

# Tiverton's Eastern Urban Extension

## Section 3 Appendix

Adopted April 2014

CliftonEmerydesign  
in partnership with





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## Analysis

*The existing situation - a summary of the constraints and opportunities by topic at contextual and site scale. An explanation of the rationale behind the Masterplan.*

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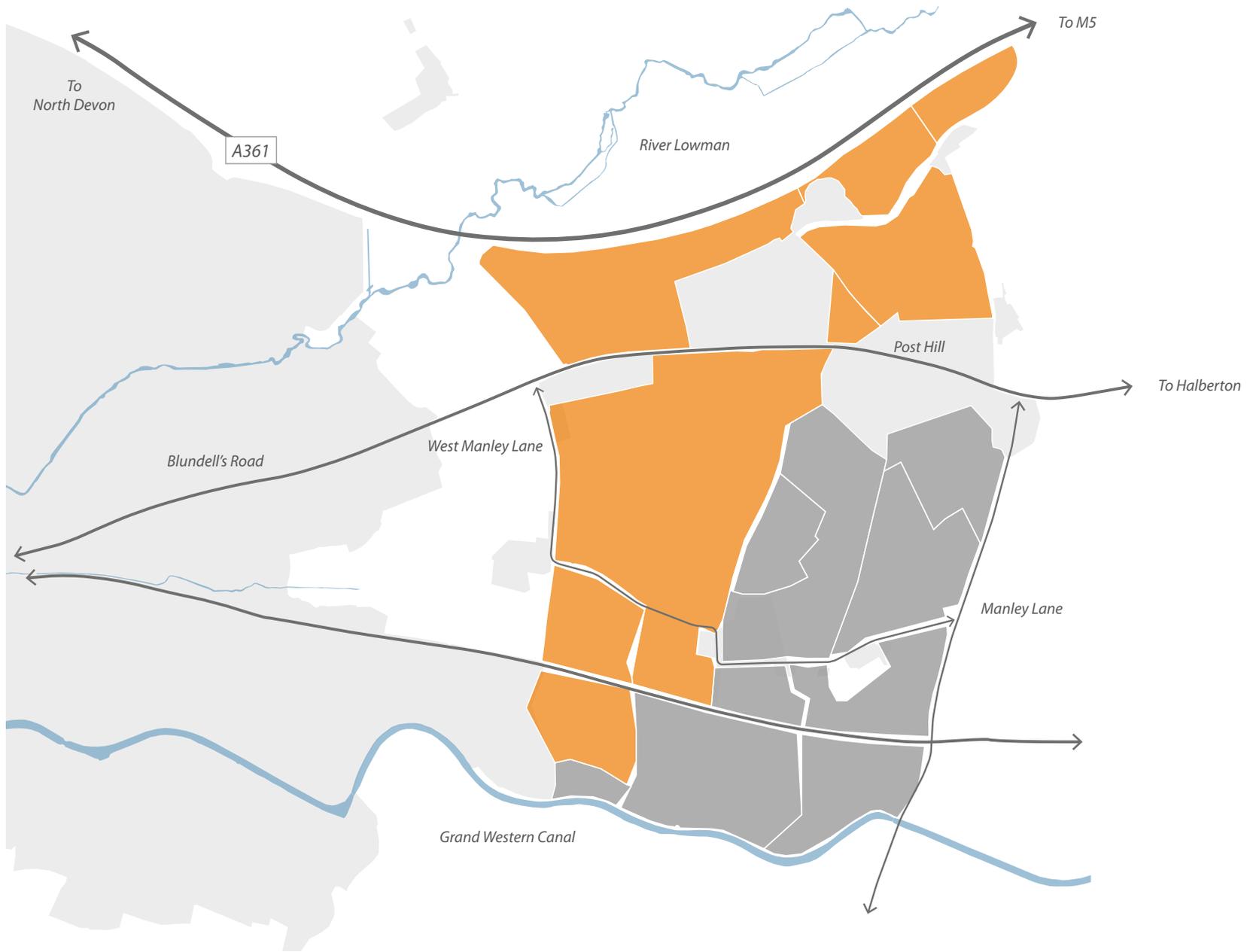






Analysis

## 1.0 Factors shaping development



Above: Masterplan areas

■ Area A Principal land holdings and NHS

■ Area B In multiple ownership



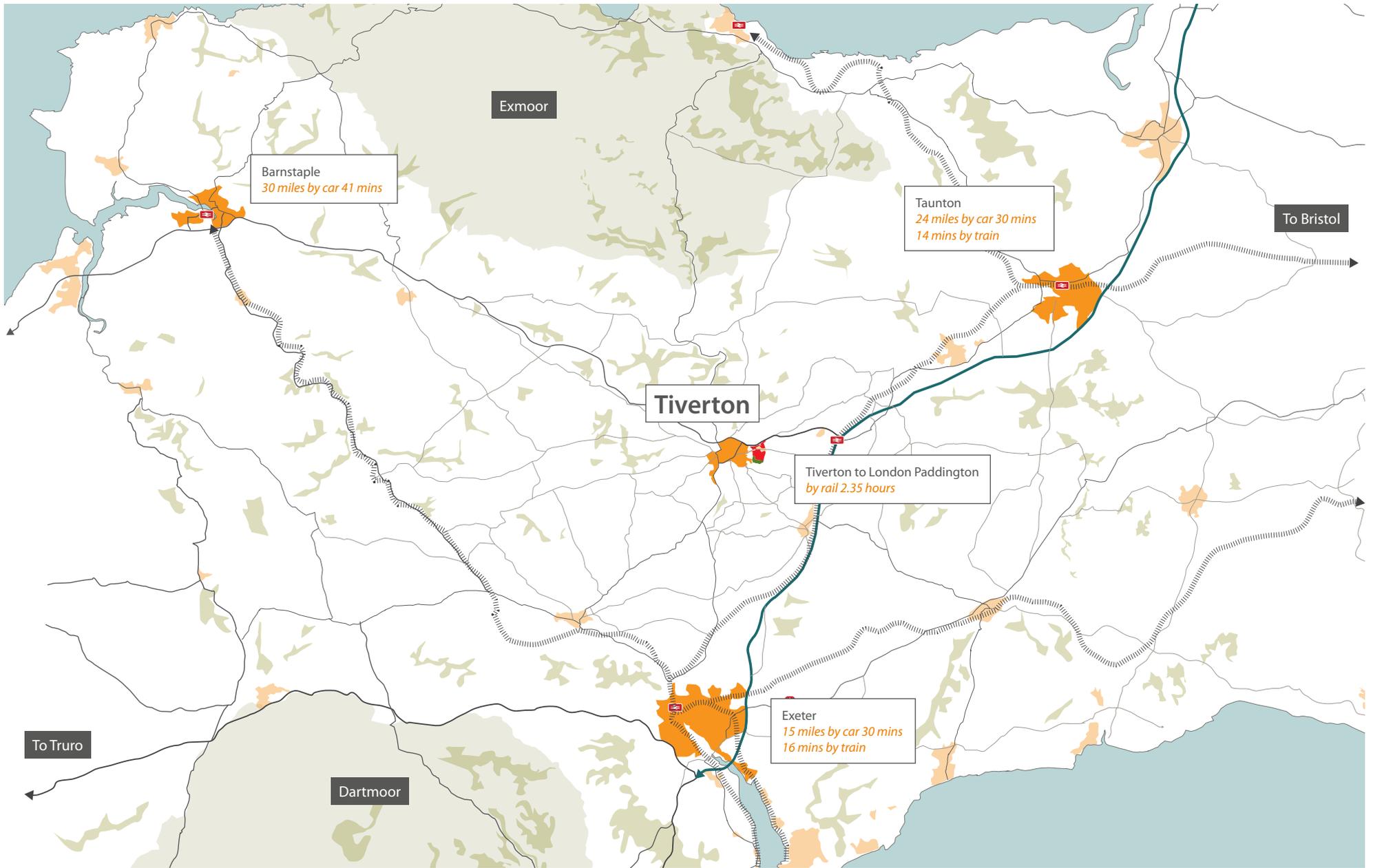
# 1.1 Scope and extent

This section of the document summarises the survey and analysis work that has been undertaken to inform the SPD Masterplan in relation to Area A. The work provides a foundation that has helped to shape the form the masterplan and inform the quantum's of the different land uses that are proposed. The scope and extent of survey work comprises:

- Geography
- Site within it's context
- Topography
- Visual sensitivity
- Connections, access and movement
- Facilities and amenities
- Topography and the built environment
- Greenspace and ecology
- Cultural Heritage
- Hydrology
- Access and movement
- Ground conditions
- Air quality
- Character and building traditions

A similar extent and scope of survey work will be required to inform the shape and content of the Area B masterplan.

