Urban Drainage Scheme will require implementation to negate an increase in flood risk as a result of higher surface water runoff rates.
- 8.13 Phasing of the development is necessary to ensure that employment land is provided in step with the housing allocation. This will enable the employment needs of the community to be met and to ensure that the housing does not come forward without the employment land.

AL/BA/3

Ashleigh Park

A site of 0.3 hectares at Ashleigh Park, Bampton is allocated for residential development, subject to the following:

- a 5 dwellings with 35% affordable housing;**
 - b Access is obtained off the existing estate road;**
 - c Provision is made to replace any loss of allocated parking for existing dwellings in Ashleigh Park;**
 - d Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 8.14 The site comprises agricultural land at the end of the existing cul-de-sac development of Ashleigh Park. The site slopes downwards from south to north, with the northern part of the site the flattest and the southern extent the steepest part of the site.
- 8.15 Access is likely to involve the demolition of the garage serving 33 Ashleigh Park and this loss of allocated parking provision should be replaced to ensure adequate allocated parking provision is retained.

AL/BA/4

Newton Square

A site of 0.25 hectares to the rear of Newton Square, Bampton is allocated for residential development, subject to the following:

- a 5 dwellings with 35% affordable housing;**
 - b Allocated provision is made on site for the parking of delivery vehicles serving the convenience store at 4-6 Newton Square;**
 - c Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 8.16 The site comprises land to the rear of the existing convenience store. It is suitable being a brownfield site, lying partially within the existing settlement limit. The majority of the site lies within the Conservation Area of Bampton where development should preserve or enhance the character and setting of the area.
- 8.17 Access is likely to be obtainable only through the existing access off Newton Court which serves the convenience store and through which deliveries are made. Due to the width of the access, Newton Court is not suitable for the regular parking of delivery vehicles and provision should be made within the development site for this activity.

9.0 RURAL AREAS

- 9.1 The objectives for Villages and the Countryside are set out in Adopted Core Strategy policies COR17, COR18 and their supporting justification, quoted in the box below. As these policies and text were already adopted they could not be revised or subject to representations. Paragraph numbers are those of the Core Strategy.

COR17 - Core Strategy Policy on Villages

The following rural settlements with some local facilities and employment and access to public transport will be designated as villages: Bow, Bradninch, Burlescombe, Chawleigh, Cheriton Bishop, Cheriton Fitzpaine, Coplestone, Culmstock, Halberton, Hemyock, Kentisbeare, Lapford, Morchard Bishop, Newton St Cyres, Sampford Peverell, Sandford, Silverton, Thorverton, Uffculme, Willand and Yeoford.

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

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

7.64 There are a number of settlements which do not function as market towns, but which provide a limited level of provision, employment and access to public transport. These are locations which are suitable for a very limited level of development meeting local needs. They are not appropriate locations for any more than this.

7.65 The 21 settlements set out in the policy are considered to be appropriate, based on their physical characteristics, and the availability of a school, shop, pub and daily public transport service. Their settlement limits are not defined in this Core Strategy, being contained in the saved policies of the Mid Devon Local Plan First Alteration. Their exact extent will be reviewed in the Development Control Policies Development Plan Document.

COR 18 - Core Strategy Policy on Countryside

Development outside the settlements defined by COR13 – COR17 will be strictly controlled, enhancing the character, appearance and biodiversity of the countryside while promoting sustainable diversification of the rural economy. Detailed development control policies will permit agricultural and other appropriate rural uses, subject to appropriate criteria, as follows:

- a affordable housing to meet local needs, gypsy accommodation, replacement dwellings, housing essential to accommodate and agricultural or forestry worker and accommodation ancillary to a dwelling;**
- b appropriately scaled retail, employment, farm diversification and tourism related development (including conversion of existing buildings);**
- c appropriately scaled and designed extensions and other physical alterations to existing buildings;**
- d agricultural buildings;**
- e community facilities, such as educational facilities, buildings associated with public open space, development required to support or enhance biodiversity or geodiversity interests, transportation and infrastructure proposals, horse riding establishments and gold facilities;**
- f renewable energy and telecommunications.**

7.66 The overall strategy seeks to deliver sustainable development, focusing growth in the market towns to reinforce their social and economic role and enhance self sufficiency. This reflects Government guidance and the aspirations of the vision and spatial strategy. Development in the countryside, land outside of the settlements limits for the Market towns (COR13-16) and villages (COR 17), will be restrained to meet local need and help provide appropriate forms of agricultural and rural diversification to support the rural economy and sustain the environmental qualities of the countryside.

