



Tiverton Eastern Urban Extension

Masterplanning: Options Report

May 2013

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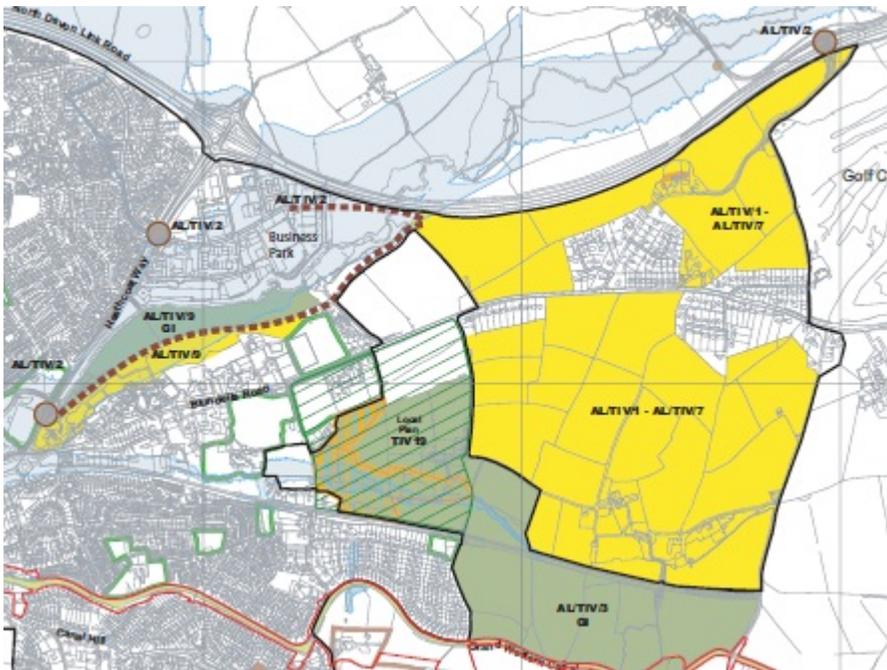
1.0 Introduction

An urban extension to Tiverton – the planning policy background

- 1.1 The Mid Devon District Council Adopted Core Strategy (Local Plan Part 1) commits the Council to the delivery of 145 dwellings and 6000m² of employment floorspace per annum in Tiverton over the plan period (2007-2026). The Allocations and Infrastructure Development Plan Document (Local Plan Part 2) was adopted in October 2010 and identifies the area around Post Hill, to the east of Tiverton, for an urban extension to the town which will provide the majority of this allocated growth. Policies AL/TIV/1 – AL/TIV/7 of the Allocations and Infrastructure Development Plan Document set out the Council's requirements for how the urban extension should be delivered, including the phasing of development, transport, community facilities, green infrastructure, carbon reduction and air quality. The National Planning Policy Framework introduced in March 2012 reinforces the Council's commitment to delivering economic development and new housing in a sustainable way.
- 1.2 A site of 153 hectares is allocated for mixed use development as follows:
- a) 1550 to 2000 dwellings;
 - b) A proportion of affordable housing subject to further assessment of viability to include at least five pitches for gypsies and travellers;
 - c) 95,000 to 130,000 square metres of 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.

1.3 The policies include a degree of flexibility, recognising that detailed survey work might affect such things as the amount of development proposed, the phasing of development or access arrangements. Also, since the site was allocated, Devon County Council has consulted on a new Waste Plan which considers the option of an energy centre within the urban extension. The Masterplanning exercise must now take account of all the up-to-date information. This Options Report marks the first of a two-stage of consultation, intended to lead to the adoption of a masterplan as a Supplementary Planning Document.



Question 1

Do you feel that the balance between employment and housing development is appropriate? If not, please explain.

A Vision for Post Hill: Illustrative year – 2035

1.4 In delivering sustainable development, local planning authorities need to have a long-term view. For instance, meeting today's housing needs must not compromise the quality of life of future generations. An urban extension to Tiverton must be designed to meet a range of long-term needs, from the quality and adaptability of the housing to the accessibility of jobs, services and an attractive, diverse natural environment. The following paragraphs set out the Council's vision for the urban extension, using 2035 as an example year to help focus on the practical elements of successful planning.

2035

Living in Post Hill in 2035 means being able to enjoy the best of Devon rural living within a mile of the heart of a bustling market town. Its location close to job opportunities and education, local shopping and community facilities, the old railway walk and Grand Western Canal contribute to a healthy and sustainable lifestyle for the residents of Post Hill.

Post Hill is unique due to its outstanding natural assets. The diverse local green spaces which dominate the character of Post Hill have established an attractive setting for the new housing. This has been innovatively designed to be contemporary, comfortable and in keeping with local traditions, while minimising impact to the environment.

At Post Hill all aspects of everyday living are available locally. Residents can work from home or in one of the many local business spaces; go to the primary school or Blundell's School close to home; walk, cycle or catch a bus into town or to the Railway Station at Sampford Peverell for a train to Exeter, Taunton, Bristol or London; visit the doctor or dentist at the local centre; shop at the Post Hill stores and post office; grow food in the numerous local allotments and community orchards – including the re-established orchards which were a feature of the former chapel grounds.

What really sets Post Hill apart is the ability for people to live a modern lifestyle within an area with a genuinely rural identity. This is made possible by the interplay of the landscape, the canal (designated as a country park) and the residential community. Modern homes in Post Hill are sought by people of all ages. People can choose to live in what have become mature and thriving neighbourhoods set within a quintessentially Devon landscape in the heart of Mid Devon. Today's Post Hill is modern, green, vital with local flora and fauna, and really convenient, being well connected locally, regionally and beyond.

Question 2

Do you have any comments on this vision?

2.0 What we know so far

Studies and surveys

2.1 The Council holds limited information about the Post Hill area, meaning that further detailed work is required on the ground. To inform the Masterplanning process, a series of studies and surveys have been carried out in 2011 and 2012 (some still on-going) to determine the characteristics and constraints of the site.

- Ecology – what flora and fauna is present on site? What is protected and most valuable, and what can be moved? How can a net gain in biodiversity be achieved?
- Noise – are there any constraints to development due to existing sources of noise, such as the A361?
- Air quality – are there any areas where poor air quality might impact upon the potential for development? What will be the impact of the urban extension upon existing air quality in Tiverton, particularly in Blundell's Road?
- Utilities – what is the capacity of the local sewer system and power grid, gas and water supply, and telecommunications? What is required to support the new development?
- Drainage and flood risk – which areas are considered to be floodplain and what drainage solutions might be required for new development?
- Arboriculture (trees) and hedges – are existing trees and hedges in good condition? What is their biodiversity value? Which should be retained?
- Ground levels – how steeply sloping is the site? What implications might this have for development?
- Ground conditions – what makes up the underlying geology, what is the grade of agricultural land, is there any contaminated land and what implications might this have for development?

- Landscape Visual Impact – what are the landscape characteristics of the area and how should development proposals respond?
- Highways and access – what are the highways implications of the development? What improvements might be required?
- Heritage and archaeology – are there any areas of archaeological interest on the site? Are there any listed or scheduled buildings or structures – how should the development proposals respond? How might development proposals preserve the setting of Knightshayes Park and Garden.

2.2 Work carried out to date or in progress is summarised below, including conclusions where available. Mapped information is also shown on the next few pages.

Study/survey	Conclusions
Ecological Appraisal including Extended Phase I Habitat Survey	Existing ecological value was found to be moderate at the local level. There is potential for protected species on the site, including bats, dormice, great crested newts, reptiles, breeding birds and badgers. Suitable detailed surveys are recommended for some species. Hedgerows were found to be in variable condition and species richness, with one hedgerow identified so far as important for retention. The site has the potential for ecological enhancement through good design practice and principles.
Noise Assessment	Low noise levels were recorded on the majority of the site, while land close to Blundell’s Road and the A361 is more sensitive and noise impacts should be mitigated if necessary through the planning process. Immediately adjacent to the A361, residential development is unlikely to be acceptable.
Air Quality	Investigations are being carried out but no report has yet been completed. Air quality monitoring by Mid Devon District Council shows a slight reduction in Nitrogen Dioxide concentrations in Blundell’s Road each year since 2009.
Utility Services Availability	Some additional off-site connections are needed for gas and electricity supply once the development reaches 50% of the total build-out. South West Water will need to assess their ability to serve the development in terms of water supply and

Report	sewerage when the development reaches approximately 25% of its total build-out, but consider that 535 dwellings and 3.2 hectares of employment land could be served by existing infrastructure. All other utility services exist within or immediately adjacent to the site boundary.
Flood Risk Assessment (Desk Study)	Parts of the site were found to be suitable for drainage via soakaways. Flood zone maps have been updated. There are known areas where there is risk of surface water flooding. A detailed drainage strategy should follow.
Arboricultural report	Only a partial site assessment has been completed to date. Individual and group trees identified in the Uplowman Road area.
Ground levels	Topographical survey and slope analysis carried out and mapped, but no detailed conclusions drawn to date.
Ground conditions	No geological survey or assessment of ground conditions has been completed to date.
Landscape and Visual Impact Assessment	Some initial landscape mapping has been carried out. 'Zone of Visual Influence' to be considered, followed by a full Landscape and Visual Impact Assessment.
Transport Assessment	A Transport Assessment has considered the effects of different amounts of development on road capacity and the implications for highway design including access points. Devon County Council has made a separate assessment of the options for roads connecting the site to the A361 and Heathcoat Way.
Archaeological Assessment	A geophysical survey and site investigation show that much of the archaeological interest of the site is agricultural in origin, including the lines of former hedges, boundary ditches and furrows. Some evidence of dumped burnt waste was found, dating to the Early Bronze Age. The southern part of the site has not yet been assessed in detail, and a general heritage assessment should consider the setting of Knightshayes Park and Garden.