In order to understand the issues covered in this separate appendix document (section 3) more comprehensively, refer to the full documents that have been prepared in relation to each topic area.

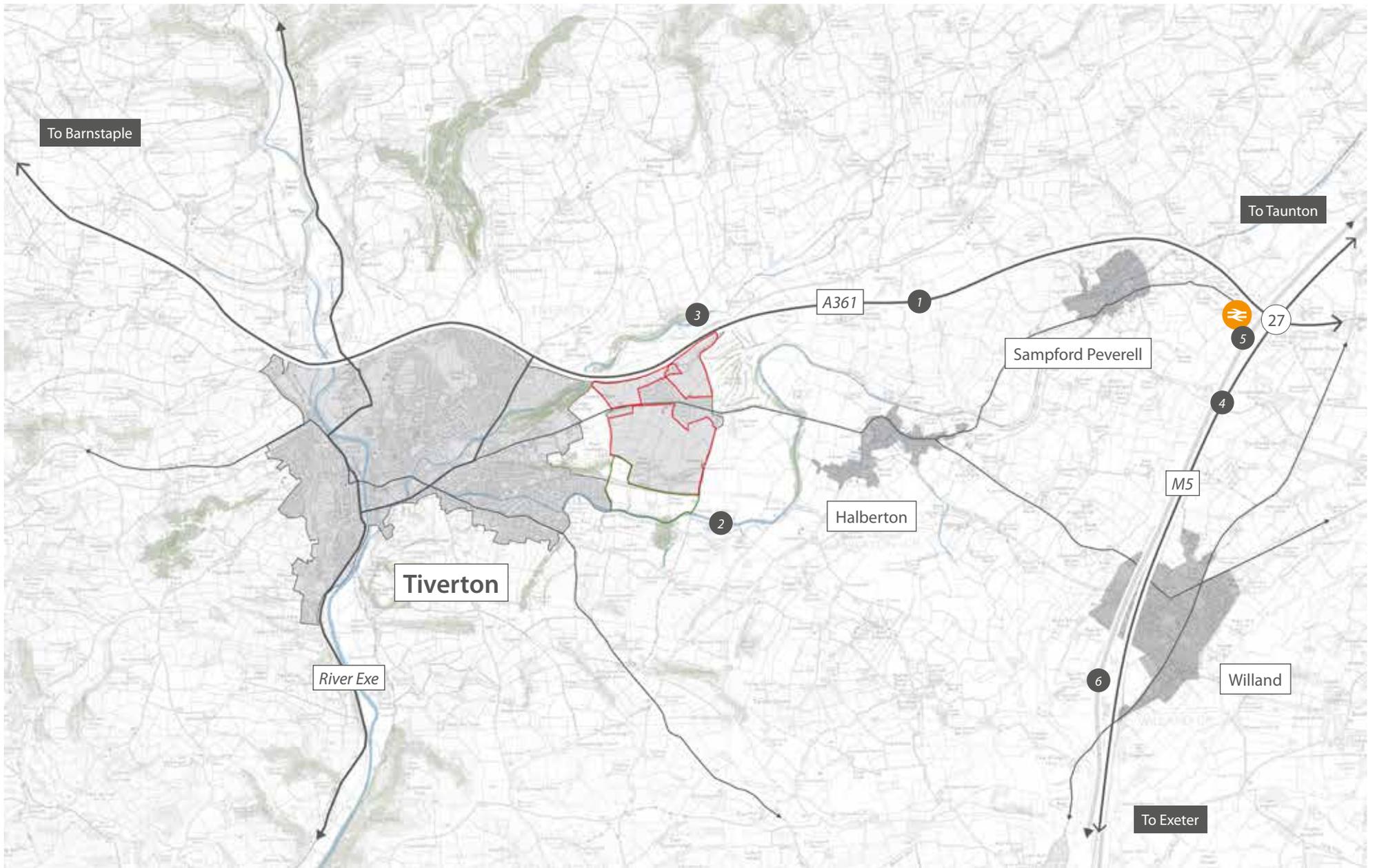


## 1.2 Geography

### ‘Centrally located in the county with excellent road and rail connections’

Tiverton has a unique setting and position being centrally located in the county between Exmoor and Dartmoor and almost equidistant from the north and south coasts.

The town lies at the confluence of the Rivers Exe and Lowman and in close proximity to the key regional movement and transport corridor (M5 and mainline railway). It also lies approximately halfway between regional centres of Exeter and Taunton. It is located on the A361 North Devon link road and providing access to Barnstaple and beyond.



## 1.3 Site within its context

-  Eastern Urban Extension Area AL/TIV/1-7
-  North Devon Link Road (A361)
-  Grand Western Canal
-  River Lowman
-  M5 motorway
-  Tiverton Parkway
-  Mainline railway

### ‘An accessible and sustainable location in Mid Devon’

#### Survey / analysis:

Mapping undertaken May 2012  
Main routes and connections mapped.

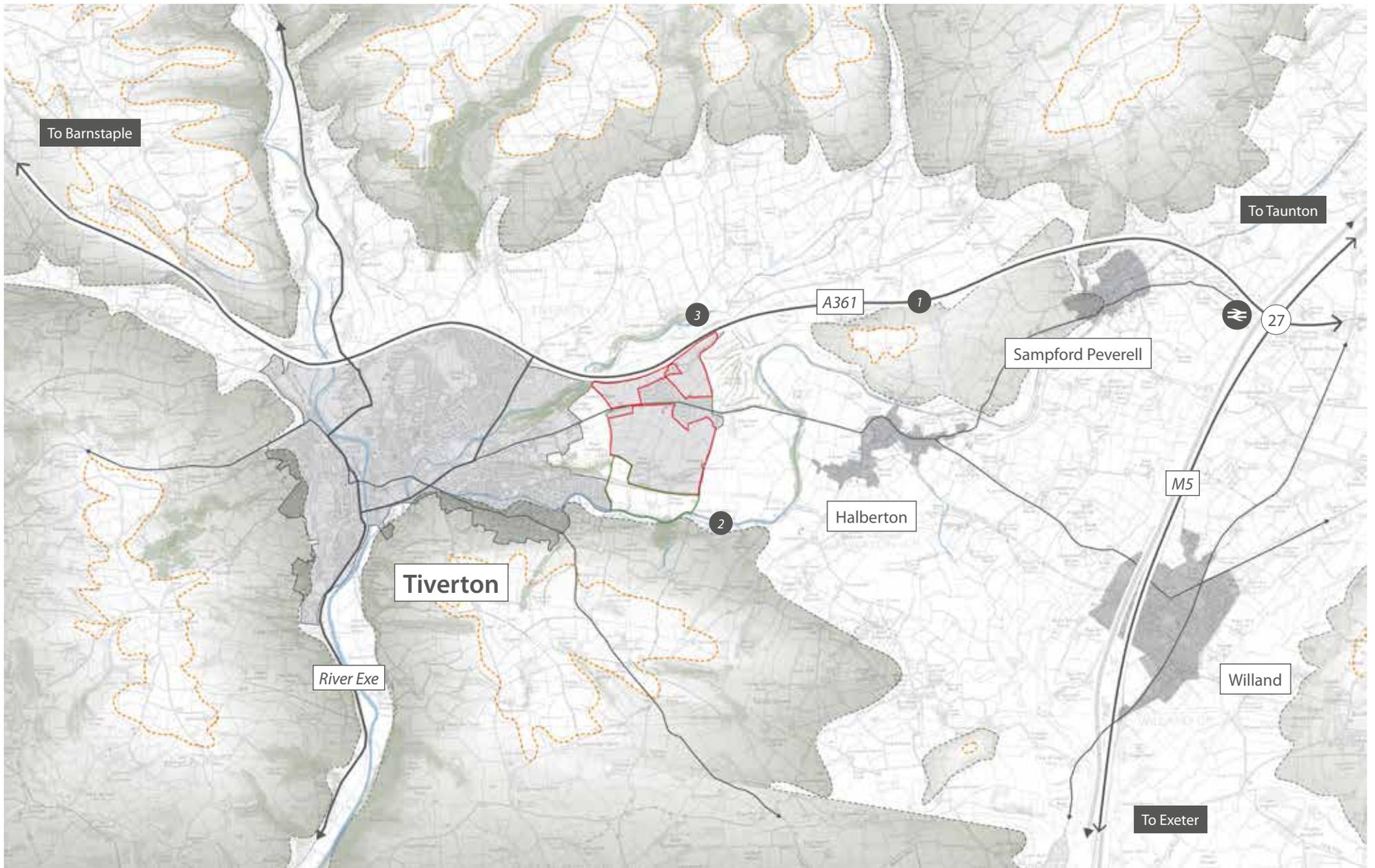
#### Situation / summary:

Tiverton is a well connected and accessible location in Devon with good links to:

- The A361 to Barnstaple and the M5;
- The M5 to Exeter, Taunton and Bristol;
- Tiverton Parkway Station for Exeter, Bristol and London;
- And the Grand Western Canal, Lowman River corridor and disused railway (a Sustrans route) and numerous footpaths, bridleways and cyclepaths connecting back into Tiverton and into the countryside.

#### Opportunity / constraint:

Proposals should seek to provide easy access to facilities, amenities and employment areas by all modes of transport with a particular emphasis on more sustainable options including footpaths and cycle ways into Tiverton and to the railway station.



## 1.4 Topography

-  Eastern Urban Extension Area AL/TIV/1-7
-  1 North Devon Link Road (A361)
-  2 Grand Western Canal
-  3 River Lowman
-  High areas
-  Low areas

### ‘A natural location for development given the constraints to the growth of Tiverton’

#### Survey / analysis:

Mapping undertaken May 2012  
Desktop analysis of contextual topography.

#### Situation / summary:

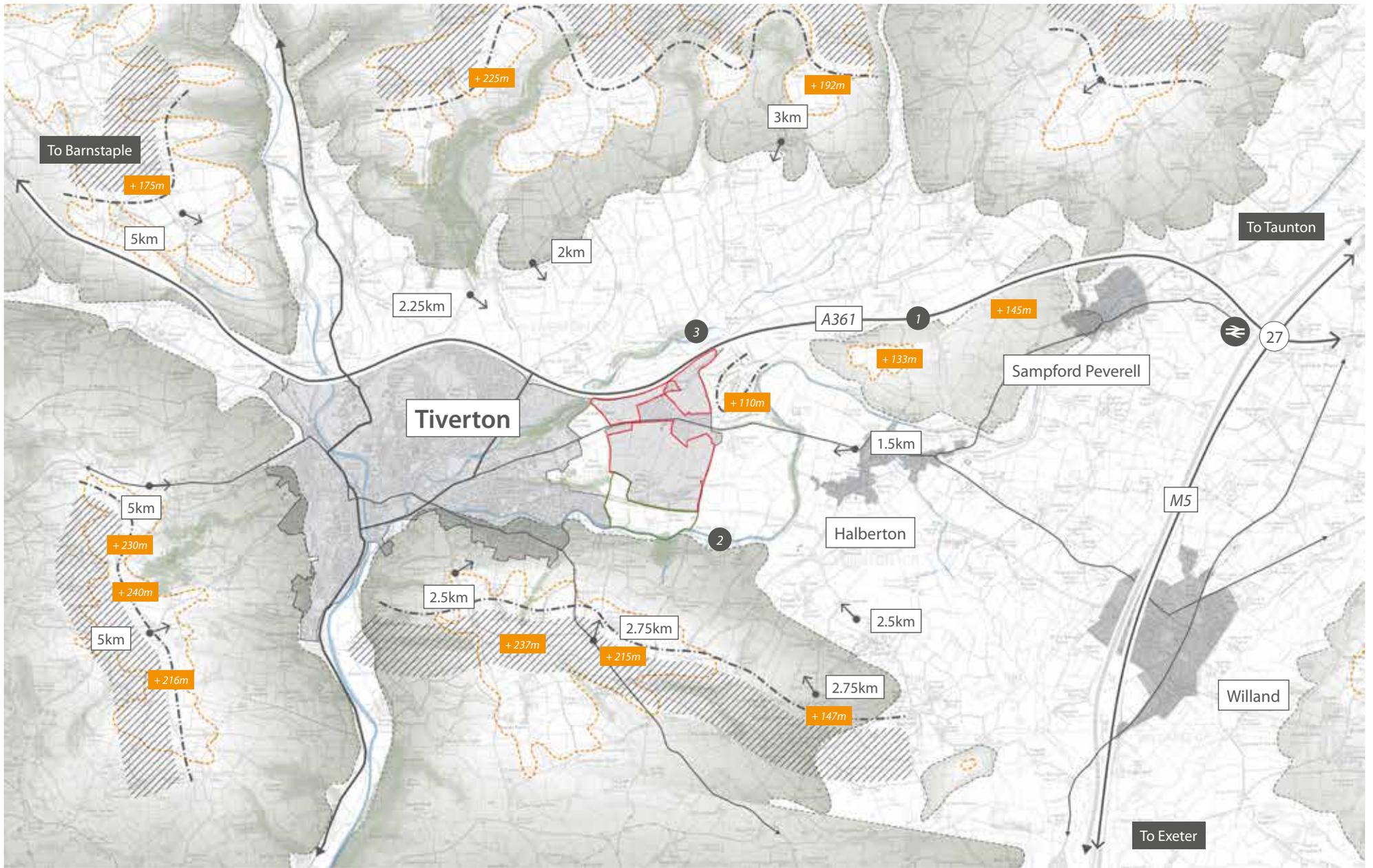
The site sits either side of a intermediate ridge within a wide valley floor plateaux running from the east of Tiverton in the west beyond the M5 to the east. The land slopes steeply down from this ridge to both the north and south with more level ground to the west and centre of the site.

The development on the site will form a contiguous part of the wider Tiverton urban area which itself is constrained by steep ground to the west and south, and by the A361 to the north.

Land rises to around 235m AOD at Barton Hill 3km to the north of the site and to around 218m AOD at Tidcombe Brake 2km south of the site. The high ground around the existing dwellings at Post Hill is around 105m+ AOD.

#### Opportunity / constraint:

Proposals should respond to both contextual and site wide topography (analysed later in this document) by considering the position, form and balance of developed areas and open space.



- Eastern Urban Extension Area
- Green Infrastructure Area
- 1 A361
- 2 Grand Western Canal
- 3 River Lowman
- Approximate ridge line
- Viewpoints
- More distant views obscured



## 1.5 Visual sensitivity

### The site will be visible but in the context of the town, Post Hill and the A361

Landscape visual analysis work has already provided significant guidance about how the urban extension should be designed and developed. The work will be on going and act as check and baseline test for development proposals. The development will aim to form a successful relationship with the settlements of Tiverton and Post Hill and the host countryside of mid Devon.

Published landscape character studies have been researched with Natural England's national Landscape Character Assessment (LCA) forming the high level context for the landscape baseline and the: 'Mid Devon Landscape Character Assessment', of October 2011 setting the finer grain of LCA study.