7.67 This policy is based on the policy to be contained in the adopted Local Plan. It is supplemented by the saved Local Plan policies at present, which will be reviewed by the Development Control Policies Development Plan Document by 2011.

Strategy

- 9.2 The village of Burlescombe is defined to include the adjoining associated settlement of Westleigh, which also has a defined settlement limit.
- 9.3 The Core Strategy confirms that numerical targets do not apply to market housing in rural areas, with additional market housing expected to come forward on windfall sites (described as “minor proposals within their defined settlement limits”). The emphasis for rural housing is the provision of affordable housing to meet local needs, to be met through the application of affordable housing policies, exceptions sites and allocations specifically for affordable housing.
- 9.4 Chapter 2 of this document, Development Strategy, sets out the need for employment in the rural areas and confirms that current commitments already provide more than sufficient employment floorspace in the rural areas to meet Core Strategy requirements. However, a number of small scale employment allocations are made to provide for rural economic growth.
- 9.5 Allocations in the rural areas provide for 128 affordable dwellings and 4300 square metres of employment floorspace, set out in the following policies. Policy AL/DE/6 applies to all allocated affordable housing policies, requiring that there is a proven housing need and that the dwellings are occupied by people in affordable housing need, giving priority to people with a local connection.

Bow

AL/BO/1

Bow, West of Godfrey Gardens

A site of 0.23 hectares West of Godfrey Gardens is allocated for affordable housing to meet local needs in accordance with policy AL/DE/6 subject to the following:

- a Provision of 9 affordable dwellings, phased to meet emerging local need for affordable housing;**
 - b Mitigation of any wildlife impact including protection of trees and hedgerows;**
 - c Provision of a pedestrian route linking Godfrey Gardens with Bow Mill Lane;**
 - d Archaeological investigations and appropriate mitigation measures;**
 - e Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

9.6 This greenfield site lies to the west of a residential area within Bow. It slopes generally from east to west with borders of hedgerow and trees and the retention of those features would ensure that landscape impact is minimal.

9.7 According to a recent survey, Bow Parish has a need for 6 affordable dwellings which could be provided on part of this site. If an additional need is indicated from future surveys, this site will contribute towards meeting the affordable housing need and has a capacity for a further 3 affordable dwellings.

9.8 There will be some wildlife interest from associated trees and hedges where investigation should occur and appropriate mitigation included. Provision of a pedestrian through route linking Bow Mill Lane to the west would ensure pedestrian and cycling access for existing and new residents to the village shop.

Bow, South of Iter Cross

A site of 0.5 hectares south of Iter Cross is allocated for employment subject to the following:

- a Development of 1700 square metres B1, B2 or B8 floorspace;**
 - b Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance and other measures to protect the nearby Nymet Barton Marsh Site of Special Scientific Interest;**
 - c Archaeological investigations and appropriate mitigation measures;**
 - d Provision of an appropriate landscaping scheme.**
-

- 9.9 This site lies on the eastern edge of the village, close to the A3072, and adjoining another small employment allocation AL/BO/3. There may be some small scale access improvements required.
- 9.10 The site lies to the north of and uphill from Nymet Barton Marsh, a Site of Special Scientific Interest, and appropriate measures will be required to ensure development does not have any impact on its quality, including a Sustainable Urban Drainage Scheme to ensure surface water run-off is not damaging in quality or quantity.
- 9.11 The Bow area has considerable archaeological interest, and any application will need to be accompanied by appropriate investigations, and the design and layout will have to reflect the results of this work. As the site adjoins open countryside it is likely that a strong landscaping belt will be required, particularly to the south and east, in order to mitigate any landscape impact.

