

Tiverton's Eastern Urban Extension

Masterplan Supplementary Planning Document

Adopted April 2014

CliftonEmerydesign
in partnership with



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Copyright and team

A garden neighbourhood

The overall design of the masterplan is based around a series of design principles that seek to create a new garden neighbourhood with a character and appearance inspired by the defining characteristics of Tiverton and its immediate surroundings and that is reminiscent of a garden city environment. Whilst the plan is designed around modern requirements and standards (including making efficient use of land for the provision of new homes) and takes account of sustainability objectives; it seeks to establish a firm foundation for a place that is green, leafy with generous private gardens, making the most of sunlight and natural daylighting, and creating opportunities for community recycling and food production.

“ As the designer walks over the ground to be planned, he will picture to himself what would be natural growth of the town or district if left to spread over an area. He will try to realise the direction which the main lines of traffic will inevitably take, which proportions of the ground will be attractive for residences, and which will offer inducements for the development of shops, business premises, or industries... there will arise in his imagination a picture of the future community with its needs and its aim...”

Town Planning in Practice
Raymond Unwin



1.1 Introduction

Tiverton's new garden neighbourhood at Post Hill

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

Mid Devon Allocations and Infrastructure Development Plan Document (AIDPD) AL/TIV/7

This Supplementary Planning Document has been prepared in response to Planning Policies AL / TIV / 1-7 of the Mid Devon Allocations and Infrastructure Development Plan Document (AIDPD). Policy AL / TIV / 7 requires that a masterplanning exercise be undertaken to inform the design of the Tiverton Eastern Extension. The document sets out the District Council's expectations on masterplanning, design quality and infrastructure requirements. It has been prepared by Clifton Emery Design, with expert advice from PCL Planning and Barton Willmore, on behalf of two principal landowners; Chettiscombe Trust and Waddeton Park Ltd; and in partnership with Mid Devon District Council (MDDC).

Background

In Mid Devon the Development Plan comprises the following documents:

- The Mid Devon Core Strategy, adopted July 2007 (Local Plan Part 1);
- The Allocations and Infrastructure Development Plan Document (AIDPD), adopted October 2010 (Local Plan Part 2);
- The Development Management Policies Development Plan Document adopted October 2013, (Local Plan Part 3).

The Mid Devon Core Strategy sets out the overarching strategic policy framework for Mid Devon over the period 2006 – 2026. The Core Strategy identifies a number of corporate policies and objectives that are to be achieved but also makes provision for specific policy requirements and targets. In particular, the Core Strategy makes provision for an overall District wide requirement for both housing and employment. However, the objective is not simply to meet those targets but to plan for and deliver attractive and sustainable places.

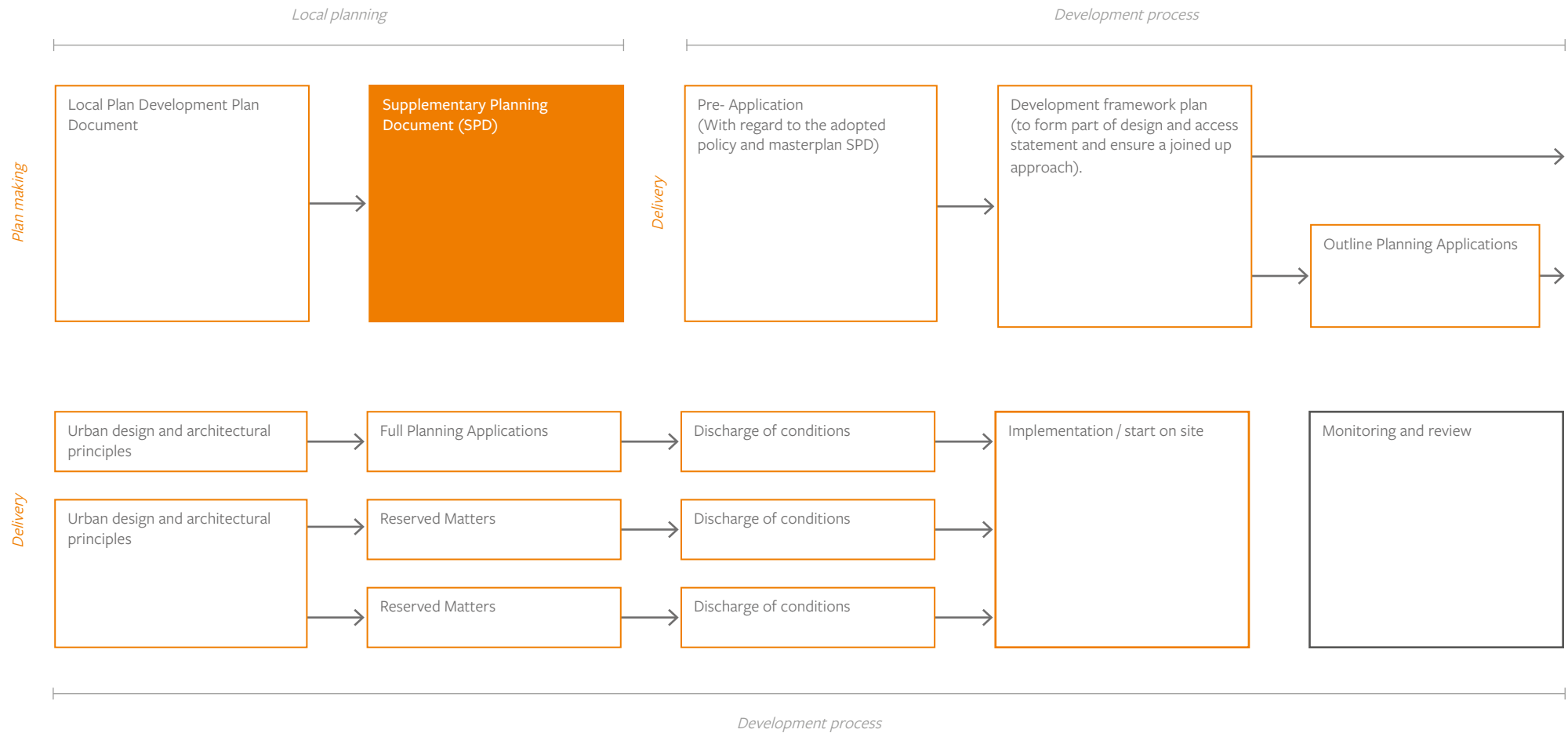
The AIDPD provides more detailed policy guidance as to how the corporate priorities, objectives and specific policy requirements, set out in the Core Strategy, should be achieved. In particular, the AIDPD identifies areas of land where development should be located and allocates this land subject to specific policy requirements. These requirements seek to control, amongst other things, the type and quantum of development proposed as well as the delivery of specific infrastructure items required

to support new development including community facilities, green infrastructure and highway improvements, where these are deemed to be necessary.

In this regard, Policies AL/TIV/1 to AL/TIV/7 relate specifically to the allocation of the Tiverton Eastern Extension and it is these policies that this document elaborates upon (in line with other policy provisions contained within the Core Strategy and Development Management Policies Development Plan Document).

Under policy AL/TIV/1, this site of 153 hectares is allocated for mixed use development as follows:

- a) From 1550 - 2000 dwellings;
- b) A proportion of affordable housing (subject to further viability assessment) including at least five pitches for gypsies and travellers;
- c) From 95,000 - 130,000 sqm 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 overall development viability;
- i) A public masterplanning exercise (before any planning application is made).



Above: Plan making and development process - cross refer to 1.7 Design process

1.2 The Purpose and Role of the Document

Purpose and role of the document

“the purpose of the document is to bridge the gap between high level policy aspirations and delivery on the ground in order to ensure high quality design and quality of place”...

The document has been prepared and is adopted as a Supplementary Planning Document (SPD) and as such is a material consideration to be assessed when determining planning applications.

The main objective of the document is to set out the key principles that planning applications will need to have regard to if they are to be considered acceptable by MDDC. Accordingly, the purpose of the document is to bridge the gap between policy aspiration and implementation in order to ensure high quality design and the delivery of a successful place. Another important role of the document is to co-ordinate the different phases of development and the delivery of infrastructure.

The flow diagram opposite illustrates where the SPD sits in the development process.

The guidance will inform developers and their designers when preparing planning applications, MDDC when considering proposals, and stakeholders and people in the local community when reviewing and responding to emerging schemes.

So that the guidance retains its legitimacy over time and is able to adapt to different proposals and changing circumstances, it has been designed to be inherently flexible. It identifies what is likely to be acceptable by MDDC.

The SPD therefore sets out guiding principles on a range of high level design matters that are intended to structure the urban extension. Further, more detailed guidance, concerning issues such as street and public realm design and the character of the development, would be set out in a more detailed framework plan and in a series of urban design and architectural principles to guide detailed proposals. These will elaborate upon the principles within this SPD and clarify design expectations that are important to the overall character and appearance of the new neighbourhood.

The overriding objective of the document is to improve the quality of proposals and the resulting developments, ensure that infrastructure and phases are co-ordinated and strategic policy aspirations are met. It should provide a foundation for improving the speed, efficiency and effectiveness of the pre-application and determination processes.

The content that will be expected by MDDC in submitted planning applications is explained in 1.7 Design process.

The document provides guidance about how the urban extension should be designed and developed. It is informed by extensive survey work and analysis that has been undertaken in relation to the two principal land holdings and the NHS land. Whilst this document has been prepared to guide a comprehensive approach across the whole allocation it is proposed that further work will be required to inform proposals in the south eastern area of the site which is in multiple ownerships. Within this south eastern area, further survey work and studies will be required. A second stage of strategic masterplanning work will be required in this area before a planning application is made for this part of the site. As such, as has already been identified, this document provides comprehensive guidance in relation to the two principal land holdings and the NHS land and represents stage one of a two stage masterplanning approach for land to the south east of the allocation.

1.3 Meeting Planning Policy Objectives

Background

The preparation of this masterplan SPD is a requirement of AL/TIV/7 and sets out to respond to this and other associated planning policies, including AL/TIV/1-6.

The document provides guidance about how the objectives of the policies can be delivered. It also identifies where the masterplan would deviate from policy. A table identifying the relationship with planning policy is within appendix 1 of the separate appendix document (section 3).

With the benefit of extensive survey work and analysis that was not available at the time of policy formulation, it has become clear that the identified quantum of development will be difficult to achieve.

In particular, it is likely that the level of housing will be closer to the lower end of the identified range and the quantum of employment will be significantly less. This has been informed by site constraints and in respect of employment development by the findings of the council's employment land review which recommends more, smaller employment allocation sites. There will also be variations in the timing and delivery of transport and community infrastructure in response to viability and technical issues. These are set out in 6.1 Implementation and Phasing.

Due to significant site constraints, such as those associated with topography, ecology, trees and hedgerows, archaeology, cultural heritage and hydrology including the Tidcombe Fen SSSI (Site of Special Scientific Interest), housing and employment numbers will

be lower as there is less developable land than anticipated. It will also be necessary to build at appropriate densities which further constrains the quantum of development.

A summary of the relationship with key policies and where there is significant deviation from them proposed is at appendix 1 of the separate appendix document (section 3).

Policy AL/TIV/1 proposes:

From 1550 to 2000 dwellings:

The masterplan identifies that around 1520 dwellings will be possible, subject to further design development and analysis.

From 95,000 to 130,000sqm of employment floorspace:

The masterplan identifies that approximately 30,000sqm of employment floorspace will be achievable.

The plan proposes an appropriate level of housing, a realistic amount of employment space and provision of community facilities and infrastructure to ensure a balanced community.

Policy AL/TIV/2 Transport Provision proposes:

Provision of a new access road linking the site to Heathcoat Way:

The masterplan identifies that a secondary strategic access onto Heathcoat Way will not be required until beyond 2000 dwellings and so is not included within this document. The traffic to be generated from the development within this document is to be managed by careful consideration of the location of uses, early

delivery of the new junction onto the A361 and traffic calming environmental enhancement of Blundell's Road and other highway improvements.

Closure to through-traffic [of Blundell's Road]:

The SPD proposes environmental improvements and traffic calming measures along Blundell's Road. Transport analysis has clarified that closure of part of the road is not desirable because of the important role it plays in the wider movement network. The impact of additional traffic will be mitigated.

Policy AL/TIV/3 Environmental protection and green infrastructure proposes:

The provision and transfer of 47 hectares of strategic green infrastructure on the western and southern edges. The SPD proposed green infrastructure mainly to the south and south west of the site area to meet these requirements.

Areas of equipped and laid out public open space, totalling 2 hectares of children's play, 8 hectares of sports pitches and 2 hectares of allotments:

The masterplan identifies publicly accessible informal open space in excess of that required by the policy, but with formal play and recreation provision calculated against the lower level of housing.

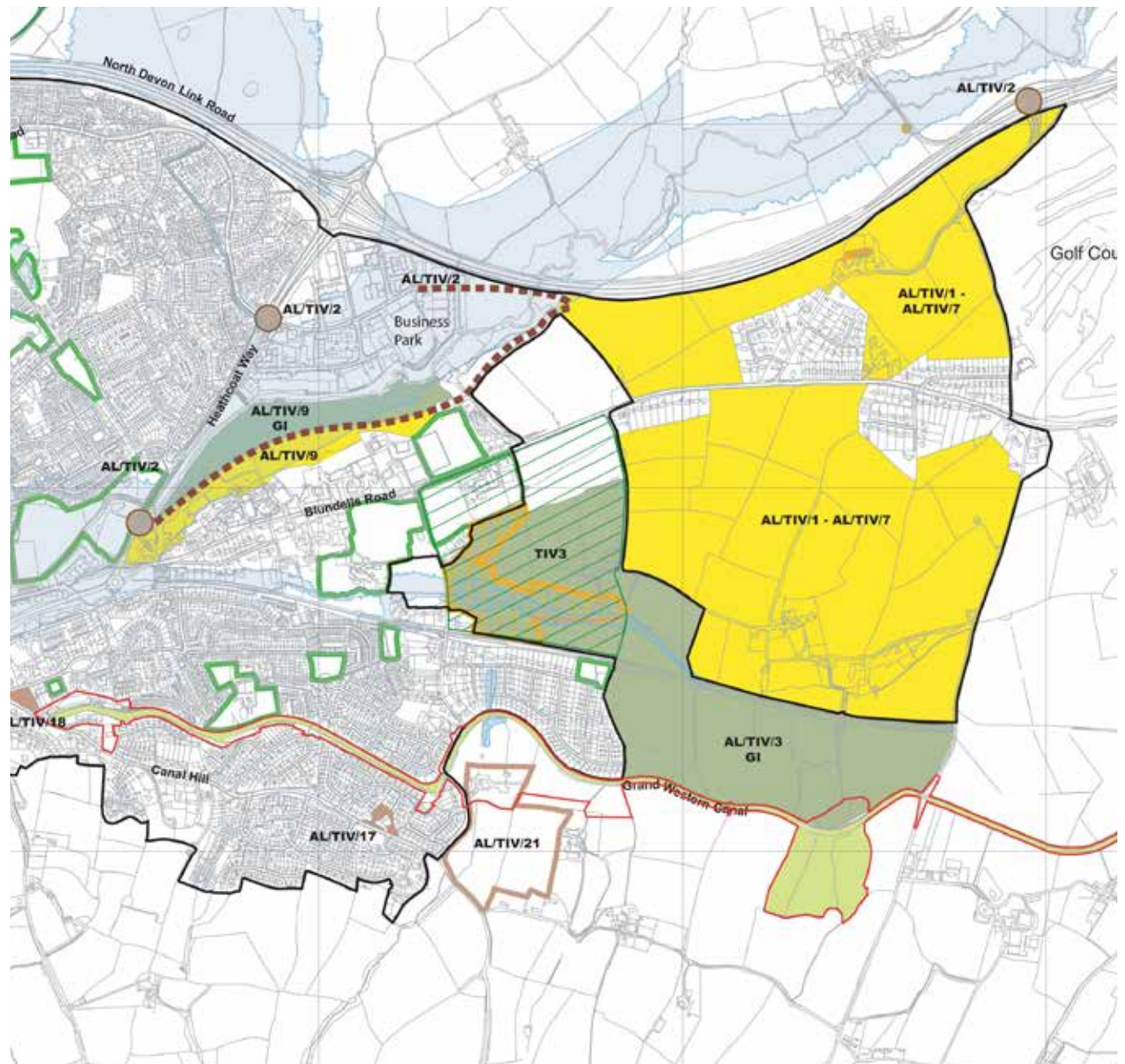
Policy AL/TIV/4 Community facilities, requires a 1.9 hectare site for a primary school and a 2 hectare site for a shopping and community centre. The masterplan identifies the location of these facilities.

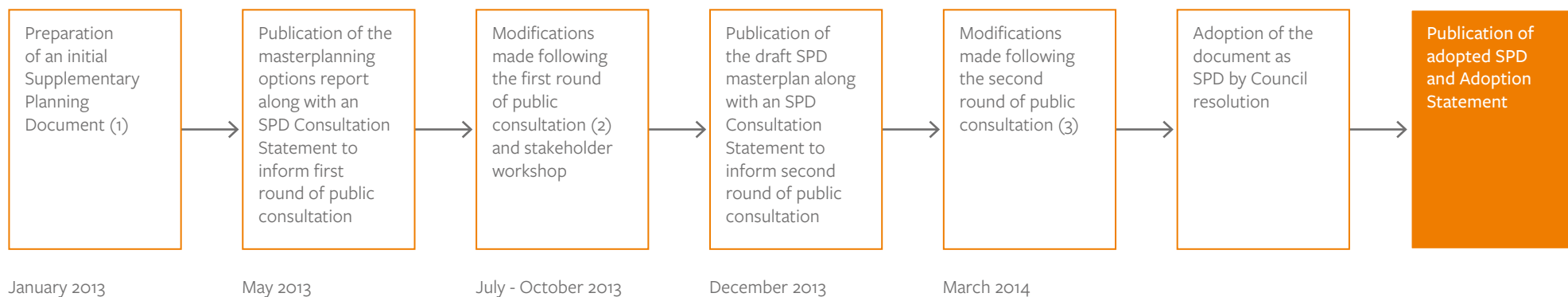
Policy AL/TIV/5 Carbon reduction and air quality, requires measures to minimise the carbon footprint of the development, provision of sources of decentralised on-site renewable or low carbon energy and that impact upon air quality is acceptable. This SPD identifies a series of guiding principles for energy and resource efficiency and suggests a suitable site for an Energy from Waste facility should this option be deliverable.

Policy AL/TIV/6 Phasing, requires that “a phasing strategy be developed for the Eastern Urban Extension to ensure that the development and infrastructure come forward in step” taking account of a number policy objectives which set out thresholds for the timing of delivery of associated infrastructure, facilities and amenities:

In order to ensure the development is viable and that technical highway requirements are suitably met, it is necessary to change the phasing thresholds identified within the policy. Proposals for phasing and delivery are set out in chapter 6.

Other planning policies within the Core Strategy (Local Plan Part 1), Allocations and Infrastructure Development Plan Document (Local Plan Part 2) and Development Management Policies (Local Plan Part 3) will also need to be addressed by all planning applications.





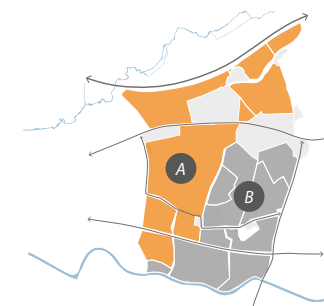


1. In accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 and MDDC's Statement of Community Involvement.

2. Pursuant to Section 23(1) of the Planning and Compulsory Purchase Act 2004 including publication of a summary setting out the issues raised and accordingly, modifications made.

3. Pursuant to Section 23(1) of the Planning and Compulsory Purchase Act 2004 including publication of a summary setting out the issues raised and accordingly, final modifications made.

 Area A: Principal land holdings and NHS
 Area B: Land in multiple ownership



1.4 The Supplementary Planning Document

Adoption of the Supplementary Planning Document

The document has been prepared having regard to national policies and government advice, the Council's Community Strategy, Statement of Community Involvement and all other Local Plan Development Plan Documents that have been adopted by the Council. The SPD contains clear and reasoned justification for the guidance contained within it and its relationship with the Development Plan. It has been prepared against the background of the Development Plan requirements for the site and to be in broad conformity with these. In some instances the approach taken within this document varies from specific points in the Development Plan. Planning policies are required to be flexible and to respond to changing circumstances where this SPD differs from policy, justification is given for this.

Sustainability has been tested during the preparation and examination of the adopted Development Plan, including the AIDPD to which the document primarily relates. Accordingly, it is consistent with the higher-level sustainability testing of the AIDPD and the anticipated effects of the SPD are in line with those predicted.

In accordance with policy requirements there have been two rounds of public consultation, liaison with key stakeholders including a stakeholder workshop to inform the content of the SPD. The document has been modified to take account of views expressed and representations received as well as other relevant matters.

Such changes include the location of formal play provision, the approach to West Manley Lane, the amount of employment floorspace as a result of adjusting the proposed A361 junction. Residential area boundaries have also been adjusted in places.

A statement specifying the date of SPD adoption will be made available. This will identify the date by which representations upon its adoption must be made and received.

The diagram opposite provides a summary of the procedure followed.

A robust evidence base and two stage process

The SPD masterplan is based upon a thoroughly researched evidence base. This has comprised analysis involving detailed survey work across the majority allocated area forming the principal land holdings and the NHS land (Area A). Further, more detailed work will be required for the south eastern area of the allocation (Area B), this may lead to refinement of the plan. For this reason a two stage masterplanning approach is proposed for Area B. The shape of the masterplan in relation to the south eastern area is based upon an overview of site constraints but these need to be explored in more detail. Accordingly a second stage of masterplanning work will be required in Area B before planning applications are made for this part of the site.

Within Area A where more thorough analysis has been undertaken a number of definite site constraints have been

identified. These have informed the evolution and design of the plan. The studies include consideration of;

- Ecology, trees and hedgerows
- Archaeology and Heritage
- Flood risk and drainage
- Noise and air quality
- Transport and highways
- Topography
- Services, utilities and energy
- Landscape, character and visibility
- The relationship with existing dwellings and other land uses

By understanding the implications of these constraints it has become evident that the capacity of the site to deliver the quantum of development identified in the AIDPD AL/TIV/1 is less than originally anticipated.

The findings of the studies and their subsequent impacts upon the shape of the plan are explained in the introduction of the separate appendix document (Section 3) - Analysis.

1.5 Consultation

The consultation process

The content of the masterplan SPD has been informed by extensive public and stakeholder consultation. The comments and their influence upon the shape of the masterplan are set out in detail within appendix 2 of the separate appendix document (section 3). The following provides a brief overview of the key issues raised.

Summary of consultation 1

Five consultation events were held between the 3rd and 31st of May 2013.

141 written representations were received in response to these events. Whilst many individual issues were raised in the representations, a number of issues were more common than others. For example concerns were expressed about:

- The impact of additional traffic and the timing of new transport infrastructure;
- The effects of development upon existing flora and fauna, including the impacts on Tidcombe Fen and the Grand Western Canal;
- The size and amount of housing;
- Whether the provision for education was sufficient;
- Impact upon existing dwellings and other land uses.

Respondents also highlighted the importance of achieving the highest possible quality of design and a good mix of community facilities in the neighbourhood centre. Generally people concurred with the position of the neighbourhood centre and the employment area. Moreover, the general arrangement of the masterplan options were considered to be appropriate.

Stakeholder liaison and workshop

A series of ongoing meetings with key stakeholders has informed the development of the SPD. A stakeholders workshop was held on the 5th August 2013 at Tiverton Town Hall, attended by approximately 36 delegates.

Attendees included representatives from:

- Mid Devon District Council;
- Devon County Council;
- Tiverton Town Council;
- Halberton Parish Council;
- Natural England;
- Environment Agency;
- Blundell's School.

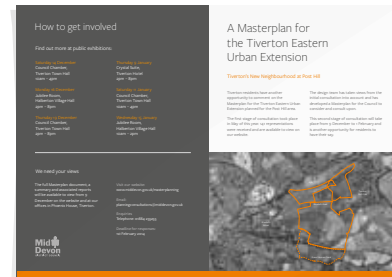
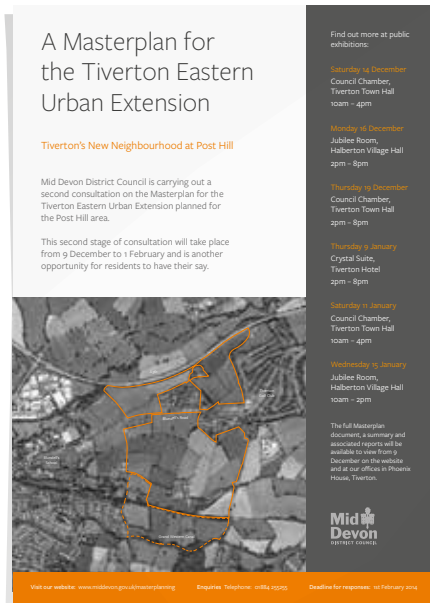
There was considerable interest and many comments and ideas were raised which generated a meaningful debate on important site features to be incorporated within the SPD plan.

The key findings and principles generated from the workshop are set out below. These ideas and suggestions have been taken forward to inform the emerging SPD masterplan:

- Early provision of junction onto A361 to improve traffic management and provide for construction access;
- Traffic calming on Blundell's Road including improvements at Blundell's School;
- Creation of a village green at the heart of the existing and new community;
- Consider if the southern green infrastructure area is the best place for formal sports pitches;
- Ensure biodiversity enhancement throughout the site and in particular in relation to Tidcombe Fen;
- Consider a new connection from Manley Lane to Blundell's Road;
- Emphasise green links from the neighbourhood centre to the area around the Grand Western Canal;
- Ensure easy access to allotments and play areas from all housing;
- Ensure that high quality design is achieved throughout the new neighbourhood.

There appeared to be a consensus about the general arrangement of the emerging plan in relation to land use distribution and quantum of development. The vision was also supported as a means for maintaining an appropriate level of aspiration.

1.5 Consultation



Summary of consultation 2

Six consultation events were held in Tiverton and Halberton, spread between December 2013 and January 2014. The consultation closed on 1st February 2014 and a total of 158 written responses, many detailed, were received. A number of key themes emerged from the representations received.

1. Principle of Development:

- Some concern at the principle, location and size of the proposal;
- Whether the development would be better at Junction 27 M5.

2. Density:

- Housing size / design should meet local needs including those of the elderly and growing families;
- Housing density should reflect the area;
- The appropriateness of the second stage masterplan exercise in Area B was questioned.

3. Layout:

- The location of the main employment area was generally agreed;
- A road link through the former Post Hill NHS site was generally supported as a means of reducing potential impact upon Upplowman Road and Putson Lane;
- The character of West Manley Lane should be retained with no housing to its south;



Above: Examples of the material from the consultation 2 events

- The location of sports pitches adjacent to Glebelands is inappropriate;
- The former railway line should be safeguarded;
- Mixed views on whether more links be created between the former railway line and the canal.

4. Highways:

- A new A361 junction was generally accepted in order to reduce construction and commercial traffic from passing through residential areas. It was not favoured by residents living nearby to the proposed location who expressed concern at proximity, impacts and wished reconsideration of other options. Some respondents wanted a northern route to Heathcoat Way;
- Concern at increased traffic, noise and pollution and whether roads will be able to cope;
- Traffic calming on Blundell's Road is necessary for safety reasons and to reduce development impact, will require careful design and should also be extended to include Tidcombe Lane. Other respondents wished Blundell's Road to be closed upon opening of the new A361 junction;
- Tidcombe Lane is narrow. Additional traffic from sports pitches off Glebelands was a concern;
- Additional traffic in the Uplowman Road, Putson Lane and Fairway area was a concern;
- The impact of additional traffic upon Halberton and beyond was raised by residents in these areas;

- Phasing should require highway works early to reduce traffic impact.