The Mid Devon LCA provides a comprehensive analysis of the landscape within the district. The study sets out key character generators for the landscape baseline. It provides valuable guidance for future development and landscape management and it states that it is: "a tool for identifying the features which give a locality its sense of place, to help understand what the landscape is like today, how it came to be like that, and how it may change in the future as an aid to decision making".

The Tiverton urban extension sits within Landscape Character Type LCT 3E: Lowland plains. Other LCT's sit close to the site and have a degree of influence and they include: LCT 3G: River valley slopes and combes – covering the River Lowman; LCT 3A: Upper farmed and wooded valley slopes – the rising ground above the lowland plains and; LCT 1E: Wooded ridges and hilltops - defining the high ground that broadly wraps around three sides of Tiverton and is frequently a visible skyline from the site.

The succinct summary of the LCT 3E: Lowland plains, is relevant to this SPD as it describes, in overview, character generator elements that include:

- Gently rolling middle ground to lowland with smooth, rounded hilltops that have concave lower and convex upper slopes;
- Primarily managed as arable farmland with some areas of improved grassland. Mixed farming is the main agrarian pattern;
- For the most part it is characterised by the Red Devon Sandstone giving great soil fertility for arable farming;
- Roads are straight or very gently winding in nature and characterised by narrow routes that are lined with traditional hedgebanks. Land is traditionally highly valued for agriculture, with very little waste in the form of verges and wide roads;

- Views are highly variable. The landscape is semi-open with some long extensive views from hilltops. Where hedges are high, views are mostly framed or confined as glimpses through field gate openings;
- The landscape typically has short vistas terminated by a backdrop of curving hills with occasional long views from prominent locations, giving rise to a patchwork of irregular shaped fields with green pastures.

As development proposals progress the LVIA studies will identify key 'receptors' in the landscape and visual baseline. The assessments will cover both the development proposals for the site and also for the proposed junction on the A361 - the North Devon Link Road. The cumulative effects arising from both the urban extension and the A361 junction will have to be considered. The LVIA studies will make assessments and informed judgements that will look to form mitigation measures that are built into the design and development process. The assessment methodology will follow the recently published April 2013: 'Guidelines for Landscape and Visual Impact Assessment'. Townscape analysis and a residential amenity assessment will be contained within the LVIA's.

Landscape Framework proposals and Green Infrastructure strategies as well as cumulative mitigation key measures will flow from the Landscape and Visual Impact Assessment.



## 1.6 Connections, access and movement

- 1 Blundell's Road
- 2 Heathcoat Way (A396)
- 3 Kennedy Way (A3126)
- 4 Exeter Road (A396)
- 5 Newte's Hill
- 6 A396 to Bampton
- 7 Longdrag Hill (B3137)
- 8 North Devon Link Road (A361)
- 9 Willand Road
- 10 M5 motorway
- 11 Tiverton Parkway Station
- 12 Mainline railway
- 13 West Country Way Cycle Route
- 14 Lowman Valley Cycle Route
- 15 Exe Valley Cycle Route
- 16 Grand Western Canal

### 'Good road, rail, bus, cycle and pedestrian connections'

#### Survey / analysis:

Mapping May 2012  
Main routes and connections mapped.

#### Situation / summary:

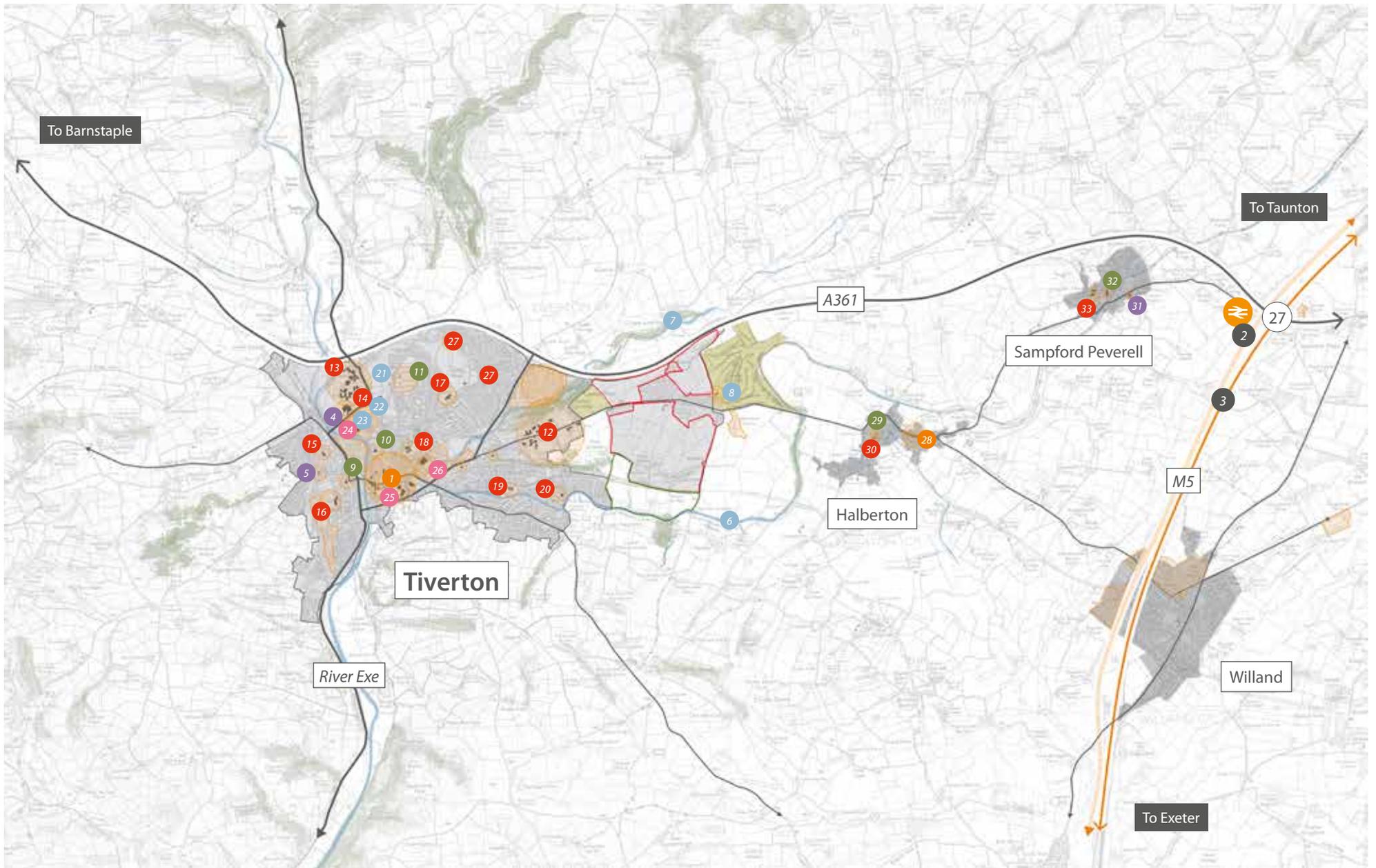
The site is well positioned with access to all modes of transport both locally and regionally. Very good road links and bus routes exist to all local facilities and amenities.

Wider connections by both rail and road make journeys to region centres and beyond quick and easy.

There is excellent access to a range of cycle routes (including a Sustrans route), bridleways and footpaths.

#### Opportunity / constraint:

Any development proposal should make the most of the excellent movement and transport network, with particular emphasis on sustainable modes.