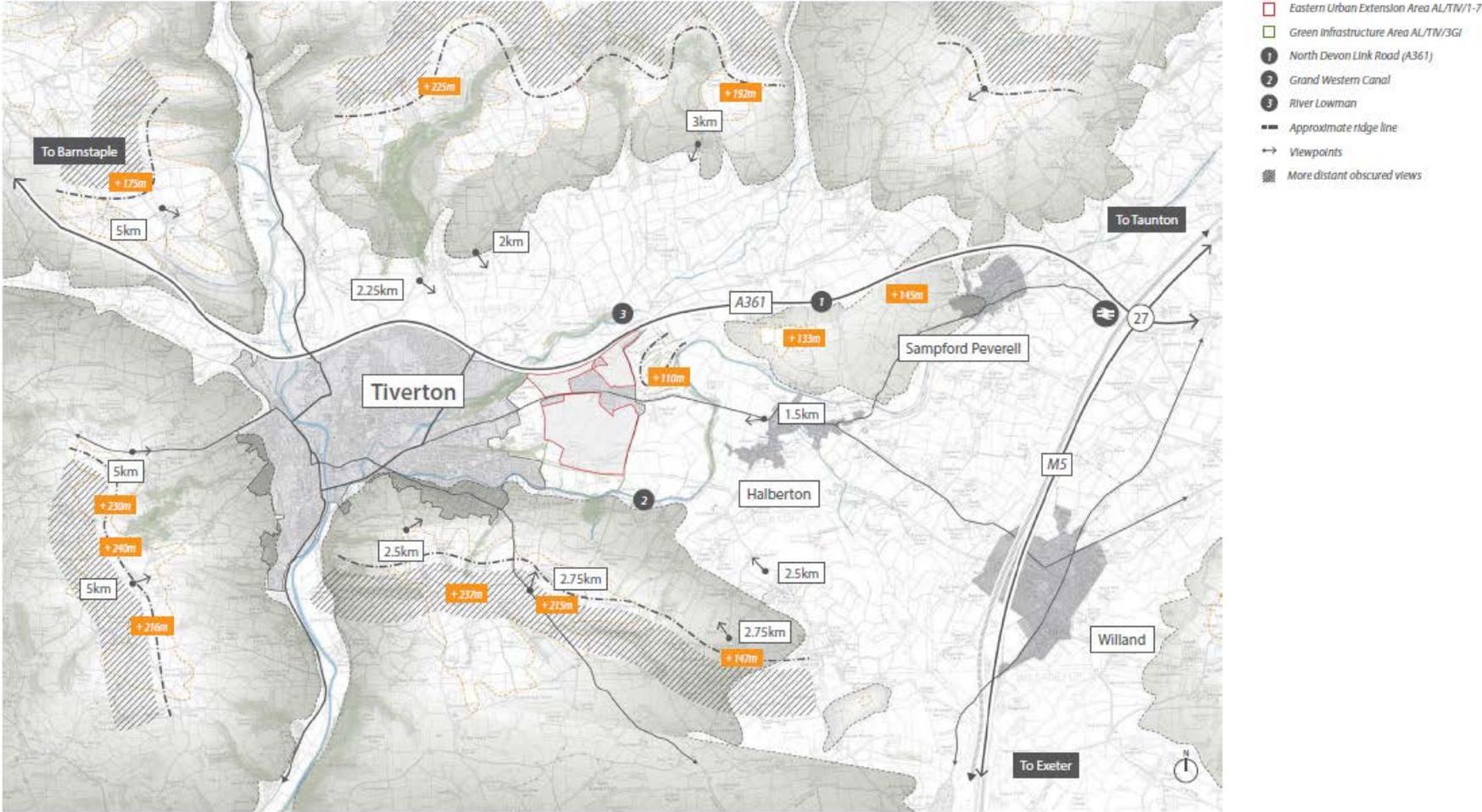
2.3 Further work should build on some of the information gathered so far, providing assessments of the whole site where only partial investigations have so far been completed, and explore other factors such as:

- The amount and mix of development – housing density and type, the amount and mix of employment, and the needs of the development for retail and community facilities
- Green infrastructure – what are the needs of the development for public open space and other forms of green infrastructure such as allotments and wildlife habitats?
- Energy assessment – the opportunities for sustainable energy, carbon reduction and low emissions
- Viability – assessment of the deliverability of different Masterplanning options, including highway options and affordable housing provided on site

Mapped information

Topography and landscape sensitivity

'Potential for the site to be visible but in the context of the town, Post Hill and A361'

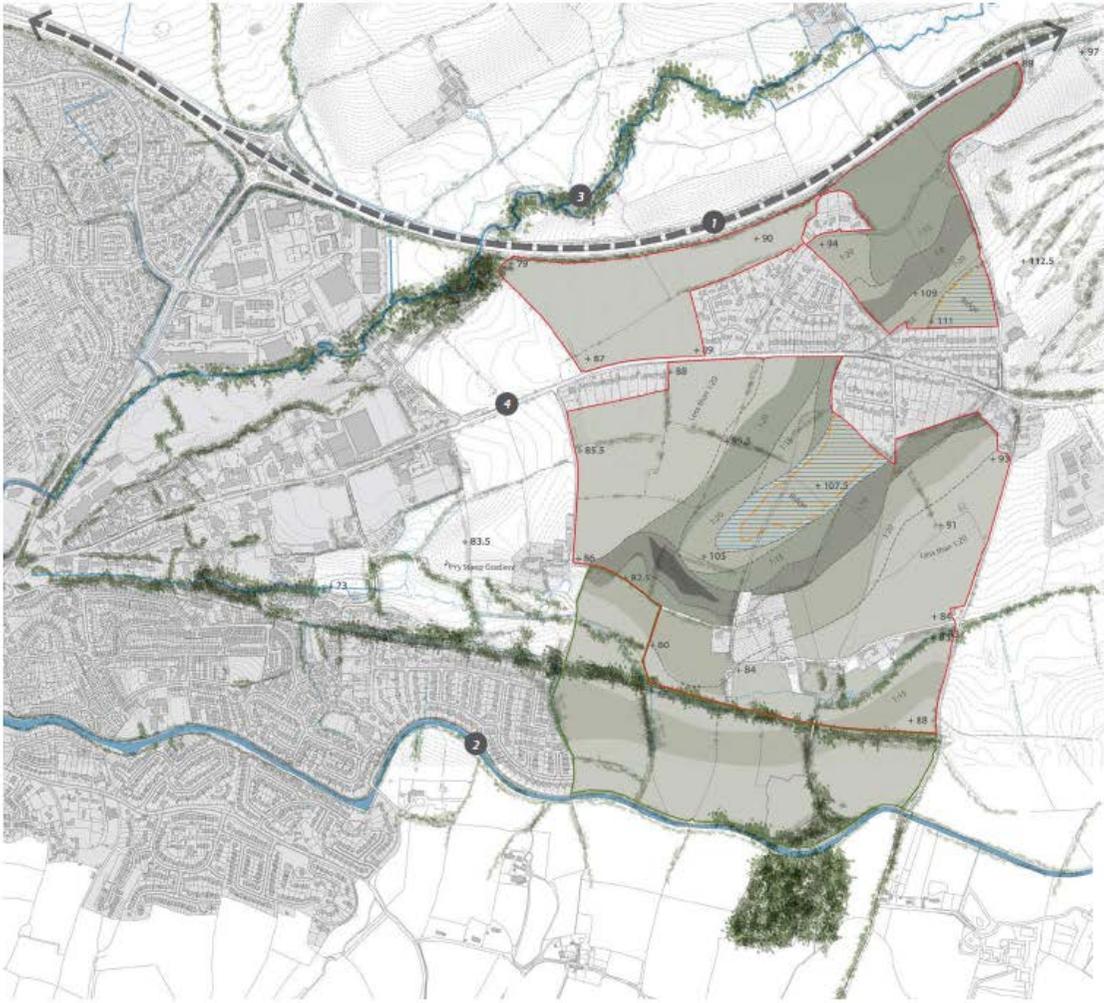


2.4 The site sits either side of an intermediate ridge within a wide valley floor plateaux running eastward. The expansion of Tiverton is constrained by steep ground to the west and south of the town, and the A361 to the north. Land rises to around 235m AOD (Above Ordnance Datum) at Barton Hill 3km to the north of the site and to around 218m AOD at Tidcombe Brake / Warnicombe, 2km south of the site. The high ground around the existing development at Post Hill is around 105+m AOD.

Due to the wide valley floor plateaux and relatively high ridges on all but the eastern side of the site, it is likely that development will be visible in the wider landscape. In views from the west, development on the site is likely to be seen in the context of Tiverton and the more scattered development around Blundell's Road. There are a number of locations at a distance of around 3km from where the site is likely to be visible. Viewpoints will be studied as part of the Landscape and Visual Impact Assessment.