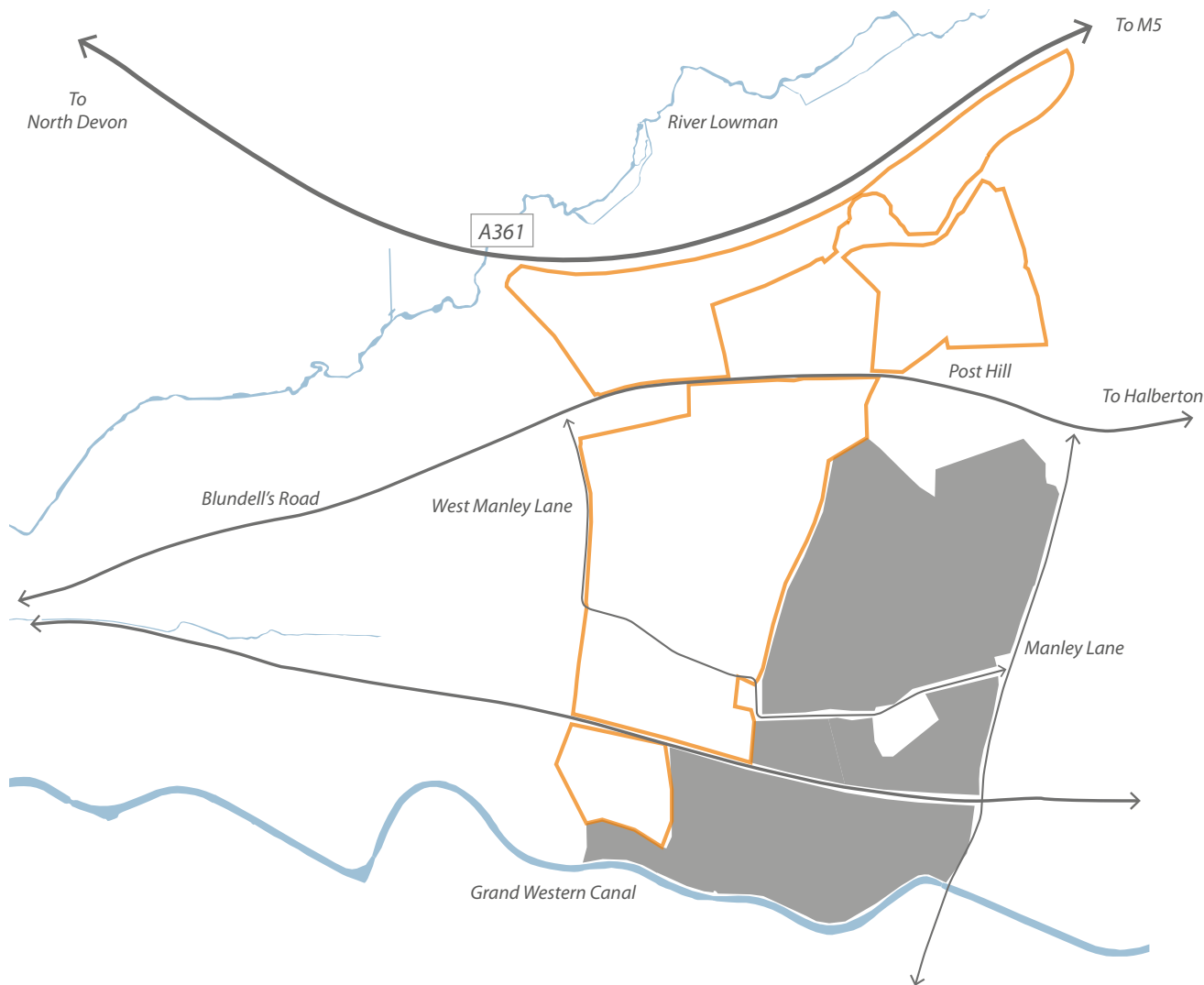
5. Other issues:

- There was concern over the principle and location of the waste to energy proposal. Is the new A361 junction needed without it?
- How will infrastructure be funded and delivered?
- Impact upon the setting of Knightshayes needs consideration;
- How will the secondary school cope without new provision on-site?
- Phasing should secure southern open space and the community facilities earlier;
- Flooding, drainage and impact upon Alsa brook and Tidcombe Fen SSSI were of concern;
- Sewerage upgrades will be required to accommodate the development together with improved sewage works access.

MDDC has analysed the representations and produced a summary document, together with a written reply to the main issues and themes that emerged. The masterplan has been reviewed in light of these representations:

- The vision for the scheme has been revised and its intention to form a new garden neighbourhood for Tiverton has been clarified;
- A361 junction has been adjusted to reduce residential impact with less employment floorspace as a result;

- A northern access route from Gornhay Cross has been considered, but found neither suitable nor deliverable;
- Tidcombe Lane has been incorporated into the study area for traffic calming and environmental enhancement with Blundell's Road;
- A vehicular link through NHS site at Post Hill will be sought as a preferred access route in order to reduce impact upon Putson Lane and Uplowman Road. The masterplan approach in the NE area has been revised to take this route into account;
- Highway infrastructure phasing and triggers have been reviewed in light of comments, but retained to balance early provision with deliverability.
- Residential land parcels have been reviewed and housing has been drawn back away from the western and southern fringes to give a more rural edge;
- Sports pitch provision close to Glebelands has been removed. Enhanced sports pitch facilities are included on the school / neighbourhood centre site together with off-site enhancements to formal sports provision within the Tiverton area;
- A West Manley Lane character area has been added and residential areas to its south west have been reviewed and reduced;
- Triggers for green infrastructure areas have been clarified. Early provision of GI to the south is not deliverable.
- The importance and sensitivity of Tidcombe Fen SSSI and its catchment have been emphasised.



A two stage masterplan

The document provides guidance about how the urban extension should be designed and developed. It is informed by extensive survey work and analysis that has been undertaken in relation to the two principal land holdings and the NHS land (Area A). Whilst it has been prepared to guide a comprehensive approach across the whole allocation, it is proposed that further work will be completed to inform the shape of the south eastern area of the site which is in multiple ownerships (Area B). This two stage approach is also set out in section 1.4. As such, this document provides comprehensive guidance in relation to the two principal land holdings and the NHS land and represents stage one of a two stage masterplanning approach for land to the south east of the allocation.

1.6 About the document

The structure of the document

The document has been arranged in two sections so that it can be easily read and understood. Section 1 provides an introduction and identifies the purpose and role of the SPD within the overall planning policy framework and section 2 illustrates key guiding principles which would be expected to inform more detailed proposals. The separate appendix document (section 3) provides a summary of the analysis, survey work and associated considerations that have informed the guiding principles and shape of the plan.

SPD contents

The key elements of the SPD include:

- A design strategy comprising a design process summary, a vision, guiding principles and a development concept;
- Guidance on making that strategy work, including a masterplan and its components and more detailed guidance about creating the place envisaged;
- An implementation and phasing plan.

The document provides information about the scope, scale, extent, form and type of development that is likely to be considered appropriate and acceptable. Moreover, the document sets out a framework for delivery.

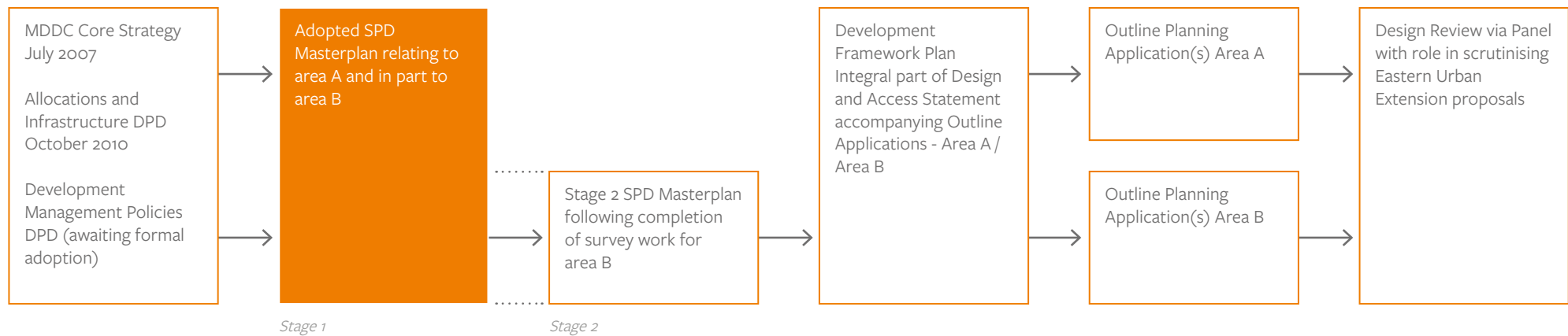
As such, the masterplan is underpinned by a series of design principles and guidelines, within which a number of different

solutions are possible. It is expected that planning applications will be prepared in accordance with the design principles as set out in this document.

The reasons for any significant departure from the masterplan would need to be demonstrated. It should be made clear how the design principles set out in this document would be met and a quality development achieved.

Developers are encouraged to go beyond these requirements in terms of achieving a quality development and would be expected to apply any new standards as they arise in the future. The Government is currently undertaking a review of housing standards.

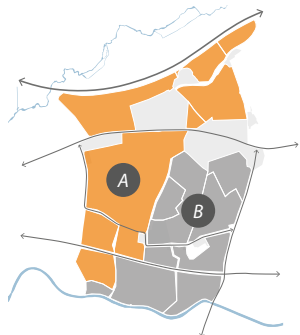
The masterplan SPD forms one part of a design process that is intended to ensure that the new garden neighbourhood is designed to be a quality and successful place. The design process is illustrated in 1.7 Design process.



Masterplan SPD
One stage in relation to principal land holdings and NHS

Content
Vision
Concept
Guiding principles
Masterplan
Phasing and delivery

Consultation
2 stage public consultation
Stakeholder workshop and liaison

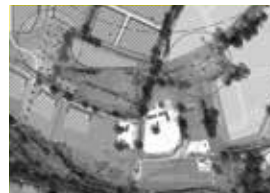


SPD Masterplan

Two stage masterplan – two stage in relation to multiple ownerships in the SE area

Content
Masterplan guided by more detailed survey and analysis

Future consultation
1 public consultation
Stakeholder workshop and liaison



SPD Masterplan

Framework Plan

Content
1:2500 scale
2 separate plans covering the entirety of Area A and the entirety of Area B respectively.

The development framework plan shall illustrate a further level of resolution in terms of development form for the relevant area of the development (Area A or B).



Development Framework Plan

Outline Planning applications

Content
Illustrative plan
EIA as appropriate, Design and Access Statement to include proposed character areas, street / space typologies, alternative design approaches, sample blocks and key areas
Identify how masterplan principles are met MDDC validation requirements

Consultation
Pre application consultation
Planning application consultation



Outline Application

Design Review Panel

In order to ensure that the quality of design remains consistently high throughout the period of delivery it is important that the different stages in the design process are scrutinised by suitably qualified design professionals.

Design review should have a role in overseeing the content of the design principles and in reviewing detailed development proposals to ensure that they are consistent with the objectives of policy, the SPD masterplan (Design review might also be considered during the Outline Application process).



1.7 Design Process

Background

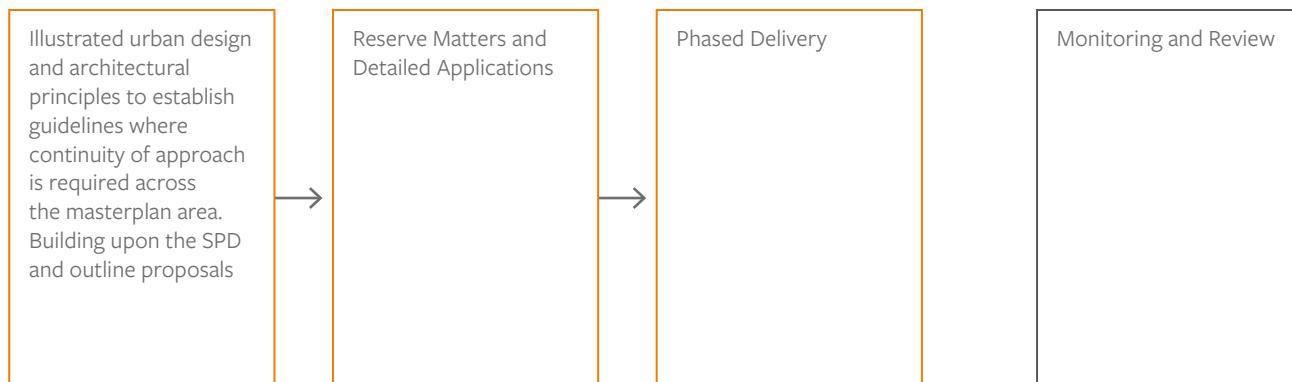
A clear design process that ensures continuity, a comprehensive approach to design, and a focus upon quality, is an important pre requisite of ensuring that a successful neighbourhood is designed and built. This will require attention and flexibility throughout the period of delivery.

The design process outlined here proposes an approach for achieving these objectives and therefore a better foundation for securing a successful new place.

The preparation of more detailed design information comprising urban design and architectural principles prior to the submission of detailed proposals will ensure that there is a consistent approach to the design of key structuring elements across the EUE area. These elements will build upon the principles established in this document and come together to shape the overall character and appearance of the area. The detailed design information referred to above will not necessarily restrict variety if it is felt to be appropriate but will ensure that the area feels like an integrated community.

The involvement of a Design Review Panel in scrutinising the quality of detailed designs as they come forward, at one or more stages in the design process, will provide invaluable support to MDDC as they make planning decisions. MDDC will expect landowners and developers to follow the prescribed design process which is adopted as an integral part of this SPD.

The development framework plan will illustrate development form at a greater degree of resolution for the whole of Area A / Area B as relevant.



Urban design and architectural principles - Illustrative content

Reinforcing the structure
Block types and principles, parking, boundaries, public realm codes for character areas, architectural guidelines

Consultation
Public consultation
Stakeholder workshop and liaison



Urban Design Principles

Reserve matters and full planning application

Content
Detailed design in accordance with MDDC validation requirements
Demonstration of compliance with policy, SPD masterplan, and the urban design and architectural principles

Consultation
Pre application consultation
Planning application consultation



Reserved Matters / Full

Phased delivery

To be developed in a number of phases in accordance with agreed phasing programme and delivery of community and transport infrastructure

Monitoring and review

Review effectiveness of design process to ensure that successful built development is being achieved. Adapt guidance as appropriate and in accordance with changing circumstances

“ In the early C18th Defoe could still describe Tiverton as the greatest manufacturing centre in the county, and surviving C18th and early C19th houses show that the town remained comfortably prosperous.”

The Buildings of England, Devon.
Nikolaus Pevsner

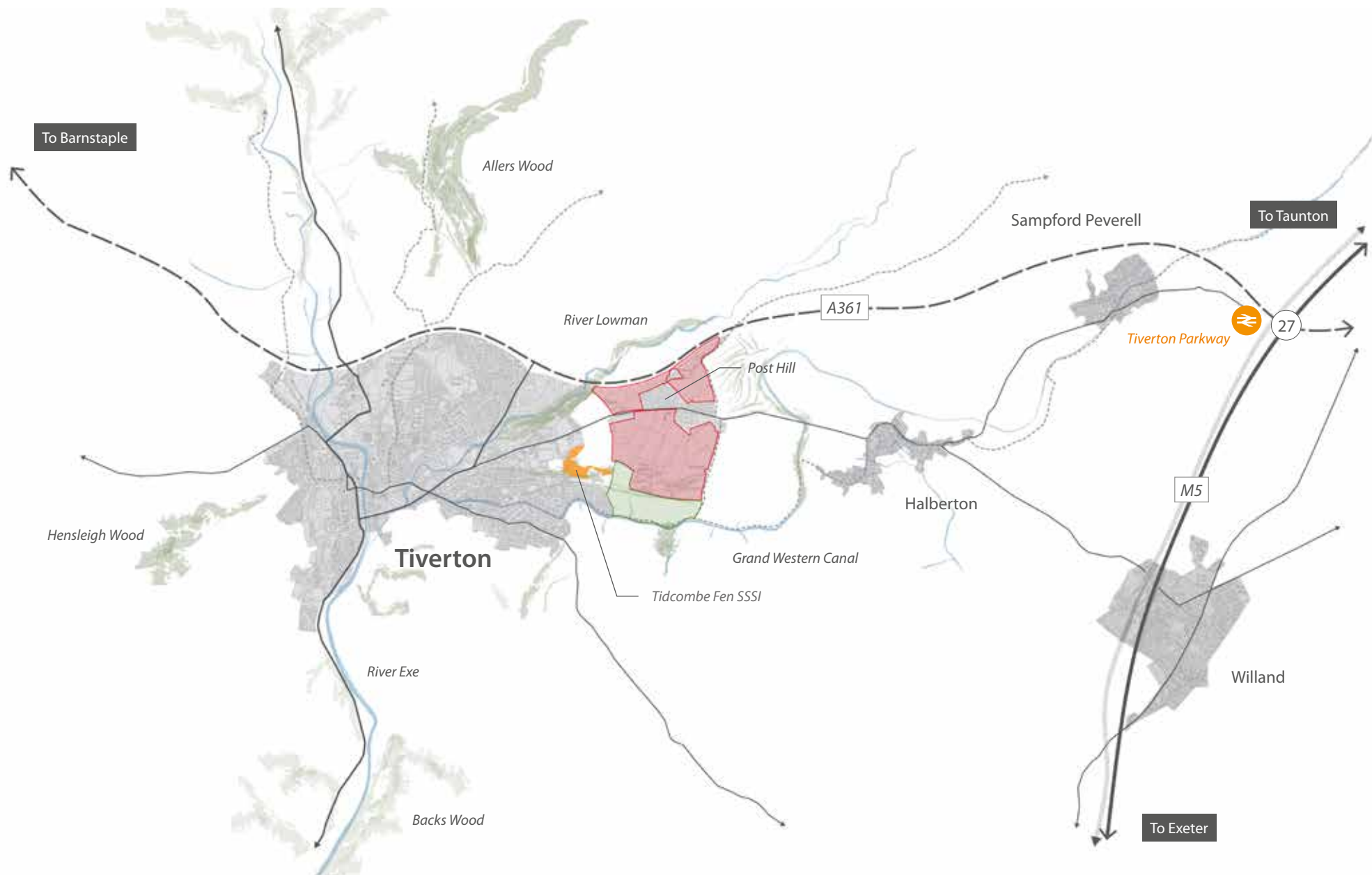
Setting the scene

2.0 About the site





Site of new neighbourhood
in relation to town and countryside



Above: The site in context

Eastern Urban Extension Area AL/TIV/1-7

Green Infrastructure Area AL/TIV/3GI



2.1 The Site and its Location

Site in context

Tiverton is well connected and accessible with good links via the A361 to North Devon and the M5 to Exeter, Plymouth (via A38), Taunton and Bristol. The site is well positioned in relation to Tiverton Parkway Station and the Grand Western Canal, the River Lowman corridor, disused railway (a Sustrans route) and numerous footpaths, bridleways and cyclepaths connecting back to Tiverton and into the countryside.

The site comprises about 200ha of land and is located on the eastern fringe of the built up area of Tiverton. The land can be broadly divided into three areas; a parcel to the north of Blundell's Road, a larger parcel to the south and a final area further south again between the disused railway and the Grand Western Canal.

Blundell's School and its land holdings including sports pitches lies immediately to the west and the site wraps around the existing residential area of Post Hill. Further to the east is the village Halberton. Sampford Peverell is some 3 miles further to the east, near to Tiverton Parkway Railway Station and Junction 27 of the M5.

The site

The area between the A361 and Blundell's Road can be further subdivided into two distinct parcels separated by Blundell's Road.

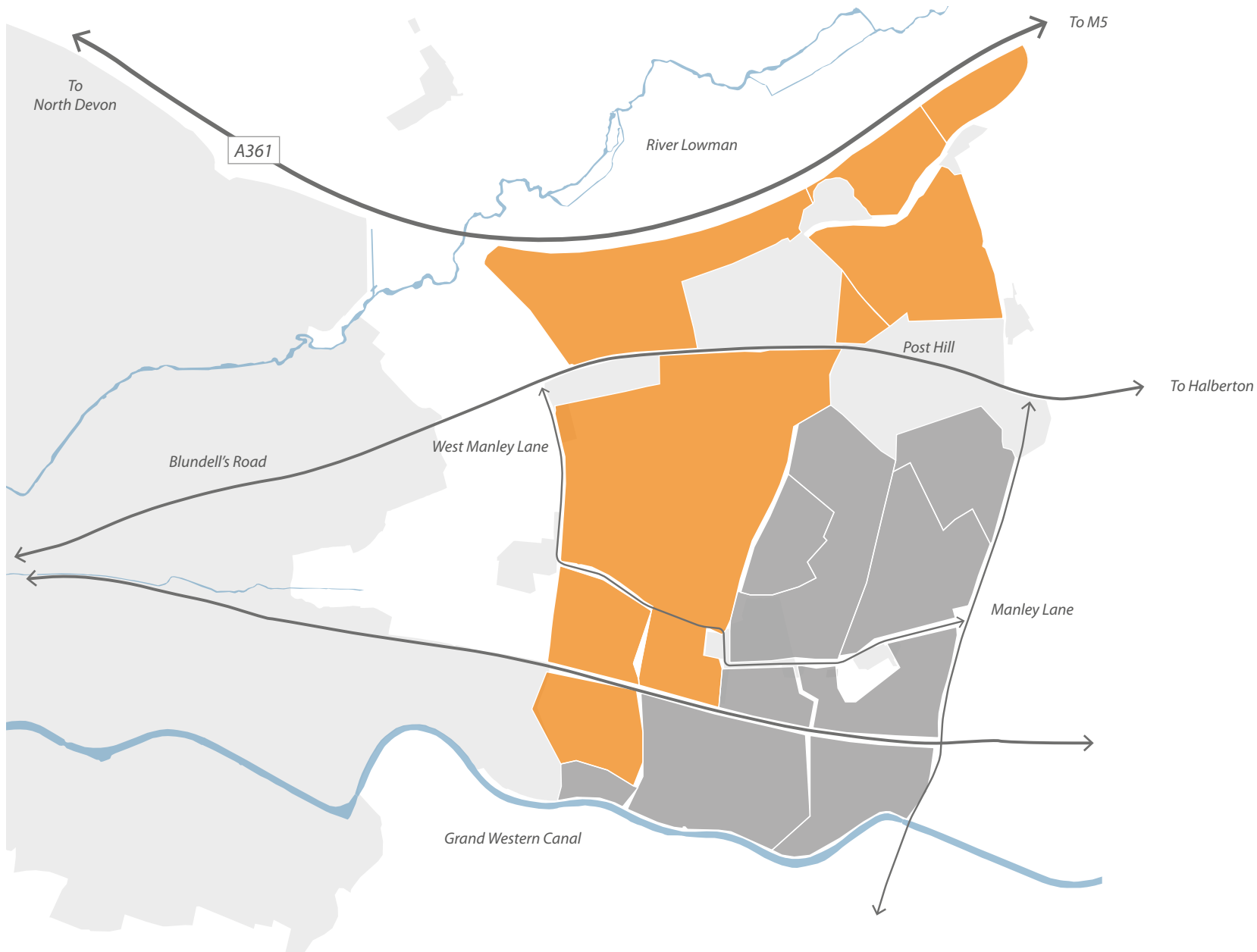
North of Blundell's Road: The land to the west comprises three relatively levels fields laid to pasture, bounded to the north by the A361, to the east by detached housing of Post Hill and a

Long Barrow (a Scheduled Ancient Monument), to the south by Blundell's Road and to the west by Blundell's School.

The land to the east of the area north of Blundell's Road straddles Uplowman Road and is bounded by a lane, with Tiverton Golf Course to the east and housing fronting onto Fairway to the south. A mature belt of trees forms the western boundary and the A361 defines the northern boundary. The landform is generally steeper in this area than in the western parcel.

South of Blundell's Road: The land comprises a series of irregular shaped fields, divided by hedgerows with trees. To the north the area is bounded by residential development around Post Hill and Blundell's Road, to the east by Manley Lane, and to the south by the disused railway. West Manley lane runs from east to west across the southern area of the parcel and forms the western boundary. The land form is undulating with a distinct band of steeper ground running from north east to the south west. To the west of the site lies Tidcombe Fen - a hydrologically sensitive Site of Special Scientific Interest.

Between the disused railway and Grand Western Canal are a series of irregular shaped fields divided by hedgerows. These are allocated for an area of Green Infrastructure to support the new neighbourhood.



Above: Masterplan areas

Area A Principal land holdings and NHS

Area B In multiple ownership



2.2 Land ownership

The allocated area currently falls into 9 different ownerships, with the Chettiscombe Trust being the largest single land owner. The majority of land to north of Blundell's Road falls within the ownership of Chettiscombe Trust and Waddeton Park Ltd. To the south east the landownership is more complicated. The central and western areas fall within Chettiscombe Trust with the eastern and southern areas in multiple smaller ownerships.

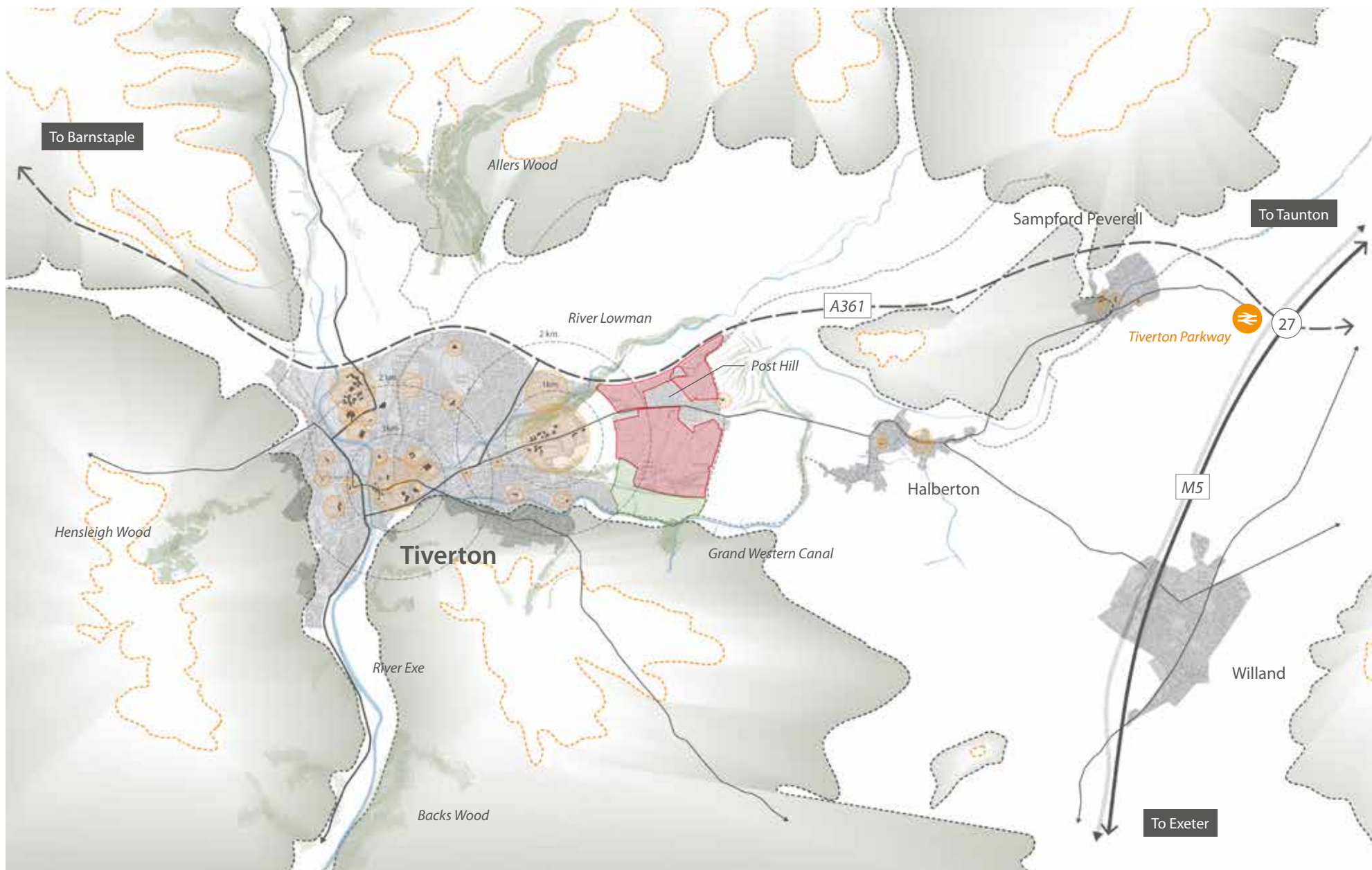
Whilst the pattern of land ownership is diverse, the masterplan provides a framework within which each parcel of land can contribute towards the delivery of the wider whole. In order for this to be successful different land owners will need to have regard to the role of their land within the wider masterplan and the need to achieve a coordinated approach to the development and delivery of associated infrastructure. Vital to this is an integral approach to phasing and implementation of the development. Proposals for this are set out in chapter 6.1.

In order to deliver a successful new neighbourhood for Tiverton, this document provides land owners and future developers with a clear understanding of what will be expected of them by MDDC when they prepare their proposals.

Note

As discussed in 1.6 (About the document), this SPD represents stage one of a two stage process in relation to land within Area B.





Above: Key constraints and opportunities at a wider scale



Local facilities



High areas



Low areas



Eastern Urban Extension Area AL/TIV/1-7



Green Infrastructure Area AL/TIV/3GI



2.3 Site Context

An appropriate location

The site is considered to be the most appropriate and sustainable location for developing an urban extension to Tiverton. This has been demonstrated by sustainability assessment and examination in front of a planning inspector as part of the allocation adoption process (Allocations and Infrastructure Development Plan Document). This is manifest by the sites location in relation to topography and other environmental constraints, transport connections and infrastructure, accessibility to facilities and amenities and proximity to existing employment centres.

Topography and visual sensitivity

Whilst there are many complex localised layers to landform in the area, broadly speaking Tiverton is surrounded on three sides by hills with the landscape opening to a wide valley floor and the town lies within this plateau at the confluence of the Rivers Exe and Lowman. The site lies to the east of the town and as such is likely to be visible from a number of elevated vantage points in the surrounding hills.

From most viewpoints it is possible to view Post Hill and therefore likely that the development will be seen in this context.

Connections, access and movement

The site is well positioned with access to all modes of transport locally and regionally. Very good road and bus links exist to all local amenities. There is excellent access to a range of pedestrian and cycle routes including a Sustrans route, footpath and bridleways. Many of these routes connect directly to the town

centre. Access to the rail network is available nearby at Tiverton Parkway Station near Sampford Peverell. Wider connections by both road and rail make journeys to regional centres and beyond quick and easy.

Facilities and amenities

Tiverton has a wide range of easily accessible facilities and amenities including; shops, healthcare (hospital, surgeries, dentists and pharmacies), education (nurseries, primary, secondary and further education) and leisure opportunities.

Tiverton Town Centre and the area to the north west in the area of Kennedy Way are centres for facilities in the town.

