

Infrastructure Plan



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Introduction

- 1.1 Planning Policy Statement 12 identifies a role for Local Planning Authorities to orchestrate the social, physical and green infrastructure to ensure the delivery of sustainable communities. This Mid Devon Infrastructure Plan is part of the council's delivery strategy for implementing this requirement, initially forming part of the evidence base for the Mid Devon Local Development Framework, in particular the Allocations and Infrastructure Development Plan Document. It takes account of the strategic planning framework set out in the Regional Spatial Strategy for the South West and the adopted Mid Devon Core Strategy. Policy COR1 of the Core Strategy sets out the basis for creation of sustainable communities, and the provision of infrastructure forms one of the key planks in that work. Core Strategy Policy COR8 gives guidance on the role of planning and development in that provision, making it clear that development and infrastructure planning should be co-ordinated, and that there is a role for development to contribute to the cost of new or improved infrastructure.
- 1.2 The Mid Devon Infrastructure Plan sets out the following:
- What infrastructure improvements will support the additional development in Mid Devon, when these are likely to be required and who will provide them.
 - What resources will be required for these improvements, and whether these are likely to be available to infrastructure providers.
 - The level of resources which will be sought from development.
- 1.3 The Mid Devon Infrastructure Plan has been prepared by consulting the key infrastructure providers on these points and collating/analysing the responses received.
- 1.4 The plan is set out thematically, with a section for each general type of infrastructure (education, health, transport, and so on). Spatial information is included where appropriate, in particular relating to the implications for the individual settlements.
- 1.5 The level of development to be provided for is set out in two documents. The adopted Core Strategy sets a level and distribution of housing, employment and retail development, which was based on the submitted Regional Spatial Strategy, summarised in policy COR12. The emerging Regional Spatial Strategy, however, indicates a further increase in provision within Mid Devon and this is distributed to the three largest towns in accordance with the approach in the Core Strategy paragraph 7.8. The Allocations and Infrastructure Development Plan Document, which has been published alongside this Infrastructure Plan, makes allocations in general conformity with these documents, taking account of completions since 2006, deliverable planning permissions and government advice on planning for housing. The following

table indicates, for each of the market towns and elsewhere, the approximate level of housing development required under the Regional Spatial Strategy, commitments (including completions since 2006 and current available planning permissions) and allocations in the published Development Plan Document. Figures are rounded to the nearest 10.

Table 1			
Mid Devon Housing Requirements			
Settlement	RSS Provision	Commitments	Allocations DPD
Tiverton	3200	730	2610
Cullompton	2110	620	1670
Crediton	790	370	390
Bampton	200	100	110
Elsewhere	1100	990	140
Total	7400	2820	4910

- 1.6 To put this in context, over the preceding 20 years (1986 – 2006) there were 7810 dwellings built.
- 1.7 Devon County Council have prepared population forecasts for Mid Devon, based on the Regional Spatial Strategy housing figures set out above, which are summarised in the table below.

Table 2							
Mid Devon Population Forecasts							
AGE	2001	2006	2011	2016	2021	2026	2031
0-4	3862	4092	4023	4119	4209	4222	4107
5-10	5362	5274	5292	5429	5349	5237	5112
11-18	7031	7516	7332	7065	7236	7238	7073
19-64	40603	43557	44143	43871	44082	44392	44307
65-79	9447	10094	11323	13378	14418	14908	15334
80+	3577	4006	4625	5158	6024	7461	9214
Total	69883	74539	76738	79020	81320	83457	85147

- 1.8 Over the plan period, a population growth of about 9,000 is forecast. The comments on infrastructure needs set out below take this forecast into account. However, it is important to remember that these forecasts are subject to some uncertainty, particularly in the later years, as they rest on certain assumptions. Nevertheless the County Council advise that they are the best available forecasts at a district level.
- 1.9 The County Council have also produced forecasts for parts of the district. The three areas are defined by them as Market Town Areas, and include the main town and an assessment of its area of influence. Between them they cover the whole district. The following tables set these out.

AGE	2001	2006	2011	2016	2021	2026
0-4	1919	1989	1958	2006	2050	2060
5-9	1996	1914	1931	1904	1948	1994
10-19	3990	4257	4231	4055	4039	4059
20-64	18207	19374	19654	19643	19735	19813
65-79	4590	4834	5424	6416	6940	7202
80+	1730	1884	2178	2431	2845	3529
Total	32432	34252	35377	36454	37557	38657

AGE	2001	2006	2011	2016	2021	2026
0-4	1016	1086	1079	1114	1148	1162
5-9	1204	1189	1208	1200	1236	1273
10-19	2412	2633	2617	2535	2539	2570
20-64	10808	11750	11981	12133	12309	12434
65-79	2439	2639	2979	3537	3833	3970
80+	978	1090	1268	1417	1653	2061
Total	18857	20387	21132	21936	22718	23471

AGE	2001	2006	2011	2016	2021	2026
0-4	975	1018	986	999	1011	1001
5-9	1239	1190	1180	1152	1168	1178
10-19	2349	2505	2447	2327	2298	2275
20-64	10816	11534	11518	11416	11396	11269
65-79	2484	2620	2920	3425	3645	3736
80+	951	1032	1178	1311	1525	1871
Total	18814	19899	20229	20631	21045	21329

- 1.10 The population growth over the plan period will primarily be in the Tiverton area, amounting to 4400 or so, with Cullompton growing by about 3000 and Crediton by 1400. As well as the geographical distribution, the age distribution of the population will also change. The numbers at school (i.e. roughly 5-18) reduce slightly over the plan period, while the working age population (i.e. 19-64) increases slightly. However, most of the growth is accounted for by increases in the elderly age groups. This pattern is similar in each of the market town areas, although there is a slight increase in school age children forecast in Cullompton. The comments above relating to uncertainty are equally or more applicable at these smaller levels and for age group forecasts.

Summary

2.1 The infrastructure requirements set out in this document are summarised in the table below. The phasing is indicative; short term referring to the 5 year period to 2014, medium term between 2015 – 2020 and long term from 2021 – 2026. Costs are in £millions and are estimated based on current prices. They will need to be kept under review. The potential funding gap is the total cost, excluding known or likely public and other sources of finance. The table is sorted by phase and location.