Site topography

'Carefully consider development on 'Post Hill' ridge. Avoid development on steep slopes - 1:5'



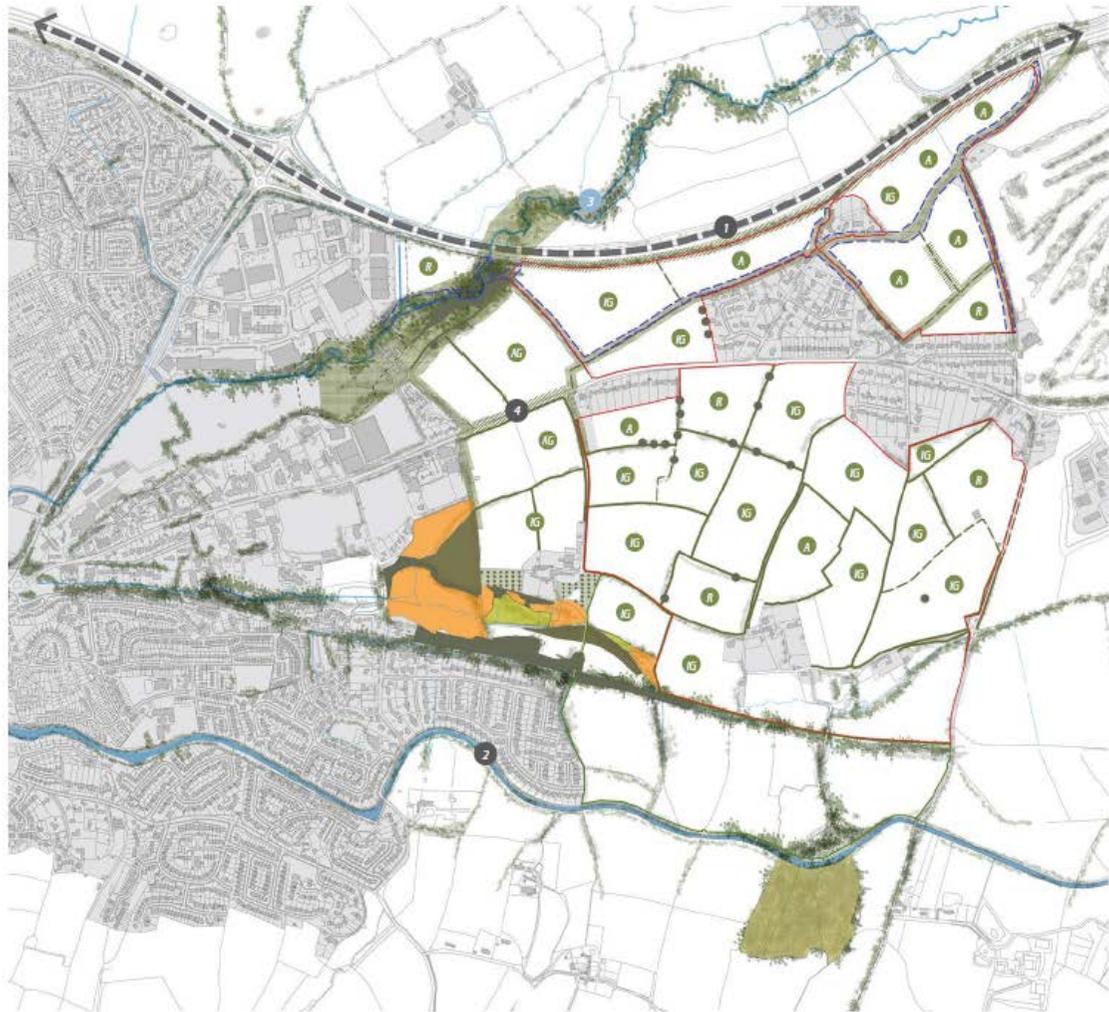
- Eastern Urban Extension Area AL/TIV/1-7
 - Green Infrastructure Area AL/TIV/3GI
 - 1 North Devon Link Road (A361)
 - 2 Grand Western Canal
 - 3 River Lowman
 - 4 Bilundell's Road
-
- 1:5 - very steep
 - 1:10
 - 1:15
 - 1:20
 - Less than 1:20
 - Locally higher ground

2.5 The site naturally falls into 3 parcels; north west of Blundell's Road, north east of Blundell's Road and South of Blundell's Road. The southern area represents the most challenging area of the site with areas with gradients of 1:5 and an undulating and complex character. The north eastern area falls steeply (between 1:10 and 1:7) but at developable and more even gradients. The north western area is relatively level, sloping to the north east towards the Lowman River corridor.

Existing development at Post Hill sits on an intermediate ridge which extends south west across the southern area of the site. As a result this area of the site is locally elevated and falls dramatically at its south western tip (gradients of 1:5). New development on very steeply sloping ground 1:5 is likely to be problematic and should be avoided. Proposals for the locally elevated areas around Post Hill should also be carefully considered due to their potential visibility.

Greenspace and ecology

'Important hedgerows, areas with Bat activity and Tidcombe Fen are important assets'



- Eastern Urban Extension Area AL/TW/1-7
- Green Infrastructure Area AL/TIV/3GI
- ① North Devon Link Road (A361)
- ② Grand Western Canal
- ③ River Lowman (Primary corridor)
Otter (European protection)
Water vole (National protection)
- ④ Blundell's Road
- A Arable (Site value)
- IG Improved Grassland (Local value)
- AG Amenity Grassland (Local value)
- R Rough Semi-Improved Grassland
- Fen (National value)
- Marshy Grassland
- Orchard
- Native Species rich hedge
Dormice (European protection)
- County Wildlife Site
- Native / Non Native species poor
hedge and trees
- Broadleaved woodland (Local value)
- Broadleaved trees
- ▨ Primary wildlife corridor
- ▨ Secondary wildlife corridor
- Bat activity (Common and wide spread species)
- Areas of off site enhancement for dormice, bats
and water voles

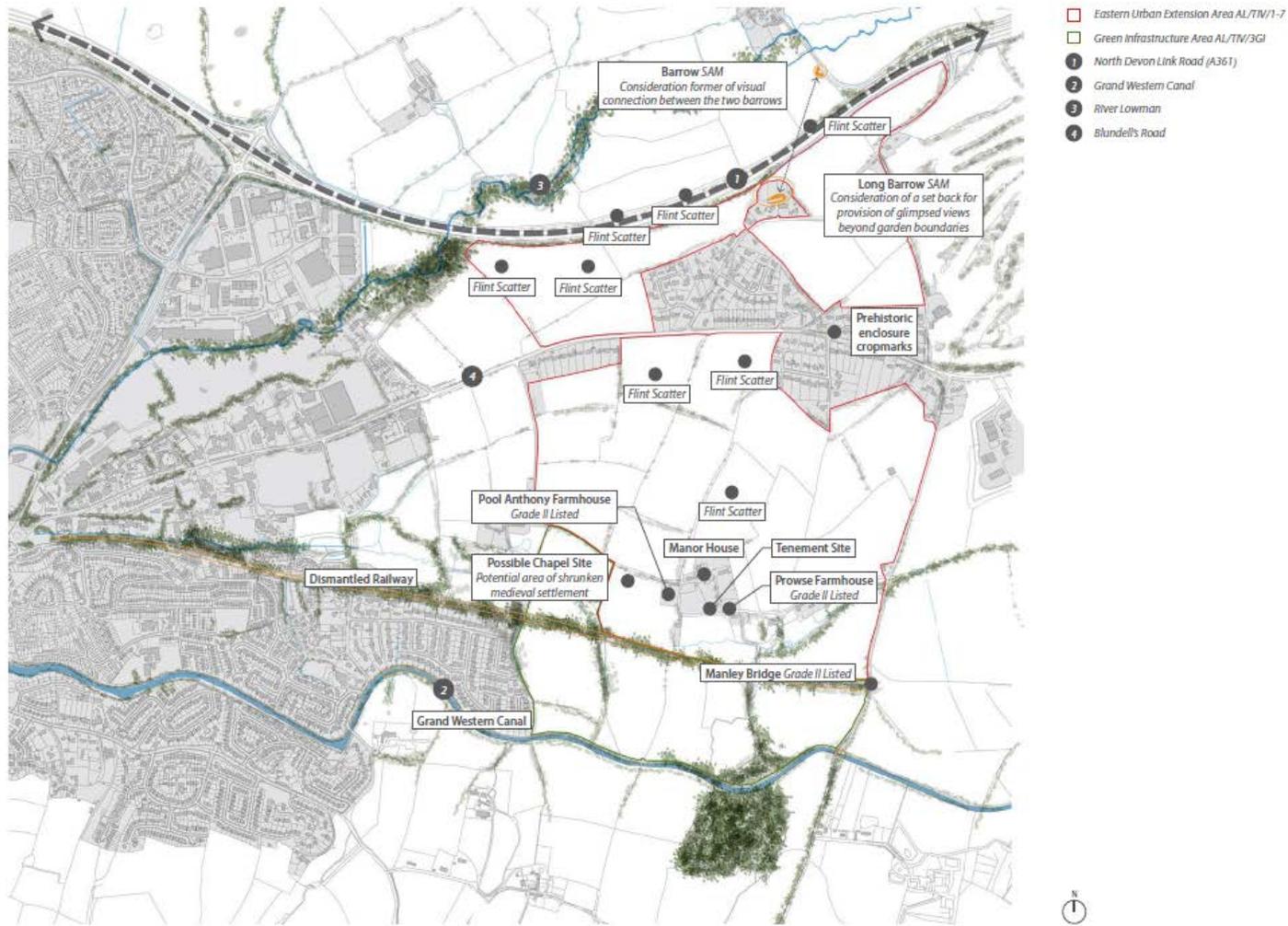


2.6 The surveys undertaken have identified a number of protected and notable species and habitats. Of these the Tidcombe Fen SSSI and its catchment (to the south of the site), the Grand Western Canal County Wildlife Site (along part of the southern boundary), dormice, protected birds and bats, badgers and the native species-rich hedgerows are most important.

Development should be brought forward in a sensitive manner that integrates important ecological assets into contiguous areas of open space. The retention, buffering and enhancement of hedgerows, particularly to the south will be important. The suitability of land uses in close proximity to the species and habitats identified will require careful consideration and appropriate buffers introduced. Development should not impact upon the Tidcombe Fen habitat and catchment.