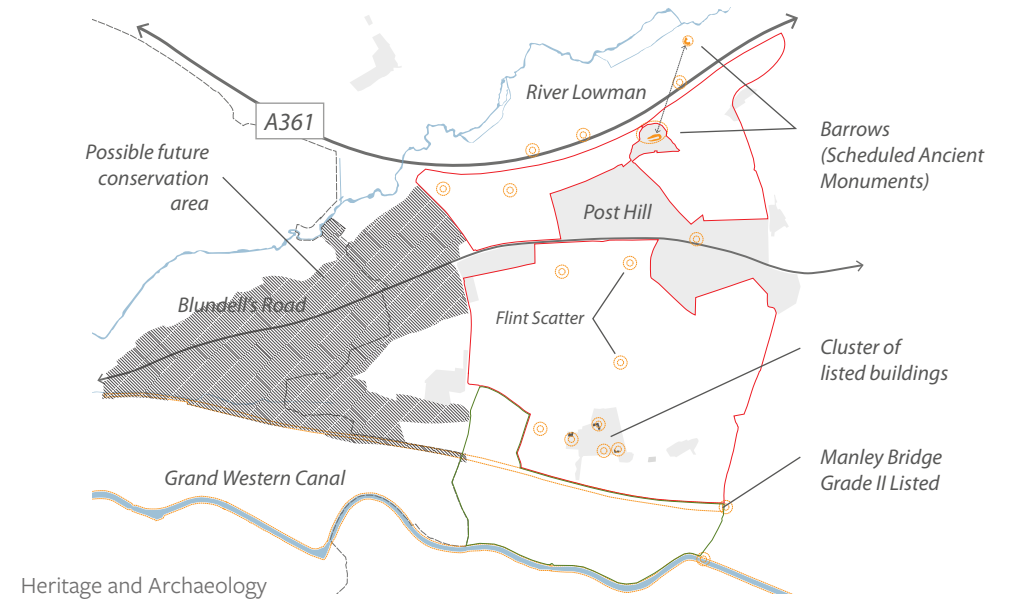
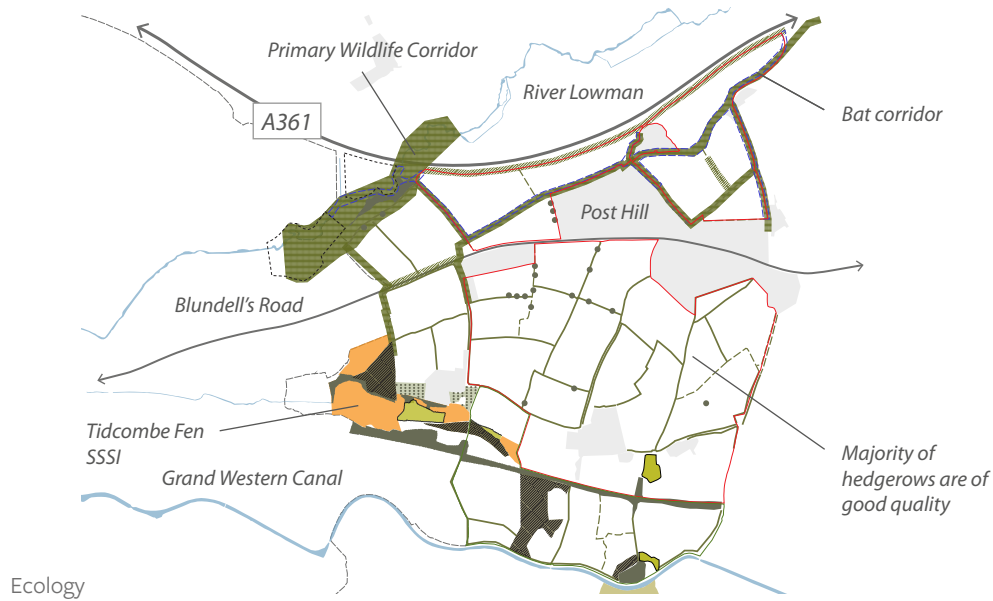
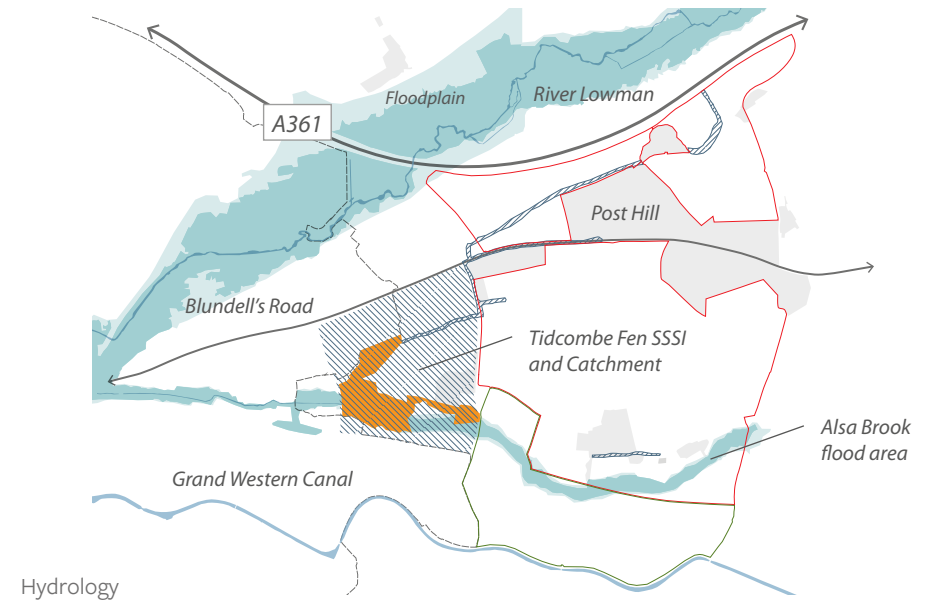
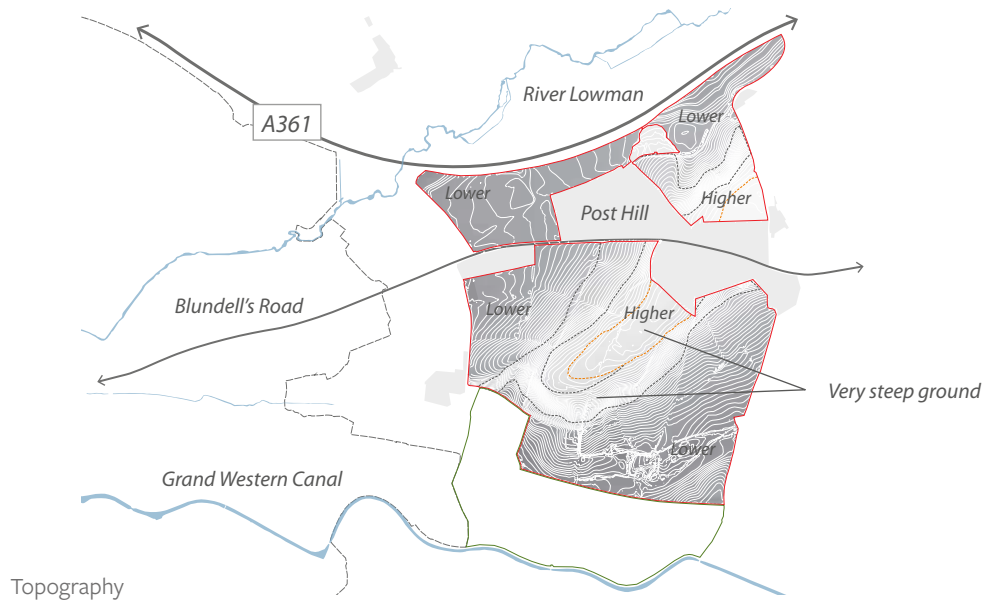
The main outlying villages (Halberton and Sampford Peverell) also have a number of local community facilities.

All of these facilities and amenities are within easy reach of the site by a range of transport modes.

Employment

Tiverton has a range of employment locations and opportunities which vary in scale and sector. These are primarily focused within the urban area of the town. All are easily accessible from the site by a range of modes of transport.

The Council's Employment Land Review provides more information on employment provision and opportunities within the Tiverton area.



Above: Summary diagrams of site constraints

□ Eastern Urban Extension Area AL/TIV/1-7

□ Green Infrastructure Area AL/TIV/3GI



2.4 Site Constraints and Opportunities

A suite of studies has been commissioned and undertaken on the principal land holdings and the NHS land comprising Area A. Further work is required on the other areas (Area B) in order to inform stage two of the masterplanning process in the south east area.

Of the studies undertaken (see 1.3 and separate appendix document (section 3), chapter 1) the following are of particular note because they have the most significant impact upon the overall shape of the plan and amount of development that can reasonably be achieved.

Topography

Topography varies greatly across the site, with gradients ranging from 1:5 to 1:20+. The north eastern area falls steeply (between 1:10 and 1:7) but at easily developable consistent gradients. The north western area is relatively level, sloping to the north east down towards the Lowman River corridor and A361.

The southern area (to the south of Blundell's Road) represents the most challenging part of the site. It has the steepest gradients and an undulating and complex land form. Post Hill sits on an intermediate ridge which extends from north east to south west across this area. As a result the area is locally elevated with steep south east facing slopes, falling dramatically at its south western tip (gradients of 1:5). Development on these slopes would be technically challenging, costly to deliver and compromise an important landscape feature of the locality. This masterplan SPD has taken this into account.

Hydrology

The majority of the development site falls outside of areas at risk of flooding. However, the scale of the proposal will have the potential to increase surface water runoff. A series of attenuation ponds across the site are likely to be required as part of a Sustainable Urban Drainage scheme for the site as a whole.

Rivers and Streams

The flood zone associated with the Lowman River is almost entirely outside of the site, with the exception of the far north western corner. The Alsa Brook and its flood plain meanders through the south of the site, north of and broadly parallel with the Sustrans route which makes use of the former railway line.

Surface Water

Surface water flooding has been recorded in the northern area of the site, along Blundell's Road and Uplowman Road where topography and boundary features combine to channel and contain surface water run off. Similar circumstances result in part of West Manley Lane also being susceptible to surface water flooding.

Tidcombe Fen

Tidcombe Fen Site of Special Scientific Interest (SSSI) is a wetland habitat and a catchment area - both are very sensitive to hydrological change. This adjoins the site on its western boundary. Any development would need to take account of the unique ecological and hydrological characteristics of the Fen.

Ecology

Ecological constraints across the site will be important in shaping the location, form and density of development.

The surveys undertaken have identified a number of protected and notable species and habitats. Of these the Tidcombe Fen SSSI and its catchment, 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. A number of veteran trees are within the extensive network of hedgerows and within fields.

Heritage and Archaeology

Two Scheduled Ancient Monuments (SAM's) are recorded within the study area comprising a Neolithic Long Barrow to the north of the site and a Bronze Age Bowl Barrow around 340m to the north. The Neolithic Long Barrow is located within the allocation area. No development is proposed of its site and regard has been had to its setting. There are no Grade I or Grade II* listed buildings within the study area. There are 8 Grade II listed buildings either in the site or in the locality; The 16th Century Pool Anthony Farm House is located on the south western edge just outside the site, the remaining Grade II listed building are located in the south east of the site. Some of the bridges over the former railway line and Grand Western Canal are listed. The Grand Western Canal itself is a designated conservation area. The setting of Knightshayes Park and Garden, within which the site lies is also important. The Blundell's Road area is a non-designated heritage asset that is being considered for Conservation Area status.

“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning and should contribute positively to making places better for people...”

Paragraph 56
National Planning Policy Framework
Dept. Communities and Local Government
March 2012

Achieving a quality place

3.0 Development vision and concept



Above: The vision - capturing the feeling of the place

3.1 The vision

The overarching ambition of this project is to ensure that an attractive and well-designed garden neighbourhood creates a positive future for the east of Tiverton and Post Hill.

2035. Living in the garden neighbourhood at Post Hill means being able to enjoy the best of Devon rural living, whilst also being close to the heart of Tiverton - which is a couple of miles away. Post Hill is within a lovely rural parkland setting and is a sought after place to live. It is a place that offers a healthy and sustainable lifestyle where local facilities are an easy walk away. Today, the generous green spaces provide a fabulous resource wrapping around the new neighbourhood. The new parkland extends from the Tidcombe Fen and Grand Western Canal to the Lowman River corridor.

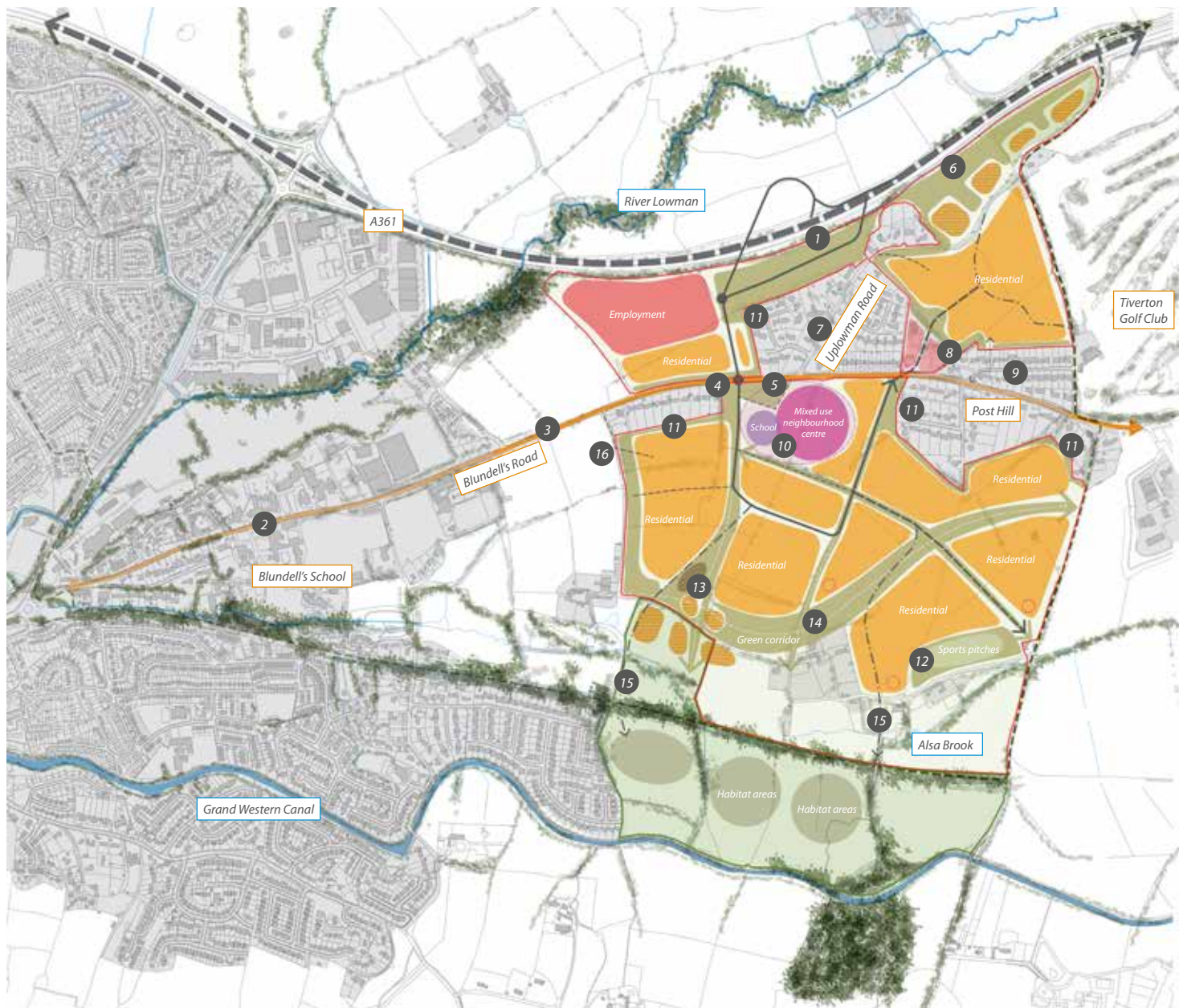
Post Hill is unique because of its outstanding natural assets. The diverse local green spaces which dominate its character have established a great backdrop for the new housing; this has been innovatively designed to be modern, comfortable, in keeping with local traditions and to minimise its impact on the planet.

At Post Hill, it is possible to live a life where all aspects of everyday living are available nearby. Residents can work from home or in one of the many supported local business spaces; go to the local primary or Blundell's School; walk, cycle or catch a bus into town or to the Railway Station for a train to Exeter, Bristol or London; visit the doctor or dentist at the local medical 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 used to be a feature of the area.

What really sets Post Hill apart is the ability for people to live a modern lifestyle in an area that is part of Tiverton and where a parkland scene meets the countryside. This is made possible by the interplay of the landscape, the country park, and the leafy residential community. New energy efficient homes in Post Hill are sought after by people of all ages. People are choosing to live in what has become a mature and thriving garden neighbourhood 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. It is a stunning addition to Tiverton's built environment and today represents a model of how to design a new community in a market town. Its success is borne out by the pride that local residents have in where they live.



Legend

- 1 New junction onto the A361
- 2 Traffic calming at Blundell's School
- 3 Environmental enhancements along Blundell's Road
- 4 New junction on Blundell's Road linking to A361
- 5 Shared space and village green at neighbourhood centre
- 6 Open space with attenuation ponds
- 7 Highway improvements to Updown Road
- 8 Possible link to north eastern area
- 9 Possible link onto Fairway
- 10 Mixed use neighbourhood centre including school, shops and employment space
- 11 Green buffer to existing properties
- 12 Sports pitches
- 13 Allotments
- 14 Greenspace on steep ground
- 15 Links to southern area of Green Infrastructure
- 16 Possible secondary link to Blundell's Road

- Eastern Urban Extension Area AL/TIV/1-7
- Green Infrastructure Area AL/TIV/3GI
- Employment
- Employment (care home)
- Satellite Employment
- Residential
- Residential with rural character
- Education
- Open space and landscape
- Mixed use centre
- Playing fields
- Existing development
- Primary route
- Secondary routes
- Tertiary
- Other routes and connections

Above: Plan highlighting the key development concepts

3.2 Development concept

Development concept

A new garden neighbourhood for Tiverton

The concept layout for the new garden neighbourhood has five key land use components which, structured appropriately, will help to achieve the vision and meet the policy objectives. The components are:

A mixed use neighbourhood centre – at the heart of the area, well connected and easily accessible by existing and new residents. The mixed use neighbourhood 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;

A new primary school with community sports pitch – 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;

Employment areas – should be on the most level ground and in locations visible from the road, that are directly accessible from the A361 following provision of the new junction. This will help to make them attractive to businesses and avoid lorries needing to gain access through residential areas. Smaller scale 'satellite' light employment should be considered within residential areas in order to provide opportunities for a range of employment types on a mixed use basis. The opportunity for employment in the local centre should also be considered;

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 garden 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 should be complementary to and link with the parkland area to the south.

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.

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 neighbourhood centre. The arrangement of uses should encourage sustainable modes of transport such as walking cycling and use of public transport;

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

The concept layout

The layout is arranged around the identified constraints and opportunities with the mixed use neighbourhood centre at the heart of the neighbourhood on Blundell's Road. It is closely linked to the school and has higher density housing, community and employment uses. This location will enable the neighbourhood centre to become a hub and a focus for the community, easily accessible by all. The school is positioned alongside the neighbourhood centre with a green outlook. Open space is arranged so that residents can access the neighbourhood centre and school via green spaces from the whole garden neighbourhood. This will help to encourage walking and cycling rather than car use.

The employment area has been located so that it is in easy walking distance of the neighbourhood centre and can be accessed by vehicle from the new junction onto the A361.

The concept plan provides for approximately 30,000sqm of employment space, up to about 1520 dwellings, a school, open space and recreational areas and a neighbourhood centre with various community facilities and shops.



Above: Aerial photograph highlighting structuring elements of the Post Hill area

3.3 Guiding Principles



This chapter draws together the planning policy aspirations and the key messages from the vision into a series of guiding principles from which the development concept and subsequent masterplan will be drawn.

A. Character

A. Establishing a garden neighbourhood character

The new neighbourhood will be an extension to the existing town and as such it is important that its character and appearance is derived from Tiverton and most especially Post Hill.

An overarching guiding principle is that the new place establishes a mature garden neighbourhood that takes its cues and inspiration from the character of the locality.

A defining character of Post Hill is the simple arrangement of houses in gardens set within a mature landscape setting. Originally developed during the inter war years, many of the design principles that guided the development of the area were taken from those of the garden city movement - these were responsible for new towns such as Letchworth and Bourneville.

More remote housing in the area such as the residential clusters on West Manley Lane have a more traditional rural character.

The challenge is to create a garden neighbourhood that is inspired by the best of the past and yet is relevant to today's requirements - this means creating a place with suitable densities,

guided by sustainable design principles and responsive to the character of the site and the locality.

In order to secure a garden neighbourhood the following characteristics of Post Hill and garden city design should be considered in by designers in shaping the new place:

A1 Structuring elements

A united and cohesive layout - making the most of natural contours and features - a green and leafy open character - a clear overall structure to streets and spaces - views to the surrounding countryside - straight roads - straight hedgerows - consistent and straight building lines - simple rectilinear geometry - the layout of houses creates a rhythm with regular spacing and regular gaps - cul-de-sacs - single and two storey buildings - detached houses in gardens - landscape dominated streets - glimpse views of houses through landscaped front gardens - wide frontage housing - informal layout in some areas - private lanes - retention of existing routes - detached, semi detached and terraces set in front gardens - grid street patterns - open spaces and recreational areas - tree lined streets - grass verges - existing trees and hedgerows - landscape dominated streets - streets radiating from the centre - meandering country lanes - rural character in more remote areas - individual houses in the countryside - farm complexes on West Manley Lane



Above: Images representing different characteristics of the Post Hill area



3.3 Guiding Principles

A2 Detailed design

Architecture inspired by local design and the arts and crafts movement – gables – garden city aesthetic – white render – red brick – variety in architectural styles – grass verges – tree lined streets – stands of trees – timber – devon banks – hipped roofs – chimneys – beech hedges – stones walls – individual trees – some mature evergreen trees – rural lanes – slate roofs and clay tiles – hedges – painted timber



3.3 Guiding Principles



B. Urban Design - Placemaking and quality design

Building for Life and Safer Places

The new garden neighbourhood should be designed in accordance with best practice in urban and rural design and as such should respond to Building for Life 12 and Safer Places criteria. These represent a tangible measure for determining how successfully a new neighbourhood has been designed with emphasis on creating a community.

Integrating into the neighbourhood

B1 Connections

The scheme should integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site.

B2 Facilities and services

The development should provide (or be close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafés appropriate to the scale of the development.

B3 Public transport

The scheme should have good access to public transport to help reduce car dependency.

B4 Meeting local housing requirements

The development should have a mix of housing types and tenures that suit local requirements and need.

Creating a place

B5 Character

The neighbourhood should create a place inspired by the defining characteristics of Tiverton and its immediate surroundings with the aim of achieving a high quality environment.

B6 Working with the site and its context

The scheme should take advantage of existing topography, landscape features (including watercourses), wildlife habitats, existing buildings, site orientation and microclimate.

B7 Creating well defined streets and spaces

New buildings should be designed and positioned with landscaping to define and enhance streets and spaces. They should also be designed to turn street corners well.

B8 Easy to find your way around

The development should be designed to make it easy to find your way around.

Street & Home

B9 Streets for all

Streets should be designed in a way that will encourage low vehicle speeds and allow them to function as social spaces.

B10 Car parking

Resident and visitor car parking should be sufficient and well integrated so that it does not dominate the street and building frontages.

B11 Public and private spaces

Public and private spaces should be clearly defined and designed to be attractive, well managed and safe.

B12 External storage and amenity space

Adequate external storage space for bins, recycling, vehicles and cycles should be properly considered.

Safer Places

The Planning System and Crime Prevention

The seven attributes of sustainable communities that are particularly relevant to crime prevention are:

B13. Access and movement

The scheme should have well defined routes, spaces and entrances that provide for convenient movement without compromising security;

B14. Structure

The neighbourhood should be structured so that different uses do not cause conflict;

B15. Surveillance

Proposals should ensure that all publicly accessible spaces are well overlooked;

B16. Ownership

The development should promote a sense of ownership, respect, territorial responsibility and community;

B17. Physical protection

The neighbourhood should include necessary, well-designed security features;

B18. Activity

The scheme should be designed to ensure that the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times;

B19. Management and maintenance

The place should be designed with management and maintenance in mind, to discourage crime in the present and the future.

3.3 Guiding Principles

C. Movement - transport

Policy AL/TIV/2 sets out requirements for transport provision to support the proposed EUE. The policy includes provision of a new junction onto the A361 along with other enhancements. Appendix 1 identifies where the masterplan deviates from policy.

Trigger levels for the provision of highway infrastructure and routes have been reappraised based upon greater understanding of the likely highway impacts of the development. The revised triggers have set out in 6.1 Implementation and Phasing.

One major change is the lack of provision for a second strategic highway connection (to Heathcoat Way) within this masterplan. DCC Highway Authority has confirmed that with the expected traffic generation and highway mitigation works proposed, this second link is not needed until 2000 houses are completed. This is beyond the amount of development now proposed. A northern route from Gornhay Cross has been investigated, but is not suitable nor deliverable.

With the exception of identified areas of deviation, MDDC expects that policy and the following guiding principles will be met.

C1. The new garden neighbourhood will have a network of movement corridors and connections with the existing town that ensures the promotion of sustainable modes of transport and the reduction of the need to travel by private motor car.

C2. The structure of the development should create a well connected and walkable neighbourhood focused around a mixed use neighbourhood centre. This should include good pedestrian

and cycle connections throughout the area and provision for public transport.

C3. The new neighbourhood should have a clear and legible hierarchy of streets and spaces to respond to different travel and movement needs.

C4. There should be strong links and connections between the existing community, adjacent neighbourhoods, Tiverton town centre and the new community.

C5. Where appropriate streets should be designed to provide pedestrian priority.

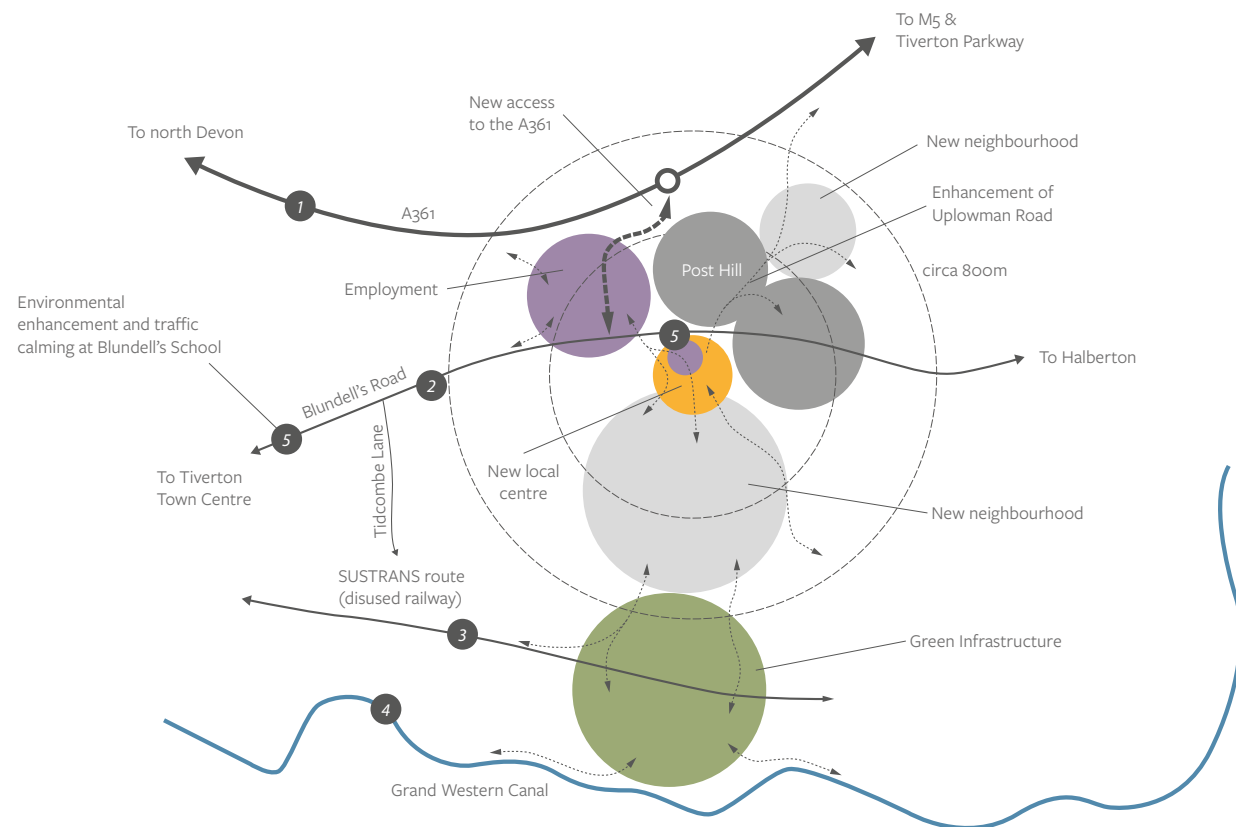
C6. Provision should be made to enhance connections and the ability to travel by cycle.

C7. Environmental enhancements and traffic calming should be introduced on Blundell's Road at the neighbourhood centre. This should include a village green focused on local facilities and give consideration to Tidcombe Lane.