AL/BO/3

Bow, South West of Junction Road

A site of 0.6 hectares at South West of Junction Road is allocated for employment subject to the following:

- a Development of 2100 square metres B1, B2 or B8 floorspace;**
 - b Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance and other measures to protect the nearby Nymet Barton Marsh Site of Special Scientific Interest;**
 - c Archaeological investigations and appropriate mitigation measures;**
 - d Retention and enhancement of the nearby Public Rights of Way.**
-

9.12 This site adjoins existing employment as well as the other small scale employment allocation AL/BO/2. There will need to be appropriate measures to protect the quality of nearby Nymet Barton Marsh Site of Special Scientific Interest, including a Sustainable Urban Drainage Scheme to ensure surface water run-off is not damaging in quality or quantity. The Bow area has considerable archaeological interest, and any application will need to be accompanied by appropriate investigations, with design and layout having to reflect the results of this work.

9.13 There will be wildlife interest associated with trees and hedgerows so appropriate mitigation will need to be included and the public rights of way adjoining the site will need to be protected and enhanced to ensure they continue to be attractive for users.

Copplestone

AL/CO/1

Copplestone, Land off Bassett's Close

A site of 0.4 hectares at Land Off Bassett's Close is allocated for affordable housing to meet local needs in accordance with policy AL/DE/6 subject to the following:

- a Provision of 14 affordable dwellings, phased to meet emerging local need for affordable housing;**
 - b Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 9.14 This site is located north of the village, consisting of a fairly level greenfield site with potential access from Bassetts Close. It is well contained with dense hedgerows and trees to three boundaries and little expected landscape impact.
- 9.15 Coppystone has been subject to considerable recent development, although further significant expansion is not proposed. It has regular public transport links to Crediton, Exeter and Barnstaple by bus and rail.
- 9.16 According to recent surveys there is an identified need for 4 affordable dwellings and initial provision on this site should be limited to meet this local need. If an additional need is indicated from future surveys, the remainder of this site will contribute towards meeting the affordable housing need and has a capacity for an additional 10 affordable dwellings.

Culmstock

AL/CL/1

Culmstock, Linhay Close

A site of 0.4 hectares at Linhay Close is allocated for affordable housing to meet local needs in accordance with policy AL/DE/6 subject to the following:

- a Provision of 10 affordable dwellings, phased to meet emerging local need for affordable housing;**
 - b Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;**
 - c Design and layout to respect the character and setting of the Conservation Area;**
 - d Archaeological investigations and appropriate mitigation measures.**
-

- 9.17 This greenfield site forms part of a rectangular shaped field adjoining the village. Linhay Close adjoins to the north with rear gardens of existing properties to the east. To the south and west lie open countryside. The site slopes down from north to south towards the River Culm about 200 metres beyond the site and lies below the level of existing developments at Linhay Close and Prescott Road, with further development having limited landscape impact.

- 9.18 To the north of the site lies a prehistoric enclosure and associated archaeological deposits which development may affect. A condition requiring appropriate archaeological work will apply. This site also abuts a designated Conservation Area, so design of development will be important.
- 9.19 According to surveys of Culmstock Parish there is an identified need for 7 affordable dwellings. This site has Planning Permission for 6 affordable dwellings that will contribute towards meeting the identified affordable housing need and grant funding has been secured. The un-consented part of the site has a further capacity of 4 dwellings that may come forward in the future to meet local needs.

AL/CL/2

Culmstock, Hunters Hill

A site of 0.4 hectares at Hunters Hill is allocated for affordable housing to meet local needs in accordance with AL/DE/6 subject to the following:

- a Provision of 10 affordable dwellings, phased to meet emerging local need for affordable housing;**
 - b Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 9.20 This greenfield site consists of the south west corner of a field, at the northern end of the village.

Kentisbeare

AL/KE/1

Kentisbeare, South East of Village Hall

A site of 0.8 hectares south east of the Village Hall is allocated for affordable housing to meet local needs in accordance with policy AL/DE/6 and employment subject to the following:

- a Provision for 20 affordable dwellings, phased to meet emerging local need for affordable housing;**
 - b 500 square metres of B1 floorspace;**
 - c Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

- 9.21 This site is a small greenfield site sloping generally up to the southern end which lies east and south of the village hall car park. The site's other boundaries are formed by hedgerows and rear gardens, those adjoining the site to the north forming the edge of the Conservation Area. The village hall's access road curves through the site from east to west. Although elevated the site is reasonably well contained in the landscape, which will limit landscape impact.
- 9.22 There is an identified need for 8 affordable dwellings in the parish, and this site can meet that need. If additional need is indicated in future surveys, this site has the capacity to provide a further 12 affordable dwellings.
- 9.23 The southern end of the site has scope for 500 square metres of B1 business uses, providing further local employment.