Cultural heritage and archaeology

'The SAM Barrow, numerous listed buildings and structures, possible historic chapel site'



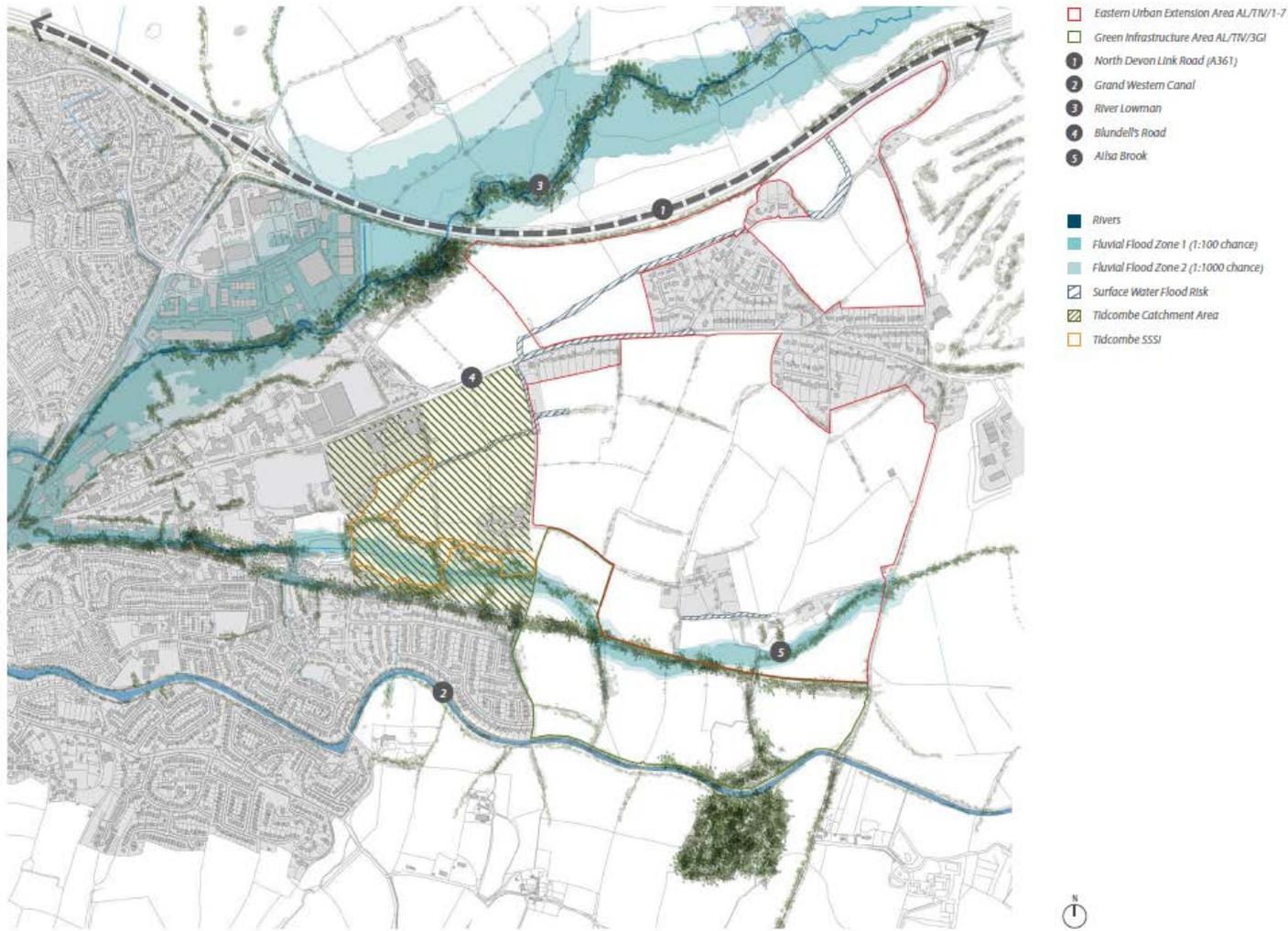
2.7 The site is effectively divided north-south. A Long Barrow, which is a Scheduled Monument, is located on the northern edge of the site. There are a number of listed buildings and structures in the far south of the site along with several beyond the site boundary. Those within the site are clustered around the Manor House and possible site of a chapel. An archaeological evaluation was undertaken on the north eastern area of the site and thirty trenches excavated. No evidence of archaeological remains associated with the Long Barrow were found.

The setting of the scheduled Long Barrow should be considered in the proposals for the area north east of Blundell's Road and possibly its visual connections with the Barrow to the north of the A361.

The setting of the listed buildings in the far southern area of the site, and the setting of Knightshayes Registered Park and Garden to the north, will need careful consideration.

Flood risk and drainage

'Development should not impact upon the Tidcombe Fen, Ailsa Brook or surface water flooding areas'



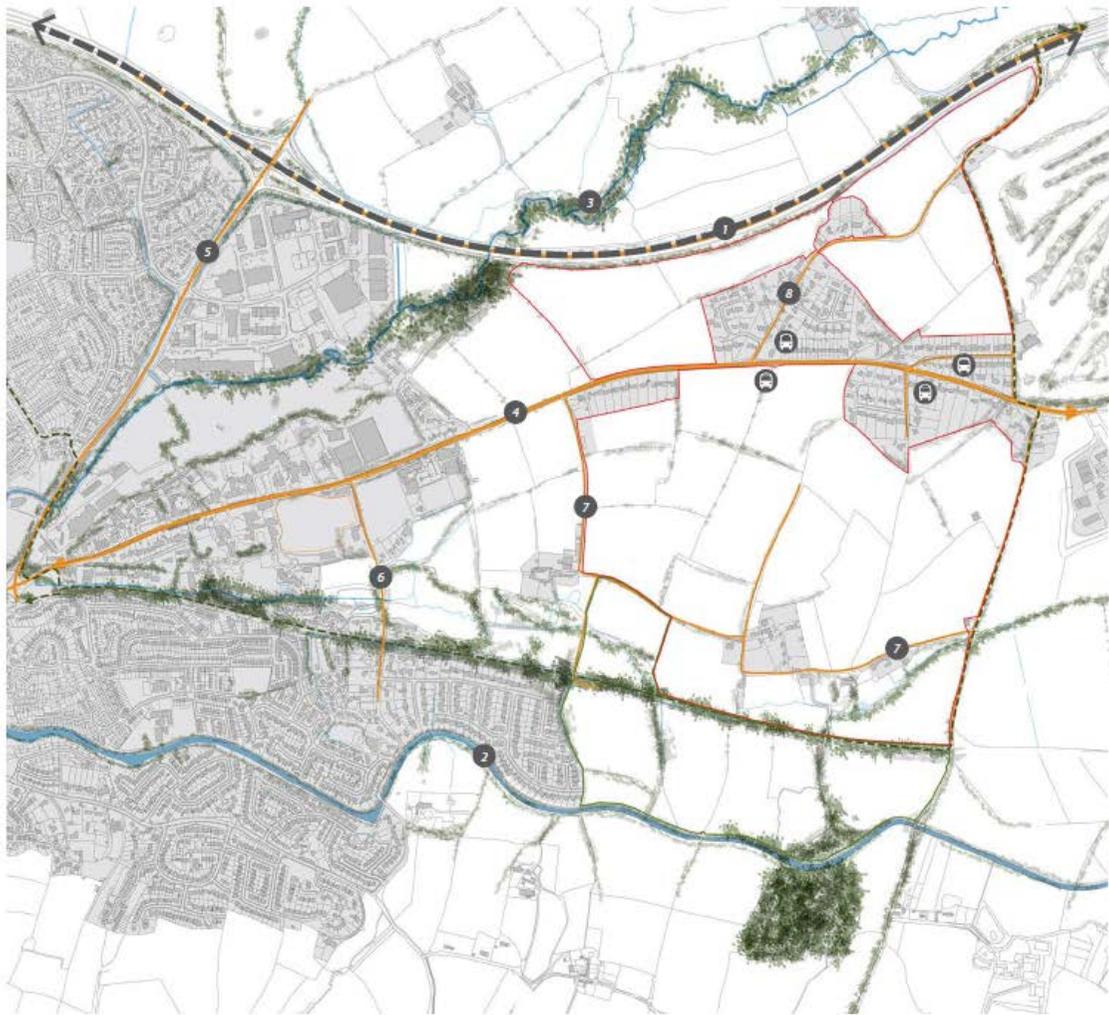
2.8 Soakaway testing was carried out north east of Blundell's Road at six locations. The data gathered shows that soakaways will perform adequately on this part of the site, but other areas also need testing.

The flood risk area associated with the River Lowman is almost entirely outside of the site. The Ailsa Brook flood plain, although limited, was identified in the south eastern area of the site. Surface water flooding has been recorded in the northern area of the site, along parts of Blundell's Road and Uplowman Road. Tidcombe Fen SSSI and its catchment area are of particular importance.

Development should exclude flood risk zones (including surface water) from any developable area. The potential to incorporate these zones into contiguous areas of open space should be explored. Development should not impact on Tidcombe Fen or its catchment.