- 1 A361 to North Devon, the M5 and Tiverton Parkway
- 2 Local road connections to Tiverton and villages
- 3 Pedestrian and cycle routes to town and countryside
- 4 Pedestrian and cycle routes to town and countryside
- 5 Shared surface, 20mph zone at key locations

- Neighbourhood centre
- Employment
- Green Infrastructure and open space
- Proposed development
- Existing development
- Existing routes
- Grand Western Canal
- Walk distances
- Connections



Above: A well connected & walkable neighbourhood focused around the neighbourhood centre

3.3 Guiding Principles

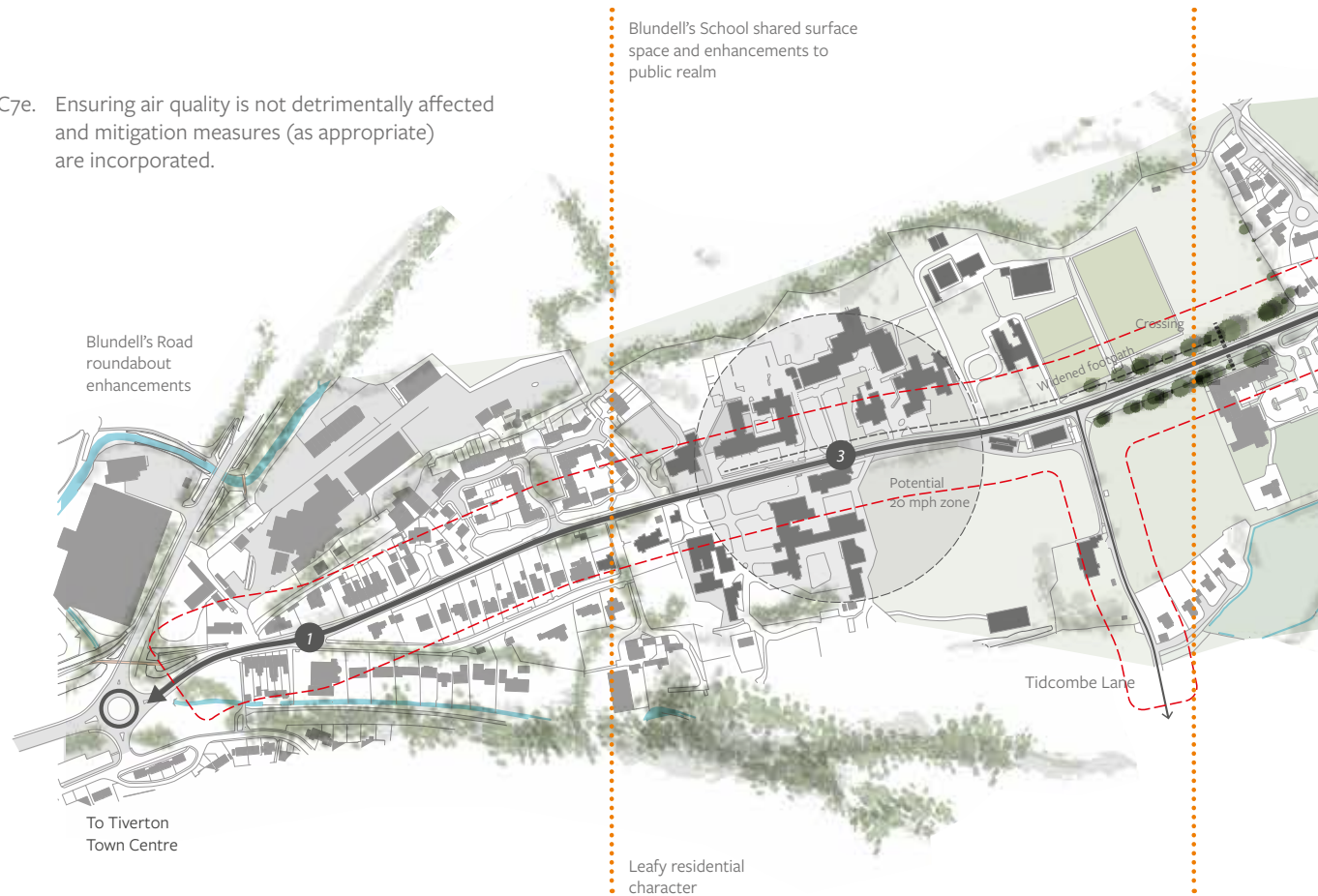
C7. Blundell's Road will continue to play an important transport role in the way that the area relates to the wider town. AL/TIV/2 (c) requires traffic calming and environmental enhancement to Blundell's Road to ensure suitable transport management. It is to be retained as a through route, however a range of measures are proposed. The study area will also include Tidcombe Lane.

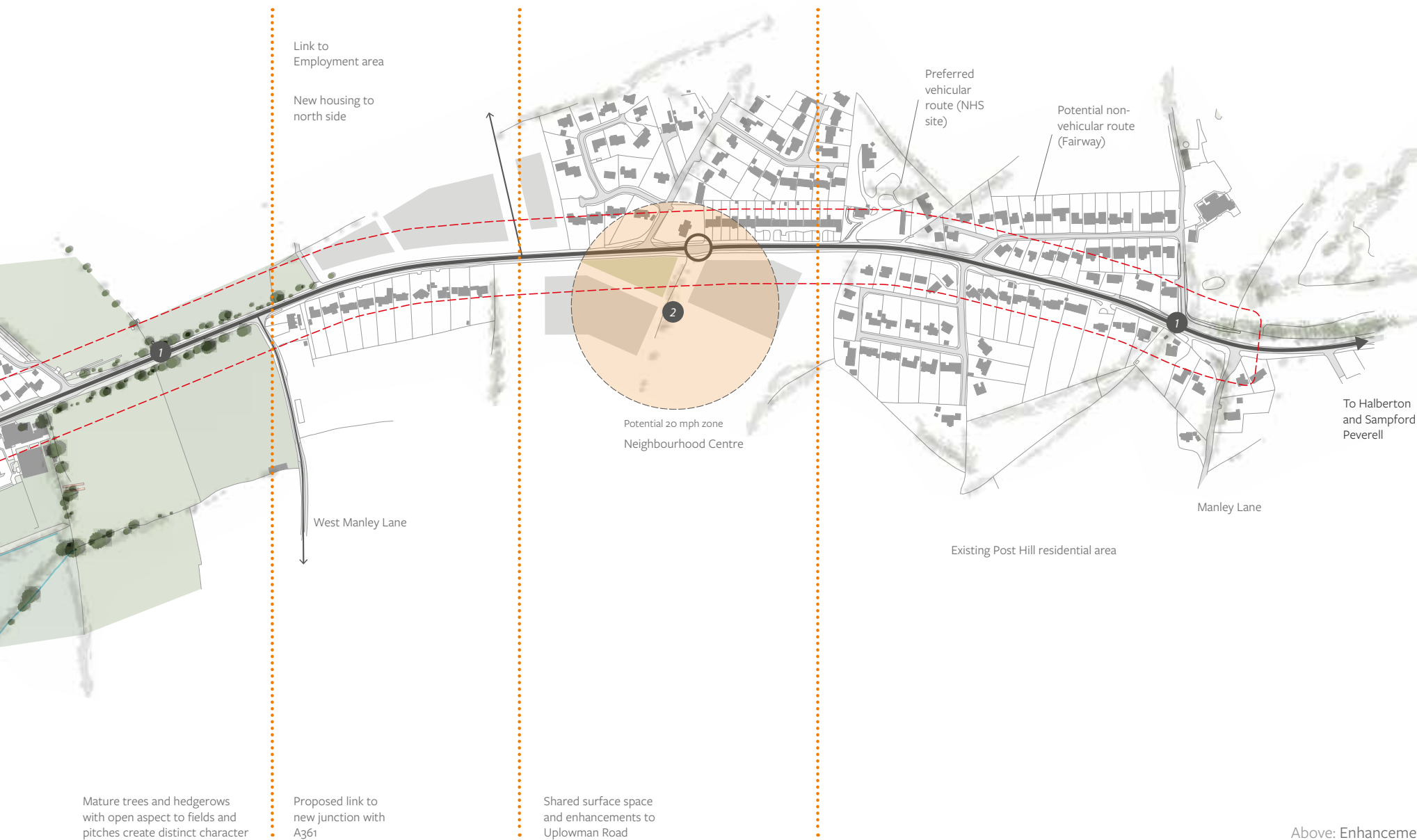
These could include; shared surface and potential 20mph zones at the neighbourhood centre and Blundell's School; improvements to Blundell's roundabout, new pedestrian crossings and an enhanced cycle lane. Traffic calming and environmental enhancement of Blundell's Road will be considered as a comprehensive strategy over the full length between Manley Lane to the east and the junction with Heathcoat Way to the west and incorporating Tidcombe Lane. The impact of traffic upon air quality (especially at the western end of Blundell's Road) will need to be taken into account in the design of the scheme.

Guiding principles for the detailed design of this traffic calming and environmental enhancement scheme should include:

- C7a. Reducing traffic speeds;
- C7b. Reducing pedestrian / traffic conflict and ensuring safe pedestrian crossings;
- C7c. Enhancing cycle provision; and
- C7d. Creating an attractive traffic calmed environment reflective of the significance of Blundell's Road as a gateway to Tiverton from the east.

C7e. Ensuring air quality is not detrimentally affected and mitigation measures (as appropriate) are incorporated.





Above: Enhancements to the Blundell's Road corridor

3.3 Guiding Principles

D. Landscape, open space and recreation

Policy AL/TIV/3 sets out policy requirements for green infrastructure including open space, sports and recreation provision and environmental protection and enhancement, to support the proposed EUE. Appendix 1 in the separate appendix document (section 3) identifies these requirements and areas where the masterplan deviates from policy. The new garden neighbourhood will comprise significant areas dedicated to landscape, open space, Sustainable Urban Drainage Systems (SUDS) and wildlife habitats commensurate to the scale of development.

Policy AL/TIV/6 sets out policy expectations for the delivery of infrastructure as part of the overall approach to the phasing of the development. This includes triggers for the provision of areas of green infrastructure. Based upon deliverability and the likely sequence of build, variation from these green infrastructure triggers is required as set out in 6.1 Implementation and Phasing. Proposed areas of public open space within the first phases of the development will need to be supplemented by temporary public open space potentially within the local centre area until main areas of green infrastructure to the south and the school can be accessed and delivered.

With the exception of identified areas of deviation, MDDC expects that policy and the following guiding principles will be met.

D1. The structure of the development should be shaped around the existing character and features of the landscape, reinforcing the qualities of the neighbourhood.

D2. Development should protect and enhance existing important fauna and flora across the site.

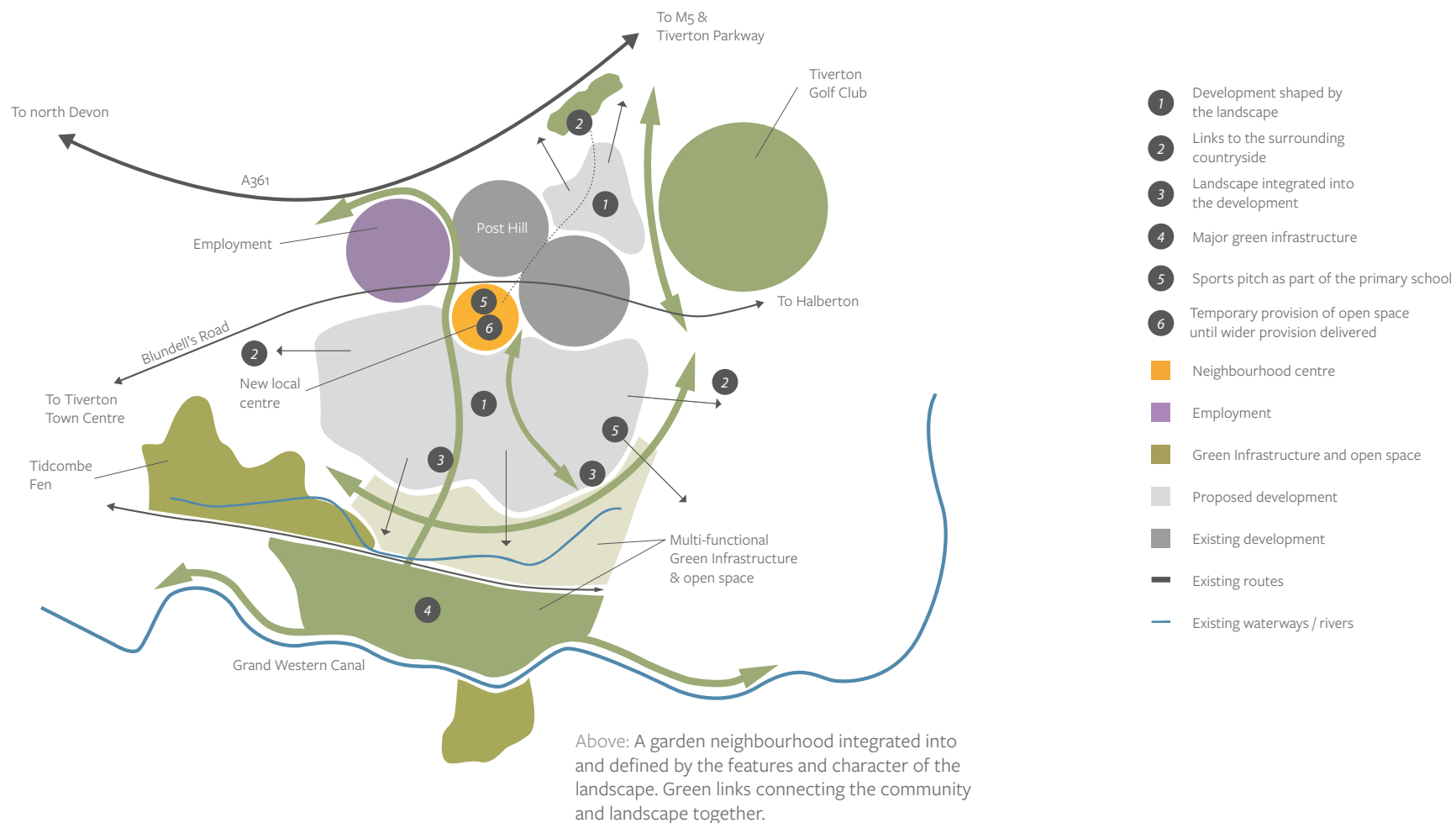
D3. Development should ensure that landscape and open space is integrated into the new community, and is used to connect the various parts of the neighbourhood together, creating strong green links and corridors into the wider landscape.

D4. The landscape and greenspaces should be multi-functional, incorporating water attenuation (SUDS), food growing (allotments and orchards), informal, formal and children's play and recreation.

D5. Provision should be made for appropriate management regimes to be put in place to ensure ongoing maintenance and stewardship of the landscape areas and SUDS.

(Tidcombe Fen, its catchment and buffer zone to the west of Pool Anthony Railway Bridge is identified as GI (Green Infrastructure) in the AIDPD - no change is proposed to this area).





3.3 Guiding Principles

E. Socially equitable

The role of the EUE will be as a new neighbourhood for Tiverton that is self sustaining, respectful of the existing Post Hill community and part of the wider town. The new neighbourhood should be designed to be equitable, balanced and fair.

E1. In the new neighbourhood there should be access for all to employment opportunities - either within the community or within easy reach.

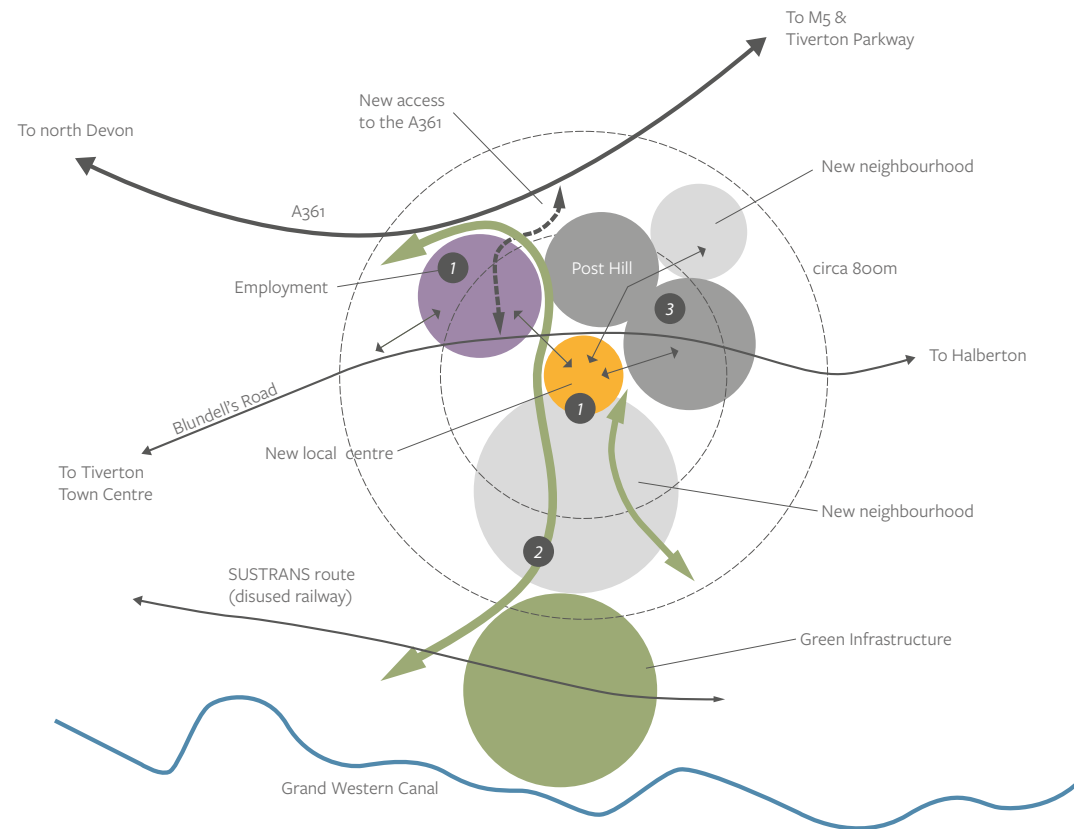
E2. There should be access for all to nursery and primary education. Wider opportunities should be available for secondary, further and adult education.

E3. In the new neighbourhood there should be access for all to health facilities, either within the community or within easy reach.

E4. Open space and landscape should be an integral part of the new community. Opportunities for food growing, safe walking and cycling, sports and play should be available to everybody.

E5. The new neighbourhood should have a suitable a balance and distribution of housing comprising homes of all types and tenures including; affordable housing (target of 35% subject to viability) intermediate (shared equity) and social rented and at least 5 pitches for gypsies and travellers.

E6. The neighbourhood should be designed so that it respects and integrates positively with existing communities and so that they share the benefits.



Above: A balanced neighbourhood where everyone is able to access facilities and services

- 1 Employment, services and facilities accessible by all
- 2 Open space and landscape integrated into the development
- 3 Existing communities at Post Hill

- Neighbourhood centre
- Employment
- Green Infrastructure and open space
- Proposed development
- Existing development
- Existing routes
- Grand Western Canal
- Walk distances
- Connections



3.3 Guiding Principles

F. Economy and employment

Policies AL/TIV/1 & 6 set out a requirement for between 95,000sqm and 130,000sqm of employment floorspace to be provided during the plan period and phased in relation to the delivery of housing and infrastructure.

The quantum of floorspace identified in the policy cannot be achieved whilst also maintaining appropriate levels of residential land and supporting community and transport infrastructure. As a consequence the level of employment has been rebalanced in line with the revised scale of housing and infrastructure.

The Mid Devon Employment Land Review (January 2013), recommends that the EUE provide 10ha of employment land adjacent to the A361. Whilst this is possible in theory, due the requirements of the A361 junction design and various other site constraints this quantum cannot be met. The reduced level of employment provision (approximately 30,000 sqm) also takes into account the need to create a high quality, attractive approach to Tiverton along the Blundell's Road corridor.

Appendix 1 of the separate appendix document (section 3) identifies where the masterplan deviates from policy. With the exception of identified areas of deviation, MDDC expects that policy and the following guiding principles will be met. Whilst the major of employment land will be provided north of Blundell's Road adjacent to the new A361 junction opportunity also exists to provide small 'satellite' clusters within the proposed residential areas.

It is important that the character and appearance of the employment area contributes positively to the sense of place of the new neighbourhood. The following guiding principles should be considered in shaping the form and character of the area.

Integrating into the neighbourhood

F1 Visibility and connections

The scheme should integrate into its surroundings by reinforcing existing connections and creating new ones; ensuring employment land is located to give businesses the best chance of success. The scheme should provide accessible employment land in a high quality environment at the heart of the community.

F2 Facilities and services

The employment land should be located (or be close to) residential areas, community facilities and amenities in the neighbourhood centre as well as being well connected to services in the wider town.

F3 Public transport

Employment land should be positioned so that businesses will be directly linked to the new and existing communities in order that people can walk, cycle and use public transport to get to work.

F4 Meeting local employment requirements

Enterprises in the new neighbourhood should where possible support existing business and the wider Tiverton economy helping to meet local requirements and need. The new neighbourhood should provide a varied range of employment opportunities from different sectors and at different scales.

Creating a place

F5 Character

The employment area should create a place that is locally distinctive and complements the wider neighbourhood.

F6 Working with the site and its context

Employment land should be located on land that is generally flat to ensure that the larger floor plates of buildings can be accommodated satisfactorily from an environmental and viability perspective.

F7 Creating well defined streets and spaces

New employment buildings should be designed and positioned with landscaping to define and enhance streets and spaces. They should also be designed to turn street corners well.

F8 Easy to find your way around

The employment area should be designed to make it easy to find your way around.

Street & workplace

F9 Streets for all

Streets should be designed to take account of all transport modes and servicing and access requirements within an attractive public realm.

F10 Car parking and servicing

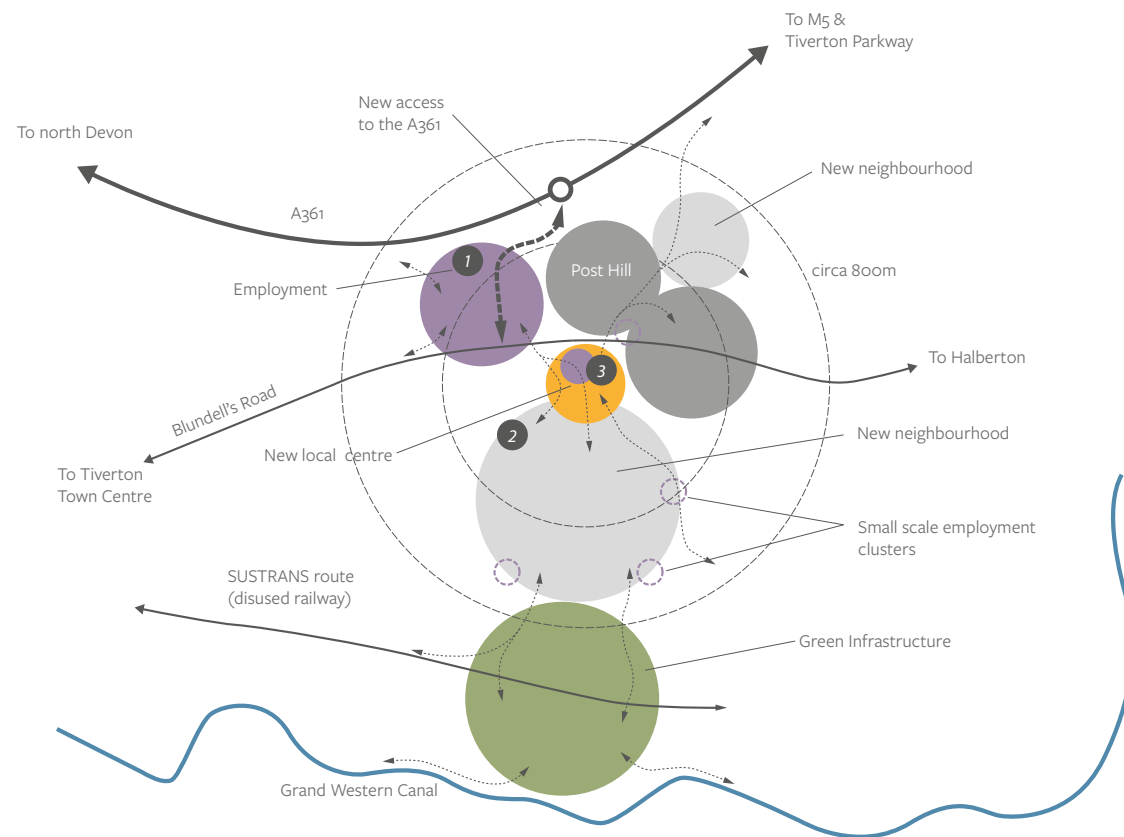
Car parking and servicing arrangements should be sufficient and well integrated so that it does not dominate the street and building frontages.

F11 Public and private spaces

Public and private spaces should be clearly defined and designed to be attractive with well managed and safe service areas.

F12 External storage and amenity space

Adequate external storage space for bins, recycling, vehicles and cycles should be properly considered.



Above: Employment integrated into the heart of the neighbourhood, located to ensure the best chance of success



3.3 Guiding Principles

G. Energy and resource efficiency

Policies AL/TIV/5 and AL/IN/6 set out the requirements for carbon footprint reduction. MDDC expects that policy and the following guiding principles will be met. Appendix 1 of the separate appendix document (section 3) identifies relationship between policy and this SPD.

The policies require that 10% (rising incrementally to 20% by 2020) of the energy to be used in the development comes from decentralised on site renewables and / or low carbon sources.

At the time of preparing this SPD Devon County Council is considering options for the provision of an Energy from Waste facility to serve North and Mid Devon. One option is for this to be provided within the EUE area. The potential for this facility on the site will need to be assessed and if deliverable and viable, associated infrastructure will need to be provided in step with development.

It is anticipated that reduced carbon levels will be achieved across the site through a combination of enhanced building fabric and provision on site renewables e.g. solar thermal and photovoltaic panels, where appropriate.

The new neighbourhood should be designed to be as energy and resource efficient as possible - across the development time line and in full life cycle terms. Planning applications will need to include a sustainability and energy assessment.

G1. Development layout and massing should be designed to maximise solar access for domestic properties - allowing passive heating and maximising natural day lighting.

G2. Streets, blocks, plots and buildings should be designed to maximise the ability for renewable energy technologies to be introduced. This can be achieved for example by providing south facing roof slopes, large south facing gardens and larger windows on the south facing elevations.

G3. Consider the design of streets and buildings to enable passive solar control - avoiding summer overheating and permitting the benefits of solar gain in winter.

G4. Better buildings - consider the adoption of high standards of fabric efficiency to reduce the requirement for space heating.

G5. Consider the introduction of energy efficiency controls so that they are user friendly and can operated as they are intended by residents. For example provision of solar hot water.

G5. A water management strategy should be put in place across the new neighbourhood that ensures that SUDS and attenuation ponds are provided reducing flood risk and retaining run off within the site.

G6. Water harvesting and reuse should considered.

G7. Opportunities to provide permeable surfacing of streets and landscape should be maximised.

G8. Neighbourhood wide initiatives to minimise Co² emissions within the new and existing communities including the development of an Energy from Waste facility should be considered together with the provision of associated infrastructure.

G9. The new neighbourhood should be designed to reinforce the importance of waste recycling and the efficient treatment of waste.

G10. The masterplan should be designed and delivered to ensure that residents and employees are encouraged to travel in the most sustainable ways. This should be achieved by distributing land uses, residential densities, public transport, pedestrian and cycle routes and community facilities in convenient and inter-related locations. Applications will need address these issues and submit a comprehensive travel plan. Electric vehicle charging points should be incorporated. Proposals should also consider a wide range of green travel initiatives. This may include the provision of a car club scheme.

“... by so laying out a garden city that, as it grows,
the free gifts of nature - fresh air, sunlight,
breathing room and playing room - shall be still
retained in all needed abundance.”

Page 113
Garden Cities of To-morrow
1902 Edition
Ebenezer Howard

Achieving a quality place

4.0 Creating the structure



Legend

A	A361		Residential
B	Blundell's Road		Residential with rural character
C	Post Hill		Employment
D	Grand Western Canal		Employment (care home)
E	Blundell's School		Mixed-use
F	Tiverton Golf Club		School & sports pitch
G	River Lowman		Landscape
H	Als Brook		Fen, catchment & buffer zone GI
I	Tidcombe Fen		Area B

Urban interventions

- 1** Neighbourhood centre
- 2** Primary school
- 3** Community facilities and shops
- 4** Employment at the heart of the community
- 5** Employment uses
- 6** A new junction onto the A361
- 7** Residential development at a varied densities
- 8** A clear hierarchy of streets and spaces
- 9** Possible location for Energy from Waste plant
- 10** Possible location for gypsy / traveller pitches
- 11** Preferred vehicular link through NHS site
- 12** Potential non-vehicular link through Fairway

Landscape interventions

- 13** Pedestrian and cycle connections
- 14** The Sustrans cycle route
- 15** Green Infrastructure area
- 16** Wetland habitat areas
- 17** Woodland
- 18** Sports and recreation areas
- 19** Children's play areas
- 20** Green corridors and routes formed around retained hedgerows
- 21** Landscape community hubs - a focus for the multi-functional landscape
- 22** Landscape spine
- 23** Buffer to Post Hill properties
- 24** Neighbourhood allotments
- 25** Community orchards
- 26** Attenuation ponds throughout the area



4.1 Masterplan

Masterplan

The Masterplan provides a spatial representation of the Tiverton's new garden neighbourhood at Post Hill – a physical illustration of how the character areas, streets, parks and open spaces, land uses and transport corridors could be arranged in order to ensure that the vision, concept and guiding principles are delivered in the right way.