Table 6 Mid Devon Infrastructure Requirements

Infrastructure	Location	Phase	Cost	Potential funding gap
Cycle and Pedestrian Links	District Wide	Short onwards	2.0	2.0
Community Transport	District Wide	Short onwards	0.16	0.13
Mobile library	District Wide	Short onwards	0.15	0.15
Voluntary sector	District Wide	Short onwards	7.1	1.8
Open space provision	District Wide	Short onwards	3.9	3.9
Carbon mitigation	District Wide	Short onwards	3.2	3.2
Link Road	Crediton	Short	7.0	0
Air Quality Measures	Crediton	Short onwards	0.5	0.5
Library	Cullompton	Short	3.0	0
Air Quality Measures	Cullompton	Short onwards	2.1	2.1
M5 improvements J27		Short	0.2	0.2
Strategic bus improvement	District Wide	Medium onwards	5	5
M5 improvements J28	Cullompton	Medium	9.35	9.0
Eastern Relief Road	Cullompton	Medium	10.7	10.7
Community hall/provision	Cullompton	Medium	0.55	0.55
Eastern Urban Extension Access	Tiverton	Medium	20	0
Library	Tiverton	Medium	0.25	0.25
Library	Crediton	Medium	0.4	0.4
GP surgery	Tiverton	Medium	3.2	3.2
Community hall/provision	Tiverton	Medium	0.55	0.55
Relocated Secondary School	Crediton	Medium	22	0
Primary School	Cullompton	Long	6.4	6.4
Youth Centre	Cullompton	Long	1	1
Childrens Centre	Cullompton	Long	0.43	0.43
Primary School	Tiverton	Long	6.4	6.4
Youth Centre	Tiverton	Long	1	1
Childrens Centre	Tiverton	Long	0.43	0.43
Totals			116.97	59.29

- 2.2 It is clear that a gap exists between the total cost of infrastructure and the currently expected sources of infrastructure funding. In order to provide for infrastructure other sources of funding will need to be examined. A proportion of this funding will have to be sourced from the value created by development, and gathered through the planning system. This accords with the approach set out in Core Strategy policy COR8. The use of a Community Infrastructure Levy, providing a district-wide tariff for development in accordance with the clauses in the Town and Country Planning Act 2008 is considered to be the most efficient, flexible and clear approach and is therefore proposed for Mid Devon. See policy AL/IN/1 of the published Allocations and Infrastructure Development Plan Document.
- 2.3 New regulations are required before planning authorities can introduce the Community Infrastructure Levy. The Government has published draft regulations in 2009, and proposes to enact the relevant statutory instrument in 2010. The Council expect to introduce the levy within Mid Devon by 2011, allowing time for the relevant procedures to be carried out. An important issue will be establishing an appropriate mechanism to manage the collection, distribution and accounting of the raised funds.
- 2.4 The total cost of the infrastructure gap is about £60m. Subject to the regulations it is proposed at this stage to introduce a charge of £10,000 per market dwelling (i.e. not according with the definition of affordable housing), but not to make a charge on any other development. This figure is based on viability assessment work undertaken for the Council allowing for affordable housing and other requirements. This is expected to raise a total of about £35m which is therefore about £25m less than the funding gap. However, much of the expenditure is not required until later in the plan period and public sector budgets are not possible to forecast that far in advance. During the intervening time, additional sources of funding should be investigated such as may arise from the Local Transport Plan, regional and national investment programmes and the use of planning obligations (particularly from non-housing developments which are not proposed to be subject to Community Infrastructure Levy). Should these not be available, the level of infrastructure provision will need to be reviewed, together with the level and scope of Community Infrastructure Levy sought from development.
- 2.5 Other forms of development, such as business, retail and leisure and employment are of uncertain viability, which varies significantly by scale, type and location. Accordingly, a standard charge for these forms of development is not feasible. Infrastructure requirements will be considered on a case-by-case basis for non-housing development and sought through the use of section 106 agreements. Whilst it is not possible to forecast this provision, it will also be expected to contribute to the funding gap set out above.

3.1 The need for education arises from the numbers of school age children in Mid Devon, and therefore can be linked directly to the numbers of dwellings built in the district. Core Strategy Policy COR1(b) confirms that education provision is one of the elements of a sustainable community. The following table sets out the Local Education Authority run primary schools within Mid Devon, indicating their capacity and numbers on roll at September 2008. A column for “effective capacity” is shown. This is based on the advice of the Local Education Authority that schools should retain 5% unused capacity, to cope with unexpected factors in the area. The spare capacity is effective capacity minus number on roll, a negative figure indicating that the school is working above its current effective capacity.

DCSF No.	Name	Number on Roll	Capacity	Effective Capacity	Spare Capacity
3771	Bampton	97	120	114	17
3165	Bickleigh	142	140	133	-9
2717	Bolham	107	112	106	-1
2002	Bow	133	140	133	0
3004	Burlescombe	81	70	67	-15
2720	Castle	302	332	315	13
2006	Cheriton Bishop	84	70	67	-18
2007	Cheriton Fitzpaine	86	105	100	14
2011	Copplestone	140	135	128	-12
2015	Culmstock	102	105	100	-2
2003	Duchy	196	210	200	4
2718	Halberton	86	70	67	-20
2012	Hayward's	268	315	299	31
2723	Heathcoat	382	413	392	10
2047	Hemyock	153	144	137	-16

3013	Kentisbeare	169	152	144	-25
2079	Landscore	271	315	299	28
2055	Newton St Cyres	107	105	100	-7
3772	Rackenford	63	56	53	-10
3019	Sampford Peverell	111	105	100	-11
2059	Sandford	187	175	166	-21
2014	St Andrew's	242	315	299	57
3773	St John's	178	210	200	22
3025	Thorverton	77	70	67	-11
2719	Tidcombe	191	194	184	-7
2721	Two Moors	416	420	399	-17
2072	Uffculme	197	210	200	3
3026	Uplowman	63	56	53	-10
3313	Webbers	71	70	67	-5
2722	Wilcombe	103	140	133	30
2075	Willand	279	315	299	20
2084	Willowbank	237	285	271	34
2076	Yeoford	45	56	53	8
	TOTALS	5366	5730	5444	77

3.2 The relevant data for secondary education is set out below

Dfes No.	Name	Numbers on Roll	Capacity	Effective Capacity	Spare Capacity
4010	Cullompton	627	753	715	88
5405	Uffculme	941	900	855	-86
4003	Queen Elizabeth's	1572	1473	1399	-173
4192	Tiverton	1204	1503	1428	224
	TOTALS	4344	4629	4398	54

3.3 The primary sector has an effective capacity of 5443, indicating a spare capacity of 77 places. The secondary sector has an effective capacity of 4398, indicating a spare capacity of 54.

3.4 The primary school age population of Mid Devon is forecast to rise by approximately 150 to a peak in around 2016, before falling again to about the current level in 2026. However these changes are not uniform across Mid Devon. Both Tiverton and Cullompton show an increase of about 80 pupils across the 20 year plan period, whereas Crediton shows a slight reduction.

3.5 The secondary school age population is forecast to fall by about 450 to the year 2016, after which it will increase again but only to about 280 below its current level. All three areas indicate reductions in this time.

3.6 Devon County Council has considered the forthcoming proposals in the Allocations and Infrastructure Development Plan Document, and make the following comments on educational provision.

3.7 In Tiverton they have sought the provision of a new secondary school and 2 new primary schools, all located in the Eastern Urban Extension area. The secondary school would require 9 hectares of land (sought at zero cost by the County Council) with a construction cost of £22m. Each primary school would require 1.9 hectares of free land, and each would have a construction cost of £6.4m (£6m for the school and £400,000 for the early years provision). This amounts to a total of 12.8 hectares of free land and £35.8m towards education provision in Tiverton, with the Local Education Authority asking that this be funded by development.