Existing access and movement

'Good access to facilities with direct links to the town, countryside, canal and cycle routes'



- Eastern Urban Extension Area AL/TW/1-7
- Green Infrastructure Area AL/TW/3GI
- ① North Devon Link Road (A361)
- ② Grand Western Canal
- ③ River Lowman
- ④ Blundell's Road

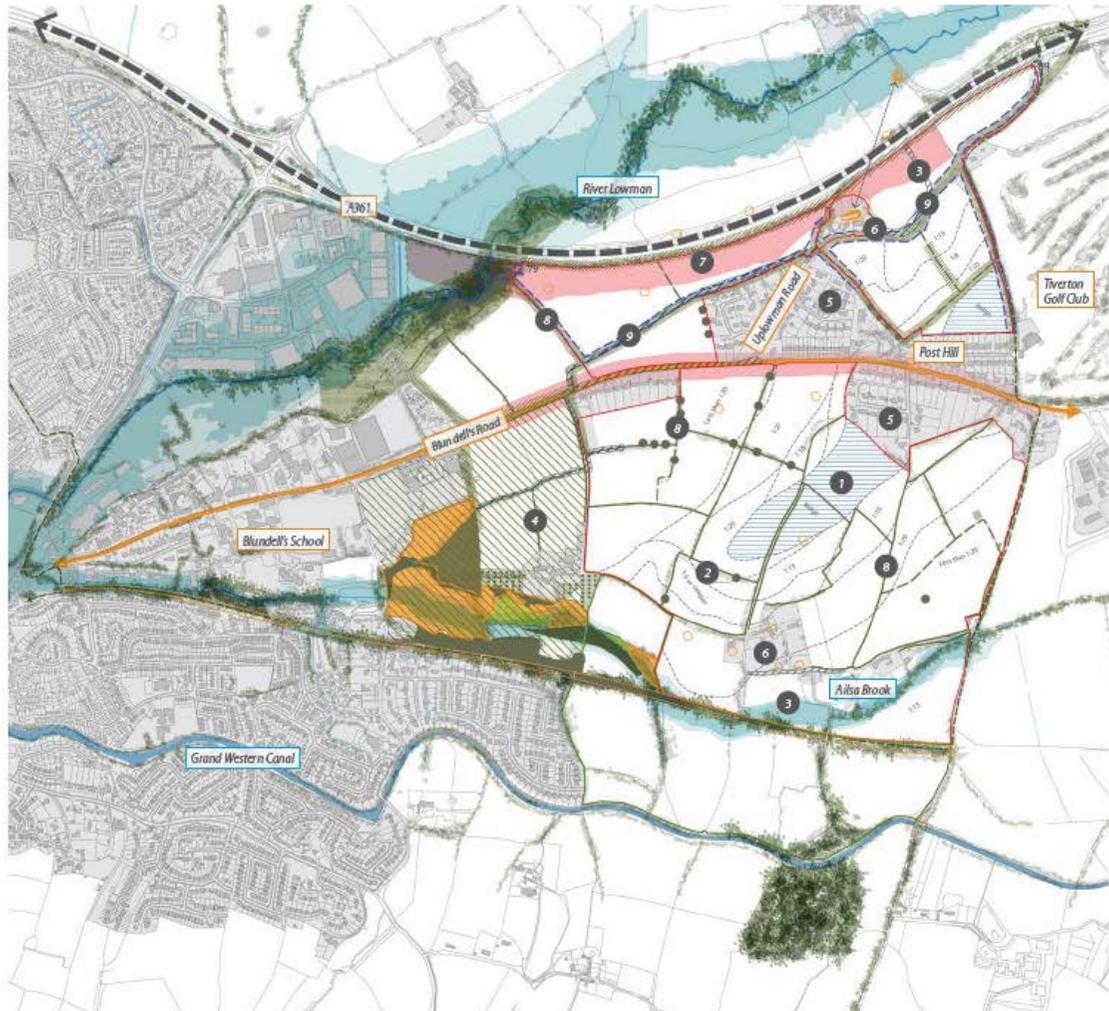
- ⑤ Heathcoat Way (A396)
- ⑥ Tidcombe Lane
- ⑦ West Manley Lane
- ⑧ Uplowman Road

- 🚌 Bus stop
- Vehicular routes
- - - Cycle routes
- ▬ Major routes

2.9 The site is well positioned with access to public transport and cycle paths and footpaths linking into Tiverton and the Tiverton Parkway railway station. Bus stops located on Blundell's Road give access to both local and longer-distance services. Junction 27 of the M5 motorway is approximately seven miles away and the Government has recently granted 'pinch point' funding for improvements to the junction.

Any development proposal should make the most of the existing movement and transport network, with particular emphasis on sustainable modes of travel. Encouraging bus companies to extend routes into the development should be explored. Links should be created to existing footpath and cycle ways. These should be designed so as to encourage greater use. Their inclusion within open space corridors should be explored.

Summary of constraints and developable area



- Eastern Urban Extension Area AL/TIV/1-7
 - Green Infrastructure Area AL/TIV/3GI
 - Local ridge / hilltop
 - 1:10 Approximate slope gradient
 - Existing development
 - Extent of settlement
 - Blundell's Road
 - Rivers
 - Fluvial Flood Zone 1 (1:100 chance)
 - Fluvial Flood Zone 2 (1:1000 chance)
 - Surface Water Flood Risk
 - Tidcombe Catchment Area
 - Tidcombe SSSI
 - Areas where impact from noise should be considered
 - Fen (National value)
 - Marshy Grassland
 - Orchard
 - Native Species rich hedge
Dormice (European protection)
 - Native / Non Native species poor
hedge and trees
 - Broadleaved woodland (Local value)
 - Dense Scrub
 - Broadleaved trees
 - Primary wildlife corridor
 - Secondary wildlife corridor
 - Bat activity (Common and wide spread species)
 - Areas of off site enhancement for dormice, bats
and water voles
- 1 Consider the visual impact of development on higher ground
 - 2 Limit development on very steeply sloping land
 - 3 Avoid development within floodplains including areas at risk from surface water flooding
 - 4 Avoid impacting upon the Tidcombe Fen catchment area and the SSSI itself
 - 5 Consider the relationship of development to existing dwellings
 - 6 Respect the setting of the scheduled Barrow and other protected buildings and structures
 - 7 Avoid residential development in areas where noise levels are greater than 60dB
 - 8 Where possible retain protected species and their habitats and mitigate for any impacts. This includes offsetting development to ensure retention
 - 9 Consider the impact of development on bat flight corridors, including lighting

2.10 When all the constraints such as topography, ecology, archaeology and flood risk are taken into account, the remaining area of land is potentially suitable for development, subject to detailed proposals.

This map shows a developable area which excludes the steepest ground, hedgerows, significant archaeological sites and floodplains. At the design stage, masterplan proposals should include suitable buffers around hedgerows and important habitats, and areas liable to flooding (including surface water flooding). On sloping land of 1:7-1:10 gradient, land uses and densities should be carefully considered to minimise visual impact. More detailed archaeological investigation will also be required, depending on the location of development proposed.

3.0 Developing Post Hill – the issues and the options

Emerging key issues

Amount of development

- 3.1 The masterplan document will need to identify the likely amount of development including number of houses and employment space that can be provided on the site, taking into account constraints such as topography. The adopted policy identifies the site for a mix of uses including 1550 – 2000 dwellings and 95,000 – 130,000 square metres of employment floorspace.
- 3.2 Since this policy was adopted, more information is becoming known about the site and in particular where there are constraints on development. Land will also be needed for infrastructure such as roads, drainage and public open space. This also reduces the amount of land available to be developed. The masterplan document will also need to examine what density of development is appropriate for the site. This work is suggesting that the lower amount of both housing and employment space is more likely to be provided, rather than the upper levels within the range set out in the policy.

Phasing of development

- 3.3 The masterplan document will need to include proposals to phase the development to ensure that homes and employment are built in step with infrastructure such as roads, in order to minimise the impact of the development while ensuring viability. The adopted policy sets out requirements for phasing but makes it clear that any variation will need to be carefully justified. The phasing set out in the policy relevant to strategic highway improvements is summarised as follows:
 - a. The occupation of no more than 200 dwellings or 10,000 square metres of employment uses before traffic calming and environmental enhancement of Blundell's Road and the opening of either the new highway link to the A361 or Heathcoat Way;
 - b. The occupation of no more than 1000 dwellings before the opening of both the A361 junction and the Heathcoat Way link.

3.4 Since the policy was adopted further work has taken place to predict the amount and type of traffic that will be provided by the development and its likely impact on the surrounding area. This information suggests that more development can be accommodated before the strategic highway improvements are provided and that the highway link to Heathcoat Way may only be needed towards the end of the development, if at all, dependent upon the level of housing and employment provided.

Energy

3.5 Energy use from homes and businesses will be a significant contributor towards the carbon emissions of the site. The site has the potential to incorporate low carbon and renewable energy proposals. Devon County Council is currently in the process of preparing its Waste Plan and proposes allocating a site within the northern part of the urban extension for energy recovery development. This could take the form of an energy centre and generate both energy and heat to serve development in the urban extension. The masterplan document will need to consider how the energy needs of the proposals for the site will be met and how more sustainable travel options can be encouraged and incorporated.

