

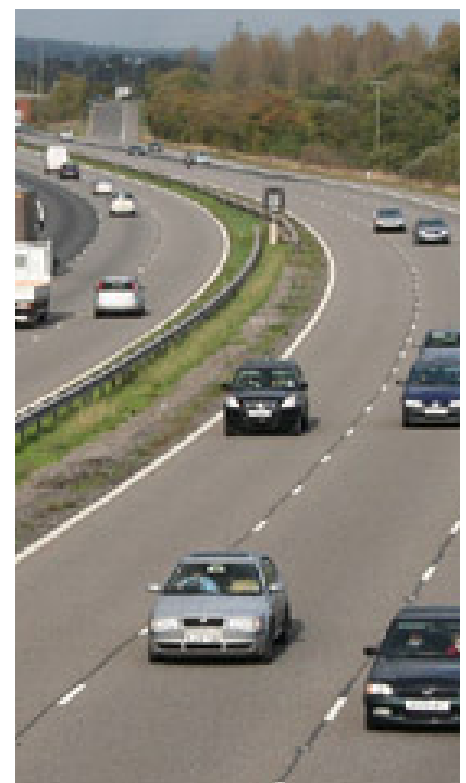
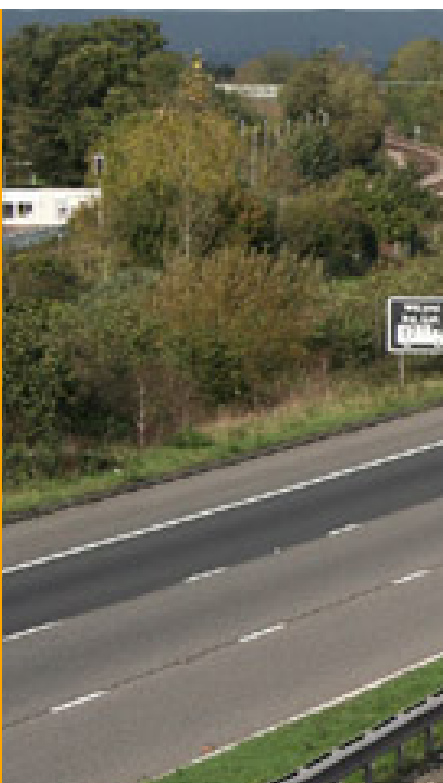
INFRASTRUCTURE AND HOW WE TRAVEL

Infrastructure

8.1 A key role of Local Plans is to align the growth that is planned for an area with the infrastructure that is needed to support that growth, helping to create stronger, more sustainable communities. Plan Mid Devon will need to identify and co-ordinate the provision of infrastructure across the district. This will require engagement with infrastructure providers and operators (including Highways England, the Local Highways Authority and Network Rail, Local Education Authority, Environment Agency, Healthcare Trusts, and organisations responsible for waste management, utilities, and digital / telecommunications. Each are explored further below, with the exception of digital / telecommunications which is discussed in section 5 to this Issues Paper.

Funding, phasing and viability

8.2 The existing Local Plan 2013 – 2033 seeks to ensure that new development is served by appropriate and timely delivery of infrastructure. The Plan's approach for strategic allocations at North West Cullompton and East Cullompton provides traffic solutions to improve motorway junction capacity and reduce traffic through the town centre. In addition, it makes



Motorway Junction 28



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provision for facilities such as schools, green infrastructure and community halls, as well as care homes or other provision for older people in recognition of the district’s aging population and its associated needs. The plan also guides development to locations where there is sufficient sewerage capacity, or require that increased capacity will be provided. Plan Mid Devon will provide an opportunity to review this, and where new development is planned will investigate what new infrastructure is needed. The Council will continue to work with providers and developers to ensure that new development is served by necessary infrastructure in a timely and effective fashion. Plan Mid Devon will need to help facilitate a comprehensive, evidence-based infrastructure package to support new and existing development across the area, including the three main towns where new development is likely to continue to be focussed. This is currently being identified through a collaborative infrastructure planning process which is ongoing and will culminate in a Plan Mid Devon Infrastructure Delivery Plan which reflects the distribution and level of development proposed within the Plan. Where possible, the Council will also investigate opportunities to forward fund infrastructure.