- 3.8 In the case of the Eastern Urban Extension, it is accepted by the Local Planning Authority that a sustainable community requires the provision of educational facilities and there is a forecast increase in demand over the plan period. The urban extension is expected to have a final size of about 2,000 dwellings. For this scale of development one primary school is likely to be required. Accordingly, the provision of a new primary school within the area is proposed in the Allocations and Infrastructure Development Plan Document, provided for by development.
- 3.9 The provision of additional secondary education of the scale sought does not appear to be supported by the population forecasts set out earlier in this document, at least by 2026. However, these forecasts are subject to uncertainty, and factors such as a change in the birth rate or higher rates of development than expected could lead to increases in education demand. Accordingly, it is not proposed to make a firm commitment to a new secondary school at this stage, but to keep the option open and consider the need in future reviews based on further demographic information. The potential to reserve a site of 9 hectares for a secondary school will be set out in the Allocations and Infrastructure Development Plan Document.
- 3.10 In Cullompton, Devon County Council are looking at a reconfiguration of the Cullompton Community College, possibly including additional land for expansion although the cost of this is uncertain at present. They are seeking a new primary school, requiring 1.9 hectares of free land and £6.4m construction costs, £400,000 of which would be for early years provision. They are also examining the possibility of expanding Uffculme Secondary School from 900 to 1200 pupils, requiring an additional 2 hectares, the cost of this is again uncertain.
- 3.11 The provision of a sustainable urban extension requires the inclusion of community facilities, and therefore the Local Planning Authority considers that a primary school requirement in the urban extension is justified. Provision for 210 places should be made initially, but with a site of 1.9 hectares which can expand to 420 places in future if necessary. The current population forecasts do not appear to support the secondary expansion referred to. However, it is accepted that the forecasts are subject to uncertainty, and therefore this option should not be ruled out at this stage. Future review of this plan will consider the need further. The County will examine the possibility of reserving land for these schools.

- 3.12 In Crediton, the Local Education Authority is seeking to develop a new site for the existing Queen Elizabeth's Community College, which is currently on multiple sites. This is one of the Core Strategy objectives for Crediton (COR15i) and a site is allocated in the Allocations and Infrastructure Development Plan Document, policy AL/CRE/11, although this is not all in Devon County Council ownership. A cost of £22m is anticipated, plus any land acquisition costs, but it is expected that this would be funded by redevelopment of the existing school sites, together with external funding from Central Government. The timing of this provision is uncertain, but likely to be towards the middle of the plan period. They also refer to the need for a new primary school, on a 1.9ha site costing £6.4m, £400,000 of which would be for early years provision. As the level of primary and secondary school pupils is forecast to fall in Crediton, the need does not appear to be justified at present. However, given the uncertainty in the population forecasts, future reviews of the plan will consider this need, and any land requirements associated with it.
- 3.13 The County Council are also bidding to improve a number of existing schools on their existing sites, such as Tiverton High School, including the provision of special needs and respite provision.
- 3.14 The County Council refer to the need for youth and childrens centre provision associated with urban extensions in Tiverton and Cullompton, at a cost of £1m and £430,000 respectively in each location. The provision of local facilities is an accepted element of creating a sustainable community and these facilities are therefore proposed in the relevant allocations.

Transport

- 4.1 The strategic transport requirements arising from development are set out broadly in the Mid Devon Core Strategy. COR1(e) sets out the importance of transport to sustainable communities, while COR9 sets out the approach to integrating development and transport planning. The policies for market towns COR13 – COR16 set out more specific transport objectives and proposals for each market town. They include relief roads and other measures to improve air quality in Crediton and Cullompton, improvements to bus services between the towns, and improvements to M5 Junction 28 in order to allow for new development in the Cullompton area.

District Wide Provision

- 4.2 Improved bus services are required in order to provide better links between the main towns of the district, and also into Exeter, supporting the sustainable development of the market towns. A circular service, linking Exeter, Tiverton and Cullompton is proposed, enhancing the existing Exeter-Tiverton service, and serving the urban extensions in Tiverton and Cullompton, providing access to the major employment areas of Eastern Exeter. Core Strategy policies COR13(e) and COR14(g) refer to this. Improvements to services between Bampton and Tiverton, set out in Core Strategy Policy COR16(h), particularly enhancements to peak time frequency, are also strategically important. Enhanced evening bus services on existing routes will help to limit traffic growth for evening/leisure purposes. A gross cost of about £500,000 per year is expected from 2016 onwards, totalling £5m. Additional investments may be considered appropriate such as smart ticketing and real time passenger information systems, although these are currently uncertain.
- 4.3 Further improvements to Tiverton Parkway Station are a potential investment, and further investigation of these may be necessary.
- 4.4 M5 Junction 27 provides the link between two elements of the Strategic Road Network, the M5 and A361. Core Strategy Policy COR10 refers to the need to protect the functioning of this network. There may be the need to make improvements to the M5 Junction 27, in the short term, including in conjunction with development in North Devon. The cost is estimated to be about £200,000 and there is no indication that the Highways Agency has funds available to contribute to this work.
- 4.5 The provision of Community Transport services, which provide non-profit making and flexible transport services is an important provision, filling in some of the gaps between more traditional public transport modes. It provides particular support for the elderly who are not close to a bus route, or who may find using a bus physically difficult. The significant growth predicted in the elderly population will lead to significant increases in the need for this service, and therefore contributions towards this will be sought. The total expenditure in Mid Devon for 2007/8 amounted to £208,000 of which £32,000 was recovered in fares. Applying

a 12% increase to both, to reflect forecast population growth, suggests that by 2026, costs will have increased by £21,000 and fares by £4000. Applying this over the remaining 15 years of the plan period, assuming even growth, suggests £158,000 additional costs and £30,000 additional fares, a net additional cost of £128,000. As this need arises from population growth it is reasonable to seek developer funding. Core Strategy Policy COR9 refers to the need for this form of investment in transport services.

- 4.6 Improvements to cycle provision between towns could be important in promoting modal shift, and routes such as Willand to Cullompton and the Exe Valley are under consideration with a total length of about 15km. At a cost of £130,000 per km, the total costs would amount to about £2m. This form of transport, which would form part of a Green Infrastructure Network, is supported in Core Strategy Policy COR1(i).

Tiverton Provision

- 4.7 The key road requirements in Tiverton relate to the need to access the main development proposal set out in the Allocations and Infrastructure Development Plan Document, the Eastern Urban Extension (AL/TIV/1-7). A new junction on to the A361 together with a new access to Heathcoat Way and traffic calming on Blundells Road are the key road requirements. A cost of about £20m is likely for these items. The Development Plan Document requires that these are provided at the expense of the development, as they are primarily to access the development. However, the high costs associated with these access requirements could undermine the viability of this strategically significant development, and this could delay the provision of much needed employment and housing provision at Tiverton, set out in Core Strategy Policy COR13. Accordingly, the Council will seek external funding to support the development. Elsewhere in Tiverton, major highway improvements are not required or proposed.
- 4.8 Part of the wider bus service improvements set out above will provide for improved bus access from the bus station via the Eastern Urban Extension, providing access to Tiverton Parkway Station in accordance with Core Strategy Policy COR13e. Improvements to the Tiverton Bus Station would be beneficial to promoting public transport use, although no specific costs and funding mechanism are known at this stage.
- 4.9 The district-wide cycle improvements referred to above include provision in the Tiverton area, including links to the Eastern Urban Extension.