## 1.7 Facilities and amenities

- |    |                                       |    |                                  |
|----|---------------------------------------|----|----------------------------------|
| 1  | Tiverton Town Centre                  | 18 | The Castle Primary School        |
| 2  | Tiverton Parkway                      | 19 | The Willow Tree Centre           |
| 3  | M5 motorway                           | 20 | Tidcombe Primary School          |
| 4  | Tiverton and District Hospital        | 21 | Tiverton Leisure Centre          |
| 5  | Tiverton Fire Station                 | 22 | Tiverton Rugby Club              |
| 6  | Grand Western Canal                   | 23 | Tiverton Football Club           |
| 7  | River Lowman                          | 24 | Morrisons Supermarket            |
| 8  | Tiverton Golf Club                    | 25 | Marks and Spencers               |
| 9  | King Street Chapel                    | 26 | Tescos                           |
| 10 | The Parish Church of St Peter         | 27 | Moorhayes Community Centre       |
| 11 | Tiverton Cemetery                     | 28 | Village Centre                   |
| 12 | Blundell's School                     | 29 | Halberton Methodist Church       |
| 13 | East Devon College                    | 30 | Halberton Primary School         |
| 14 | Tiverton High School                  | 31 | Surgery                          |
| 15 | Old Heathcoat School Community Centre | 32 | St John the Baptist Church       |
| 16 | Heathcoat Primary School              | 33 | Sampford Peverell Primary School |
| 17 | Two Moors Primary School              |    |                                  |

### 'Excellent access to a range of facilities and amenities'

Survey / analysis:

Mapping October / November 2012  
Desktop review of facilities.

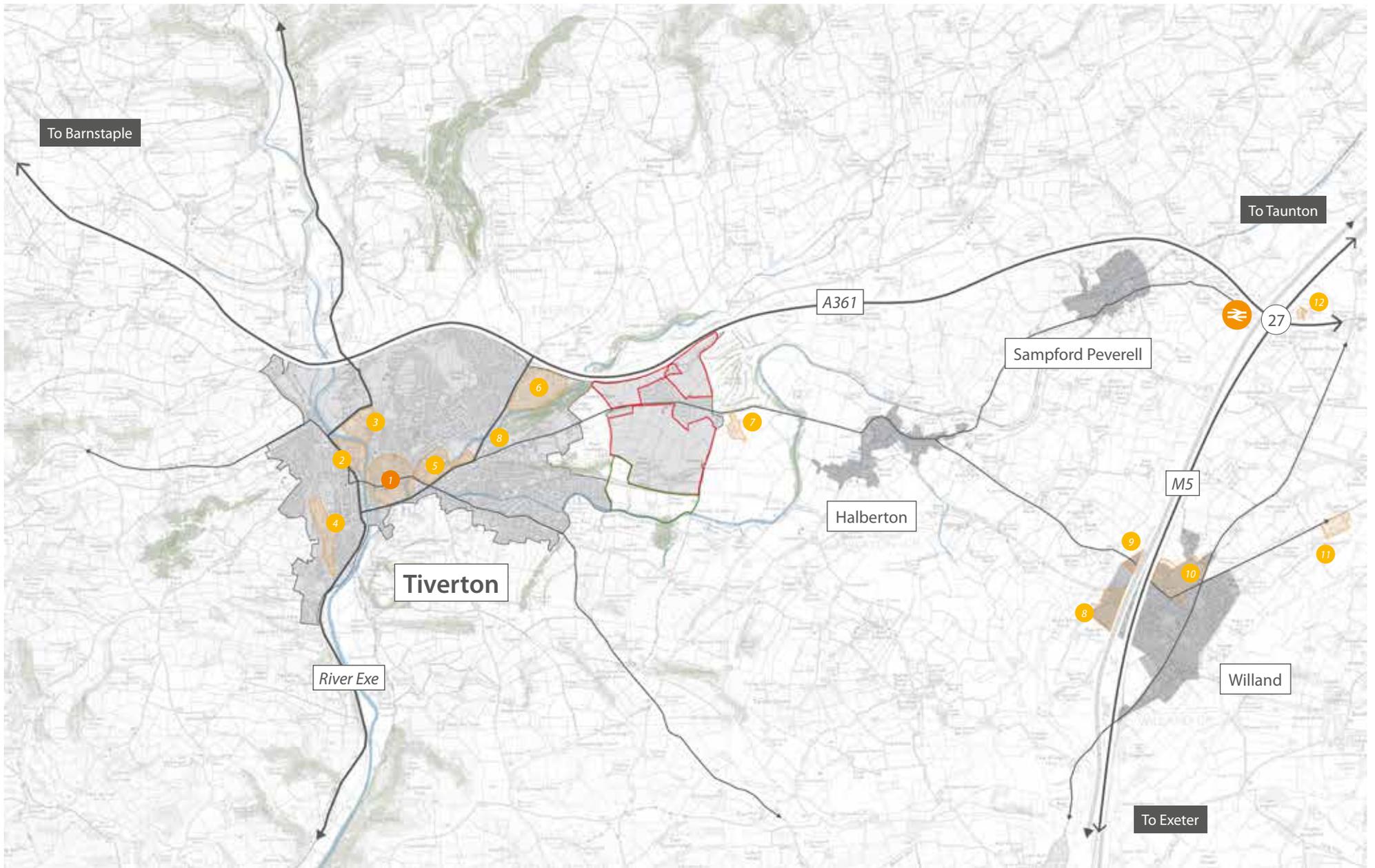
Situation / summary:

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

Tiverton Town Centre and the area to the north west (Kennedy Way) are foci. The main outlying villages (Halberton and Sampford Peverell) also have a number of facilities.

Opportunity / constraint:

Opportunities exist within the EUE area to provide new facilities which complement those existing, creating a network of facilities and amenities connected by sustainable and public transport.



## 1.7 Facilities and amenities

- 1 Town Centre
- 2 Heathcoat Fabrics Factory
- 3 Kennedy Way Business Park
- 4 Howden Industrial Park
- 5 Blundell's Road / Foundry Estate
- 6 Tiverton Business Park
- 7 Hartnell Business Park
- 8 Two Sisters (existing Willand, former, now vacant Tiverton)
- 9 Station Road
- 10 Mid Devon Business Park
- 11 Langlands Business Park
- 12 Swallow Court

‘A broad range of employment sites across the wider Tiverton area’

Survey / analysis:

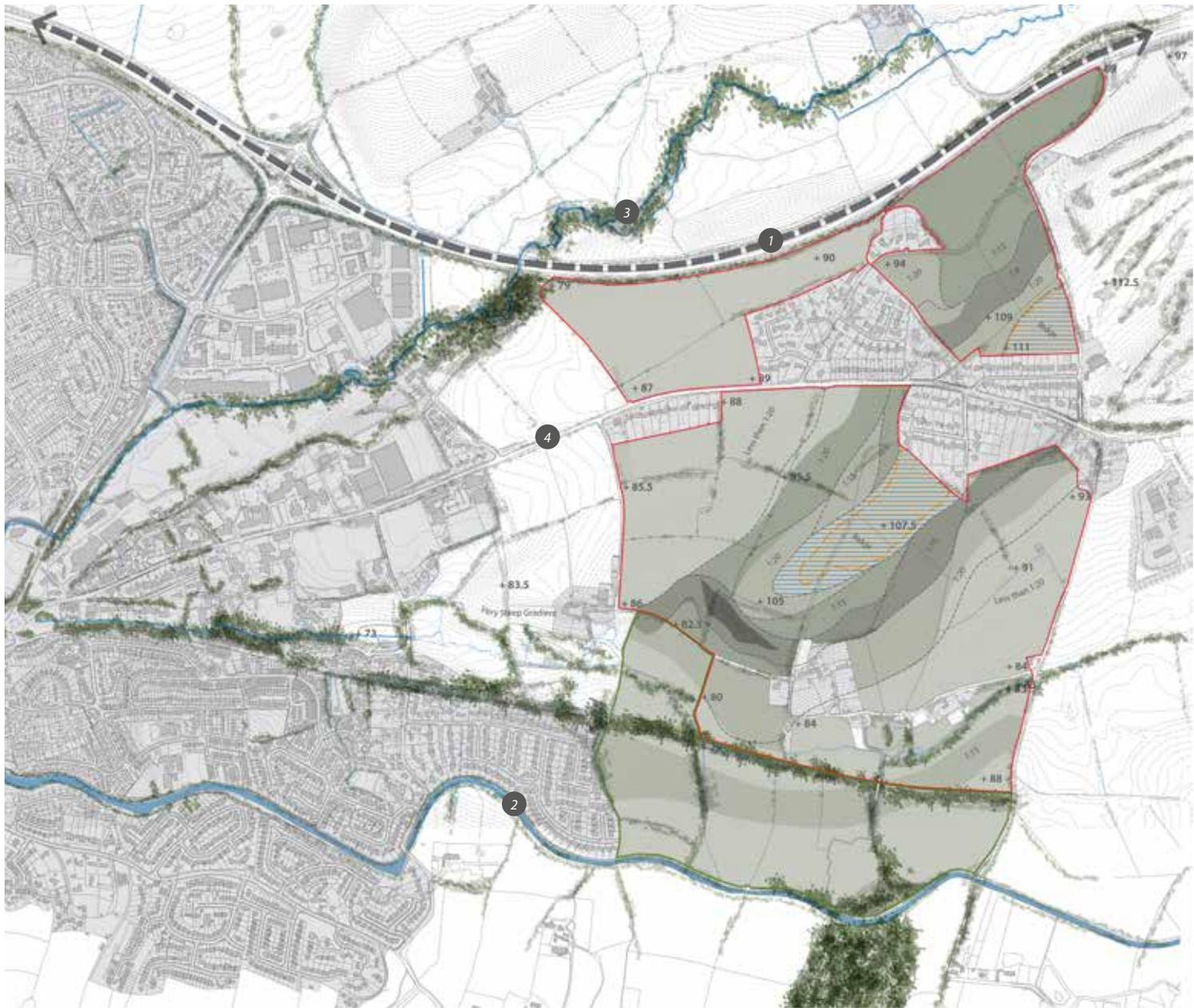
Mapping October / November 2012  
MDDC Employment Land Review