The plan is designed around a number of structuring elements that will define the quality and sense of place of the new neighbourhood. These are shaped and knitted together by the guiding principles.

In respect of Area B there will be a further stage in the development of the masterplan following more detailed survey and analysis of that part of the allocation. Refer to 1.7 Design process.

Terms of the masterplan

The plan is illustrative and as such is designed to provide guidance about the quantity and location of different land uses as well as where key connections should be made throughout the neighbourhood. The plan is intended as a flexible tool so that the shape of different aspects of the new garden neighbourhood can be designed in many ways to respond to different circumstances. The actual position and alignment of routes, shape of blocks, streets and open space will of course vary from what is illustrated in the plan.

A neighbourhood centre*

The plan is focused on a mixed-use centre at the heart of the neighbourhood. The centre would be an important focal point for life in the area, it could comprise a new primary school, shared community facilities, crèche, café, bar, hair dressers, hot food takeaway, shops, some smaller scale employment opportunities, new homes and public open space - this would include formal sports and recreation provision. The new 'village green' would provide a defined entrance into the area and a respectful landscape adjacent to existing houses on the north side of Blundell's Road. With a combination of town houses and apartments, the residential density here would be in the region of 40 - 50dph. The neighbourhood centre would also be a hub for bus services into the town centre.

Walkable neighbourhood

The residential community has been designed so that all homes are in easy walking distance of the neighbourhood centre, other community amenities and facilities and in turn to the wider town. Most homes are within 800m or a 10 - 15 minute walk of the neighbourhood centre and employment opportunities on the north side of Blundell's Road, and within a 2 minute walk to local allotments, parks, play areas and orchards. There are safe and attractive parkland and green street and lane walks linking residential streets to all amenities and public transport facilities. The plan ensures that Blundell's Road, the Great Western Canal and the cycle routes into the town centre are all easily accessible. The plan sets out to promote the walking, cycling, and the use of public transport ahead of car use.

An important structuring element of the walkable neighbourhood is that the neighbourhood centre and employment areas at the heart of the new community have strong and easy connections to the whole of the new neighbourhood and the surrounding countryside.

A garden neighbourhood

The overall design of the masterplan is based around a series of design principles that seek to create a new garden neighbourhood with a character and appearance inspired by the defining characteristics of Tiverton and its immediate surroundings and that is reminiscent of a garden city environment. Whilst the plan is designed around modern requirements and standards (including making efficient use of land for the provision of new homes) and takes account of sustainability objectives; it seeks to establish a firm foundation for a place that is green, leafy with generous private gardens, making the most of sunlight and natural daylighting, and creating opportunities for community recycling and food production.

The plan has been designed so that all of the developed areas have an easy, safe and attractive relationship with the beautiful surrounding Devon countryside.

A hierarchy of streets

The masterplan illustrates a clear hierarchy of streets, lanes, tracks, footpaths and public open spaces that connect the neighbourhood centre and employment area with the

4.1 Masterplan

surrounding residential areas and in turn, to the parkland that forms an integral and defining part of the new community.

The principal street in the area hierarchy would be Blundell's Road with a secondary vehicular 'loop' in the vicinity of the neighbourhood centre providing access to the residential areas in the southern part of the site. An access from Blundell's Road



to the north connects through the employment area to a new junction onto the A361. A series of streets radiate out from the neighbourhood centre to the parkland area in the southern section of the site and there is also a connection from the centre to new housing in the northern area along Putson Lane and through the former NHS site. This framework of streets provides the structure for the new place - a network of inter-connected residential streets forms the finer grain of the residential community.

Clarity in the hierarchy of street types is important as it establishes a richer townscape and landscape that is easier for people to orientate within (find their way around). The resulting plan is permeable; providing lots of choices for pedestrians, and legible; creating memorable and recognisable public spaces.

Changes in density

Changes in density are an important structuring element that contributes to the sustainability of the settlement, reinforces the sense of place of character areas across the neighbourhood, and ensures that there is a variety and balance of housing types throughout.

In general, the neighbourhood is designed so that the highest density residential areas are closest to local facilities, the school, employment opportunities and public transport services, and the lowest density areas are furthest away. In response to this simple strategy, the neighbourhood has been designed assuming

that densities in the neighbourhood centre would be about 40 - 50dph and that densities would reduce outward towards the parkland to densities of around 15 - 20dph in some edge of neighbourhood areas in the southern section of the site. Many of the intermediate housing areas would comprise residential streets with densities of between 25 and 40dph.

The proposed densities would enable a townscape and landscape to be structured with a strong parkland character.

A new parkland

The new parkland open space will provide a defining characteristic of the garden neighbourhood and for this reason the masterplan has been designed so that the residential communities feather into it and are intertwined with it.

The parkland would have the character of a country park providing a landscape resource comprising: wetland areas; woodland areas; areas of pasture; retained veteran trees; new tree planting in streets, open spaces and in the parkland; flat landscaped areas and steeper areas such as the landscaped spine that cuts through from south west around Tidcombe Fen to the north east towards Manley Lane; attenuation ponds and other SUDS features; allotments and orchards throughout the parkland providing easy access from all parts of the community; informal areas for play and recreation; enhanced biodiversity; and retained ecology and enhanced hedgerows.

The masterplan identifies the Tidcombe Fen, its catchment and buffer zone to the west of Pool Anthony Railway Bridge as Green Infrastructure. There is no change proposed to this area.

Some areas of the park will feel remote from housing and others will be overlooked directly. The new parkland will provide a fabulous resource for the community and the town, as well as a beautiful setting for the new neighbourhood.

Making the most of local features

The masterplan has been designed so that the new place is responsive to the specific character of Tiverton and its locality. There are many features of the site that have been incorporated into the masterplan to ensure that the new community is established out of the character and qualities of the existing place. This is important in creating a richer environment, making the most of existing assets and so that the collective community memory that knows the area well and has done for many years, is a factor that shapes the new community. The proposal will also need to respect the existing dwellings in Post Hill and on West Manley Lane.

Establishing a new community of the scale that is proposed can be a challenging process involving significant change – ensuring that there is some continuity and that existing features of the landscape are maintained and respected is an important aspect of the plan.

The plan has sought to work with many of the existing features and designations that characterise the site. These include: the setting of Pool Anthony House and other listed buildings; the possibility of a new conservation area centred around Blundell's Road; the setting of existing houses and gardens in Post Hill; the setting of the long barrows around the northern area of the site; water courses; local landform; the network of hedgerows and veteran trees; wetland areas; features of local historic significance such as the bridge over the former Bristol and Exeter Railway; the Grand Western Canal; buildings on Manley Lane, West Manley Lane, Updown Road and Blundell's Road; and the historic drovers track.

Local employment

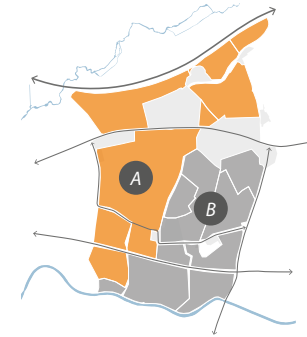
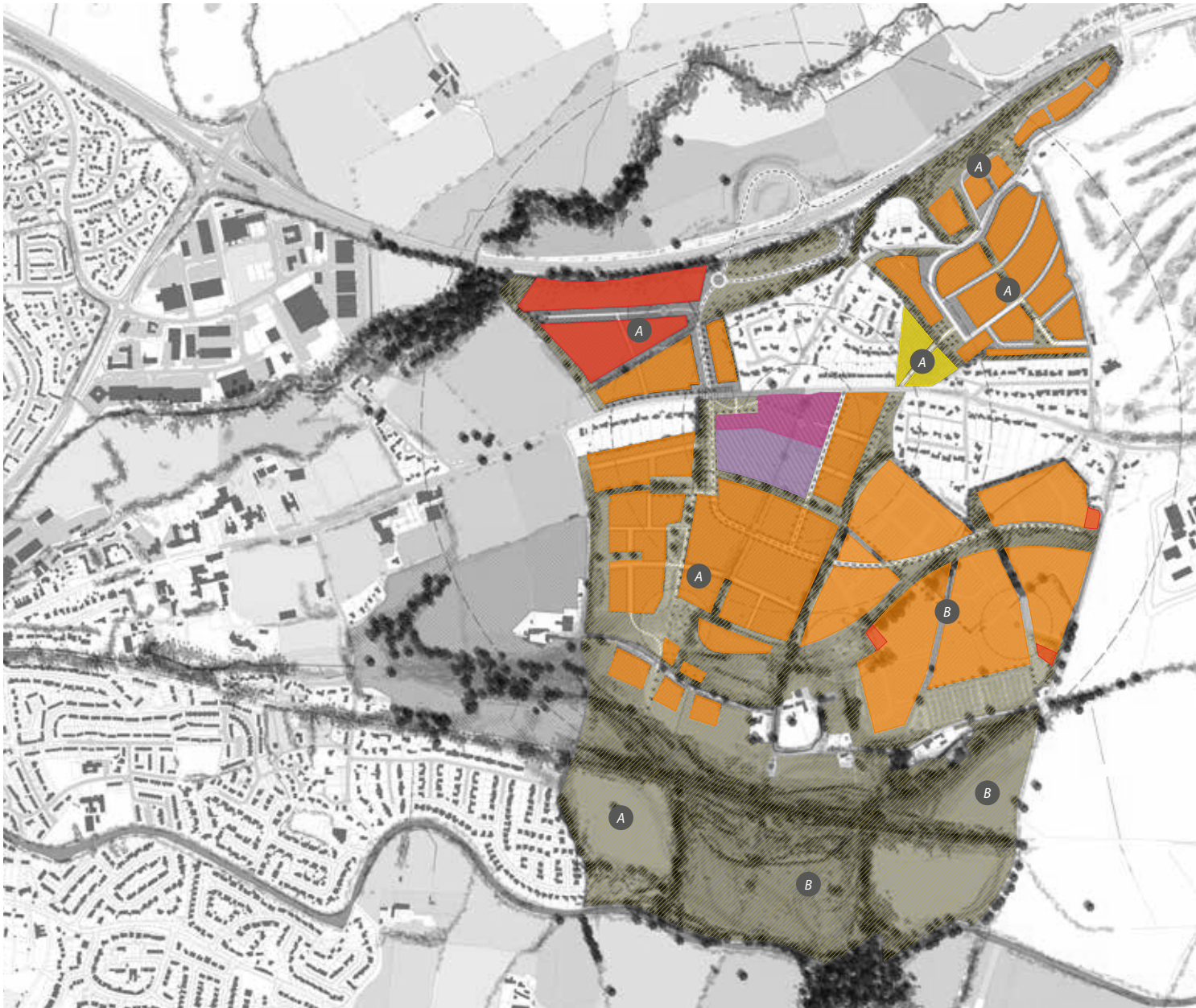
The masterplan has been structured in order that an appropriate level of employment space is at the heart of the community so that; it is in close proximity to the neighbourhood centre, can be easily accessed from the A361, is visible from the A361, is on level ground, is close to facilities at the neighbourhood centre to bus routes connecting with the town centre and other parts of Tiverton.

The plan provides for different employment types and opportunities in part of the area north of Blundell's Road and south of the A361. Provision has also been made for some employment space within the neighbourhood centre, employment associated with a care home on the NHS land and as smaller satellite provision in residential areas.

A sustainable settlement

The plan has been shaped so that it provides a suitable foundation for achieving a sustainable development form. This is manifest in a number of the key characteristics of the proposed neighbourhood:

- The land uses are distributed so that the neighbourhood centre and employment area are in easy walking distance of housing;
- The neighbourhood centre is well served by buses;
- A school and community facilities are at the heart of the neighbourhood;
- Housing is arranged in different densities with the highest near the centre and lowest furthest out;
- Opportunities are provided for community food production close to home;
- Play, sports pitches and attractive parkland areas provide the basis for a healthy lifestyle;
- Proposals to enhance biodiversity throughout the plan area are numerous;
- Sustainable water management is proposed;
- Streets, plots and open spaces have been designed to maximise the potential to utilise sunlight and daylight positively in the design of the new neighbourhood;
- Opportunities for community energy and sustainable waste disposal are under consideration; and
- The site is in a sound and sustainable location that is well connected to the wider community of Tiverton and beyond.



- Neighbourhood centre, shops and community and employment
- Employment
- Employment (care home)
- Education
- Residential
- Satellite employment
- Open space and landscape
- A Area A
- B Area B

4.2 Amount and use (land use budget)

Tiverton Eastern Urban Extension						
Area B						
Area A	Phase 1a	Phase 1b	Phase 1c	Total	Total	Total
Residential	5.9ha	10.6ha	9.54ha	26.04ha	16.26ha	42.3ha
Avg resi density 36dph	200 dwellings (34dph)	445 dwellings (42dph)	324 dwellings (34dph)	969 dwellings	553 dwellings (34dph)	1522 dwellings *
Employment	4000sqm (circa 0.8ha @ 50%)	8,500sqm (circa 1.7ha @ 50%) [§]	15,000sqm (circa 3ha @ 50%)	27,500sqm (5.5ha) [§]	2,500sqm (0.5ha)	30,000sqm (6ha) [§]
Neighbourhood centre	n/a	0.5ha	1.5ha [±]	2ha [±]	n/a	2ha [±]
School (inc sports pitch)	n/a	1.93ha (land / delivery of 1 st part)	(build out continues)	1.93ha	(build out continues)	1.93ha
Total	6.7ha	14.73ha	14.04ha	35.47ha	16.76ha	52.23ha
Allotments	n/a	n/a	2.25ha	2.25ha	0.2ha	2.45ha
POS including children's play	1ha	5.38ha	19.74ha	26.12ha	28.33ha	54.45ha
Formal sports	0	On school site (circa 0.4ha) accounted for above	0	0	2.23ha	2.23ha
Water attenuation	1ha	0.4ha	0.78ha	2.18ha	0.72ha	2.9ha
Infrastructure	2ha	1.5ha	2.6ha	6.1ha	2.06ha	8.16ha
Total	4ha	7.28ha	25.37ha	36.65ha	33.54ha	70.19ha
Grand total	10.7ha	22.01ha	39.41ha	72.12ha	50.3ha	122.42ha

* Target quantum. Actual number delivered may vary subject to detailed understanding of constraints. Figure includes 5 gypsy pitches. More information on phasing is at 6.3 Approach to development phasing

[§] Assumes 2500sqm care home on NHS land

[±] Refer to 4.4 Land use. Quantum to be reviewed subject to market demand



- 1 New junction to A361
- 2 Neighbourhood centre potential zomph zone.
- 3 Blundell's School potential shared surface zomph zone
- 4 Grand Western Canal tow path
- 5 Sustrans cycle route
- 6 Environmental enhancement and traffic calming on Blundell's Road & Tidcombe Lane
- 7 Link to employment area from Blundell's Road
- 8 Enhancement to Blundell's Road roundabout
- 9 Enhancement of Uplowman Road & Putson Lane
- 10 Preferred vehicular link through the NHS site
- 11 Proposed non-vehicular link through Fairway to north eastern site*
- 12 Secondary connection onto Blundell's Road via the end of West Manley Lane

- Primary route (existing)
- - - Secondary route (existing)
- Secondary route (proposed)
- Tertiary route
- Green route
- ... Footpaths
- - - Cycle routes

4.3 Movement

The plan for transport and movement is to encourage walking, cycling and public transport ahead of car use, whilst ensuring that the masterplan is pragmatic and designed to ensure that cars are catered for sensibly in the illustrative layout.

The masterplan is based upon walkable neighbourhood principles where all facilities are within easy reach of all houses. The development is focused upon the neighbourhood centre and buses connected to the wider town will be available from here.

The neighbourhood is positively connected to a number of strategic pedestrian and cycle routes. The development site is in an accessible location in relation to amenities and facilities in the Tiverton and as such is considered to be in a sustainable location.

A new junction is proposed from the A361. This will provide additional capacity and enable access to the employment sites in the north west of the area. Its early delivery (in part) can also act as a primary access for construction vehicles (The primary construction access from the A361 will be subject to highway safety assessments).

Strategic transport proposals

Policy AL/TIV/2 sets out strategic transport proposals that are required in support of the new neighbourhood. The masterplanning process has identified a number of interventions that need to be carried out to make the development acceptable and ensure that transport is properly managed on site and in the surrounding area.

This work has identified the need for:

- A new junction onto the A361;
- Traffic calming and environmental enhancement of Blundell's Road including potential shared surface and 20mph zones at Blundell's School and the neighbourhood centre, study area to also include Tidcombe Lane;
- Provision of bus, pedestrian and cycle routes;
- Cycle and pedestrian links to the Railway Walk, Grand Western Canal and nearby public rights of way;
- Bus service enhancements;
- New and improved off site pedestrian and cycle links including improvements to the wider green infrastructure network;
- Improvement to roundabouts on Heathcoat Way;
- Enhancements to M5 Junction 27 (signalisation).

Alternative routes for strategic access have been investigated and found to be not suitable nor deliverable.

With the level of development proposed the following are not required:

- A new access road linking to Heathcoat Way;
- Closure of Blundell's Road to through traffic other than to cycles and buses.

MDDC will expect those proposals that are required to be implemented in accordance with agreed trigger points as set out in 6.1 Implementation and phasing.

Blundell's Road and Tidcombe Lane

The masterplan proposes a number of traffic calming and environmental enhancement measures to improve transport management along Blundell's Road. These are identified in 3.3 Guiding principles - movement and 5.1 Reinforcing the structure.

Local connections

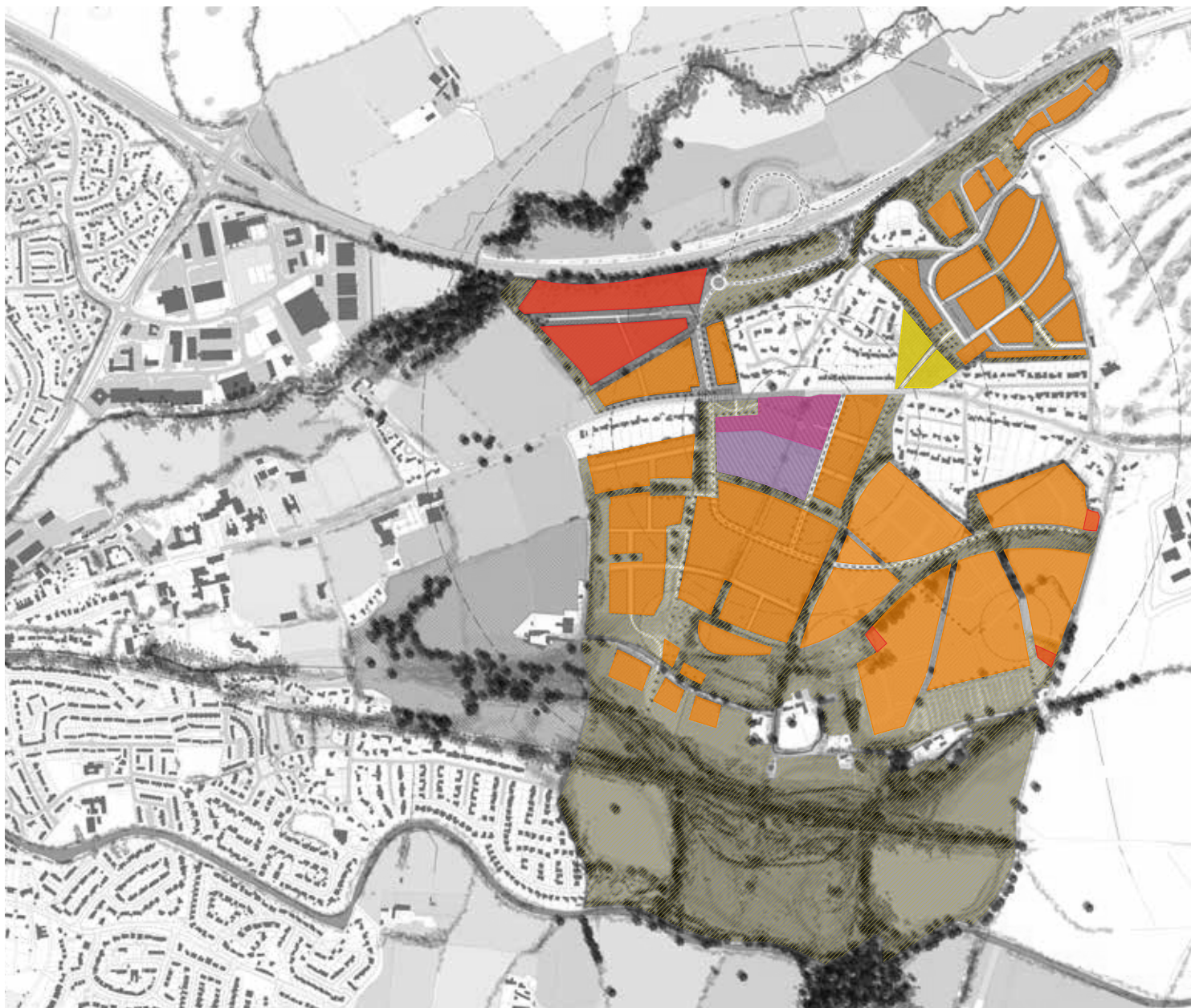
There are a number of new local connections and works that will help to link the new neighbourhood with its surrounding area and in turn the wider town. These will reduce the impact of the development and include:

- Enhancement of Uplowman Road and Putson Lane;
- Provision of a vehicular link through the NHS site (preferred);
- Provision of a non vehicular link from the north east parcel through Fairway to the neighbourhood centre*;
- A secondary access to Blundell's Road via the end of West Manley Lane;
- New pedestrian links between Railway Walk, Grand Western Canal, nearby rights of way and the new neighbourhood;
- Changes to Manley Lane and West Manley Lane to restrict access;

Policy

There are a number of other policy requirements of AL/TIV/2 which MDDC will expect developments to bring forward as part of their proposals. These include improvements to walking, cycling and public transport provision, as well as travel plan implementation to reduce carbon footprint and air quality impacts.

* Not required once NHS link provided



- Neighbourhood centre, shops and community and employment
- Employment
- Employment (care home)
- Education
- Residential
- Satellite employment
- Open space and landscape

4.4 Land use

The masterplan defines a new development that will establish a well-balanced community that is positively integrated with existing facilities in the town.

The garden neighbourhood will include:

Residential

A mix of housing types and tenures including affordable housing at a variety of densities, associated community infrastructure, at least five gypsy and traveller pitches will also need to be located within the site as part of the overall affordable housing provision. An affordable housing target of 35% will be sought, subject to viability. Whilst the average residential density is calculated at 37dph (giving circa 1520 units), housing will be developed at different densities across the area in response to site circumstances. For example housing in the neighbourhood centre will be developed at densities of between 40dph and 50dph, whilst housing on the park edge is likely to be developed at around 15 - 20dph. The number of houses should be considered as a target that may be less subject to a more detailed understanding of constraints;

Employment

Areas for new and relocated businesses which will principally fall within uses classes B1a and B1c are proposed within development parcels with a typical plot ratio of between 40% and 50% (achieving circa 25,000sqm). In addition a further 5,000sqm of space is envisaged in small clustered satellite areas within the neighbourhood centre and residential areas and through the provision of a care home on the NHS site (2,500sqm).

Neighbourhood centre - mixed use (primary school and community buildings)

Primary school site of 1.93ha and mixed use community centre with local shops, community buildings and facilities of 2ha. There are also opportunities for small scale employment within the centre of the community and some residential on upper floors on a mixed use basis.

Uses / facilities within the centre could include a community hall and meeting rooms, local health care (such as a GP outreach surgery), café/ bar, pub, convenience store and other local shopping, crèche, hairdressers and hot food takeaway. Recreation, formal sport and play facilities will also be expected within the area. (This list is not intended to be exhaustive. Other community uses and facilities will be considered).

The scale of this provision is in accordance with the requirements of policy AL/TIV/4 and assumes opportunities for shared sports facilities (at least 90m x 45.5m[§], under 17 / under 18 / senior football pitch) between the school and the community. This will need to be clarified once arrangements for the school are known. It is also proposed that community needs in terms of the land take for community buildings and facilities be reassessed in relation to other uses during phase 1c and at the start of phase 2a. In the event that the full 2ha of land allocated for community uses is not required*, alternative uses including additional small scale employment and residential will be considered.

Green infrastructure

A new multi functional parkland comprising - community orchards and allotments, informal publicly accessible areas, children's play areas, habitat areas and water attenuation ponds;

Energy from Waste

The site is considered in the Devon County Council Waste Local Plan as an option for the location of an energy from waste facility. If selected it is most likely that it would be located in the employment area towards the north west of allocation, close to the new A361 junction.



- 1 Landscape and community hub
- 2 Green links and connections
- 3 Allotments and orchards
- 4 Play areas
- 5 Retained hedgerows and trees
- 6 Sports pitches
- 7 Enhanced and new areas of woodland
- 8 Retained and enhanced wetland and marshy areas
- 9 Open parkland on steep ground
- 10 Areas for informal recreation
- 11 Attenuation pond

4.5 Landscape and public open space

Green Infrastructure

The principal defining feature of the garden neighbourhood will be the extent and quality of public open space within the developed areas and the extensive multi-use parkland that wraps around the southern boundary of the scheme incorporating the area of Green Infrastructure identified in policy AL/TIV/3.

The developed area will be characterised by a green and leafy character inspired by garden city principles of placemaking. As such the area will comprise tree lined streets, streets with front gardens, green lanes, allotments, orchards, wooded areas, formal green spaces, retained species rich hedgerows and veteran trees, incidental green spaces, and attenuation areas.

Public open space will provide a multi-functional green space in easy reach of all homes in the garden neighbourhood and existing communities. The extent of greening across the area is in response to the identified landscape and site features that currently exist and other constraints such as topography. The majority of retained hedges have been incorporated into public open space. Some hedgerows may need to be removed within developed areas but should be retained wherever possible and integrated into the development.

The open space is proposed to take the form of a parkland setting and will be a local landscape that has a variety of complementary recreational and ecological functions:

- Wetland areas;
- Woodland areas and retained veteran trees;
- Areas of pasture;
- Flat landscapes and steeper areas;
- Areas for informal recreation;
- Attenuation ponds and other SUDS area;
- Allotments and orchards;
- Formal and informal play areas – including a NEAP, LEAPS and LAPS;
- Sports pitches*;
- Enhanced biodiversity;
- Enhanced hedgerows including historic and species rich hedgerows;
- Green corridors.

Strategic planting

There will be a number of areas of strategic planting across the allocated area. These include:

- Landscape buffer planting to the A361;
- Landscape buffer planting between existing housing at Post Hill and proposed residential areas;
- Planting around the proposed junction onto the A361;
- Strengthening of hedgerows and other landscape features and habitats;
- Areas of ecological mitigation.

Tidcombe Fen

Tidcombe Fen is a Site of Special Scientific Interest (SSSI). It is a rare type of wetland habitat comprising a variety of plant species and rare fauna.

The masterplan seeks to take account of the environmental and ecological sensitivities of the Fen. It will need to be demonstrated at the application stage that the SSSI and its hydrological catchment area will not be adversely affected by development. The plan is designed in mind of the Fen, its catchment, the Alsa Brook and the marshy areas to the south of the site that feed the wetland.

Planning applications will be expected to demonstrate how green infrastructure areas will be managed and maintained. Specific arrangements may vary according to the type of space and its function but are expected to include access and management agreements with landowners and the creation of a management company. Local organisations may also come forward to manage some of the areas for public benefit.

It is important that the delivery of green infrastructure areas takes place in step with the development. 6.1 phasing and implementation deals with this issue. Due to the likely sequence of phasing, temporary public open space will need to be provided at the neighbourhood centre or in an alternative location until the permanent areas to the south can be delivered and accessed.