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8.3 Plan Mid Devon will need to set out the contributions expected from development towards infrastructure and affordable housing. These will need to be informed by evidence of infrastructure and affordable housing need, and a proportionate assessment of viability. Mid Devon District Council has not implemented a Community Infrastructure Levy (CIL), and therefore maintains a charging regime through Section 106 planning agreements placed on development. However, there is potential for future reforms to the planning system to replace CIL and S106 planning agreements with a new national infrastructure levy.

8.4 The Council is proactive in securing other sources of funding, including working with Homes England and other government agencies. The Council has been highly successful in recent years in securing funding for infrastructure, including through the Government’s Housing Infrastructure Fund. The Council is currently working with Devon County Council in bids for funding through the ‘Housing Infrastructure Fund’ to forward fund road infrastructure improvements at Cullompton (town centre relief road) and at Tiverton (Eastern Urban Extension phase 2 junction on the A361). Plan Mid Devon will continue to support measures for funding through establishing a positive, proactive and robust development strategy for the area, looking forward to 2043 and beyond.

8.5 The policy requirements in the new Local Plan for securing infrastructure should not undermine the deliverability of the plan. Therefore the new Local Plan will be subject to a viability appraisal. Planning Practice Guidance makes clear that viability should not compromise sustainable development but should be used to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan. A full, detailed, plan-wide viability assessment will take place as Plan Mid Devon progresses, although at this early stage in the plan-making process, we welcome engagement with landowners, developers, and infrastructure and affordable housing providers to understand existing and likely future viability issues.

Question 25

What do you consider to be the key infrastructure issues that Plan Mid Devon needs to address?



Transport

8.6 The Council will work closely with Devon County Council, Highways England (to be renamed National Highways) and Network Rail to identify transport infrastructure requirements needed to support planned development in Mid Devon.

8.7 Devon County Council is the local transport authority and is responsible for developing transport strategies and policies, and provides expert advice on new developments and schemes included in local plans. This includes the planning of new roads, together with provision for walking and cycling, and bus services.

8.8 Highways England is responsible for the operating, maintaining and improving the motorways and major A-roads. Plan Mid Devon will need to carry forward provisions to secure improvements to the motorway at junctions 27 and 28 through continued engagement with Highways England.

8.9 Network Rail is responsible for managing the railway network. The Council is currently engaged with Network Rail to secure the building of a new railway station at Cullompton.

Education

8.10 Devon County Council is the Local Education Authority and is responsible for supporting the development of an overarching strategy for education provision within Devon, including Mid Devon. This includes the strategic planning and commissioning of school places, and leading on Children Services Infrastructure requirements. Technical advice from Devon County Council, including its Education Infrastructure Plan, will be used to help guide the planning of education facilities in relation to needs arising from new development across the district. Plan Mid Devon can include policies setting out when new or expanded education provision is needed and how it will be paid for through developer contributions and other funding sources.

Healthcare

8.11 The Council will continue to work closely with the NHS in looking at what future needs may be placed on healthcare infrastructure (including GP practices, healthcare centres, dentists and hospitals) arising from development that is planned on site allocations identified in the new Local Plan. This can help make sure the impacts of that development on healthcare services are appropriately mitigated. Engagement with the NHS on the preparation of the new Local Plan will provide the ability for the NHS to build forecast demands on healthcare services into its capital programme and also an opportunity for it to make requests to the Council, through the new local plan and where developer contributions are sought towards infrastructure, for additional healthcare provision arising from that planned new development. Technical work will be undertaken to help us better understand what new healthcare facilities (e.g. GP practices) will be needed over the lifetime of the new Local Plan.