Cullompton Provision

- 4.10 In order to permit additional development at Cullompton, the Highways Agency require improvements to the operation of M5 Junction 28, particularly for safety reasons. This investment is in accordance with Core Strategy Policy COR10, Strategic Transport Networks and Policy COR14(f). An initial scheme, involving minor changes to the junctions and provision of signals, is sufficient to deal with the level of development proposed in the adopted Local Plan. The cost of these enhancements is expected to be about £350,000 and this is to be raised from already allocated developments through section 106 obligations. However, additional and more comprehensive changes will be required for additional development such as that proposed in the Allocations and Infrastructure Development Plan Document. These Phase 2 enhancements would include additional pedestrian facilities and carriageway widening. This would cost in the order of £9m. This is a significant cost to be borne by development, and the Council will be seeking to persuade the Highway Agency and other relevant bodies to make appropriate contributions to these works.
- 4.11 Significant reduction to traffic in the town centre streets is the key measure set out in the Air Quality Action Plan in order to improve air quality and bring the concentrations of pollutants below action levels. A central issue for the Core Strategy objectives for the town, set out in Policy COR14, refer to the need to improve air quality through relief roads and other measures. The County Council advise that the provision of a relief road to the east of Cullompton linking Meadow Lane with Station Road is necessary to achieve this. Design of this road would have to take account of flood risk issues and minimise the local environmental impact. An initial estimate suggests costs of between £10.5 - £10.7m. At present this is proposed to be funded entirely from development, but clearly again this is a very high cost. The County's Local Transport Plan and the Central Government see improving air quality as a key objective, and therefore the provision of this road may be a candidate for future public funding.
- 4.12 A potential cycle/pedestrian link from Meadow Lane to Honiton Road east of the M5 may also be put forward.
- 4.13 Improvements to the public transport facilities in Cullompton are being examined, including provision of a coach stop with appropriate facilities in the Station Road area and a longer term objective of reopening the railway station, providing a local rail service. Core Strategy Policy COR14(g) refers to the need for this form of investment.
- 4.14 Other measures, mainly traffic related, are included in the Cullompton Air Quality Action Plan and their total estimated cost is £2.1 million. They include town centre traffic management measures, provision of modern buses with lower emissions on Cullompton routes and enhancement to pedestrian routes within the town. Again, other sources of funding may become available for some of these.

Crediton Provision

- 4.15 The provision of a Link Road from Exeter Road to Lord's Meadow Trading Estate is a key measure arising from the Air Quality Action Plan in Crediton, and is being proposed by Devon County Council. It forms one of the elements of Core Strategy Policy COR15(d). At present, a number of developments in the Crediton area have made financial contributions, and the County have included the road in their capital programme for completion in 2011. They will be seeking additional development funding up to this point.
- 4.16 A number of other transport related measures are included in the Air Quality Action Plan, and these will be implemented as funds allow. They have been costed at approximately £500,000.
- 4.17 The potential for investment in Crediton Station and improvements to services are being examined, and joint work with Torridge and North Devon District Councils will be pursued to bring such improvements about.

Health and Emergency Services

Health

- 5.1 Health facilities form an essential part of sustainable community provision, set out in Core Strategy Policy COR1. Devon Primary Care Trust manages community hospitals and health centres and work with GPs, dentists, pharmacies and opticians to provide local health services. They also commission inpatient treatment, outpatient appointments, as well as diagnostic tests at acute hospitals in Exeter, Plymouth, Torbay and North Devon.
- 5.2 The GP providers are funded through contracts with the Primary Care Trust. Their buildings can be funded in three ways;
- Current Market Rent Reimbursement: where the GP provider builds the premises and then receives a market rent back from the Primary Care Trust.
 - Cost Rent: where the GP provider builds the premises and then receives a reimbursement intended to cover the borrowing costs associated with building the surgery.
 - Third Party Developer: where a third party developer builds the surgery and rents it to the GP provider, with the agreed rent reimbursed to the provider by the Primary Care Trust.
- 5.3 There is a case for contributions from development to the provision of new GP surgeries, the need for which arises from development. The Primary Care Trust suggest that an appropriate GP list is about 1500 – 1700 patients. A 6000 list GP surgery (with 4 GPs) would require a building of about 600 square metres at a build cost of about £3.5 million. The Primary Care Trust has a limited budget for improvements to existing surgeries.
- 5.4 Provision in Tiverton is currently 2 GP surgeries, and the modern Tiverton Hospital which provides accident and emergency, in-patient and out-patient services. Currently one of the GP practices is based at the hospital in purpose built accommodation, while the other is on a town centre site in a converted Listed Building. The Primary Care Trust preference is for all the services to be provided from the hospital, to aid joint health working, with the existing town centre surgery moving.
- 5.5 The level of development proposed for Tiverton is considered likely to lead to the need for an additional 4 GPs, preferably by expanding the existing practices. The Primary Care Trust preference would be for this to be on the hospital site. However, the hospital site has floodplain constraints. If this site is not possible, then a potential alternative would be to provide a site for an expanded and relocated surgery in the Eastern Urban Extension
- 5.6 Assessment of the Community Hospital capacity is needed.

- 5.7 Cullompton is served by 2 GP surgeries, one located in the new medical centre in the north of the town, the other closer to the town centre. The Primary Care Trust considers that the new medical centre has sufficient capacity to expand in order to deal with the levels of growth proposed.
- 5.8 Crediton is served by a hospital and 2 GP surgeries. The Primary Care Trust considers, at present, that there is sufficient spare capacity within one of the surgeries to expand to deal with the population growth arising from the development.
- 5.9 Bampton has a GP surgery, with sufficient capacity to provide for an expanded list of the order suggested by the level of development proposed.
- 5.10 The rural areas are served by a number of GP surgeries. Three of these have funding for new premises approved – Bow, Sampford Peverell and Witheridge.
- 5.11 The South West Ambulance Service NHS Trust provides ambulance services in Mid Devon. They give the following advice.
- 5.12 Any new housing developments will ultimately have an impact on the provision of ambulance services which are closely monitored through demanding Department of Health targets. These services are constantly under review with additional resources being provided, as demand increases, through the commissioning process with the Primary Care Trust. The gap between current resources and those required to serve a further 6800 dwellings would be significant, but due to the spread of the proposed developments and the future direction of travel within the health service it is almost impossible to predict.

Fire and Rescue

- 5.13 Devon and Somerset Fire and Rescue Service was formed in 2007, combining the formerly separate organisations of the two Counties. The service seeks to minimise the risk of fires and respond to fires, road accidents and other emergencies as they arise. They have an annual budget of about £70m which is raised through the Council Tax. The capital programme is planned at about £8m in 2008/9, reducing to £1m in 2010/11. This appears to be primarily targeted at locations outside Mid Devon. The service gives the following advice.