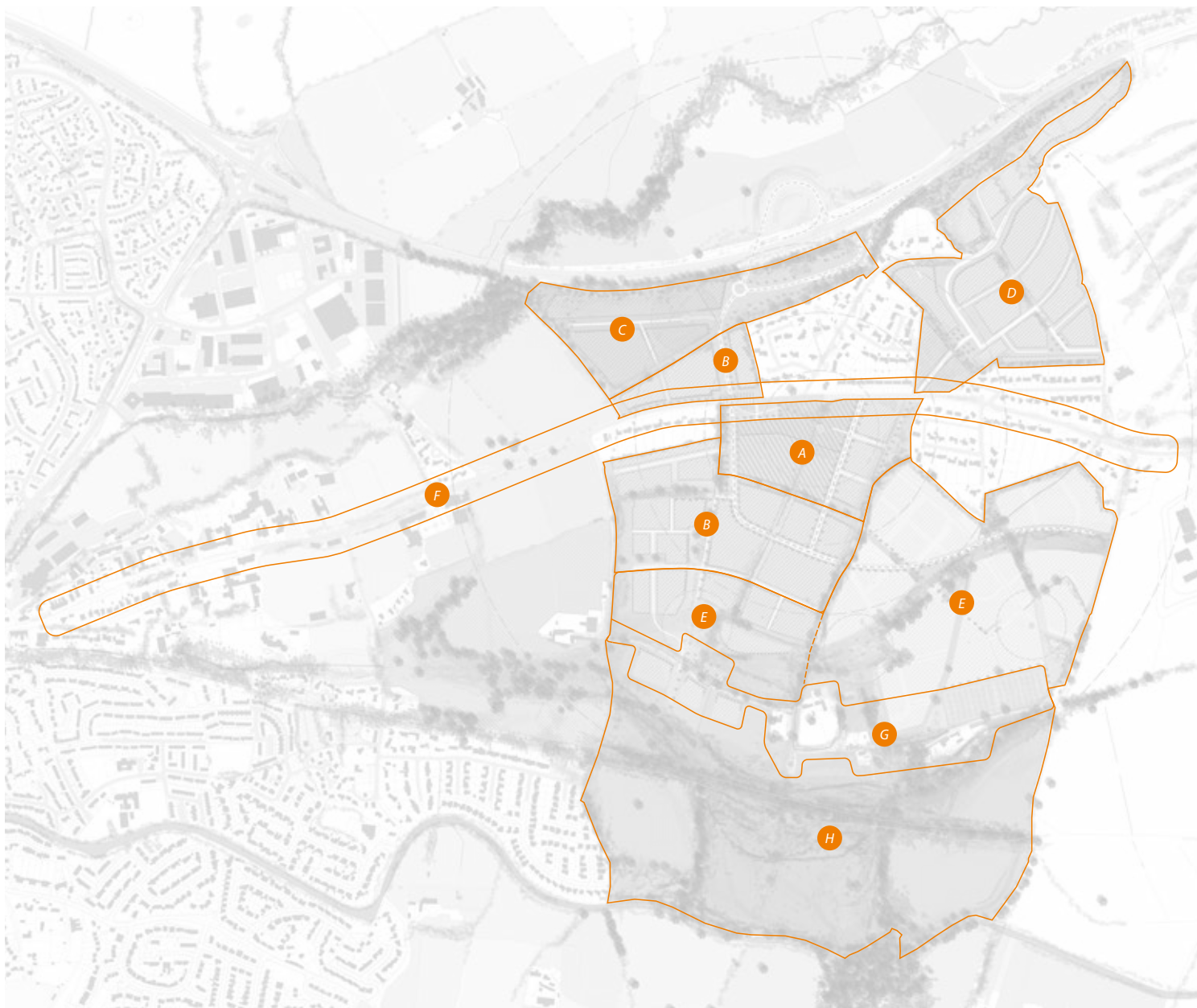
* It is envisaged that the requirements for formal sports provision will be partly met on site and partly through off-site enhancement and expansion of existing facilities within the Tiverton area

“ the way in which public space has been organised has in all periods exercised a powerful influence on the design of private houses.”

Urban Space
Rob Krier

Achieving a quality place

5.0 Creating the place



- A** Neighbourhood centre including primary school
- B** Residential core
- C** Employment area
- D** North east area
- E** The park edge and south east area
- F** Blundell's Road
- G** West Manley Lane
- H** The Parkland



5.1 Reinforcing the structure

The masterplan can be sub divided into eight areas that have a distinctive character of their own and which will come together to define the wider whole. Whilst it is important that the neighbourhood has a continuity and definable sense of place, the character areas respond in different ways to their particular role and location within the development.

Design approach

The proposed character areas are intended to form the foundation for more detailed guidance that will be prepared as part of a coordinated design approach for the new neighbourhood set out in 1.7 design process. This design approach elaborates on the structuring principles that are illustrated in this SPD to ensure that there is a consistent approach to design across the whole area and that individual character areas reflect to their particular role, function and distinctive position within the neighbourhood.

The character areas take into account the existing landscape, ecological and topographical characteristics of the site. As such they will be quite different, ranging for example, from the Blundell's Road corridor to the undeveloped landscape Parkland in the southern area of the allocation. Residential densities and therefore the character and appearance of housing areas will graduate across the site.

The highest densities will be at the heart of the neighbourhood centre (although this would need to take account of relationships with existing low density housing at Post Hill), and lower densities

on the edges of the park allowing the built form to feather into the landscape at the edge of the development. The southern edge of the residential area reflects this approach.

The design process and additional design work required in 1.7 should use these character area principles as a starting point for more detailed guidance together with developing a clearer understanding of local building traditions and characteristics.

Character areas

The eight are:

A: The neighbourhood centre

This mixed-use centre will be at the heart of the community fronting onto Blundell's Road comprising the primary school, community facilities, shops, employment space, apartments, town houses, a village green, formal recreational space, bus stops and other associated facilities;

B: The residential core

This predominantly residential area wraps around the southern edges of the neighbourhood centre will be defined by terraced and semi detached houses with gardens. It will also include residential development fronting onto the north side of Blundell's Road to reinforce the character of Post Hill;

C: The employment area

The focus for a variety of employment buildings, the area will comprise principally B1a and B1c classes in a landscaped setting accessed from the proposed A361 junction;

D: The north east area

This residential area is east of Uplowman Road and north of Fairway. Housing and landscaping will need to take account of the more challenging topography and step down with the contours;

E: The park edge and south east area

This predominantly residential area falls between the residential core and the park edge and includes the south east area, large sections of which front onto the parkland. Housing will be designed to be at lower densities comprising mainly semi-detached and detached properties with gardens. The housing edge will be softened to feather into the greenspace beyond.

F: Blundell's Road

This is the primary movement corridor in the area. It has a changing character that will link the new neighbourhood with the town centre. Enhancement works will deliver environmental improvements, especially at the core of Blundell's School;

G: The parkland

This multi purpose landscaped public open space wraps around the southern edge of the built up area.

H: West Manley Lane

This existing lane has an enclosed rural character bounded by hedgerbanks with clusters of buildings.

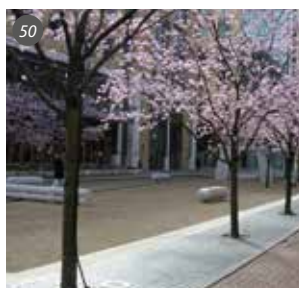
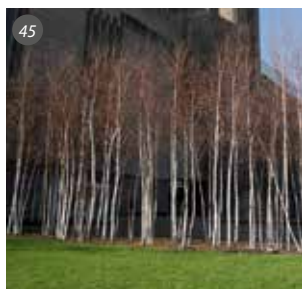
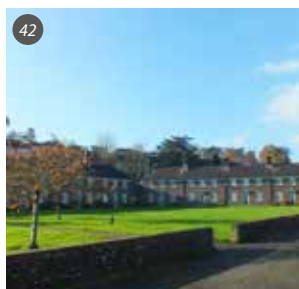
The following chapter provides some guidance about the traits that should define the different character areas.

Illustrative plan

The illustrative plan shows a notional interrelationship between different parts of the neighbourhood centre comprising a 'village green' to Blundell's Road, the position of the primary school at the heart of area, mixed use development blocks enclosing the streets and spaces and the position of existing houses at Post Hill. The plan shows how the scale of development can create enclosure to streets and that active ground floor uses such as shops, café and community uses can be combined with housing and offices in the upper floors of mixed use blocks to create variety, flexibility and vitality.



Above: An artist's impression looking across the 'village green and potential shared surface space across Blundell's Road into the neighbourhood centre



A: Neighbourhood Centre

The centre would be the focus of community life in the new area. It would comprise a broad mix of land uses that are positioned adjacent to Blundell's Road and clustered around the new primary school and bus services into town. It is envisaged that a new 'village green' space would be introduced onto Blundell's Road and this would mark the heart of the neighbourhood. The centre is likely to comprise town houses, apartments, landscaping, formal sports provision, a small shop, a satellite medical centre, crèche, community facilities, small offices and a café. Green routes from the centre would connect out to the surrounding residential areas and parkland/ countryside beyond.

Layout and density

An urban garden city character centred on a new village green with a density between 40 and 50dph.

Amount and land use

Mixed use comprising residential, primary school, community space, shops and employment space (1.93ha for primary school and 2ha* for community buildings and open space).

Scale and form

Generally two storeys with some elements of three storeys to mark the neighbourhood centre if they are appropriate. Upper floors provide opportunities in terms of community uses and facilities.

Streets, public open space and landscape

Formal streets with trees and good enclosure from buildings. Some active ground floor frontage. Village green space. School / community playing fields. Buildings at back of pavement. Car parking in small courtyards, on street and in public space.

Left: Precedent photographs capturing the character and content that might be possible in the neighbourhood centre



Three storey contemporary housing



Two storey terraced housing in Tiverton



Existing housing in the locality

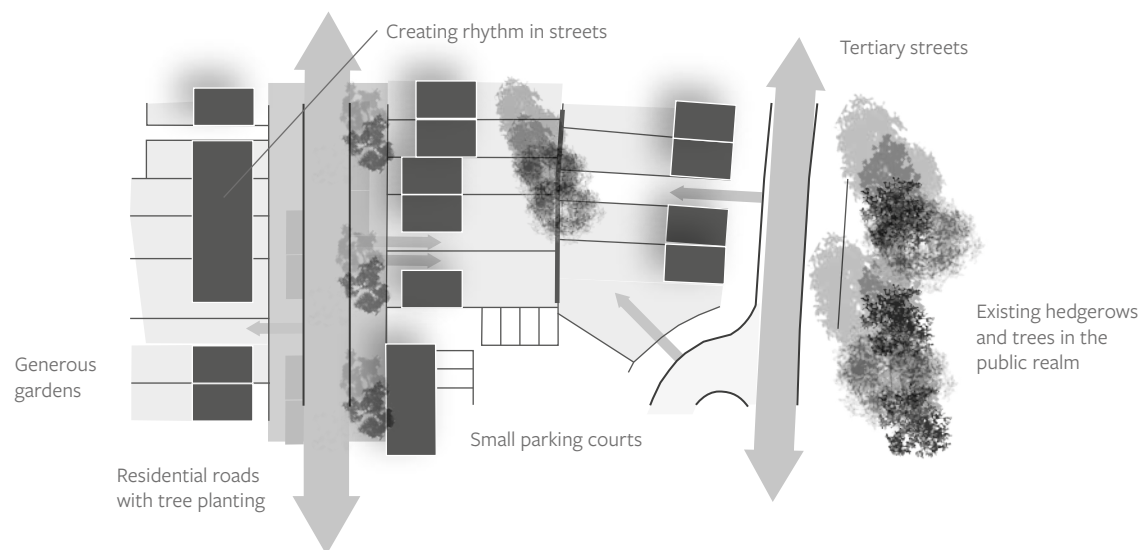
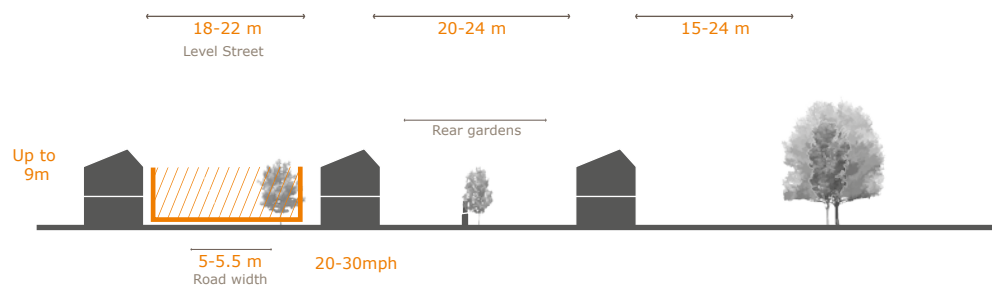


Existing local housing



Positive pedestrian and cycle routes

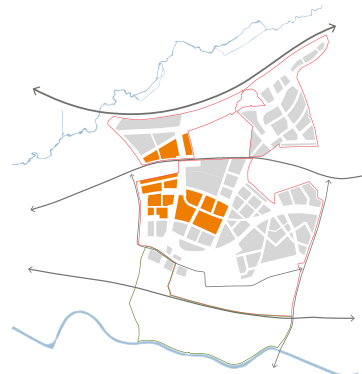
Above: Precedent photographs capturing the character of development that might be possible in the residential core



Illustrative plan and section

The illustrative plan shows how housing in this area might be laid out with mainly terraced housing and some semi-detached housing fronting onto streets. The plan shows good sized front gardens and opportunities for parking in streets, on-plot and in small courtyards.

The illustrative section gives an idea of the sort of street widths, enclosure and back to back distances that might be appropriate in some parts of the residential core.



B: Residential Core

The residential core is located around the neighbourhood centre. Residential accommodation will be delivered mainly in the form of houses with gardens. The housing will be mostly terraced with some semi detached and would be arranged in streets and plots that seek to maximise the benefits of solar access. The area is within a 5 minute walk of local community facilities including the primary school and surrounding parkland. The area would be characterised by residential densities of between 25dph and 40dph with the highest densities closest to the neighbourhood centre.

Layout and density

Housing in gardens with densities of between 25 and 40dph creating an formal garden city character.

Amount and land use

Predominantly housing with some community open space including allotments, orchards, incidental open space and play areas.

Scale and form

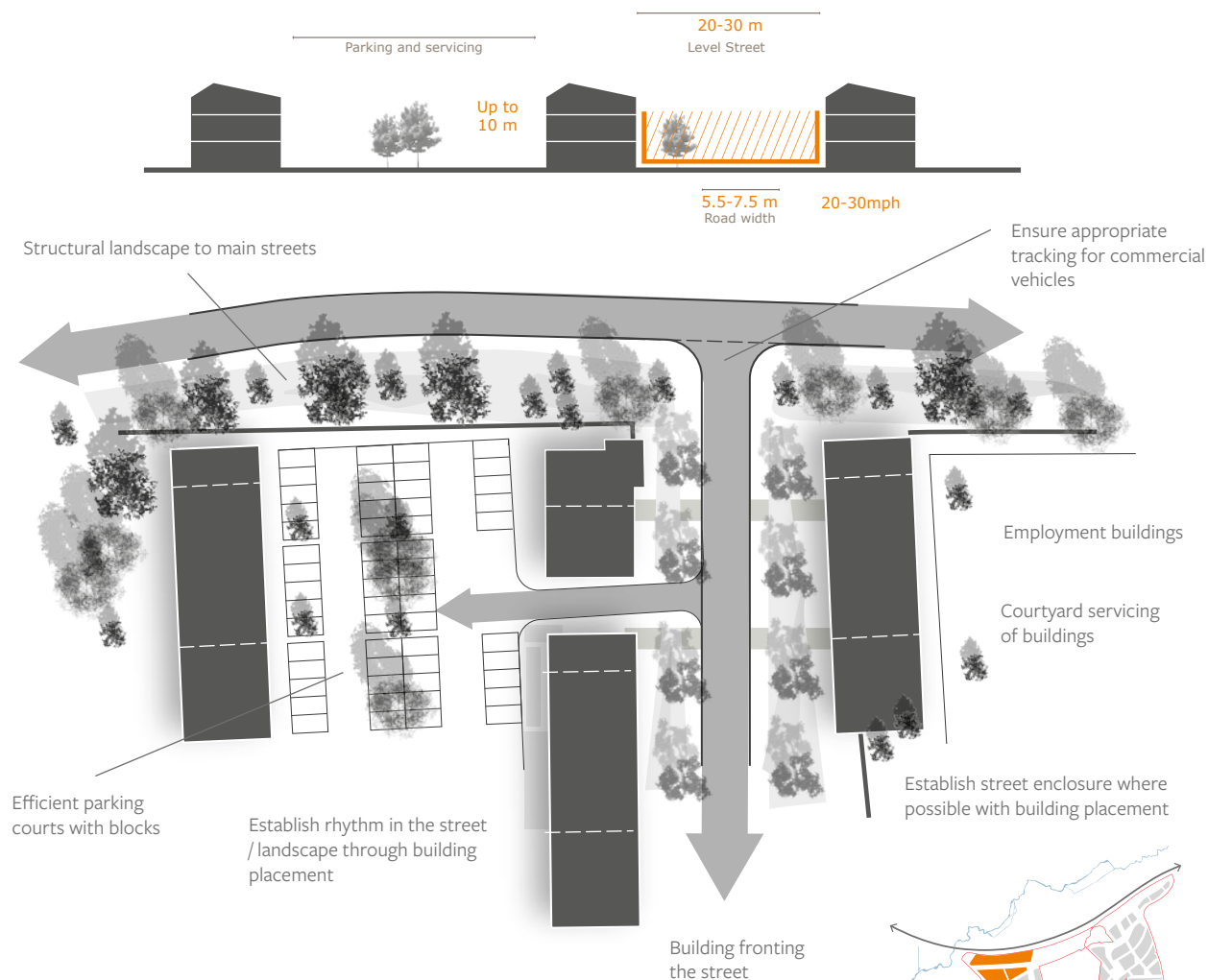
Mainly two storey terraced and semi detached houses, some with front gardens and some with no or small front gardens.

Streets, public open space and landscape

Streets with narrow carriageways – potential 20mph. On street, on plot and limited courtyard car parking. Some incidental green space.



Above: Photographs from elsewhere capturing opportunities to create an attractive employment environment



Illustrative plan and section

The illustrative plan for the employment area shows how buildings, spaces, streets and landscape areas could be arranged to ensure that an attractive environment is established. The notional illustrative section shows a possible relationship between street widths, building heights and the position of parking and servicing courts.

C: Employment

The employment area lies north of Blundell's Road and adjacent to the new junction on to the A361. It is the flattest area of the site. Businesses would be in close proximity to bus services, the primary school, crèche, and the neighbourhood centre. This will make it a good location for new and relocated businesses which will principally fall within use classes B1a and B1c. The townscape, landscape and architecture would be designed so that it is simple and structured in a way that is complementary to the adjacent neighbourhood and landscape setting of the town.

Layout and density

Employment buildings of different scales and density with associated car parking and parkland landscaping.

Amount and land use

Principally B1a and B1c employment uses at plot ratios of between 40-50%.

Scale and form

Generally two storey with consistent form and related scale. Building form varied to respond to different building and user requirements.

Scope for increased height in some areas subject to review and considered justification.

Streets, public open space and landscape

Tree lined streets and spaces with associated landscaping.

Permeable surfaces.

Attenuation ponds.

Car parking areas adjacent to buildings. Car parking and servicing designed so that they don't dominate the environment.

Refer to 3.3 Guiding Principles - F. Economy and employment



Two storey housing onto a green space





Illustrative plan and section

The illustrative plan for the north east area indicates detached, semi detached, and short terraces that create structured streetscapes that are attractively landscaped. Housing is set within good sized gardens. The notional section illustrates two storey housing with tree planting on street and in gardens to soften the appearance of the built form. The section shows development on the gradual slope that characterises the north east area.



D: North east area

The north east area of the site lies on sloping terrain with principally north and west facing slopes. The A361 is to the north and is very visible from different vantage points within and around the site. The area is characterised by a mature stand of trees that runs along the western boundary. Housing comprises mainly semi detached and detached properties in gardens. They are positioned along the natural gradient of the land form and come together to establish a leafy residential environment that steps down the site with the contours. Landscaping will need to be structured to visually break up and soften the proposed housing. The Long Barrow provides a point of historic and cultural interest in the north west of the area and its setting must be respected. There are extensive views to the wider countryside north of the A361.

Consideration should also be given to the provision of gypsy and traveller pitches. These will need to be accompanied by good quality landscaping proposals.

Layout and density

Housing in gardens with densities of between 15 and 40dph creating a garden neighbourhood character.

Housing to the north of Updown Road will have a more rural character.

Amount and land use

Predominantly housing with some community open space including allotments, orchards, landscaping, incidental open space, play areas and surface water attenuation.

Scale and form

Mainly two storey detached and semi detached houses with front and rear gardens, that step down with the contours.

Streets, public open space and landscape

Streets with narrow carriageways – potential 20mph. On street, on plot and limited courtyard car parking.

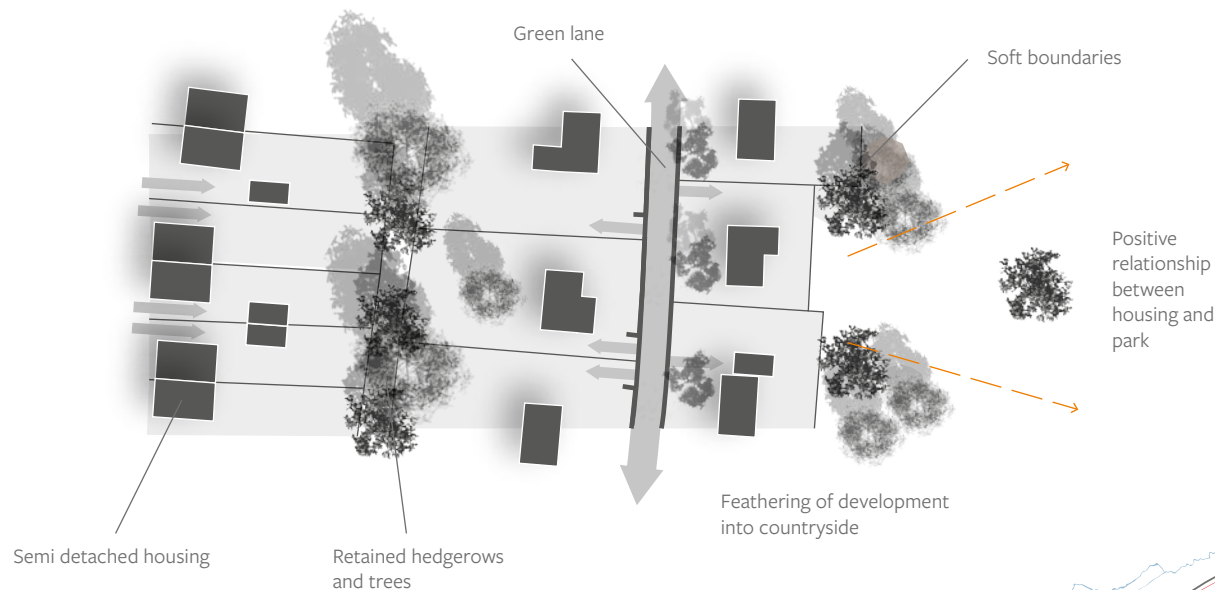
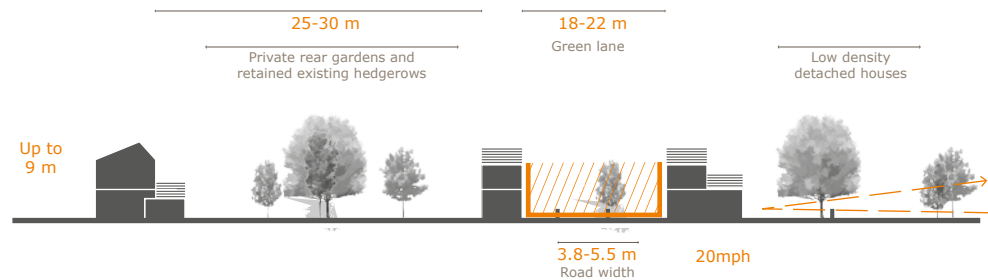
Some incidental green space.

Attenuation ponds.

Some tree lined streets.

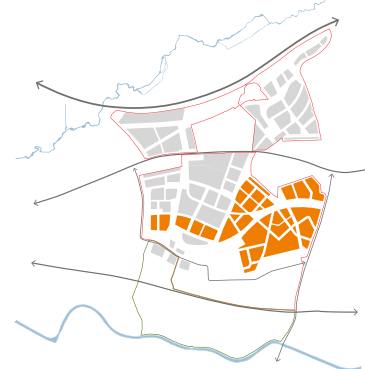


Above: Precedent photographs capturing the possible character of the park edge in the south east area



Illustrative plan and section

The illustrative plan shows a notional area for part of the south east area that would be on the park edge and of a lower density. The possible relationships between street widths, plot layout and building height is illustrated in the section. The character of this part of the south east area is envisaged as green and leafy.



E: The park edge and south east area

This area comprises the park edge, which is characterised by lower density housing (about 15 - 20dph) and the south eastern area comprising a number of different densities. The average density of housing in this area is about 37dph but in some parts where the developed areas meet the parkland public open space, lower densities are recommended as the built up areas feather into the countryside. This area will be subject to a second stage masterplanning process and guidance may change when more is known about the constraints and opportunities.

The park edge residential areas have good rural aspect and are in close proximity to the canal tow-path, the Sustrans cycle route and many countryside walks. The route of the drovers trail begins in the parkland, cuts through the parkland edge and the neighbourhood core into the neighbourhood centre. This is to be utilised to provide convenient access to the neighbourhood centre by foot/ cycle.

Layout and density

Housing in gardens with densities of about 15 - 20dph. Informal organic character.

Amount and land use

Predominantly housing with some satellite employment spaces and community open space including allotments, orchards, incidental open space and play areas.

Scale and form

Mainly two storey detached and semi detached houses in generous front and rear gardens. Houses fronting onto the parkland and other green spaces. Opportunity for bespoke housing design and self-build in some areas. A leafy environment that feathers into the landscape and provides a soft edge onto Manley Lane.

Streets, public open space and landscape

Streets with narrow carriageways – Potentially 20mph. Mainly on plot car parking with limited on street visitor parking. A setting characterised by the adjacent parkland and community open space. Landscaping on plot to reinforce the parkland edge character.

86



Creating a sense of place

87



88



Shared surface

89



Existing view of entrance to Blundell's School

90



Shared space on a green

91



F: Blundell's Road

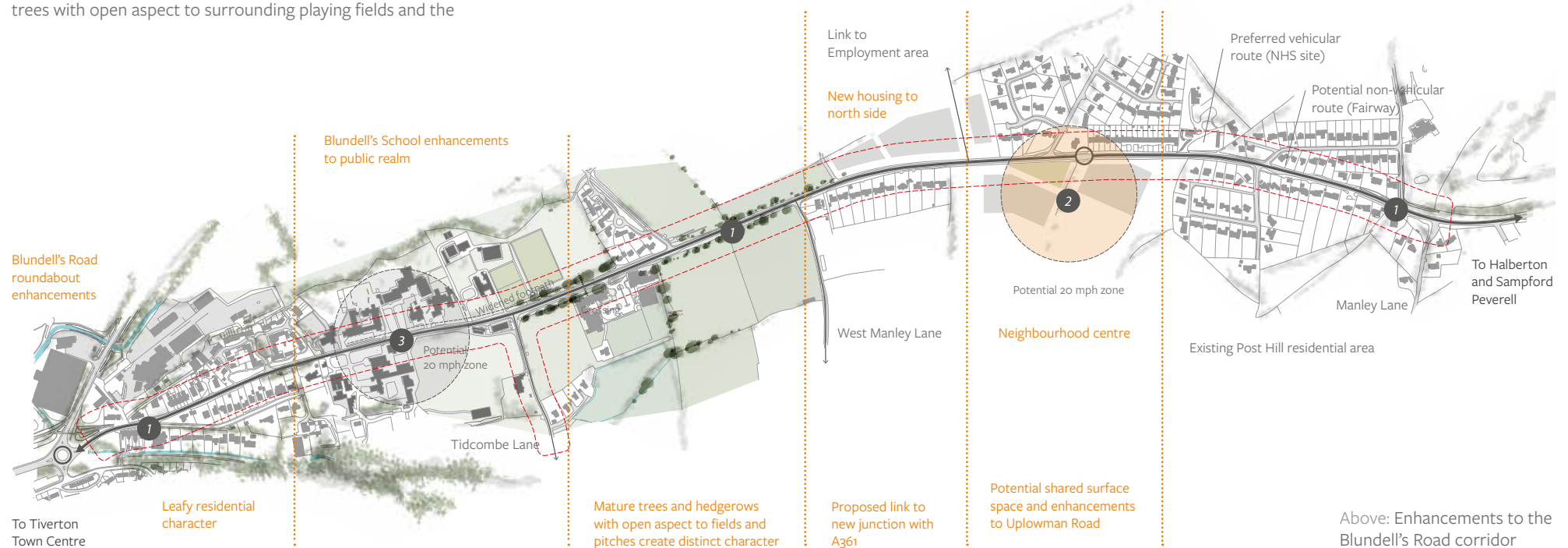
Blundell's Road is an important movement corridor in the area and a key approach into Tiverton from the east. This will remain the case. The corridor has a distinct and varied character along its length - an area centred on Blundell's School is being considered for conservation area status. In order to ensure that it performs a successful role in managing transport in the future, and that the impacts of that traffic are addressed in accordance with Policy AL/TIV/2, a number of environmental enhancement and traffic calming measures are suggested. This may include consideration of 20mph shared surface zones at Blundell's School and at the 'village green' at the centre of the neighbourhood - these could provide incident along an otherwise straight road corridor and will add to the sequence of characters that are distinctive of the route.

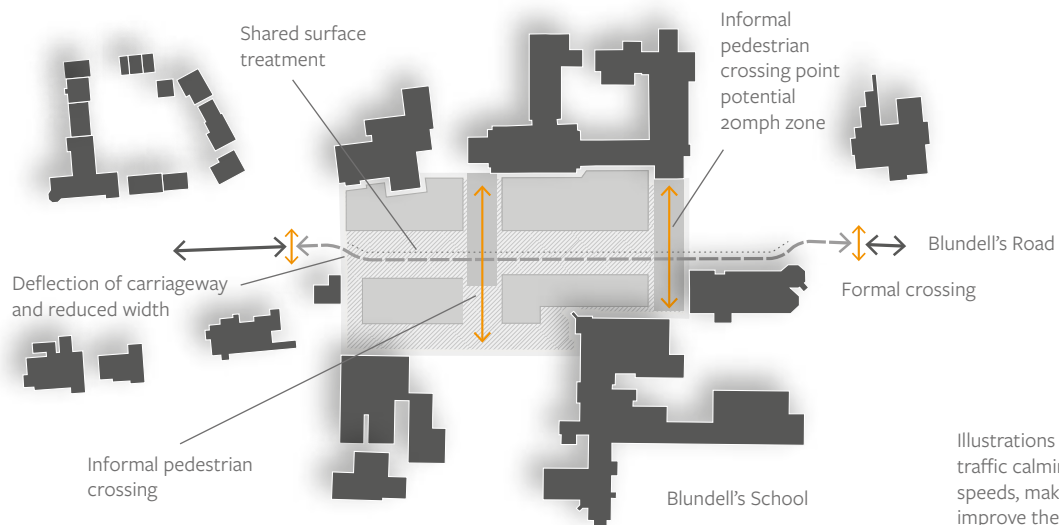
There is a sequence of character sub areas which include: Post Hill, the proposed neighbourhood centre, a boulevard of mature trees with open aspect to surrounding playing fields and the

countryside, the Blundell's School entrance 'quad', and the leafy residential area between the school and the roundabout. Other enhancements along the corridor are expected to include an upgraded cycle route, improved pedestrian crossings and the roundabout at the western end of the road.