Situation / summary:

Tiverton has a good range of employment locations and opportunities which vary in scale and sector. These are focused within the urban area of the town and along the M5 motorway corridor.

Opportunity / constraint:

To create balanced and sustainable community employment.



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



## 1.8 Topography and the built environment

### ‘Carefully consider development on ‘Post Hill’ ridge. Avoid development on steep slopes - 1:5’

#### Survey / analysis:

LIDAR topography information.  
Slope analysis May 2012.

#### Situation / summary:

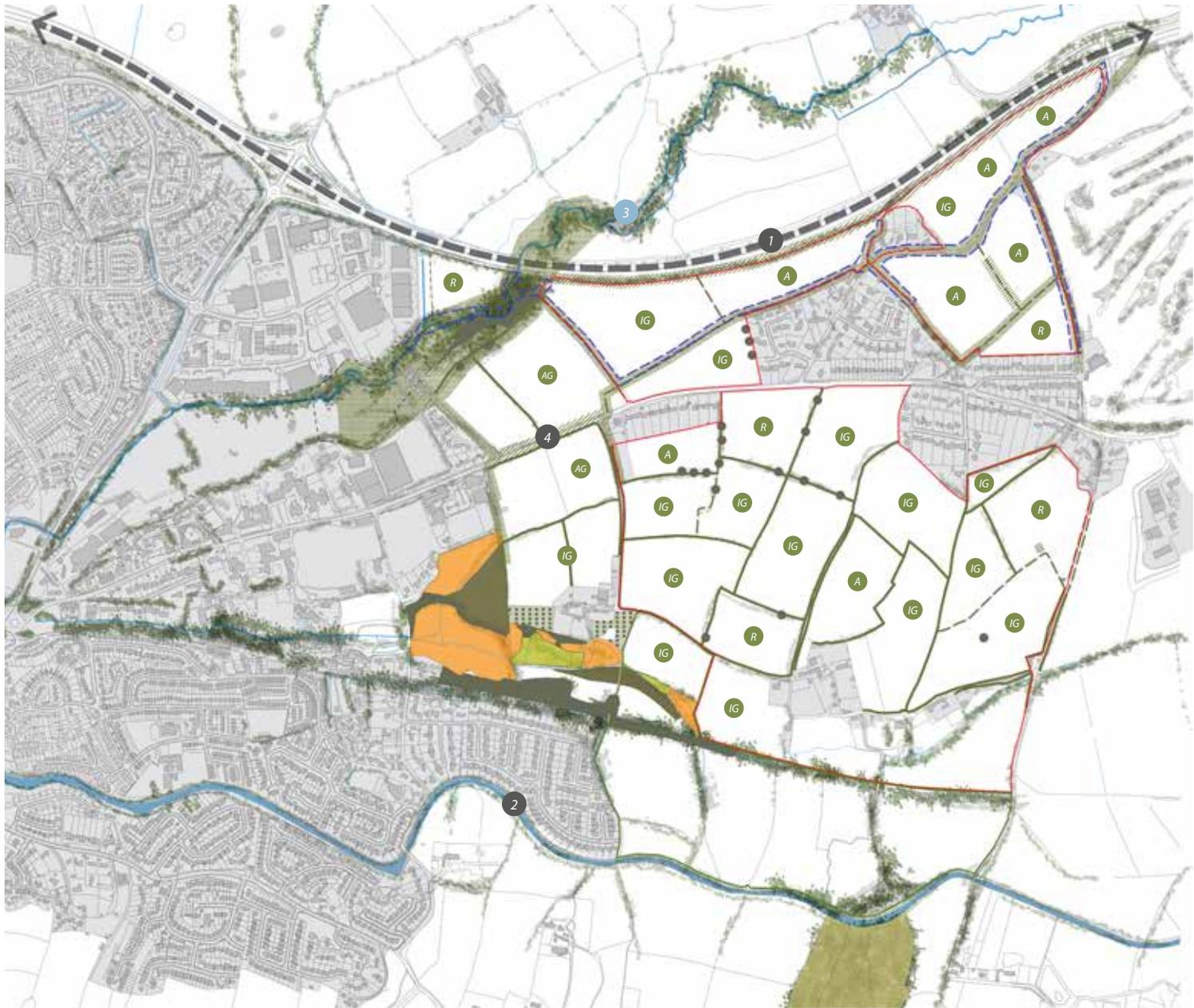
The site naturally falls into 3 parcels; north west of Blundell’s Road, north east of Blundell’s Road and South of Blundell’s Road. The southern area represents the most challenging area of the site with areas with gradients of 1:5 and an undulating and complex character. The north eastern area falls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

The existing dwellings at Post Hill sits on an intermediate ridge which extends south west across the southern area of the site. As a result this area of the site is locally elevated and falls dramatically at its south western tip (gradients of 1:5).

#### Opportunity / constraint:

Development options should carefully consider topography when proposing land uses.

Development on very steeply sloping ground (1:5) is likely to be problematic and should be avoided. The proposals for the locally elevated areas around Post Hill should also be carefully considered due to their potential visibility.



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



## 1.9 Greenspace and ecology

### Survey / Analysis:

A suite of ecological surveys was started on site in spring 2012 and is ongoing. A Phase 1 habitat survey was carried out on land to the north of Blundell's Road (April 2012) followed by protected species and habitat surveys in this area during spring and summer 2012 for dormice, bat activity (one survey per month for six months as well as two static dataloggers for five nights monthly) and tree roosts, badgers, hedgerow assessment and otter and water vole activity.

In spring 2012 a great crested newt survey was carried out of ponds within 500m of the wider site (land to the north and south of Blundell's Road).

A Phase 1 habitat survey of land to the south of Blundell's Road was carried out in July 2012 and protected species and habitat surveys commenced here during spring 2013. Surveys completed during the 2013 season on land to the south of Blundell's Road are breeding bird surveys, a hedgerow assessment and a badger survey. Surveys for bat activity (two surveys per month for six months as well as four static dataloggers for five nights monthly) and tree roosts, dormice, otters, water voles, reptiles and terrestrial and aquatic invertebrates are due to be completed by autumn 2013.