- New emergency response standards have been commissioned and came into force in October 2008. There should be 9 personnel (i.e. generally 2 pumps) on site at a dwelling fire within 10 minutes.
- The impact of this is to be fully appraised.
- There are retained (part time) fire stations at Bampton (1 pump), Crediton (2 pump), Cullompton (1 pump) and Tiverton (2 pump).
- Stations at Bampton and Crediton are new, those at Cullompton and Tiverton may need some refurbishment at some point.
- There is a problem recruiting part time fire officers at Bampton, who must work within a certain distance of the station.
- There are station plans for each station.
- Effort is being made to contact those dwellings outside a 10 minute journey time of any station to offer advice and help in reducing fire risks.
- Particular demographic groups are at greater risk of fire.
- Providing domestic water sprinklers in new homes, at an estimated cost of £1200 per dwelling, would save lives (nobody has yet died from a fire in a building fitted with sprinklers).

Police

- 5.14 The issue has been discussed with the police, but no additional infrastructure requirements have been sought.

Other Social Infrastructure

Libraries

- 6.1 Library provision serves to provide access to books and other information media, and provide a key element in access to education and training, set out in Core Strategy Policy COR1. The current Cullompton Library at 80 square metres, is highly constrained and too small to serve its community. Devon County Council has approved the expenditure of £3m on a new library, on the nearby 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. This site is allocated in the Development Plan Document for community uses.
- 6.2 Tiverton has a new library, which was provided in 2004. Devon County Council considers that additional library space is required as a result of the additional population in the Tiverton area. A capital cost of £250,000 is therefore sought.
- 6.3 Crediton has a small library, and an expansion of the existing building to 400 square metres is proposed, at a cost of about £400,000.

Community Centres

- 6.4 The development of sustainable urban extensions requires the provision of local facilities to minimise travel and help in the creation of the softer aspects of sustainable communities. Core Strategy Policy COR1 supports this approach. Accordingly, the urban extensions proposed at Tiverton and Cullompton should include community halls or similar community meeting rooms. The most recent such building, at Moorhayes in Tiverton, cost £550,000 and this estimate is therefore used for the additional provision.

Voluntary Sector

- 6.5 The voluntary sector provides a wide range of services, including family services, advice, housing, sports and environmental services. This form of service provision, not necessarily facility-based, can be important in the creation of sustainable communities and is recognised generally in Core Strategy Policy COR1. Annual charity income in England and Wales amounts to about £942 per person (Charity Commission). However, much of this goes to the nationally based, large charities. Using size as a proxy for being locally based, the total income of smaller charities is about £107 per person. A population growth of 8900 therefore implies the need for an additional £950,000 of income in order to maintain the existing level of charitable services. Over a 15 year period this would amount to a total of £7.1m, assuming that the population growth was evenly spread. It is reasonable that a proportion of this is subject to development contribution and it is proposed that the Community Infrastructure Levy should cover about 25% of this growth, or £1.8m.

Green Infrastructure

- 7.1 Mid Devon District Council currently (Local Plan Policy C4) require housing development to provide additional public open space at a rate of about 60 square metres per dwelling. The Allocations and Infrastructure Development Plan Document proposes to carry on with this policy (AL/IN/3), although including allotments within the definition for the first time. Where sites are too small to provide useful on-site open space, the council operates a system of collecting payments towards off-site contributions, set out in Local Plan Policy C5 and a Supplementary Planning Document and again to be continued in the Development Plan Document. This amounts to an average of £1116 per dwelling. A total contribution of £3.9m to 2026 will carry this approach forward, and allow it to be extended into the provision of Green Infrastructure across the district.
- 7.2 The Allocations and Infrastructure Development Plan Document commits the council to preparing a Green Infrastructure Plan, (AL/IN/4), in order to promote a more holistic approach to open space, cycling, walking and biodiversity. Policy COR1(i) supports this approach which also allies with the Regional Spatial Strategy. This will be prepared with the help of Devon County Council work on wildlife networks and will take full account of existing and emerging policies including Strategic Nature Areas. Additional costs over and above the open space provision referred to above are as yet unknown. Work will tie in well with any tree planting associated with carbon fixing, set out in a later section of this plan.

Carbon Offsetting

- 8.1 Core Strategy Policy COR5 refers to the aim of achieving “carbon neutral development” throughout Mid Devon, and sets out a number of general approaches which should apply. However, this policy, adopted in 2007, must be implemented in the context of more recent advice in the supplement to Planning Policy Statement 1 and the Regional Spatial Strategy for the South West, which refers to concentrating on site specific provision rather than a more general approach.
- 8.2 The government definition of “zero carbon” development does not allow for the impact of construction or travel generation, and therefore does not go as far as the “carbon neutral” definition set out in the Core Strategy, which refers to carbon emissions in development and in use. Accordingly, even dwellings and buildings which meet the government definition will still lead to an increase in the Mid Devon carbon footprint. Planning Policy Statement 1 Climate Change Supplement refers to the potential for mitigation and therefore, the potential for infrastructure provision to mitigate this impact of development in general on climate change is worth pursuing.

Improvements to the Existing Dwelling Stock

- 8.3 While much effort is being taken at national level to improve the energy efficiency of new buildings, this will not have an impact on emissions arising from existing buildings. Much older housing is poorly insulated, uses low efficiency heating and other appliances and therefore indicates high levels of potential carbon reduction. A contribution towards improvements in the existing dwelling stock is a potential considerable benefit to stabilising the overall level of carbon emissions in Mid Devon. This could be achieved through expansion of existing operations, such as the Warm Zones scheme.
- 8.4 Estimates of costs and carbon savings taken from the Energy Savings Trust website indicate that the provision of 270mm loft insulation is the most cost efficient method of achieving carbon emission reductions in the existing housing stock, at a cost of £300 per annual tonne of carbon. Installation of cavity wall insulation comes at a similar cost of £310 per tonne.

Carbon Sinks

- 8.5 The planting of trees will capture carbon from the atmosphere while they grow. Whilst some doubts have been raised about this approach, both the Stern Report and the House of Commons Select Committee report on carbon offsetting have confirmed that tree planting remains a reasonable approach to offsetting. The provision of Green Infrastructure, referred to elsewhere in this document, could include tree planting, particularly in certain Strategic Nature Areas where a biodiversity benefit would be likely to arise. Estimates of cost range around £1000 per hectare plus land cost, and in the region of £15 - £25 per tonne carbon captured.
- 8.6 An average cost of carbon mitigation per tonne of about £165 can be calculated from this information. An approximation is that the energy and travel emissions associated with a dwelling meeting level 3 of the Code for Sustainable Homes amounts to 4.35 tonnes per year, and therefore a cost of £717 per dwelling is likely. For the 5100 dwellings expected, this will amount to £3.2m over the plan period.

On-site Provision

- 8.7 The provision of renewable or low carbon energy on development sites would help to reduce carbon emissions associated with new development. The emerging Regional Spatial Strategy proposes that on sites of 10 dwellings or 1000 square metres or more, that at least 10% of energy use should be provided in this way. The Council has commissioned a report which examined potential for renewable energy provision and found that there was considerable potential for this approach to be undertaken. This study has been taken into account in the Allocations and Infrastructure Development Plan Document, which allocates the sites. The Development Plan Document sets out a general approach to carbon footprint reduction (AL/IN/6), requiring that developments investigate the potential for a higher proportion as part of their planning application and gives further detail in relation to the urban extension allocations AL/TIV/1 and AL/CU/1.