Enhancement and traffic calming along the length of Blundell's Road (and into Tidcombe Lane) will perform an important role in ensuring that the new neighbourhood relates positively to the town. Enhancement work at Blundell's School and in forming a new open space on Blundell's Road in the new neighbourhood centre will play a significant role in helping to enhance the character of the corridor, achieve a distinctive sense of place and manage transport modes.

The detailed design of the environmental and traffic calming improvements will need to have regard to the character and appearance of the area in light of the proposed conservation area designation.





Illustrations of the environmental enhancement and traffic calming at Blundell's School to reduce traffic speeds, make a safer pedestrian environment and improve the appearance of the public realm.





Photograph of the existing Blundell's Road



Shared space next to a green

Blundell's School Enhancement

The grouping of historic buildings and the space that they enclose at the entrance to Blundell's School is currently an attractive incident in the townscape/ landscape along the length of the existing road corridor. It is considered an undesignated heritage asset with potential conservation area status. The road carriageway width is very wide and traffic speeds have been recorded to be too high for such an environment. Moreover, the visual impact of the wide road detracts from the quality and historic setting of the school quadrangle. In order to improve this, a range of measures are proposed which will be subject to future detailed design, these could include deflection of the alignment of the road, reduction of its width, introduction of a new surface finish and new crossing points. It is intended that the resulting design when implemented will substantially reduce traffic speeds with potential for a 20mph zone, in order to create a safer pedestrian environment, help to improve accessibility between the north and south sides of the school and a much improved physical environment that is more befitting of the historic setting of the school.

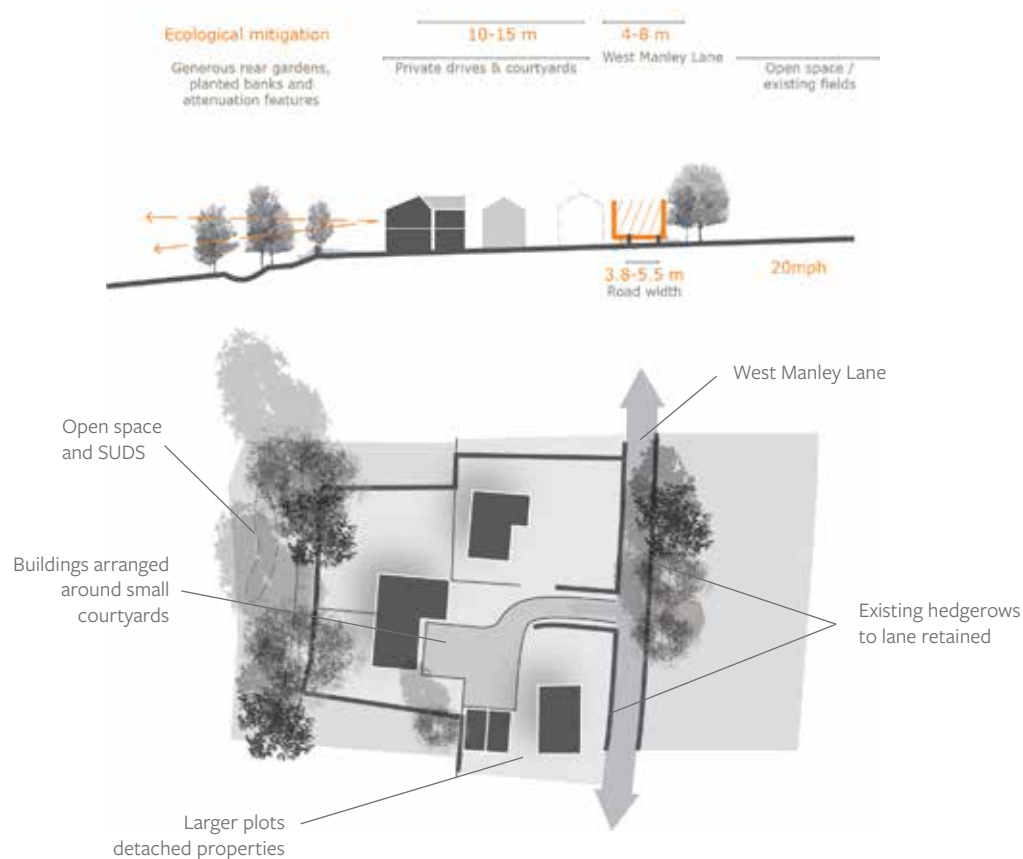
Proposed Neighbourhood Centre

The masterplan illustrates that the neighbourhood centre will be positioned adjacent to Blundell's Road and this will provide a new and distinctive focal point for Post Hill – as such it will perform an important role as a new gateway into Tiverton from the east as well as marking the centre of the neighbourhood. In order to create a clear and distinct sense of place and a safe environment for all, a number of measures are proposed. The centre will be focused upon a new green space and this would be characterised by a broad mix of complementary activities, including for example: housing, a primary school, formal sports provision, community facilities, some small shops, cafés, small offices and associated infrastructure. Measures to breakdown barriers to pedestrian movement between the north and south of Blundell's Road will be proposed. This could take the form of a 20mph zone. These measures will form an integral part of the public space. It is intended that the public space would establish itself as the heart of the community and the plan provides an impression of how the space might be arranged.



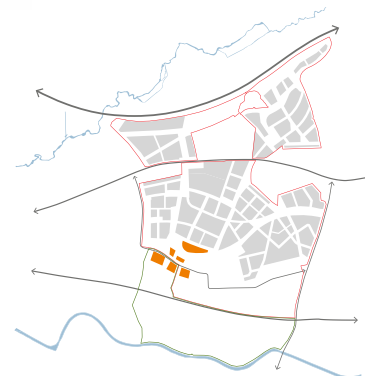


Above: Precedent photographs capturing the character of development that might be possible along West Manley Lane



Illustrative plan and section

The illustrative plan and section for the West Manley Lane area indicates low-density housing in small groups with large gardens accessed from private roads and courtyards off of West Manley Lane. The plan shows that housing would be two storey and the integrity of the hedgerows on the lane would be maintained.



G: West Manley Lane

The character of the southern extremity of the site around West Manley Lane is different from that of the wider area. It is defined by a more rural landscape dominated appearance made up from mature hedge banks, tree groups and fields enclosed by hedge boundaries. It is also one of the lowest areas of the site and therefore needs to incorporate appropriate measures for water attenuation.

In order to reflect the character of existing development in the area and retain the character of the lane itself, small groups of low-density housing are proposed. The groups would comprise relatively large homes set within generous gardens and around courtyards. New housing should be designed so that it evokes the rural character of existing development in and around the lane.

By introducing small housing clusters, it will be possible to ensure that landscape and ecological mitigation and SUDS measures can be properly incorporated.

Layout and density

Principally detached housing in gardens at low densities of less than 15dph creating a rural character.

Amount and land use

Housing in small clusters with landscape, and ecological mitigation and SUDS.

Scale and form

Up to two storey, detached and semi detached houses arranged in small groups with informal layout and distinctive rural character.

Streets, public open space and landscape

Small private drives accessing courtyards for up to five houses off of West Manley Lane. The existing character of the lane to be retained. The existing character and function of the lane for local access to be retained together with opportunities along it for walking and cycling.



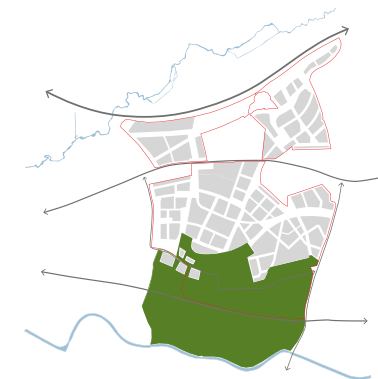
Above: Photographs capturing the character of the parkland landscape



H: The parkland

The parkland wraps around the southern edges of the new garden neighbourhood. The landscape will have the feel of a country park and will be a defining feature of the development.

The parkland will provide a landscape resource comprising; wetland areas; woodland areas; areas of pasture; retained veteran trees; new tree planting; landscaped areas of varying character; attenuation ponds and other SUDS features; allotments and orchards; informal play areas – including a NEAP, LEAPS and LAPS; new sports pitches to the south east; enhanced biodiversity; improved access to the canal and cycle path; and a reinforced network of hedgerows.



Achieving a quality place

6.0 Delivering the place

6.1 Infrastructure planning and delivery

Approach to infrastructure planning and delivery

Policy AL/TIV/6 of the Allocations and Infrastructure Development Plan Document states that a phasing strategy will be required to ensure that the development and infrastructure come forward in step, minimising the impact of the development, yet taking account of the need for development to remain viable. It further states that the phasing requirements of this policy should be taken into account and any variation from them carefully justified. It sets out policy expectations for the phasing of employment and housing, green infrastructure, highway improvements, bus service enhancements, transfer of land and funding for the primary school.

Since the adoption of this policy, further studies and consultation with both statutory bodies and the wider community have taken place. These have resulted in the need to reassess the triggers and sequence of infrastructure delivery set out in the policy. For example the policy requires the delivery of a second strategic highway link prior to the occupation of no more than 1000 dwellings. The Highway Authority now advises that based on the likely quantum of development for the urban extension (up to 1520 dwellings and approximately 30,000 sqm employment) this second strategic road link will not be required until traffic generation reaches the equivalent of 2,000 dwellings. This masterplan SPD therefore no longer includes the provision of a strategic highway link to Heathcoat Way in connection with this development.

The Council has set its Community Infrastructure Levy (CIL) charging rate at £40 per sqm for residential development only and at the time of writing this document is currently expected to start charging CIL from the beginning of June 2014. CIL introduces a new way of financing the delivery of infrastructure across the District as a whole. The Council's Regulation 123 list arising from section 123(2) of the Community Infrastructure Levy Regulations 2010 indicates infrastructure to be funded in whole or part by CIL, as opposed to via site specific S106 agreements. The Council's Regulation 123 list currently indicates that infrastructure of the types required in connection with this development are intended to be funded through CIL. However, whether this remains the best way to deliver the infrastructure required in connection with the development will be reviewed and the Reg 123 list amended as necessary. Important to this review will be an understanding of the likely number of planning applications to be received for the urban extension as a whole due to the limit on the ability to pool S106 contributions for the site's infrastructure delivery. Once the Council has started charging CIL or from April 2015 (whichever is first), no more than five S106 agreements may be entered into for the funding or provision of an infrastructure project or type of infrastructure.

External funding sources will also be identified. A bid has been made by Devon County Council to the Local Transport Board of the Heart of the South West Local Enterprise Partnership for £5.1 million towards the delivery of the new grade separated junction to the A361 and works to junction 27 of the M5 required in connection with this development.

In compiling a list of infrastructure in relation to this allocation, the Council has had regard to the infrastructure tests set out in section 122(2) of the Community Infrastructure Levy Regulations which state that it must be:

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fair and reasonably related in scale and kind of development.

The success of the masterplan will ultimately be judged by what is delivered and the approach taken to delivery will therefore be key. It is essential that the development is taken forward in a co-ordinated and cohesive manner with the bigger picture clearly in mind, in this way the overall vision and aims of the area can be achieved.

CIL may be taken via land as an alternative to financial payment and if regulations permit, the provision of infrastructure.

The Council will be undertaking a review of the CIL charge as part of the review of the Local Plan. The CIL charge may change as the development progresses and may also become applicable to other forms of development. Regardless of this review, the CIL charge will rise annually to take account of increases in build costs.

6.2 Assumptions about the rate of housing delivery

Assumptions around the rate of housing delivery

The Allocations and Infrastructure Development Plan Document sets out an expected year on year trajectory for the provision of housing. On this site it anticipates delivery of the first 50 units in 2015-16 rising to 100 units per year between 2016 and 2026. In reflection of the current economic conditions up to 75 units per year is considered to be more realistic up to 2018 / 2019. The expected completion figures assume two or more house builders on site at the same time. Build out of the urban extension is anticipated to be in excess of 10 years and up to, if not beyond 2026.

It is assumed that development could potentially start on site in 2015/2016. The first homes will be provided after the up-front provision of highway infrastructure forming the first part of the new grade separated junction to the A361 and connection road linking it to Blundell's Road.

The sequencing of development and provision of supporting infrastructure set out in this SPD has been structured to provide appropriate flexibility over where and when development takes place. It seeks to ensure that the necessary infrastructure is provided in a timely and viable way in the interests of delivery of the vision and aims of the area in a co-ordinated and comprehensive manner.

Assumptions on housing mix and population profile

The Allocations and Infrastructure Development Plan document does not set a percentage target for affordable housing within policies associated with the urban extension. Instead it establishes

that the development will need to provide a proportion of affordable housing subject to further assessment of viability. The target for this proportion will be 35%. It is recognised that developments must be viable and that affordable housing may make a considerable difference to viability, especially due to the lack of ability to negotiate the CIL charge. This development will need to contribute significant sums towards the cost of infrastructure which will have a significant impact upon viability, particularly in the early phases. Further viability testing and assessment will therefore be needed to establish the level of affordable housing. The Council will also consider whether the provision of affordable housing should be deferred, reduced in early phases or varied between phases as significant transport infrastructure is required to be brought forward early in the development. Once provided, affordable housing should be delivered in step with market housing. Such decisions will need to be based upon the submission of robust viability evidence.

Affordable housing provision will need to have regard to needs assessment within the Tiverton area. The Council has already identified that at least 5 pitches for gypsies and travellers will be needed as part of the affordable housing provision via policy AL/TIV/1 of the AIDPD.

Based on an average household size of 2.3 persons in Mid Devon it is anticipated that up to 1520 dwellings could result in a population up to approximately 3,496.

Residential development on the site must have regard to housing mix in terms of type, size, tenure and location (intermixing of

affordable and market) and be designed so that affordable housing is indistinguishable from market housing. A policy on minimum home sizes is contained within Development Management Policies (Local Plan Part 3).

Tiverton EUE anticipated housing completions		
	Annual completions	Running total
2013 / 2014	-	-
2014 / 2015	-	-
2015 / 2016	12	12
2016 / 2017	75	87
2017 / 2018	75	162
2018 / 2019	75	237
2019 / 2020	150	387
2020 / 2021	150	537
2021 / 2022	150	687
2022 / 2023	150	837
2023 / 2024	150	987
2024 / 2025	150	1137
2025 / 2026	150	1287
2026 / 2027	150	1437
2027 / 2028	83	1520

6.3 Approach to development phasing

Approach to development phasing

The delivery of infrastructure and phasing of the development has been approached in accordance with the following principles:

- Infrastructure should be provided in a timely way in order to reduce/ mitigate the impact of the development;
- Given the scale of the project, there is a need to balance certainty of delivery of key infrastructure with the need to maintain flexibility over the delivery of the development and infrastructure, especially as delivery is likely to take place over a period in excess of 10 years;
- A coherent and coordinated approach to infrastructure delivery, construction management and development phasing is needed between land ownerships in order to ensure that the overall policy aspirations are met;
- Avoiding in so far as possible the creation of parcels of land or pockets of development that do not relate to their surroundings or are isolated from each other;
- The early provision of transport infrastructure is recognised as being a key requirement in order to reduce the impact of the development upon the existing local highway network. However this must be balanced with the need to maintain development viability;
- It is expected that development will first take place to the north of Blundell's Road following the early provision of transport infrastructure associated with the new grade separated junction to the A361 combined with traffic calming improvements to Blundell's Road and improvements to roundabouts on Heathcoat Way. The provision of a construction access off the A361 will be subject to highway safety assessment. It is expected that funding for the provision of half of the cost of the grade separated junction to the A361 will be from external (non-developer) sources. A bid has been made to the Local Transport Board of the Heart of the South West Local Enterprise Partnership. Should that prove unsuccessful, other funding will be sought for the remainder of the cost of the new junction. This will be sought from other external sources. Whether development on the urban extension will be able to afford to fund all the associated infrastructure will need to be robustly demonstrated via viability evidence;
- The need to provide employment development in step with housing will deliver 5ha of serviced employment land (to provide approximately 25,000 sqm floorspace) within the part of the site to the north west of Blundell's Road early in the development. A further 5,000 sqm would be provided in small clusters in later phases of the development within Area B, within the neighbourhood centre and within the NHS land.
- Development is then expected to move sequentially in a southerly direction as access becomes available starting immediately to the south of Blundell's Road and providing the commencement of the local centre and land for the primary school alongside residential development and other associated infrastructure;
- The final phases of development are expected to be to the south east of the allocated site with access through earlier phases to the north west.

As this development is expected to take place over a period of at least 10 years, it is recognised as important that an element of flexibility is retained in order that the development can respond to changing circumstances over time.

It is expected that a process of monitoring and review of delivery will be undertaken by the District Council in conjunction with the landowners / developers.

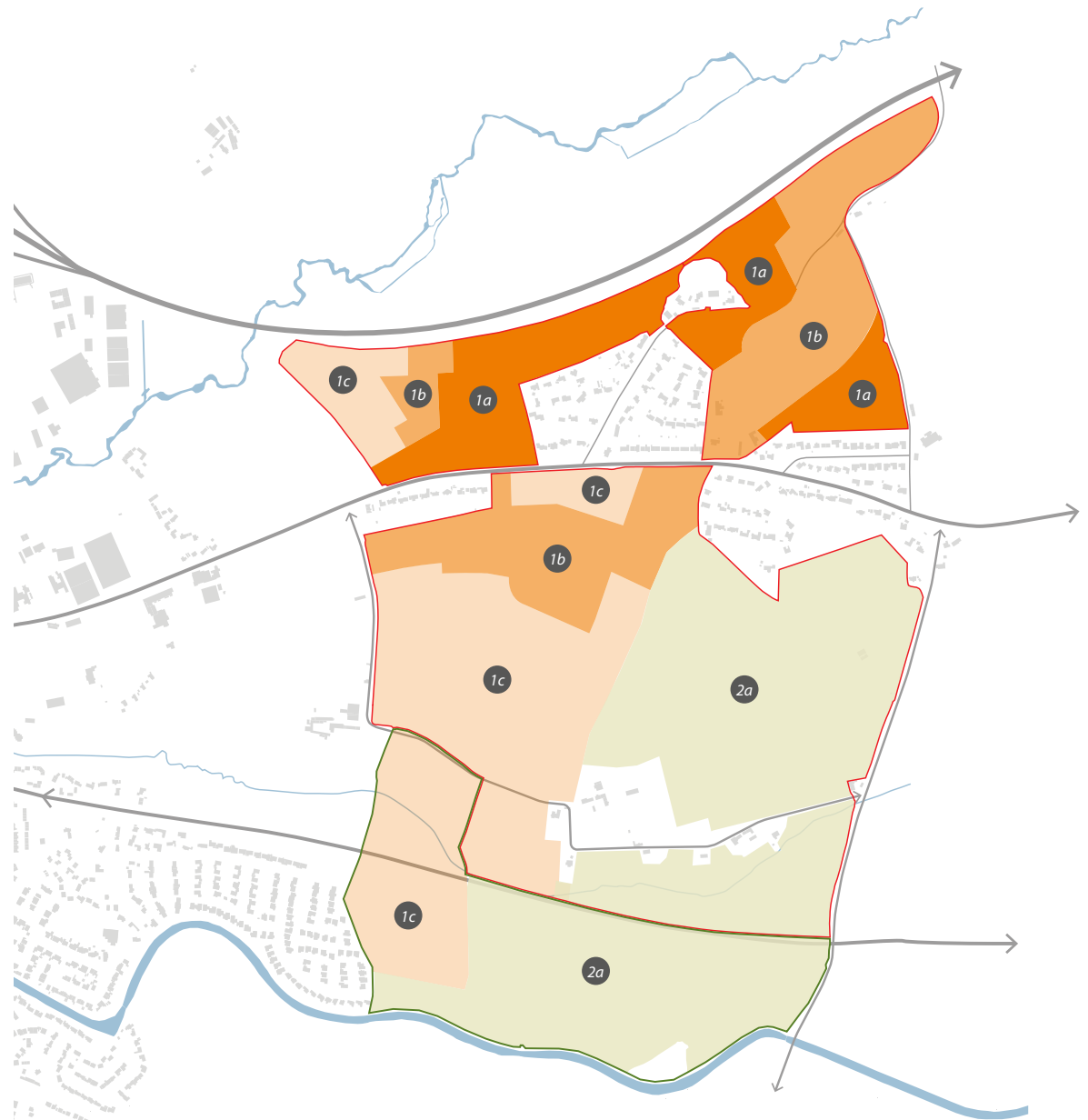
In considering proposals to vary phasing from that set out in this document the District Council will have regard to:

- How the supporting infrastructure specified in this SPD for the specific number of units proposed in the application will be secured;
- How appropriate sustainable access for new residents can be achieved between the housing development and supporting infrastructure (e.g. primary school) where appropriate;

- Whether the development proposed will prejudice delivery of other land holdings within the urban extension or the whole master plan, or result in an unacceptable impact on existing residents;
- How the proposed phasing complies with policy AL/TIV/6 and any subsequent review of the Development Plan in relation to it;
- In the event that delivery of an earlier phase, part of a phase or land holding has stalled, proposals to bring forward later planned phases will be considered provided they do not undermine: delivery elsewhere within the overall site, the provision of supporting infrastructure and mitigation of the impacts of the development as a result of earlier delivery.

The overall approach taken towards phasing and infrastructure delivery in this SPD is to seek to ensure that each phase of development is as self-sufficient as possible whilst delivering necessary strategic elements of infrastructure in a timely manner and not prejudicing the ability of the following phases to do the same.

- | | |
|---------------------------|---------------------------|
| 1a Area A Phase 1a | 1c Area A Phase 1c |
| 1b Area A Phase 1b | 2a Area B Phase 2a |



6.4 Infrastructure requirements

Infrastructure required and triggers for delivery *

The key elements of infrastructure required to support the vision and aims of sustainable development at Tiverton's new garden neighbourhood at Post Hill have been based on requirements set out in the Allocations and Infrastructure Development Plan Document together with information collected from stakeholders and the wider community.

The infrastructure necessary to support the urban extension must be delivered in a timely way in order to reduce the impact of the development. The key infrastructure requirements for the urban extension are identified within the Allocations and Infrastructure Development Plan Document. These are listed in the following table in relation to the anticipated phase of development and identified trigger points. This table concentrates upon infrastructure requirements common to different areas and ownerships where coordination over delivery is most required. Further site specific infrastructure will be required on a more local basis, for delivery under individual detailed planning permissions for the relevant phase of the development such as footpaths and streets and non-strategic habitat mitigation. A range of utilities related infrastructure will also be required such as power, water and foul drainage. Provision for these will need to be made in step with the requirements of each phase of development and ensuring that provision is coordinated between phases. It is important that the necessary provision of utilities is borne in mind in considering the viability of the development.

Key infrastructure required	Anticipated phase for delivery and trigger point where known	Lead delivery organisation
Access and transport		
On and off slip roads south side of A361 to form construction access	Prior to any development	DCC
Left in / left out south section of junction to the A361 and highway link between this junction and Blundell's Road	Phase 1a - Prior to the occupation of any development	DCC
Phase 1 of traffic calming scheme at Blundell's School and improvements to roundabouts at Heathcoat Way and Lowman Way	Phase 1a - Prior to the occupation of no more than 200 dwellings or 4,000 sqm employment	Developer/DCC
Completion of full movement grade separated junction to A361 and phase 2 of traffic calming Blundell's Road (between Post Hill and Heathcoat Way)	Phase 1b - Prior to the occupation of no more than 600 dwellings or 10,000 sqm employment	Developer/DCC
M5 Junction 27 enhancements	Phase 1b	DCC/HA
Bus service enhancements	Phase 1b – prior to the occupation of no more than 600 dwellings	Operator / developer
Cycle and pedestrian links to the railway walk, Grand Western Canal and nearby public rights of way	Phased delivery from occupation of first dwelling	Developer

NB. Amounts of development are cumulative from the beginning of phase 1a.

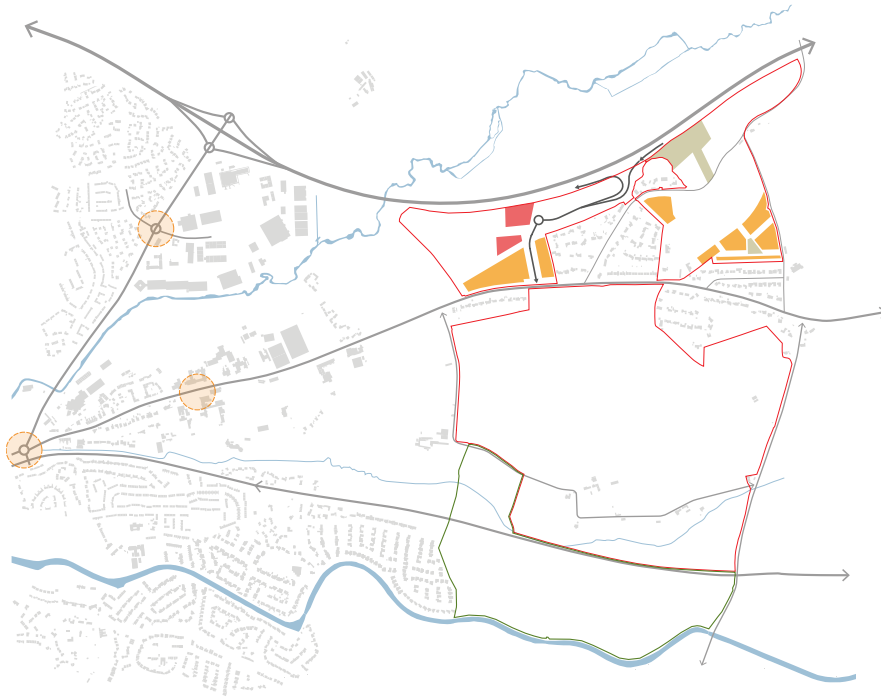
* Some triggers are expressed as 'before no more than a number of dwellings' or 'no more than an amount of employment floorspace'. Breaching either of these limits will trigger the requirement to deliver the infrastructure in question. For clarity, housing numbers and employment floorspace (with associated traffic generation) should not be considered in combination.

Key infrastructure required	Anticipated phase for delivery and trigger point where known	Lead delivery organisation
Education and early years		
Education provision - transfer of land for primary school and it's access to the Local Education Authority	Beginning of Phase 1b - prior to the commencement of construction south of Blundell's Road.	Developer/DCC
Provision of serviced site for primary school	Phase 1b - prior to the first occupation of development south of Blundell's Road	Developer
New primary school provision	Phase 1b - delivery of first phase prior to the occupation of no more than 400 dwellings	Developer/DCC*
Enhancements to/extension of existing secondary school	Phased delivery according to need as development comes forward.	Developer/DCC*
Community infrastructure		
A site of 2ha for a neighbourhood center (local shopping and community facilities including a community centre / hall, youth and child provision)	Phase 1b	Developer
Provision of local shopping and community facilities	Phases 1b and 1c	Developer
Open Space, recreation, play and green infrastructure		
Provision of open space to north of Blundell's Road	Phase 1a / 1b - delivery phased in step with housing	Developer
Provision of temporary open space on future school and neighbourhood centre site	Phase 1b - Prior to the occupation of 400 dwellings (as alternative temporary provision until GI to the south is provided)	Developer
Management / funding arrangements for the fen, catchment and buffer zone GI to the west of Pool Anthony Railway Bridge.	Phase 1c – prior to the occupation of 600 dwellings	Developer
Provision of green infrastructure between Pool Anthony Bridge and Manley Railway Bridge within Area A with necessary management / funding arrangements	Phase 1c – prior to the occupation of 1000 dwellings	Developer
Provision of green infrastructure between Pool Anthony Railway Bridge and Manley Railway Bridge within Area B with necessary management / funding arrangements	Phase 2a – prior to the occupation of 1250 dwellings	Developer
At least 2ha of children's play areas; 8ha of sports pitches (or equivalent); and 2ha of allotments	Phased delivery as development comes forward (formal sports pitches to be delivered partly on-site and partly off-site through enhancement of existing provision)	Developer
Sustainable Urban Drainage Systems (SUDS)	Phased delivery as development comes forward	Developer

* Contributions will be sought in accordance with DCC 'Education s106 infrastructure approach'

6.5 Development phasing and infrastructure

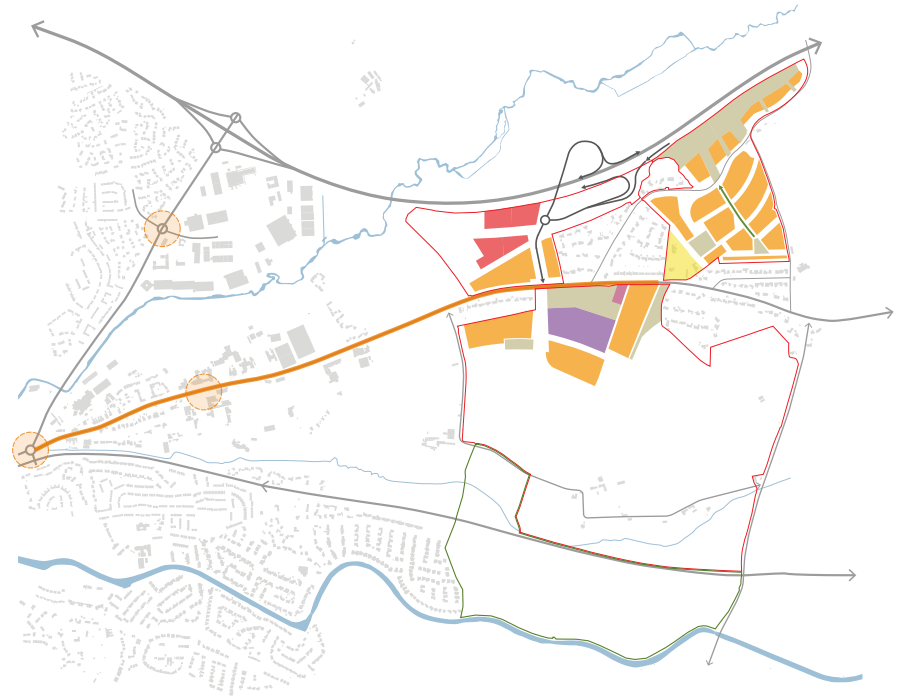
Area A Phase 1a



Area A Phase 1a

Commencement of development following enabling works phase. Provision of partial A361 junction, residential and employment development and associated infrastructure.