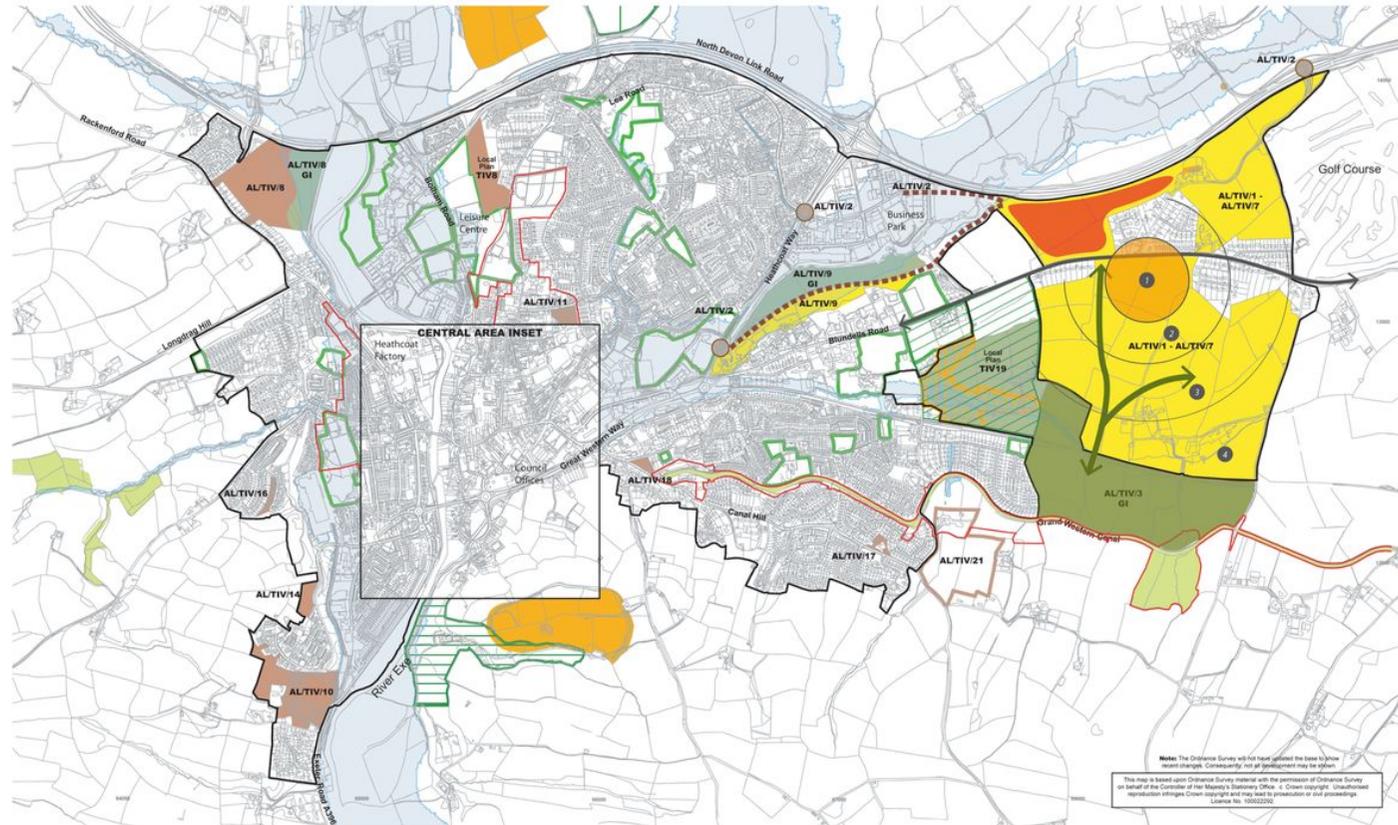
Sustainable drainage

3.6 The development will need to make provision for drainage in a sustainable way so that surface water runoff is not increased and the scheme will not increase flood risk elsewhere. A drainage strategy will be needed for the whole site to ensure that surface water drainage is provided in a coordinated way. This might include the provision of ponds and swales to hold or manage water runoff rates. The masterplan will need to show where any larger scale drainage features could be located. Water flows in and out of Tidcombe Fen SSSI in relation to the development site must also be considered.

Concept and opportunities

Concept and Opportunities

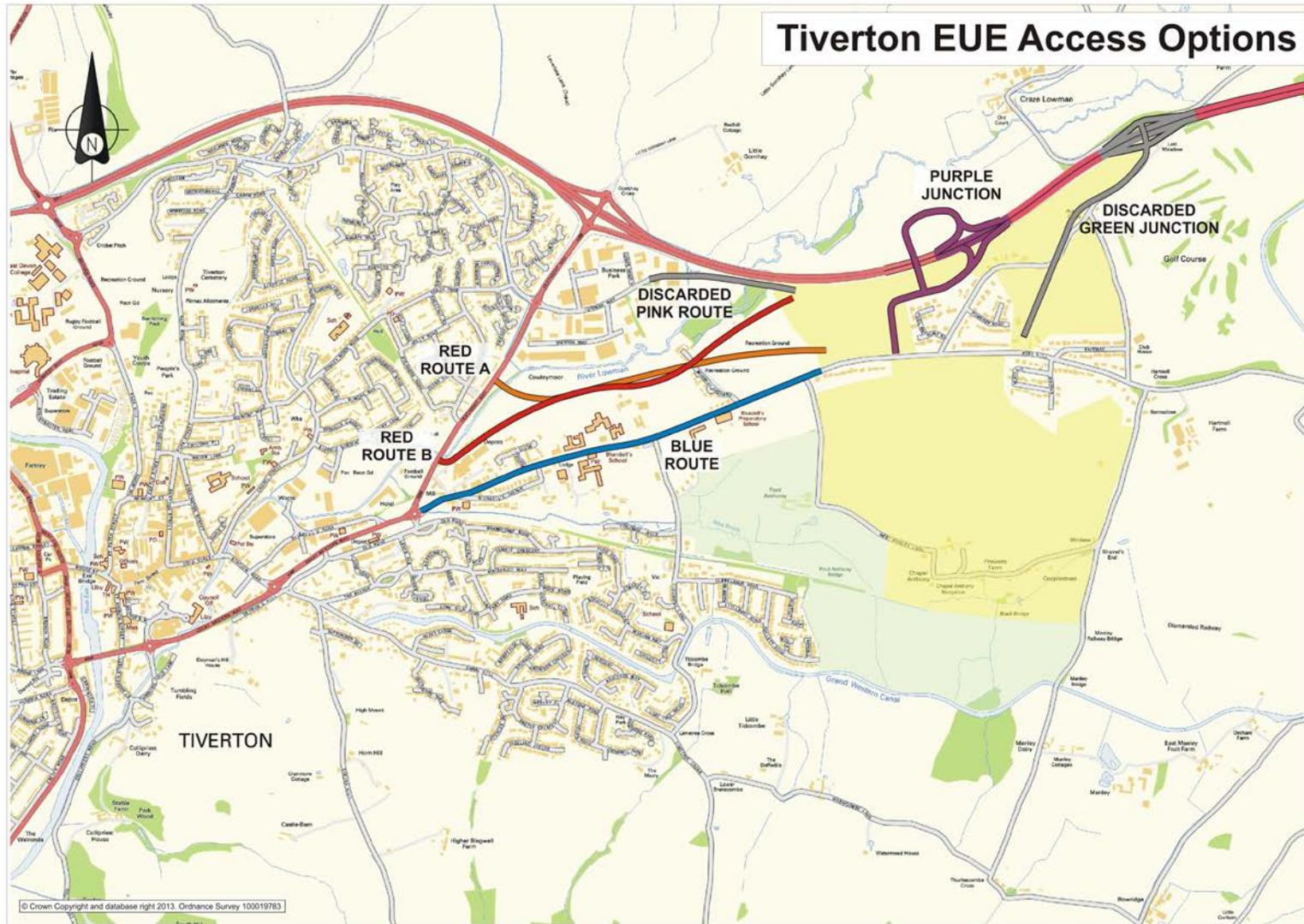
- Possible location for employment uses and energy centre
- Green infrastructure Area AL/TIV/3GI
- Possible green links to surrounding countryside
- Possible local centre location
- 1 Development upto 50 dph
- 2 Development upto 40 dph
- 3 Development upto 30 dph
- 4 Development less than 25 dph



3.7 The Masterplanning of the site is determined by the identified constraints and the conclusions of surveys and studies carried out to date. At this point, the evidence suggests that the most suitable location for the employment element of the urban extension is to the north of Blundell's Road, and could include an energy centre that provides a sustainable source of heating to the development. For maximum accessibility, the primary school and community facilities should be relatively central. Lower housing densities are expected in the southern part of the site, to protect important habitats and the natural character of the green infrastructure adjoining the Grand Western Canal. Green corridors should be provided throughout the site, linking the main area of green infrastructure to the wider ecological network in the surrounding area.

Questions
3. The masterplan will need to take account of and enhance natural/environmental features of the site and its surroundings. Are there existing environmental features you would particularly like to be protected or enhanced?
4. How do you think the energy needs of the development should be met? Do you support the inclusion of an energy centre and district heating scheme?

Options for access



3.8 Current access to the development site is provided off Blundell's Road and this will be the only access required for the first phase of development. The Highway Authority (Devon County Council) has advised that about 1000 houses could be built before a junction onto the A361 would be required, followed by a secondary access to Heathcoat Way when/if the upper level of development is reached.

Access onto A361

3.9 The Green junction option was chosen to make use of the existing bridge over the A361 and is the option shown in the Mid Devon Allocations and Infrastructure Development Plan Document (AIDPD). However, this bridge is too narrow to accommodate the level of traffic forecast by the modelling. Also, the engineering constraints on the bridge mean that it will be easier and cheaper to build a new bridge than modify the existing one. The location of the Green junction on the A361 is not convenient for residents because it is on the eastern boundary of the development and would not offer a direct route for vehicles wishing to travel westbound towards Barnstaple. This could put more pressure on Blundell's Road / Heathcoat Way. This option would also require additional land both north and east of the development site. Ownership of this land has not been investigated.

3.10 Studies now indicate that the optimum location for a new junction on the A361 is close to the middle of the proposed development. There are government design standards, which specify the recommended distances away from existing junctions to meet safety requirements. The location of the Purple grade separated junction to the east of the Gornhay Cross junction is emerging as the optimum location to balance safety, capacity and accessibility requirements for the urban extension. It offers a full movement junction with easy access to the strategic A361 corridor from the centre of the development. A grade separated junction (as opposed to a roundabout junction) would not impact on through traffic travelling on the A361. There is potential to build this junction in stages, with a left-in/left-out on the southern side of the A361 to accommodate some level of development before the bridge and north slip roads are required.