Other Physical Infrastructure

Water Supply

- 9.1 South West Water is the water supplier in Mid Devon. In general, they have confirmed that water supply is not likely to be a limiting factor up to 2031. The company has published a Water Resources Plan setting out the relevant facts and forecasts. There may be localised water supply concerns where significant development is proposed in one location, but this does not seem to apply in Mid Devon.

Sewerage

- 9.2 South West Water is the sewerage company for Mid Devon. They have some concern relating to the provision of sewerage in Mid Devon. However, the situation is constantly changing as a result of changes to the consent regime, and other background changes. Therefore, advice on sewerage constraints does not remain fixed.
- 9.3 In general, any increase of more than 10% in the throughput in any Sewage Treatment Works leads to a new consent being needed from the Environment Agency. If this leads to the need for work on a treatment plant, these will have to be carried out to the latest standards, with potentially significant costs. New consents are needed when a Sewage Treatment Works catchment exceeds 250, 2000, 10000 and 15000 person population. Small settlements can usually accept a 10% increase in population over a 20 year period without the need for improvements.
- 9.4 The larger treatment works now require continuous flow monitoring, with some appearing to operate above their designed capacity.
- 9.5 Bow, Bradninch, Burlescombe/Westleigh, Chawleigh, Cheriton, Bishop, Cheriton Fitzpaine, Copplestone, Culmstock, Halberton, Hemyock, Kentisbeare, Lapford, Morchard Bishop, Newton St Cyres, Sampford Peverell, Sandford, Silverton, Thorverton, Uffculme, Willand and Yeoford are defined as villages in the Core Strategy (although Bradninch has a Town Council). Development in these locations will be limited to small scale infilling or other development within their existing settlement limits, plus allocations for affordable housing to meet a local need. The Council is looking at potential sites for affordable housing in Bow, Copplestone, Culmstock, Kentisbeare, Morchard Bishop, Sandford, and Willand. In such cases, the scale of development will be limited to that meeting a local need, i.e. normally about 6-8 dwellings per village at any one time. South West Water have confirmed that this level of development is generally unlikely to cause a problem in these settlements, with the possible exception of those set out below.
- 9.6 Copplestone – limited capacity in works.

- 9.7 Sandford – uncertain if capacity allows for recently withdrawn planning application.
- 9.8 In relation to the four market towns, South West Water has given the following advice:
- 9.9 Bampton - the level of development proposed will, if spread over the plan period, not be likely to cause a problem.
- 9.10 Crediton - the level of development proposed will, if spread over the plan period, not be likely to cause any problem. However, it is possible that the housing will come forward unevenly, and if this is the case there may be issues of capacity.
- 9.11 Cullompton - there are two concerns at Cullompton which are of immediate impact.
- 9.12 The sewers at Crow Bridge are potentially subject to flooding, and this will be exacerbated by increased connections upstream. Work is proposed to deal with this issue, to be completed by the end of 2009.
- 9.13 The Sewage Treatment Works is currently operating above its stated limit, an issue which has been discovered as a result of continuous flow monitoring. This acts as an immediate limitation to additional development, with any remaining capacity committed to sites with planning permission. South West Water have now confirmed that funds for improvements will be available from 2010.
- 9.14 Tiverton - the level of development proposed at Tiverton is acceptable, as work is programmed on the Sewage Treatment Works anyway. However, there may be local issues relating to improving the pumping capacity and avoiding sewer flooding.

Electricity Transmission

- 9.15 National Grid's high voltage electricity overhead transmission lines / underground cables within Mid Devon District Council's administrative area that form an essential part of the electricity transmission network in England and Wales include the following:
- ZZ line - 400,000-volt route from Exeter substation in East Devon to Taunton substation in Taunton Deane
 - 4VW - line 400,000-volt route from Indian Alverdiscott substation in Torridge to Taunton substation in Taunton Deane.
- 9.16 National Grid has provided information in relation to electricity transmission assets via the following internet link: <http://www.nationalgrid.com/uk/landanddevelopment/ddc/electricitytransmission/overheadlines>

- 9.17 National Grid has confirmed that it is unlikely that the proposed levels of housing development will significantly affect National Grid's electricity transmission networks. The existing network should be able to cope with the additional demand. National Grid's Seven Year Statement sets out the proposed enhancements to the electricity transmission network www.nationalgrid.com/uk/Electricity/SYS/ and the company has no enhancements to the network planned in the Mid Devon Area.

Gas Transmission

- 9.18 National Grid has the following gas transmission assets located within the administrative area of Mid Devon District Council:

Pipeline	Feeder Detail	
1530	14 Feeder	Barrington / Kenn
1531	20 Feeder	Ilchester / Ottery St. Mary

- 9.19 National Grid has provided information in relation to gas transmission pipelines via the following internet link: <http://www.nationalgrid.com/uk/LandandDevelopment/DDC/gastransmission/gaspipes/>
- 9.20 A CD giving detailed pipeline asset information is also available.
- 9.21 It is unlikely that the proposed levels of housing development will significantly affect National Grid's gas transmission networks. The existing network should be able to cope with the additional demand. National Grid's Ten Year Statement sets out the proposed enhancements to the gas transmission network. www.nationalgrid.com/uk/Gas/TYS/ and this does not indicate any enhancements in the Mid Devon area.

Waste

- 9.22 Provision of infrastructure to deal with waste will need to be investigated, and Devon County Council will be preparing strategies in this regard. Potential requirements include an Energy from Waste plant in Exeter and upgrading strategic recycling centres in Mid Devon. The existing Waste Local Plan contains policies WCP4 and 5 which provide policies to support contributions from development if required.

Town Centre Enhancements

- 9.23 The need to enhance Cullompton Town Centre has been recognised by the publication of the Conservation Area Management Plan. Core Strategy Policy COR6 supports positive measures of enhancement and regeneration and traffic management measures in general terms, and this is given more detail in COR14 (d) and COR14 (h). Work is underway to prepare designs and layouts for works in the short term, but in the longer term the proposed traffic relief will allow more radical improvements. Costs are uncertain at present, but the shorter term proposals have existing funding schemes to call upon.

Delivery Strategy

10.1 The following table sets out a summary of the infrastructure provision explained in more detail in the preceding sections, listing only items likely to be needed by 2026. For each item it indicates the general location, likely timescale, lead agency, cost and potential sources of funding. Short term indicates the period to 2016, medium term 2016 – 2021 and long term after 2021 (all financial years). It will be seen that the overall cost of infrastructure provision set out in this document amounts to about £145m, but that there is a potential funding “gap” after examining public and other sources of finance of about £55m. It is therefore reasonable to seek ways of ensuring that development contributes this gap, subject to development remaining economically viable.