### Situation/Summary:

The site supports a diversity of species and habitats typical of the farmed Devon landscape as well as less widespread and valuable

features. The majority of the site comprises improved and intensively managed pasture for beef cattle grazing, arable land and sheep grazing. The site supports a diverse network of native hedgerows, many of which are associated with characteristic hedge banks (particularly valuable examples lie along West Manley Lane and the sunken farm track). A good number of mature and veteran oak and ash trees are present as standards within hedgerows across the site as well as limited areas of deciduous woodland along the River Lowman and disused railway line, which have a diverse understorey and deadwood habitat. The Alsa Brook corridor supports rush pasture and damp grassland habitat continuous with the Tidcombe Fen Site of Special Scientific Interest (SSSI) to the west which is designated due to the presence of fen habitat, rare and restricted both in Devon and nationwide.

To date a number of protected and notable species have been found to use the site including otters along the River Lowman and Alsa Brook, dormice within hedgerows to the north Blundell's Road, a diversity of widespread bat species and an assemblage of farmland breeding bird species including goldfinch and linnet. A nationally scarce deadwood beetle, *Orchesia minor* occurs within woodland along the River Lowman.

### Opportunity / Constraint:

Alsa Brook and Tidcombe Fen SSSI – The Alsa Brook corridor and SSSI will be buffered from development, protected and enhanced, enabling the continued use by a variety of protected and notable species and providing new opportunities for wildlife.

There are opportunities to increase the extent of diverse fen and damp grassland, scrub and woodland habitat along the Alsa Brook corridor from Tidcombe Fen SSSI, further to the east. Run-off, ground-water and aquifers that may affect water quality, quantity and seasonality flowing into the Alsa Brook corridor and SSSI will be carefully considered within the plans for development.

Dormice – There are opportunities to increase overall habitat availability for dormice, particularly with new woodland and hedgerow planting along the southern edge of the A361 and to the south of West Manley Lane, and care will be taken to avoid the isolation of populations at the site.

Devon hedge banks -Retaining some open green space particularly species-rich grassland, around diverse banks is important as significantly increasing shading or disturbance could reduce the ecological value of the hedge banks. This is relevant to the hedges along West Manley Lane and the drove track in particular.

Veteran oak and ash trees and hedgerows – These valuable features should be retained and incorporated into green corridors across the site wherever possible to provide connections through the development for wildlife to continue to move through the landscape, for populations to thrive and to colonise new areas. The age of these features means they are not simply replaced and efforts will be made to retain connectivity between mature features.



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

Note: SAM (Scheduled Ancient Monument)



## 1.10 Cultural heritage and archaeology

### ‘The SAM Barrow, numerous listed buildings and structures, possible historic chapel site’

Heritage Assessment works used to inform the masterplanning exercise have comprised:

- The previously prepared archaeology and cultural heritage assessment (AC Archaeology 2009), which included desk-based assessment, targeted geophysical survey and trial trenching;
- A geophysical survey for land north of Blundell’s Road (Stratascan 2012);
- Trial trenching for land north of Blundell’s Road (Cotswold Archaeology 2012);
- Assessments of setting of designated cultural heritage assets in the vicinity of the site (Cotswold Archaeology forthcoming);
- Desk-based assessment of land to north and south west of Blundell’s Road (Cotswold Archaeology forthcoming); and
- Further geophysical survey of land north and south west of Blundell’s Road (Stratascan forthcoming).

These works have identified the following heritage assets and potential heritage assets:

a ring ditch of Neolithic or Bronze Age date in the northern part of the proposed development site, likely to represent the remains of a funerary monument. Linear anomalies have been recorded across the proposed development site which are indicative

of former enclosures and field boundaries. Remnants of the agricultural landscape recorded in the geophysical survey across the site may originate in the medieval or post-medieval periods. Geophysical survey in 2013 identified an anomaly in the central part of the site that is likely to relate to the below ground remains of a prehistoric enclosure.

The Grade II Listed Poole Anthony Farmhouse is located in the central western part of the proposed development site. The farmhouse is surrounded by an agricultural complex that has medieval antecedence, the manor of ‘Pole Anthony’ being first recorded in Domesday Book. There are no recorded medieval archaeological remains at Poole Anthony, although there is the potential for such remains to occur within the proposed development site. The former milking parlour to the west of the farmhouse is first recorded on the 1842 Tithe Map.

The Long Barrow north of Blenheim House is a Scheduled Monument. The exact extent of the long barrow is not known (especially the western terminal of the long barrow which is especially ill-defined), following its bulldozing in the 1980s. The boundary of the Scheduled Monument, largely defined by the surviving earthwork, does not extend within the proposed development site.

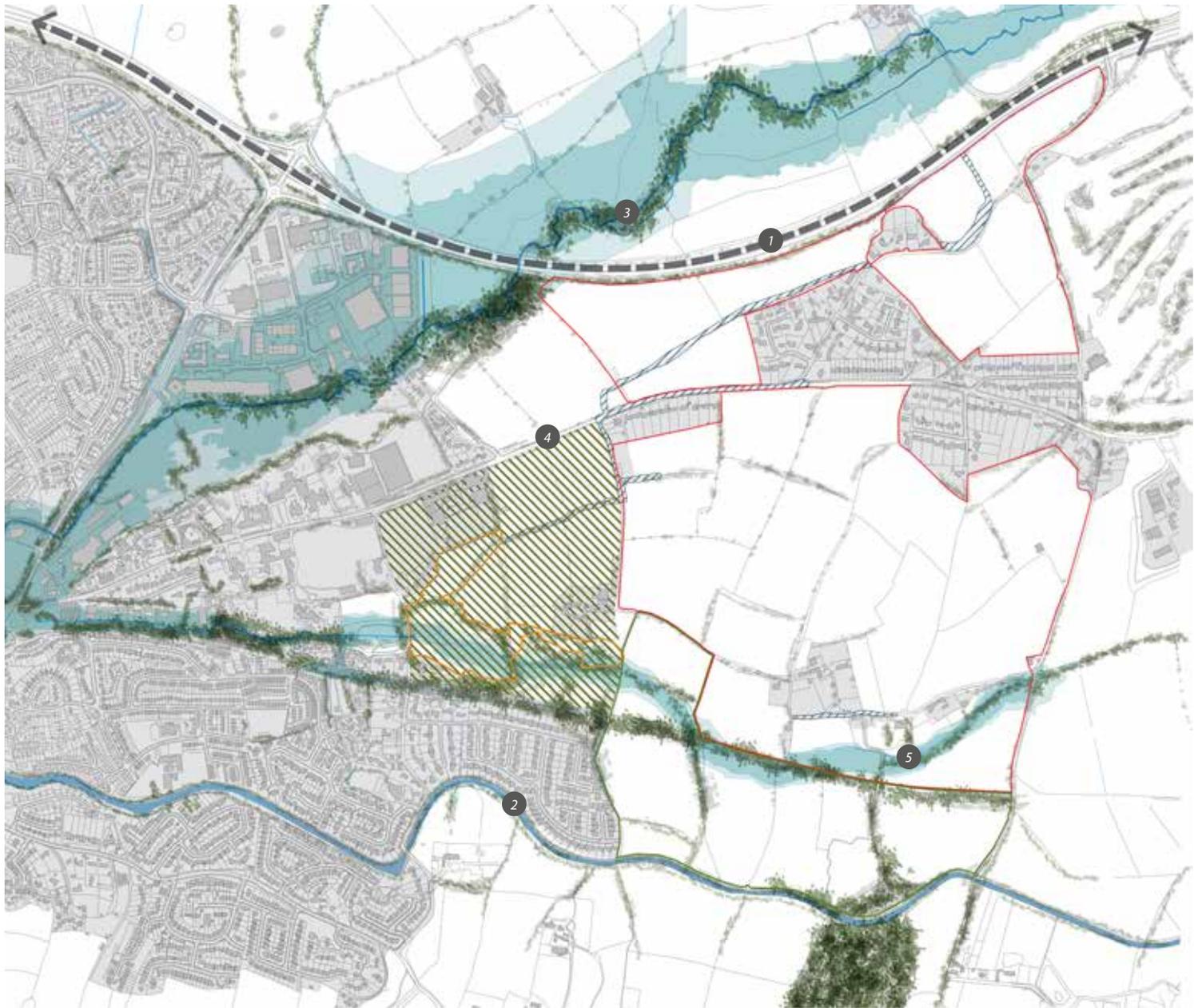
Prehistoric lithics, ranging from Palaeolithic hand axes through to late Bronze Age flint and chert artefacts, have been recovered as surface finds within the proposed development site. Although the find spots themselves are not considered to be heritage assets, they are indicative of prehistoric activity within the proposed development site.