Access to Heathcoat Way

3.11 Several access options were considered onto Heathcoat Way but a new route is unlikely to be needed until the latter stages of development. Depending on the amount of development that can be accommodated within the site, it may be possible to manage the traffic on existing routes. The Mid Devon AIDPD suggested two possible options for this route, the Pink Route via the existing roundabout on Lowman Way (now discarded) and Red Route B, via a new junction between Lowman Way and Blundell's Road roundabouts.

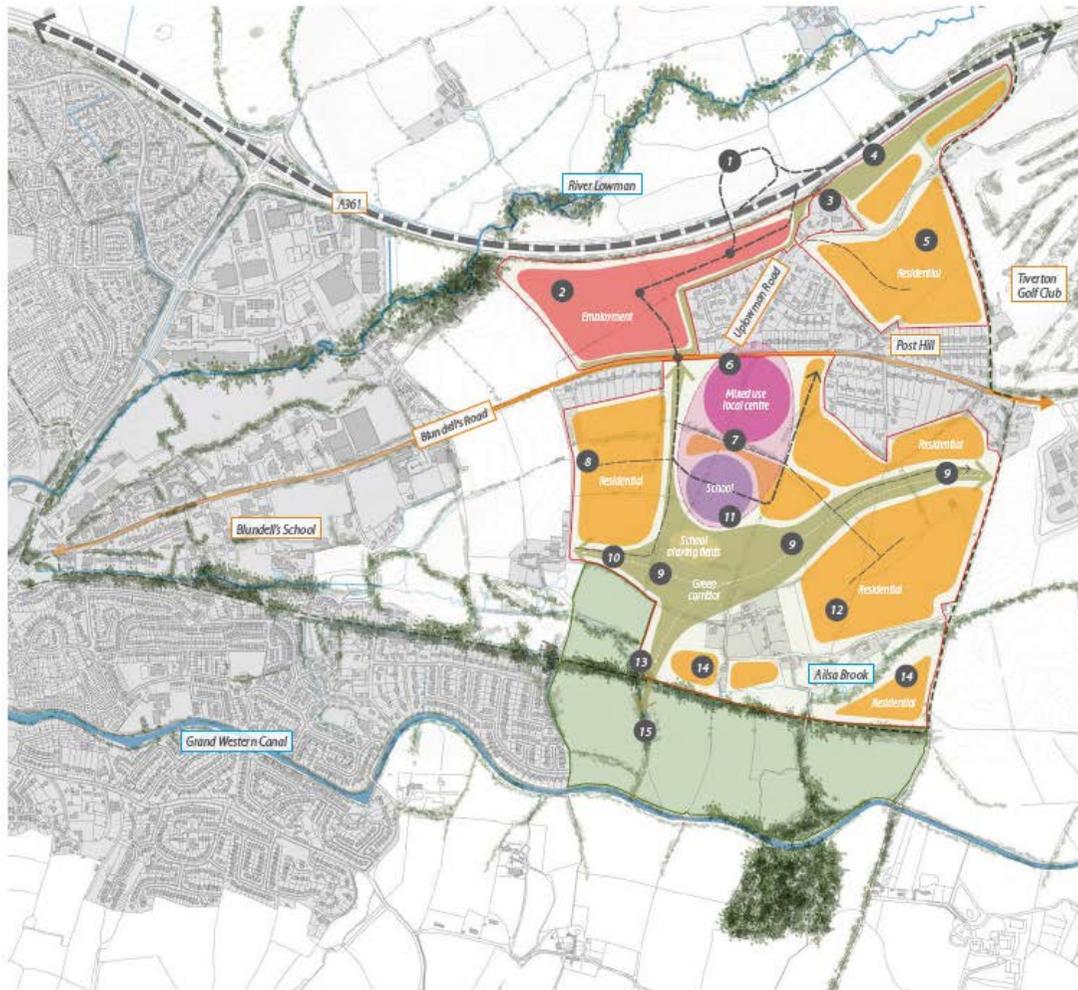
3.12 The Pink Route provides access to Lowman Way through the business park. This option has been discarded because it connects onto Heathcoat Way in a similar location to the A361 so it is not considered to provide any significant benefit in terms of distributing traffic. There are also land ownership issues meaning that providing access to Lowman Way would be prohibitively costly.

- 3.13 The two Red options connect onto Heathcoat Way either side of Queensway and the alignment into the development is only an initial guide. Despite Route A being shorter, it is likely to be more expensive than Route B because it would need to be raised out of the floodplain. Route B has the potential to increase the floodplain area and therefore reduce the risk of flooding.
- 3.14 The Blue route is the existing route along Blundell's Road which provides direct access between the development and Tiverton town centre. The main concern is that it passes Blundell's School, therefore improvements would be needed to prioritise pedestrian movements and manage traffic speeds to minimise the vehicle impacts. The AIDPD specified that after 200 dwellings, this road would be closed to through traffic other than cycles and buses; however, this may require delivering an alternative access to Heathcoat Way sooner than is affordable for the development, and may not be necessary if technical evidence demonstrates that a higher trigger point for the access onto Heathcoat Way would be acceptable.

Question 5

The development will increase traffic. How should this be dealt with and where should the new highway junction to the A361 North Devon Link Road be located? How should the traffic calming and environmental enhancement of Blundell's Road take place? When should highway improvements be provided?

Developing Post Hill – Option 1



- Eastern Urban Extension Area AL/TIV/1-7
 - Green Infrastructure Area AL/TIV/3GI
 - Employment
 - Residential
 - Education
 - Open space and landscape
 - Mixed use centre
 - School playing fields
 - Existing development
 - Primary route
 - Secondary routes
- 1 New access onto the A361
 - 2 Employment positioned on easily accessible, visible & level ground
 - 3 Development respecting setting of the scheduled Barrow
 - 4 Public open space
 - 5 Residential development on sloping ground
 - 6 Local centre at the heart of the area with community, retail & employment uses
 - 7 Higher density residential development within the mixed use centre and immediately adjacent to
 - 8 Residential development with buffer to Tidcombe Fen catchment area
 - 9 Public open space connecting out to wider countryside
 - 10 Public open space running north - south and east - west. Connecting neighbourhood together and outwards to existing footpaths and cycleways
 - 11 School on gently sloping ground directly linked to local centre and public open space
 - 12 Residential development fronting public open space. Avoiding very steep ground
 - 13 Routes connecting to the Sustrans cycleway
 - 14 Lower density residential development avoiding flood plain of Ailsa Brook
 - 15 Public open space connecting green infrastructure and out to wider countryside

3.15 The concept layout for the new neighbourhood has five key components which, structured appropriately, are intended to achieve the vision and meet the policy objectives. The components are:

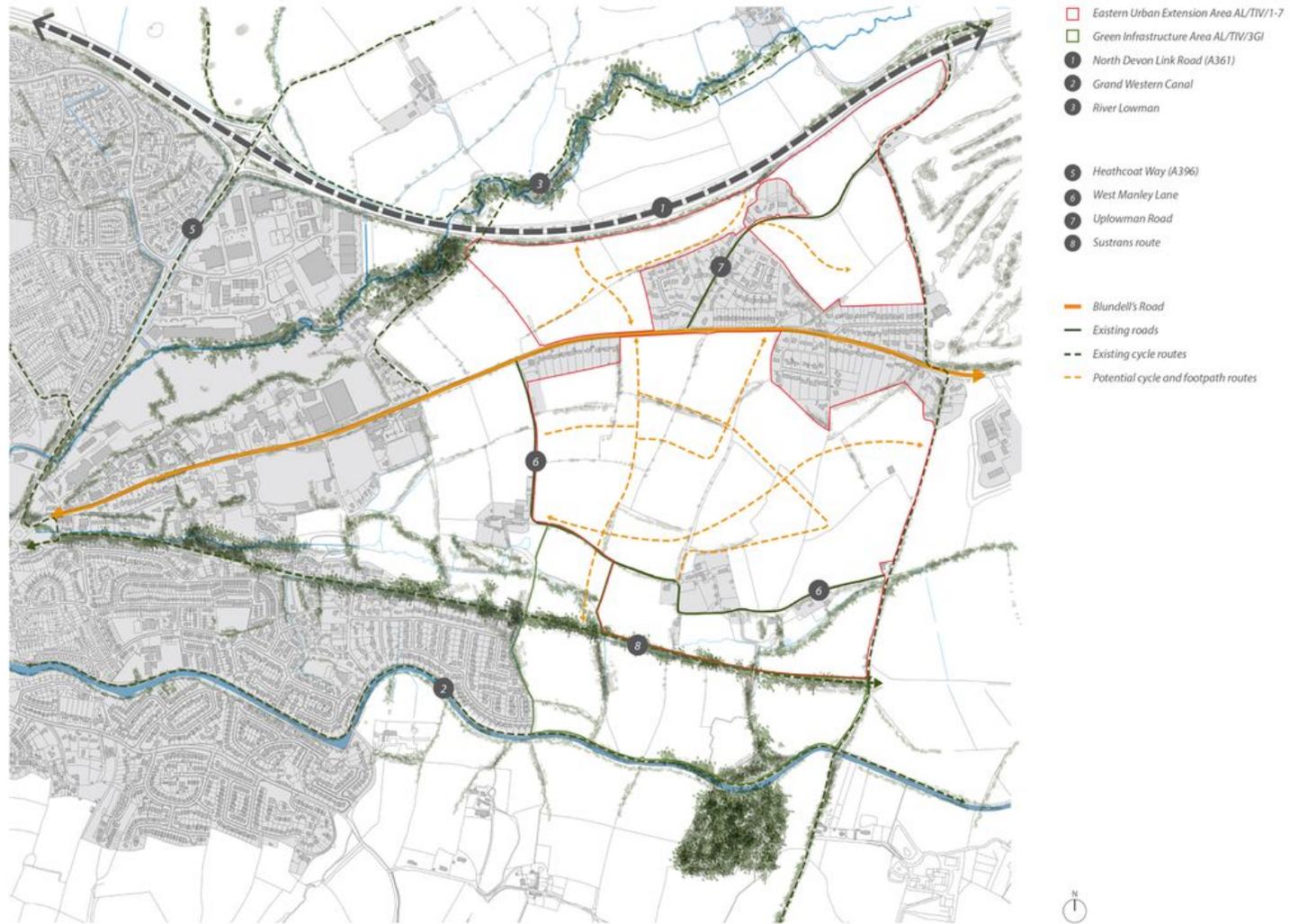
1. **A mixed use local centre** – at the heart of the area, well connected and easily accessible by existing and new residents. The mixed use local centre will have a public space focused around Blundell’s Road, with shops, community uses and bus stops for routes into town and to the railway station.
2. **A new school** – closely linked to the heart of the neighbourhood and easily accessible. It should be directly related to new areas of public open space for both recreational and learning benefits as well as enabling the school to be safely accessible by foot and bicycle from the whole neighbourhood. It should be positioned on relatively level ground and have suitable areas for sports pitches and play space.
3. **Employment areas** – should be on the most level ground and in visible locations that are directly accessible from the A361. This will help to make them attractive to businesses and avoid lorries needing to gain access through residential areas.
4. **Public open space** – should be multifunctional – retaining and enhancing the existing valued landscape and ecological features of the area, have informal and formal recreation opportunities and help to create a setting and identity for the new neighbourhood. Public open space should be used to link the various parts of the neighbourhood together, encouraging walking and cycling. The green space within the development would be complementary to and link to the Green Infrastructure area to the south.
5. **Residential development** – Residential development should be located around the other facilities and amenities in order that jobs, the school, shops and open space are all easily accessible. Development densities should reflect location, constraints and distance to the local centre. The arrangement of uses should encourage sustainable modes of transport such as walking and cycling.