**Table
10**

Mid Devon Infrastructure Provision to 2026

Infrastructure	Time-scale	Lead agency	Total Cost	Potential Funding source	
Cycle and Pedestrian Links	Short onwards	DCC	2.0	No current capital programme	2.0
Community Transport	Short onwards	DCC	0.16	£30,00 from increased fare income	0.13
Mobile library	Short onwards	DCC	0.15	No current revenue budget	0.15
Voluntary sector	Short onwards	Involve	7.1	Charitable fundraising £5.3m	1.8
Open space provision	Short onwards	MDDC	3.9	No current capital programme	3.9
Carbon mitigation	Short onwards	MDDC	3.2	No current capital programme	3.2
Link Road, CREDITON	Short	DCC	7	Within the DCC capital programme, supported by contributions from existing planning obligations totalling £7m	0
Air Quality measures, CREDITON	Short onwards	MDDC	0.5	No current capital programme	0.5
Library, CULLOMPTON	Short	DCC	3.0	DCC capital programme	0
Air Quality Measures, CULLOMPTON	Short onwards	MDDC	2.1	No current capital programme	2.1
M5 J27 improvements	Long	HA	0.2	No current capital programme	0.2

Strategic bus improvements	Medium onwards	DCC	5	Additional to current revenue support	5
M5 J28 improvements	Medium	HA	9.35	£0.35m from known planning obligations	9
Eastern Relief Road, Cullompton	Medium	DCC	10.7	No current capital programme	10.7
Community hall/provision, Cullompton	Medium	MDDC	0.55	No current capital programme	0.55
Eastern Urban Extension Access, Tiverton	Medium	MDDC/ DCC	20	Funded directly by development through planning obligations	0
Library extension, Tiverton	Medium	DCC	0.25	No current capital programme	0.25
Library extension, Crediton	Medium	DCC	0.4	No current capital programme	0.4
GP surgery, Tiverton	Medium	DPCT	3.2	No current capital programme	3.2
Community hall/provision, Tiverton	Medium	MDDC	0.55	No current capital programme	0.55
Relocated Secondary School, Crediton	Medium	DCC	22	£22m Building Schools for the Future and sale of existing sites	0
Primary School, Cullompton	Long	DCC	6.4	No current capital programme	6.4
Youth Centre, Cullompton	Long	DCC	1	No current capital programme	1
Childrens Centre, Cullompton	Long	DCC	0.43	No current capital programme	0.43
Youth Centre, Tiverton	Long	DCC	1	No current capital programme	1
Primary School, Tiverton	Long	DCC	6.4	No current capital programme	6.4
Childrens Centre, Tiverton	Long	DCC	0.43	No current capital programme	0.43
TOTALS			116.97		59.29

- 10.2 The current approach to funding infrastructure from development relies on the use of Section 106 of the Town and Country Planning Act 1990, where individual developments make contributions where they can be justified in terms of impact from that particular development. In many cases, small scale developments do not make contributions, resulting in cumulative unmet impacts on local infrastructure. In addition, preparing and approving Section 106 obligations takes time and money which impacts on the efficiency of the development process. A more effective and efficient approach is to introduce the Community Infrastructure Levy, as set out in the Town and Country Planning Act 2008. Draft regulations are expected during 2009, with the earliest implementation date in 2010. It should be remembered that the levy would not prevent the need for use of planning obligations in certain situations, but would tend to limit these to specific items of infrastructure which are closely linked to the development in question, or items specifically excluded from the Community Infrastructure Levy such as the provision of affordable housing.
- 10.3 Core Strategy Policy COR8 sets out the need for development to be served by infrastructure in a predictable, timely and effective fashion, and developers will be expected to contribute to, or bear the full cost of new or improved infrastructure where appropriate. The policy requires that infrastructure requirements of development are set out, taking account of existing provision and cumulative impact. The introduction of Community Infrastructure Levy provides the most effective way of meeting this policy requirement, in particular the issue of cumulative impact.
- 10.4 The Community Infrastructure Levy can be applied to a variety of development types, although there are some exceptions set out in the Planning Act such as the exclusion of development by charities. The Act states that Community Infrastructure Levy must have regard to the expected costs of infrastructure, the economic viability of development and other expected sources of funding for infrastructure.
- 10.5 The main potential source of development finance is housing development. The Allocations and Infrastructure Development Plan Document allocates land for about 4900 dwellings to be developed before 2026. The impact of this level of development on the need for infrastructure, set out in more detail earlier in this document, provides a justification for applying the Community Infrastructure Levy to new housing. However, there is a distinction between open market housing and affordable housing in this respect. Affordable housing is not profit making, requiring sources of public funding to construct. In effect, affordable housing is a form of infrastructure, meeting local needs. If affordable housing was to pay the levy this would effectively be funding non-housing infrastructure through the affordable housing programmes of various agencies. Accordingly, affordable housing should be exempt from the levy. Of the 5100 dwellings proposed in the Allocations and Infrastructure Development Plan Document, about 3500 are likely to be market housing.

10.6 The Council has prepared an initial assessment of economic viability for market housing, examining the implications of different levels of Community Infrastructure Levy on land value. The following table examines the impact of different levels of Community Infrastructure Levy on land values (given in £1000s), looking at a range of different sites. Sites of 5 dwellings or more have 35% affordable housing (in the form of free land to a Registered Social Landlord) in accordance with emerging Local Development Framework policy. The valuations have been carried out using the methodology provided with the viability report prepared by the Consultants, Fordham, for the Council. The sites are:

- **A** Crediton/Tiverton, Brownfield, 1 dwelling
- **B** Crediton/Tiverton, Brownfield, 5 dwellings
- **C** Crediton/Tiverton, Greenfield, 100 dwellings
- **D** Cullompton, Brownfield 1 dwelling
- **E** Cullompton, Brownfield, 5 dwellings
- **F** Cullompton, Greenfield, 100 dwellings

Table 11 Summary of Land values per hectare in £1000s

CIL	A	B	C	D	E	F
£0	1317	939	995	994	776	867
£2500	1200	866	946	934	703	819
£5000	1082	792	897	816	629	770
£7500	963	718	849	697	559	721
£10000	847	643	800	579	486	673
£12500	729	576	752	460	411	624
£15000	610	501	703	342	336	576
£17500	492	426	655	225	260	527
£20000	373	350	606	106	185	479