Other Community facilities

8.12 The future planning of Mid Devon will need to include provision for cultural infrastructure and other community facilities in new development, where this is needed to support the creation of successful sustainable communities and residential environments. This could include local shops, post offices, community halls, cultural buildings, public houses, places of worship, cemeteries and allotments. The new Local Plan will set out what the requirements will be, taking account of existing provision and cumulative impact of new development. Developers will be expected to contribute fairly towards, or bear the cost of new or improved community facilities where it is appropriate for them to do so, subject to viability assessment where this is needed. The new Local Plan will also be able to include policies to help protect existing community facilities from their development for other uses, where their loss would damage a settlement's ability to meet its day to day needs or result in the total loss of such services to the community, unless the facility is proven to be no longer economically viable.

Utilities – electricity, gas, water, sewerage

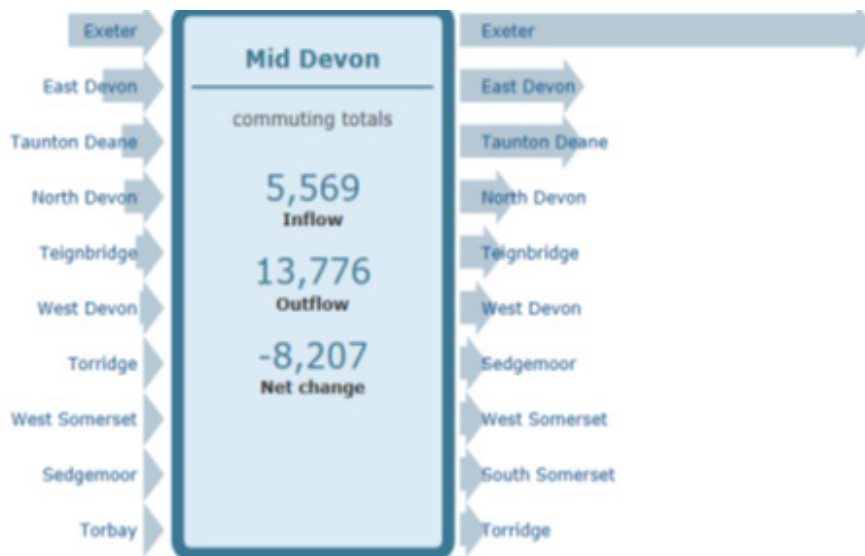
8.13 Plan Mid Devon will be informed through engagement with the utilities infrastructure providers for the area, including Western Power Distribution (electricity), National Grid (electricity and gas) and South West Water (water supply and sewerage). This will help the Council understand the capacity of utilities infrastructure and its ability to support planned new development, and also the utilities providers in preparing their plans for infrastructure improvements. Where feasible, renewable energies, sustainable drainage options and greywater reuse systems will be prioritised.

HOW WE TRAVEL

Travel to work area

8.14 The majority of Mid Devon's district lies within the Exeter 'Travel to Work Area' (as shown above). At the time of the 2011 census, 37% of the workforce commuted out of the district for work, of which over 50% worked in Exeter. Although there is also a flow of workers from other districts into Mid Devon, there is a net outflow of 8,207 residents. The difference between residence-based and workplace-based average earnings indicates that workers tend to be commuting to more highly paid jobs outside the district. In total, 75% of those who work in Mid Devon also live in Mid Devon, while only 57% of working residents of Mid Devon work in Mid Devon. Once new data is available (including from the 2021 Census) this will provide an opportunity to find out if travel to work patterns have changed, and this can help inform Plan Mid Devon.