Morichard Bishop

AL/MB/1

Morichard Bishop, Greenaway

A site of 0.3 hectares at Greenaway is allocated for affordable housing to meet local needs in accordance with policy AL/DE/6 subject to the following:

- a Provision of 10 affordable dwellings, phased to meet emerging local need for affordable housing;**
 - b Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;**
 - c Archaeological investigations and appropriate mitigation measures.**
-

9.24 The site lies west of Greenaway and access from that close can continue into the site. The southern boundary to the village road is defined by a hedgerow which mitigates views of the site, and should be retained.

9.25 The Historic Environment Record note the presence of a possible prehistoric funerary monument in this vicinity. A planning application will need to be accompanied by appropriate investigations, and the design and layout will have to reflect the results of this work.

9.26 Morichard Bishop Parish has an identified need for 4 affordable dwellings and this site has the potential to provide these in the short term. In the longer term, if additional need is indicated from future surveys, this site will contribute towards meeting that and has the capacity for an additional 6 affordable dwellings.

Sandford

AL/SA/1

Sandford, South of Village Hall

A site of 0.7 hectares South of the Village Hall is allocated for affordable housing to meet local needs in accordance with policy AL/DE/6 subject to the following:

- a Provision of 10 affordable dwellings, phased to meet emerging local need for affordable housing;**
 - b Expansion of the village hall car park;**
 - c Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance.**
-

9.27 This site lies south of the village hall and car park, taking in part of a field which is largely surrounded by development. Access from Fanny's Lane is proposed, providing the opportunity to expand the car park. The site slopes downwards to the south, but landscape impact would be limited by the existing buildings in the area. The Conservation Area lies immediately to the west of this site and development must respect the character of this and the Listed Buildings in the vicinity.

9.28 There is an identified need for 6 affordable dwellings in Sandford, which can be provided in the short term on this site. If an additional need is indicated from future surveys, this site has a capacity for an additional 4 dwellings to meet that need.

Willand

AL/WI/1

Willand, Willand Moor

A site of 0.3 hectares at Willand Moor is allocated for affordable housing to meet local needs in accordance with policy AL/DE/6 subject to the following:

- a Provision of 10 affordable dwellings, phased to meet emerging local need for affordable housing;**
 - b Provision of a footway link to the village;**
 - c Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;**
 - d Archaeological investigations and appropriate mitigation measures.**
-

9.29 There is a need for 4 affordable dwellings in Willand, although that survey is now fairly old and will be updated soon. Two sites are allocated in Willand to meet current and future housing need.

9.30 This small site adjoins the northeast boundary of Willand. It is roughly square, set between a dwelling to the west and farm access lane to the east. Pedestrian access to the village is poor and improvements will be sought.

9.31 Recent archaeological work at Four Ways Cross has demonstrated the presence of significant amounts of prehistoric archaeological deposits and features. Archaeological conditions for appropriate survey and mitigation will be applied.

Willand, West of B3181

A site of 1.0 hectare west of the B3181 is allocated for affordable housing to meet local needs in accordance with policy AL/DE/6 subject to the following:

- a Provision of 35 affordable dwellings, phased to meet emerging local need for affordable housing;**
 - b Improved pedestrian links to the village;**
 - c Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;**
 - d Retention and enhancement of the existing Public Right of Way;**
 - e Measures to protect and strengthen trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside.**
-

9.32 This triangular shaped level greenfield site runs alongside the western side of the B3181, narrowing from the south to north. The remaining site boundaries, all well contained by hedges and trees, are to open countryside. Improvements to the footway provision along the B3181 or other pedestrian provision should be considered.

9.33 There may be some biodiversity interest, likely to be limited to the hedgerows. Relevant surveys will be required and appropriate mitigation measures undertaken.

9.34 It is unlikely that this entire site will be required in the short term, and development should be phased to take into account future surveys of local affordable housing need.

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