Area A Phase 1b



Area A Phase 1b

Second phase of the development - full junction to A361 completed, employment on NHS site, local centre commenced, further housing development north and south of Blundell's Road. School site laid out as temporary POS. School site transferred and serviced, school started.

Above: Plans showing the illustrative phasing sequence

Neighbourhood centre, shops and community

Employment

Employment (care home)

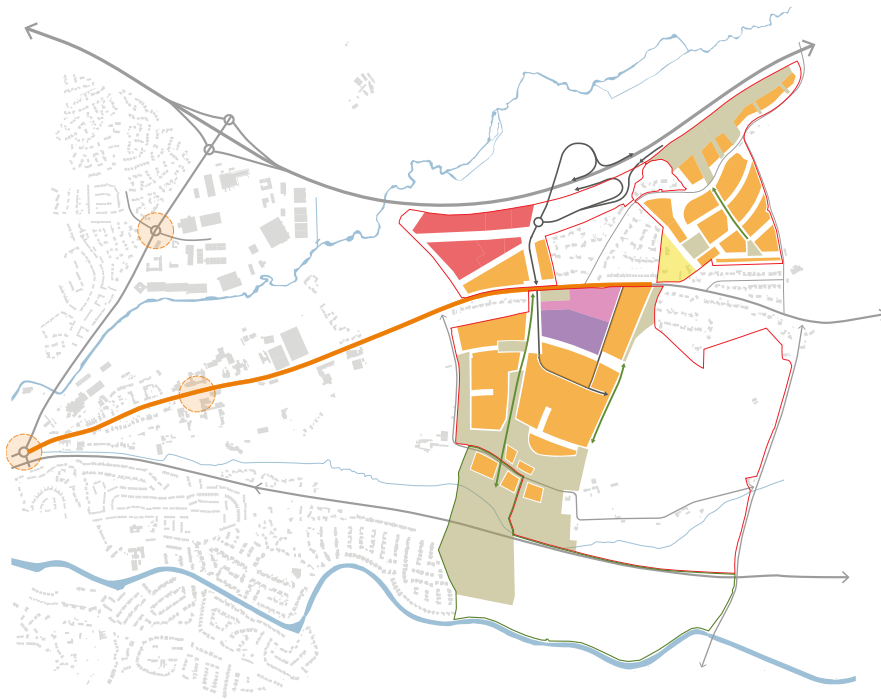
Education

Residential

Open space



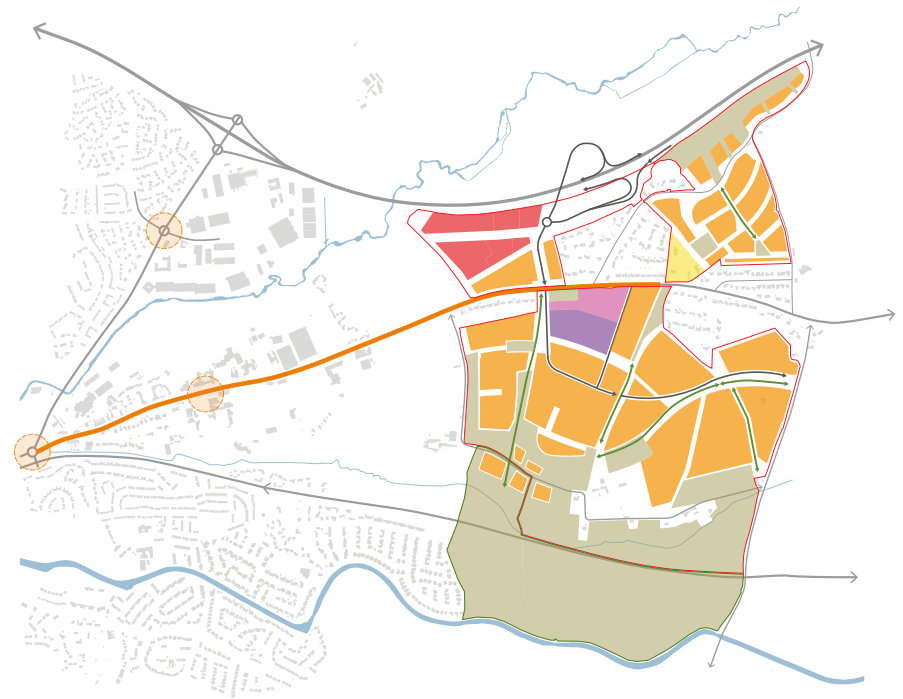
Area A Phase 1c



Area A Phase 1c

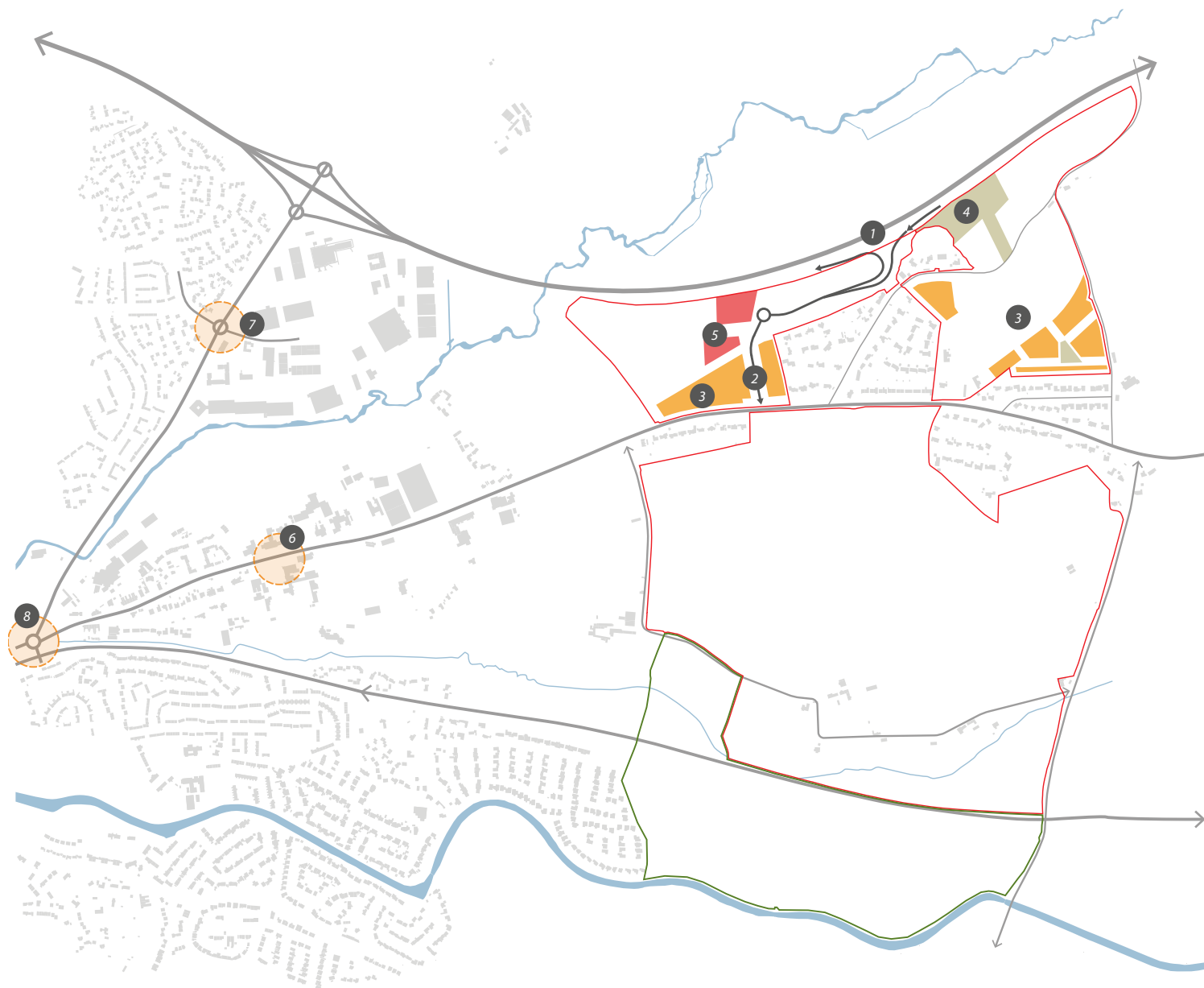
Completion of Area A development. Development mainly focused on area south of Blundell's Road and employment land to the north west.

Area B Phase 2a



Area B Phase 2a

Final phase of the development. Subject to review following two stage masterplanning process. The remainder of residential and employment development along with associated open space and infrastructure.



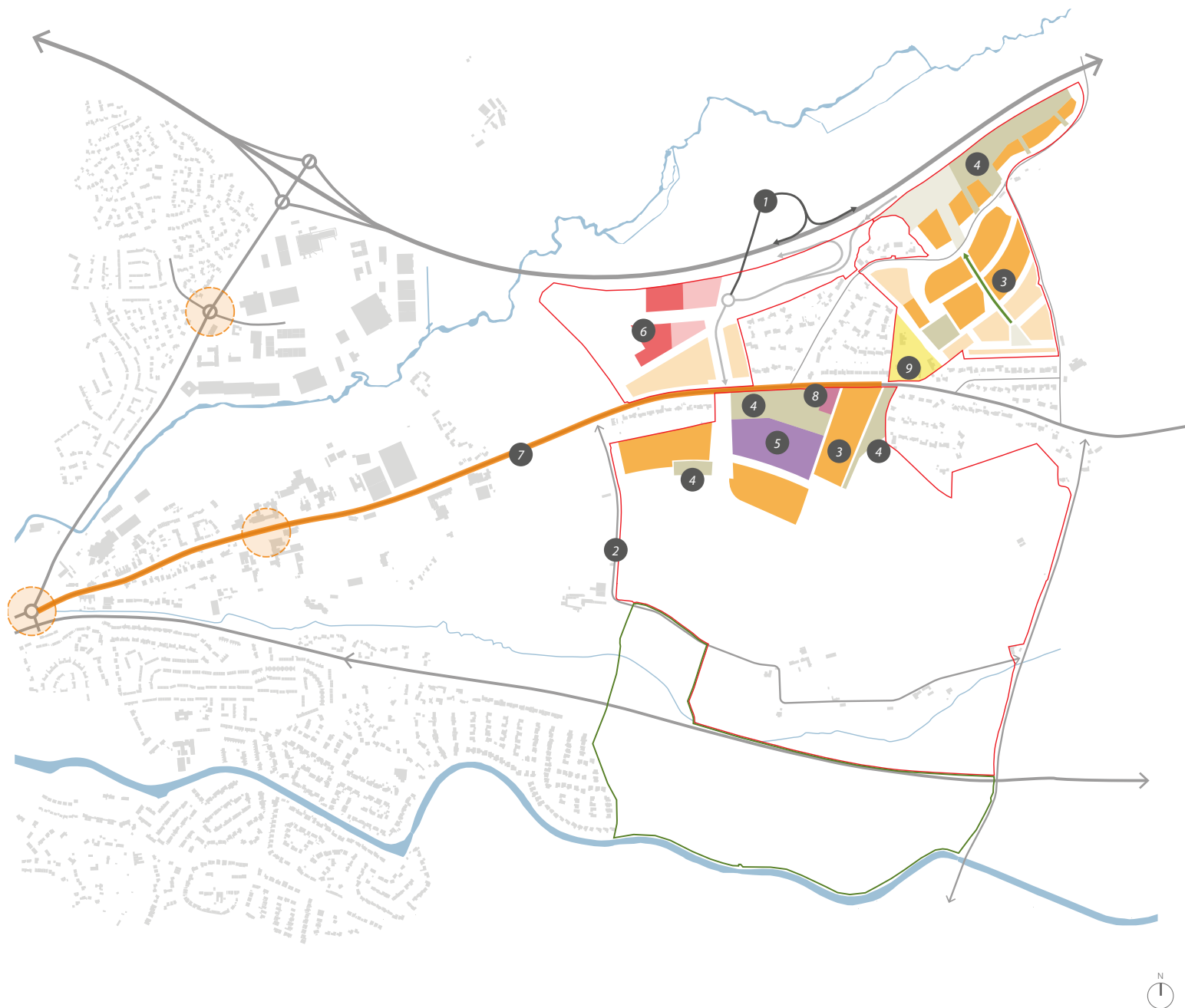
Area A Phase 1a
Commencement of development following enabling works phase. Provision of partial A361 junction, residential and employment development and associated infrastructure.

Legend

- Neighbourhood centre, shops and community
- Employment
- Education
- Residential
- Open space and landscape

- 1** Left in left out A361 junction
- 2** Highway link from A361 to Blundell's Road
- 3** Up to 200 dwellings
- 4** Public open space (circa 1ha)
- 5** Up to 4000sqm of employment
- 6** Traffic calming at Blundell's School
- 7** Improvements to Lowman Way roundabout
- 8** Improvements to Heathcoat Way roundabout

NB. Amounts of development are cumulative from the beginning of phase 1a.



Area A Phase 1b

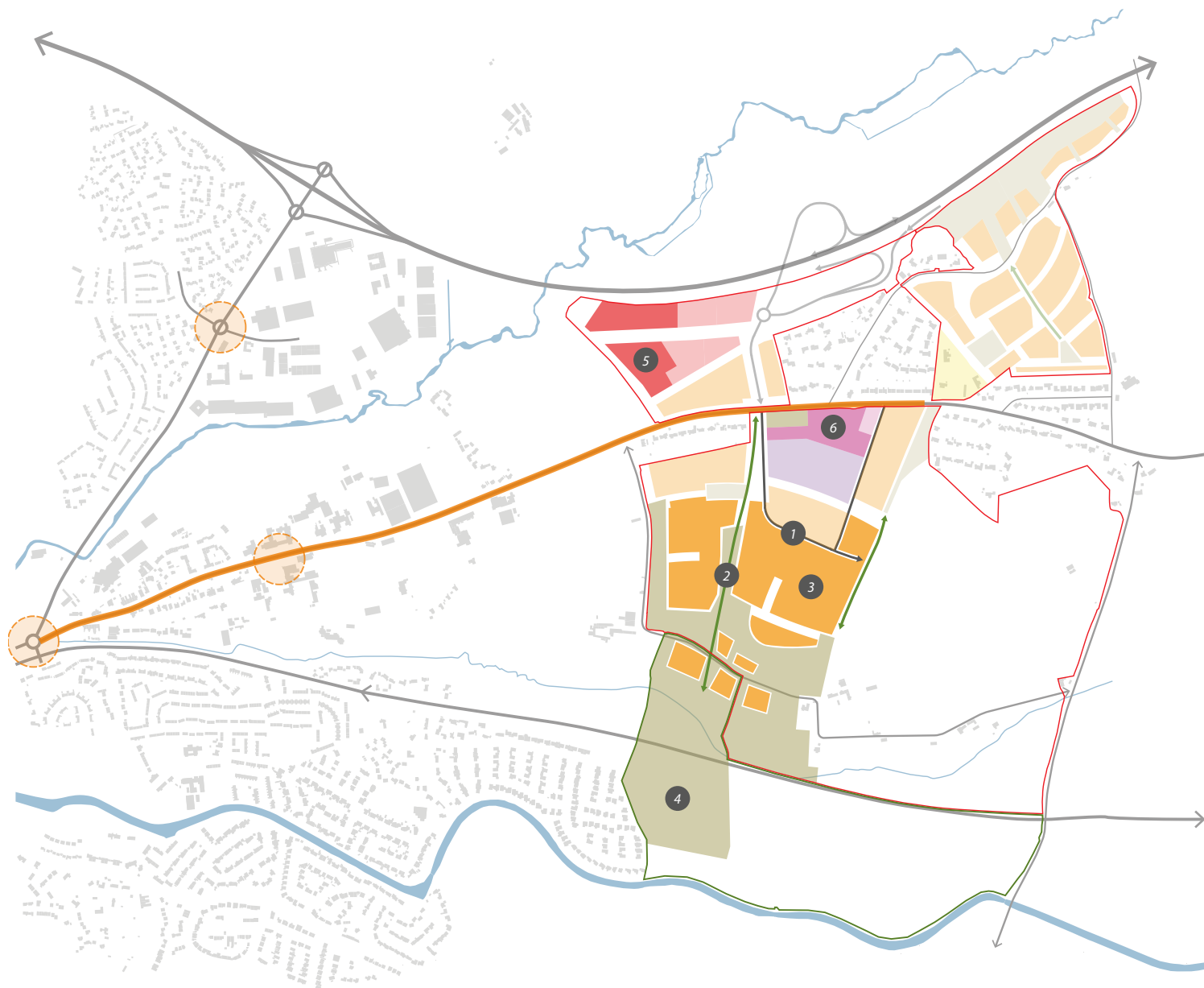
Second phase of the development - full junction to A361 completed, local centre commenced, further housing development north and south of Blundell's Road. Transfer of land for primary school and access prior to first occupation of land south of Blundell's Road, servicing of this site prior to the first development south of Blundell's Road. First phase of school prior to occupation of no more than 400 dwellings.

Legend

Neighbourhood centre	
Employment (care home)	
Employment	(previous phases)
Residential	(Previous phases)
Open space	(Previous phases)

- 1 Full movement junction to A361
- 2 West Manley Lane pedestrian / cycle link to Grand Western Canal and railway Walk
- 3 Up to 600 dwellings and at least 5 gypsy / traveller pitches
- 4 Public open space and school / community sports pitches* (circa 4.38ha)
- 5 Temporary POS on future school site (1.93ha)
- 6 Up to 10,000sqm employment prior to full movement junction, beyond which up to 25,000sqm employment
- 7 Phase 2 traffic calming to Blundell's Road
- 8 Bus service enhancement and start of neighbourhood centre
- 9 Provision of additional 2,500sqm employment land with proposed link

NB. Amounts of development are cumulative from the beginning of phase 1a.



Area A Phase 1c
 Completion of Area A development.
 Development mainly focused on area south of Blundell's Road and employment land to the north west.

Legend

- Neighbourhood centre
- Neighbourhood centre (previous phases)
- Employment (previous phases)
- Employment (previous phases)
- Residential (Previous phases)
- Open space (Previous phases)

- 1 Internal loop road
- 2 North - south green link
- 3 Up to 1000 dwellings
- 4 Public open space and green infrastructure (26.12ha)
- 5 Up to 27,500sqm of employment
- 6 Completion of mixed use neighbourhood centre

NB. Amounts of development are cumulative from the beginning of phase 1a.



Area B Phase 2a

Final phase of the development. Subject to review following two stage masterplanning process. Build out finishes and school provided, the remainder of residential and employment development along with associated open space and infrastructure.

Legend

■	Neighbourhood centre (previous phases)
■	Employment (previous phases)
■	Employment (previous phases)
■	Education
■	Residential
■	Open space
■	(Previous phases)
■	(Previous phases)

- 1 Up to 1520 dwellings and approximately 30,000sqm employment
- 2 Sports pitch provision (school and community) (circa 2.63ha)
- 3 POS and green infrastructure (circa 54.45ha)
- 4 Continuation of secondary route to south eastern area



NB. Amounts of development are cumulative from the beginning of phase 1a.

6.6 Delivery, monitoring and review

Viability and deliverability

Paragraph 173 of the National Planning Policy Framework emphasises consideration of viability and costs in plan-making and decision-taking – plans should be deliverable. The requirements around infrastructure provision and triggers for delivery set out have therefore been considered in light of this guidance. Viability testing will be reviewed beyond this SPD to ensure that the development envisaged is deliverable as far as is possible given the Council's aspirations for delivery of affordable homes, a highly sustainable development and the need to secure critical infrastructure.

Given the long timescale for delivery of the site and potential for uncertainty about the economy over that period, it will be appropriate to retest the viability of the scheme at later stages, likely when subsequent planning applications are submitted. This may mean that the level and / or timing of affordable housing provision required or the timing of provision of elements of infrastructure as set out in this SPD may need to be revisited. This may have implications for full provision of affordable housing in accordance with the 35% target. Where landowners / developers wish to retest scheme viability, the Council will require an open book approach on scheme viability to be taken. Any viability appraisals and supporting information received will be validated by an independent assessor to be appointed by the council and whose fees will be paid by the landowner / developer. The outcomes and implications of viability testing at application stage will be carefully evaluated by the Council in light of the aspirations and requirements set out in this SPD.

Implementation, delivery and monitoring

The success of the development will depend to a large extent on the continued partnership working of the landowners, the Council, and other key stakeholders to secure delivery of a high quality and sustainable place and supporting infrastructure in a timely way.

It will be possible to approach the further planning and development of the new garden neighbourhood at Post Hill in a number of ways. The SPD has been written to reflect this in terms of the proposed two stage masterplan approach and the related design and approval process outlined in Section 1. This approach has been devised, in part, to reflect the likelihood of the submission of a number of separate outline planning applications by individual landowners/promoters whilst recognising the importance of securing consistency in approach, quality and co-ordination between applications and the delivery of infrastructure in accordance with the provisions of this SPD.

The Council wishes to avoid the submission of planning applications which may prejudice the development of a high quality place in a sustainable fashion underpinned by the infrastructure necessary to support it. In this regard, the Council will expect the following information to be submitted with planning applications:

- To secure comprehensive development of sustainable neighbourhood and place making, the application must be accompanied by a development framework plan for the

entirety of the Area (Area A or Area B) to which it relates that is in accordance with this SPD;

- To secure delivery of comprehensive infrastructure, the application must be accompanied by an Infrastructure Delivery Plan for the Area (Area A or Area B) to which it relates that demonstrates compliance with this SPD;
- To enable transport requirements, traffic impacts and associated appropriate mitigation measures for the development as a whole to be properly assessed, a Transport Assessment for the whole of the SPD area shall be submitted.

The delivery of phases will be overseen by the Council working with landowners / promoters and stakeholders to ensure:

- A coordinated approach to infrastructure delivery in accordance with the relevant infrastructure delivery plans;
- The delivery of a consistently high quality of development in accordance with the guidance and principles set out in this SPD;
- Securing external funding where available to help infrastructure delivery;
- Securing agreement and delivery of long term management and governance arrangements for the development;
- Monitoring delivery in order to inform the Annual Monitoring report.

The Council will monitor implementation of this SPD and the extent to which the strategic policy objectives and vision are being achieved in the Annual Monitoring report. If implementation / delivery is considered to be failing, this will be reported together with an explanation and proposed remedial steps.

Long term management and maintenance

To maintain a high quality of community facilities and green infrastructure across the SPD area it will be important to set in place robust and consistent management arrangements. The Council will seek to prepare and agree a neighbourhood management plan jointly with the applicants prior to the commencement of development. This will be an application requirement. The plan should cover all open spaces and public buildings and cite all management objectives with the aim of establishing medium and long term objectives and arrangements.

This plan will also need to consider a robust governance structure which could take the form of a management trust/company and could also include a role for Tiverton Town Council.

In terms of funding, it is likely that the plan will look to generate revenue from an annual service charge from residents and business occupiers together with the potential for revenue from hire of building/facilities. Revenue will be subsidised by the developer in the early stages and additional revenue sources (grant funding, sponsorship and commercial opportunities) should also be explored.

6.7 Requirements for future planning applications

Requirements for future planning applications

The extension to Tiverton at Post Hill will be delivered over a time period in excess of 10 years and due to multiple land ownerships is likely to come forward as a number of outline and /or full planning applications. Outline applications will be followed by reserved matters applications that may be based on a subdivision of the site into smaller sub phases. Each planning stage will require the submission of supporting documents and information. Planning permissions granted are also expected to result in planning conditions, the discharge of which are also likely to require the submission and approval of further reports and documents on topics such as the design, construction and management of aspects of the development.

The Council is considering the best mechanism to deliver the required infrastructure associated with this development, whether it be by the Community Infrastructure Levy in whole or part, or via site specific S106 agreements. Important to the decision on which mechanism will be the most effective in delivering the necessary infrastructure will be an understanding of the likely number of planning applications in outline or full likely to be received for the urban extension as a whole. This is due to the limit on the ability to pool more than five S106 contributions for the same project or infrastructure type. In order to ensure that options are kept open for the most effective delivery of infrastructure, that infrastructure is provided in a coordinated and timely manner and that individual applications do not prejudice the ability to provide infrastructure on other parts of the site, the Council will seek to ensure that the whole

of the allocation area together with the green infrastructure area come forward as no more than a total of 5 outline / full planning applications. To this end the Council will encourage the development to come forward as a small number of larger applications in order to ensure that there are no more than 5 S106 agreements in total across the whole of the allocation area. Information forming part of a planning application must meet standard national requirements. In addition the Council's local validation requirements must also be met.

A list of information to be submitted as part of the planning application process for the development of the site is provided below. It should be noted that this list is not exhaustive and further requirements may be identified as a result of pre-application discussions. Some elements may also be more appropriately submitted at reserved matters stage dependent upon the scope of the application made at outline application stage. This list should be read in conjunction with the design process and delivery requirements outlined previously in this SPD.

Theme: Masterplanning and design

- Outline application: Development framework plan to illustrate development form at a greater degree of resolution for the whole of Area A / Area B as relevant to the application location
- Outline application: Design and Access Statement to include proposed character areas, street / space typologies, sample blocks and key areas including the neighbourhood centre referring back to this SPD and development framework

plan above. Conditions are likely to require the approval of illustrated urban design and architectural principles prior to the submission of reserved matters applications. More details are to be found within 1.7 Design process

- Reserved matters: Detailed design proposals for the area applied for. Compliance with this SPD and subsequent masterplanning and design stages above will need to be demonstrated
- Full applications: Will need to meet the requirements of both outline and reserved matters applications. Building for Life 12 self assessment (residential only)

Theme: Planning

- Planning Statement
- Retail Impact Assessment – to include floorspace schedule outlining indicative scale of proposed land uses at the neighbourhood centre
- Draft Heads of Terms for Section 106 Agreement (assuming site specific S106)
- Viability Appraisal and independent review with details to be agreed with Mid Devon District Council
- Affordable Housing Statement
- Statement of Community Involvement (SCI)
- Infrastructure Delivery Plan for relevant area (Area A or Area B)
- Neighbourhood Management Plans – to cover future maintenance of community spaces and buildings

Theme: Sustainability

- Sustainability & Energy Assessment incorporating a carbon reduction strategy – outlining the approach taken to integrate sustainability during the design process. This can include topics such as water use, materials, surface water run-off, waste, pollution, health and wellbeing, management, ecology and transport. This should also include estimated energy loads and consumption as well as predicted CO₂ (carbon) emissions of the overall development, in addition to the submission of design stage BREEAM and Code for Sustainable Homes assessments (the latter being subject to the outcome of current Government review)
- Waste audit statement – to demonstrate how waste will be managed according to the waste hierarchy

Theme: Traffic & Transport

- Whole SPD site Transport Assessment
- Whole SPD site Framework Travel Plan – outlining measures to encourage new residents and employees on site to use sustainable modes of transport
- Traffic pollution assessment – to consider the impact of traffic generated nitrogen oxides upon environmental assets including mitigation measures. (See also air quality assessment below)
- Whole SPD site Public Transport Strategy – outlining a strategy for providing viable sustainable transport options
- Public Rights of Way Statement – assessing the impact on existing access routes

- Highway design report and any other reports & modelling as required in consultation with Devon County Council Highways Department

Theme: Environmental Impact

- Environmental Statement
- Landscape and Visual Impact Assessment
- Arboricultural Survey & Landscape Plan, including tree and hedgerow removal details
- Biodiversity & Ecological Reports including Management Plan
- Archaeology Assessment
- Air Quality Assessment – to include Low Emission Strategy
- Noise Assessment
- Flood Risk Assessment
- Sustainable Drainage Strategy
- Heritage Statement including description of significance of any affected heritage assets
- External Lighting Assessment – to include assessment on habitat areas and where details of high-intensity lighting (e.g. MUGA floodlights) are included or indicatively shown near to sensitive/residential areas
- Land Contamination Assessment
- Site Waste Management Statement
- Construction Management Plans
- Utility Infrastructure Report

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