8.15 Car travel can also be influenced by the availability of other choices of other means of getting from 'a' to 'b'. This can include safe, convenient and well connected footpath and cycle routes, and also public transport through bus and rail services. In terms of rail, Mid Devon is connected to the main line at Tiverton Parkway, and a new rail station is planned at Cullompton, while the Tarka line passes through the west of the district with local stations at CREDITON, Yeoford, Copplestone and Lapford. Bus service provision varies significantly across the district with some villages benefitting from a daily service and others having no service at all. This in turn creates a reliance on private car use.

8.16 The National Planning Policy Framework promotes sustainable transport and makes clear that transport issues should be considered from the earliest stages of plan-making. Where new development is planned through Plan Mid Devon there will be an opportunity to prioritise, where possible, provision for active travel (walking and cycling) through new routes which are safe and attractive to users, and also to secure design and layouts that allow provision of efficient public transport services.

Parking provision in new development

8.17 On-road transportation accounts for approximately 30% of Mid Devon's overall emissions and per capita emissions are significantly higher in Mid Devon compared to surrounding authorities, which in part is due to higher transport emissions (longer distances to travel and fewer sustainable options). It is therefore important to consider measures to minimise private car use as much as possible. One important measure is the appropriate provision of car parking on new development as this can significantly determine household car ownership decisions which in turn is the strongest predictor of car use.

8.18 Establishing appropriate parking standards is therefore an important issue for new development. The Council's adopted Local Plan applies a minimum residential parking standard of 1.7 spaces per dwelling based on car ownership levels in Mid Devon. As electric vehicle take up continues to increase, on-road transportation emissions will fall, and therefore car usage and car ownership will become a less significant issue over time (in terms of emissions). However, currently electric vehicles make up only a very small proportion of all vehicles (approximately 0.5%) in Mid Devon. In the short – medium term, Plan Mid Devon will need to respond to this proportion, whilst providing an aspirational and forward looking





strategy for the future. The new Local Plan can also provide an opportunity to review parking standards in relation to the number of parking spaces needed for each new dwelling (e.g. based on household size or number of bedrooms), the size of parking spaces, and in what form parking provision should be provided (e.g. private spaces or shared parking courts). This will also need to have regard to statistical trends, such as fewer young people choosing to learn to drive (owing to costs and environmental concerns) and prevalence of alternative transport methods such as shared mobility of car clubs.

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Question 26

Please select your top three priorities for the new Local Plan to address in a review of parking standards.

- **The number of spaces**
- **The size of each parking space**
- **Providing private parking spaces**
- **Providing shared parking areas**
- **Charging facilities for electric vehicles**
- **Other (please state what this is, and tell us why)**

Transitioning to electric vehicles

8.19 The Government has announced a ban on the sale of new petrol, diesel and hybrid cars from 2035, five years earlier than previously planned. Plan Mid Devon will therefore need to help facilitate the transition to hydrogen and electric vehicles across Mid Devon. The existing Local Plan already includes minimum standards for the provision of electric vehicle charging infrastructure, although the Council is committed to taking this further. Current evidence indicates that the number of ultra-low emission vehicles is rising rapidly in Mid Devon and therefore there is a need for planning policy to require a higher proportion of EV charging points (not just EV ready) within all new housing and commercial developments.

8.20 Another key issue associated with increasing the number of electric vehicles is that this will add significantly to electricity demand and place pressure on the UK's grid network. An electric vehicle uses, on average, the same volume of electricity as a domestic house. It is therefore crucial that planning policy supports decarbonisation of electricity. There is an opportunity for Plan Mid Devon to support renewable energy generation and energy storage and management infrastructure (See Section 4 – Climate Emergency).

8.21 Finally, Plan Mid Devon could also support the uptake of fast electric charging at accessible locations. For example, supporting fast charging infrastructure at petrol filling stations and in public car parks. It can also seek to include a requirement for new residential and non-residential developments to include charging points for electric vehicles or ducted circuits in suitable positions to enable electric vehicle charging points to be easily installed in the future.

Question 27

Do you have any comments on how Plan Mid Devon can help the transition to electric vehicles?