- 10.7 The report prepared for the Council by Fordham suggested that a previously developed site would be likely to come forward if its value was in excess of an alternative use value, plus a certain margin. A land value of £470,000 was suggested as the relevant figure in that report, and values which fall below this level are indicated in grey on the table above. It can be seen that the Community Infrastructure Levy figure of £10,000 per market dwelling was the highest rate at which all sites achieved this land value. The introduction of a Community Infrastructure Levy at about £10,000 can therefore be justified in terms of viability.
- 10.8 The development of land for employment is another potential use which could be subject to the levy. The Allocations and Infrastructure Development Plan Document allocates land for about 200,000 square metres of employment floorspace. Traditionally, the provision of employment in Mid Devon has not provided high land values, and employment sites are often required to provide costly infrastructure provision, particularly access improvements given the traffic implications of the use. In any case, the range of uses within the employment use classes is high, and there is a consequently considerable range in viability within this general sector. The Core Strategy has a key strategic objective to increase the provision of local employment in the district to increase local self containment, and it is therefore important that there is no impediment to economic development as a result of the Community Infrastructure Levy. Accordingly, it is the Council's view at this stage that employment development should not be subject to the levy. However, where specific infrastructure requirements arise from particular employment sites, these can be picked up through the negotiation of planning obligations as at present.
- 10.9 Another form of development which could be considered for the Community Infrastructure Levy is retail development. The larger stores provide high land values, and have the potential to remain viable with the imposition of a levy. However, economic viability for smaller units is traditionally much lower, indicating the need for sensitive handling of retail developments. In any case, the recent or committed provision of superstores in the three largest towns in Mid Devon suggests that there is unlikely to be another large scale retail development for the foreseeable future within the district. Taking these issues into account, it is not considered appropriate to impose the levy, and again the Council proposes to rely on the continued use of section 106 agreements in the case of retail developments, which can be tailored to specific requirements and viability discussions.
- 10.10 Based on the analysis set out above, an income from the Community Infrastructure Levy of about £35m, funded from market housing at £10,000 per dwelling, can be forecast. It will be seen that this still leaves a potential infrastructure funding gap. In more detail, and based on the housing trajectory in the Allocations and Infrastructure Development Plan Document, the following table sets out the cost of infrastructure, and potential infrastructure funding from Community Infrastructure Levy and other sources, in three phases, all costs in £million. It will be seen that the potential funding gap arises during 2016-2021.

Table 12 Infrastructure Costs and Potential Community Infrastructure Levy Funding

Phase	Net cost	CIL
Short (to 2016)	4.6	10.9
Medium (2016 - 2021)	33	14.1
Long (2021 - 2026)	22.8	10
Total	60.4	35

10.11 In accordance with national planning policy, part of the role of infrastructure planning is to identify and bring together all the sources of infrastructure funding, not just those relating to development. Not all infrastructure will be funded through development; the budgets of central and local government and other agencies will continue to be important sources of funding. The Community Infrastructure Levy is intended to form an additional source of funding, and not to replace these existing sources. A number of potential sources of funding are itemised below, and further work on these and other funding sources will be required.

- Voluntary and not-for-profit organisations such as Sustrans.
- Planning obligations on housing and other developments.
- Community Infrastructure Levy from windfall housing developments.
- Regional and sub-regional infrastructure funding sources.
- Local Government and other public capital programmes.
- Private Finance Initiative
- Housing and Community Agency and other regeneration/development programmes.

10.12 It will also be important to ensure that potential synergy between infrastructure providers is explored further. Innovative proposals which both save capital costs and enhance service provision may be possible through joint planning approaches engendered by the development of this Infrastructure Plan. A potential example, recently suggested by the government, is co-location of health and education services, with considerable potential to save on building costs as well as promote better joint working on child health.

10.13 The implementation of the Community Infrastructure Levy, although supported in the policies and strategy of the Allocations and Infrastructure Development Plan Document, may be delayed. Whilst it is contained in the Planning Act 2008, the relevant regulations are yet to be published. Accordingly, it is necessary to set out a backup plan for the provision of infrastructure in the event of the Community Infrastructure Levy not being implemented in Mid Devon. The alternative approach is to continue to use planning obligations under section 106 of the

Planning Act, generally requiring the cost of particular pieces of infrastructure to particular proposals. The following table sets out how this approach could work. Most infrastructure provision is linked to one or more specific sites, usually the major ones. In the case of air quality and open space infrastructure, existing policies allow for a tariff approach for developments, as set out in the table.

**Table
13**

Provision of Infrastructure with Community Infrastructure Levy

Infrastructure	Phase	Lead agency	Potential funding gap	Planning Obligation
Cycle and Pedestrian Links	Short onwards	DCC	2.0	Major developments in Cullompton, Tiverton and Crediton
Community Transport	Short onwards	DCC	0.13	Limited potential
Mobile library	Short onwards	DCC	0.15	Limited potential
Voluntary sector	Short onwards	Involve	1.8	Limited potential
Open space provision	Short onwards	MDDC	3.9	All housing development through current Open Space SPD approach
Carbon mitigation	Short onwards	MDDC	3.2	Limited potential
Air Quality measures, Crediton	Short onwards	MDDC	0.5	All developments in Crediton and catchment area through current Air Quality SPD approach
Air Quality measures, Cullompton	Short onwards	MDDC	2.1	All developments in Cullompton through current Air Quality SPD approach
M5 J27 improvements	Long	HA	0.2	Tiverton Eastern Urban Extension
Strategic bus improvements	Medium onwards	DCC	5.0	Major developments in Cullompton and Tiverton
M5 J28 improvements	Medium	HA	9	All developments in Cullompton
Eastern Relief Road, Cullompton	Medium	DCC	10.7	All developments in Cullompton through current Air Quality SPD approach
Community hall/provision, Cullompton	Medium	MDDC	0.55	North West Cullompton Extension
Library extension, Tiverton	Medium	DCC	0.25	Tiverton Eastern Urban Extension
Library extension, Crediton	Medium	DCC	0.4	Not funded.

GP surgery, Tiverton	Medium	DPCT	3.2	Tiverton Eastern Urban Extension
Community hall/provision, Tiverton	Medium	MDDC	0.55	Tiverton Eastern Urban Extension
Primary School, Cullompton	Long	DCC	6.4	North West Cullompton Extension
Youth Centre, Tiverton	Long	DCC	1	Tiverton Eastern Urban Extension
Childrens Centre, Tiverton	Long	DCC	0.43	Tiverton Eastern Urban Extension
Primary School, Tiverton	Long	DCC	6.4	Tiverton Eastern Urban Extension
Childrens Centre, Cullompton	Long	DCC	0.43	North West Cullompton Extension
Youth Centre, Cullompton	Long	DCC	1	North West Cullompton Extension
Total			59.29	

10.14 It will be seen that it is theoretically possible to provide the majority of necessary infrastructure through this more traditional approach. However, a number of the softer, district-wide infrastructure items are not likely to be supported without the levy. In addition, the cost of provision falls almost exclusively on the major developments, in contrast to the infrastructure levy approach. This would make the larger developments less economically viable, particularly in Cullompton, to the detriment of the development strategy set out in the Core Strategy. This is one of the reasons that the Community Infrastructure Levy approach is favoured.

Further Review

- 11.1 The Infrastructure Plan has initially been prepared as part of the evidence base in support of the Allocations and Infrastructure Development Plan Document and has informed the contents of that document. However, it is intended that this Infrastructure Plan will be a living document, updated as necessary to take account of emerging priorities and progress in delivering development and infrastructure. The Council will work with other partners to ensure that it is kept up to date and its implementation monitored. This will lead to further reviews. As best practice relating to this new form of delivery strategy emerges, the scope, form and structure of infrastructure planning will undoubtedly evolve.
- 11.2 A number of local bodies bring together Infrastructure Providers, local residents and other relevant local bodies. For example, the Local Strategic Partnership provides a forum for such bodies to coordinate their work in Mid Devon, and could provide a focus for infrastructure planning in the future. The Local Area Agreement is a Devon-wide body which could also be involved in such reviews. The potential for these bodies to become more involved in infrastructure planning will be explored in future years.
- 11.3 For further information about infrastructure planning in Mid Devon contact the Forward Planning Team on 01884 234344 or 01884 234398.