3.16 A variety of house types and tenures would be provided helping to meet local housing need and ensure that a balanced community is developed.

The concept layout

- 3.17 The layout is arranged around the identified constraints and opportunities with the mixed use local centre at the heart of the neighbourhood on Blundell's Road. It is closely linked to the school and there would be higher density housing, community and employment uses in this area. This location will enable the local centre to become a hub and a focus for the community, accessible by all.
- 3.18 The school is positioned alongside the local centre with a green outlook. Open space is arranged so that residents can access the local centre and school via green spaces from the whole neighbourhood. This will help to encourage walking and cycling rather than car use.
- 3.19 Open space is arranged to help retain and enhance the landscape and ecological assets of the site and provide links to the Green Infrastructure area, the Grand Western Canal, county wildlife site and wider landscape. Public open space will create a green network connecting the neighbourhood together and will help to give it a distinct identity.
- 3.20 Employment uses have been positioned alongside the A361. Here the ground is relatively level and new businesses will be easily accessible from the proposed junction onto the A361. This location will be visible from the main roads but also accessible from the residential areas. A small amount of employment space is located within the mixed use local centre.
- 3.21 The concept plan provides for circa 39,000m² of employment uses, around 1250 dwellings, a school, open space and recreational areas and a local centre with community uses and amenities including shops.
- 3.22 The following plan shows how walking and cycling might be encouraged through a combination of existing and new routes.

Cycle and Walking opportunities



Developing Post Hill – Option 2



- 3.23 This option proposes a local centre and new school set around a new public square located on Blundell's Road, providing a new focus for the existing and new communities. There is a multi-functional green space network that is intended to maximise the use of existing green space in the area.
- 3.24 This option provides for 40,000m² of employment and approximately 1500 homes, a new primary school and community and local centre uses. Housing to the north of West Manley Lane would be very low density to ensure that the strong character of the area is respected.
- 3.25 A new junction onto the A361 is proposed, providing access to a business park (the employment element of the site). The primary route would be a generously tree-lined road.
- 3.26 The green infrastructure network leads to the south and joins up with existing features including the old railway route into town, and the Grand Western Canal country park. This option allows for significant new strategic multifunctional green space to be provided at the south of the site in accordance with policy AL/TIV/3.



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3.27 In support of Option 2, this map shows a connected framework of rich and bio-diverse elements and green spaces. The existing environmental assets of the site should be identified, protected and enhanced. The role that the site has in forming green links across the countryside and into the urban areas should also be maximised.

3.28 A new landscape framework, informed by the landform and the positions of Devon banks, mature oaks in the field hedgerows and the landscape character of the place should be produced to complement the new development. The role of existing environmental assets should be maximised.

3.29 This option identifies key existing green infrastructure assets as:

- Tidcombe Lane Fen SSSI
- Tidcombe Lane Fen SSSI Catchment area
- Grand Western Canal Local Nature Reserve and County Wildlife Site
- Ancient and Semi-Natural Woodland
- River Lowman valley corridor + Protect Species habitats
- A361 North Devon Link Road – wildlife corridor
- Orchard

3.30 The key proposed strategic green infrastructure elements are:

- Strategic green network - planted routes and new green spaces – enhancement of existing Devon banks and species rich hedgerows
- Connective greenways and corridors - enhancement of existing Devon banks and species rich hedgerows
- New multi-functional parkland

Questions

6. The residential element will provide a range of housing types and affordability. What types of housing would you like to see? Where should it be located?

7. The urban extension proposes employment floorspace. What types of employment should this include and where should it be located?

8. The masterplan will provide major areas of green and recreational space. What should this include?

9. The local centre is proposed to include local shopping facilities, a community hall and provision for children and youth facilities. Where should it be located? Are there any community facilities or other services you would like to see in the local centre?

10. Please comment on the two emerging development options. Of the two options put forward, do you have a preference?

Potential scope and content of a draft masterplan document

Section 1 - Introduction

- 1.0 Introduction
- 2.0 Objectives of this brief
- 3.0 Policy context
- 4.0 Consultation
- 5.0 Using the brief

Section 2 - Physical Context

- 6.0 Local character appraisal
- 7.0 Land ownership
- 8.0 Achieving comprehensive master planning
- 9.0 Site Assessment

Section 3 - Development Objectives and Concepts

- 10.0 Vision and development objectives
- 11.0 Framework (or concept) plan
- 12.0 Urban design concept
- 13.0 Transport concept
- 14.0 Landscape and site assets concept
- 15.0 Open space and recreation concept
- 16.0 Social concept
- 17.0 Supporting strategies (e.g. resource minimization)

Section 4 - Design Principles

- 18.0 Design principles
- 19.0 Street typologies and character

Section 5 - Implementation

- 20.0 Implementation (e.g. approval process)
- 21.0 Monitoring and review

References

- 22.0 Publications

Appendix: Site Analysis Data

Potential list of key figures

- Figure 1: The site and its immediate context
- Figure 2: Sub-regional context
- Figure 3: Process leading to adoption of the brief
- Figure 4: Historic map
- Figure 5: Topography
- Figure 6: Constraints plan
- Figure 7: Emergent land use structure
- Figure 8: Framework/concept plan
- Figure 9: Primary walking and cycling routes
- Figure 10: Public transport infrastructure
- Figure 11: Public Open Space requirements
- Figure 12: Social infrastructure
- Figure 13: Master planning/approval process

Appendix

- Figure 14: Landscape context
- Figure 15: Evaluation of existing vegetation

Question 11

Overall, do you agree with the proposed scope and content of the proposed masterplan document?

Have Your Say

Questions

3.31 We have asked questions throughout this report to help focus debate and inform the detailed draft of a masterplan. Three additional questions are set out below. All representations will be taken into account, irrespective of whether the specific questions in this report are answered.

Questions	
12. Do you have any other comments to make on the proposed masterplan document?	
13. Are you	a) A statutory consultee (e.g. Town/Parish Council, Environment Agency) b) A community or special interest group (e.g. Civic Society, Campaign to Protect Rural England) c) A member of the public
14. Members of the public only – do you live	a) Within the boundary of the allocated site at Post Hill b) Elsewhere in Tiverton c) In Halberton d) Elsewhere in Mid Devon e) Outside Mid Devon

How to make your views known

3.32 Written responses to this Options Report should be emailed to planningconsultations@middevon.gov.uk or posted/delivered to:

Masterplanning Consultation
Forward Planning
Mid Devon District Council
Phoenix House
Tiverton
EX16 6PP

3.33 Informal views may be expressed and questions answered at public exhibitions:

- 14 May: Tiverton Pannier Market, 12.30-7.30pm
- 16 May: Halberton Village Hall, 12.30-7.30pm

3.34 Deadline for responses: **31 May 2013**

3.35 All written responses will be treated as public documents and published on the Council's website after the consultation ends. Personal information such as email addresses and signatures will not be published.

Next steps

[Timeline]

June: Council considers responses to the initial consultation

June - July: Draft masterplan prepared

August: Draft masterplan considered by Mid Devon District Council Cabinet, for public consultation

August - September: Public consultation on the draft masterplan

September - October: Council considers responses to the consultation

October - November: Final masterplan prepared

November: Masterplan considered by Mid Devon District Council Cabinet

November/December: Masterplan considered by a meeting of the full Council (to decide whether to adopt the masterplan as a Supplementary Planning Document)