The alignment of the former Bristol and Exeter Railway branch line to Tiverton passes between the southern and central parcels of the proposed development site.

A number of leats were recorded on the northern boundary of the proposed development site during the construction of the A361, first recorded on the 1842 Tiverton Tidcombe Tithe Map. The site of a chapel is suggested in the south-western part of the proposed development site by references to a ‘Chapel’ and ‘Chapel Mead’ within the apportionment of the 1842 Tiverton Tidcombe Tithe Map. No structure was recorded on the subsequent late 19th or 20th-century Ordnance Survey maps, and no evidence for a chapel was observed during the site inspection. As such, it is considered unlikely that a chapel existed in the western part of the proposed development site, and it is possible that the reference to a ‘Chapel’ within the apportionment was erroneous.

In the southern part of the proposed development site, the 1842 Tithe survey recorded three fields including the element ‘Black’ within their name. These field names have been interpreted as indicative of early settlement, although it is considered more likely that the element ‘Black’ relates to the colour of the soil within these fields, rich in silts associated with the Alsa Brook which passes immediately to the north. Hedgerows within the site that lie along the historic parish boundaries of Tiverton Tidcombe and Tiverton Halberton are considered to be important under the 1997 criteria for archaeologically and historically important hedgerows.

The settings of Scheduled Monuments, listed buildings and structures and the potential conservation area should be considered in the masterplanning for the proposed development.



- Eastern Urban Extension Area AL/TIV/1-7
- Green Infrastructure Area AL/TIV/3GI
- 1 North Devon Link Road (A361)
- 2 Grand Western Canal
- 3 River Lowman
- 4 Blundell's Road
- 5 Alsa Brook
- Rivers
- Fluvial Flood Zone 1 (1:100 chance)
- Fluvial Flood Zone 2 (1:1000 chance)
- Surface Water Flood Risk
- Tidcombe Fen SSSI Hydrological Catchment Area
- Tidcombe Fen SSSI

Note: SSSI (Site of Special Scientific Interest)



## 1.11 Hydrology

### ‘Development should not impact upon the Tidcombe Fen, Alsa Brook or surface water flooding areas’

#### Survey / analysis:

Fluvial flood risk and flood zoning. Surface water flood risk desktop study June 2012. Geology and soakaway testing (north east of Blundell’s Road). November 2012

An FRA was produced based on the EUE area to inform the sizing and location of the attenuation ponds. The masterplan has been developed using this guidance.

#### Situation / summary:

Soakaway testing was carried out north east of Blundell’s Road at 6 locations. The data gathered shows that an infiltration design rate was achieved.

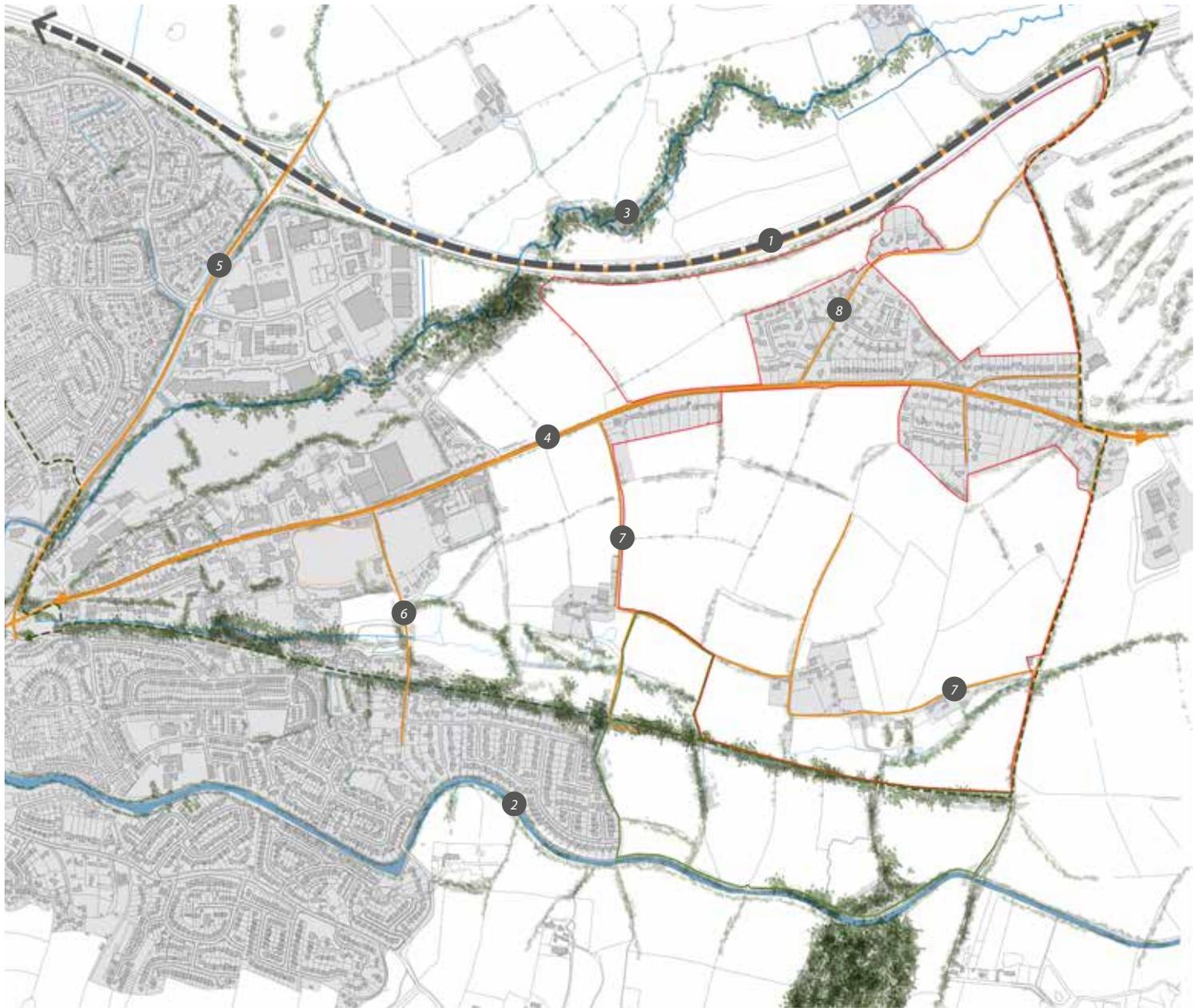
The flood risk area associated with the Lowman River is almost entirely outside of the site. The Alsa Brook flood plain although limited was identified in the south eastern area of the site. Surface water flooding has been recorded in the northern area of the site, along Blundell’s Road and Lowman Road.

Tidcombe Fen Site of Special Scientific Interest (SSSI) and its catchment to the west of the site is of particular importance.

#### Opportunity / constraint:

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

Proposals should look strategically across the site at incorporation of a sustainable urban drainage system (SUDS) to retain surface water run off near as close to existing as possible and ensure that the proposals do not result in increased flood risk.



- Eastern Urban Extension Area AL/TIV/1-7
- Green Infrastructure Area AL/TIV/3GI
- 1 North Devon Link Road (A361)
- 2 Grand Western Canal tow-path
- 3 River Lowman
- 4 Blundell's Road
- 5 Heathcoat Way (A396)
- 6 Tidcombe Lane
- 7 West Manley Lane
- 8 Uplowman Road
- 🚌 Bus stop
- Vehicular routes
- Cycle routes
- Major routes



## 1.12 Access and movement

### ‘Good access to facilities with direct links to the town, countryside, canal and cycle routes’

#### Survey / analysis:

May 2012 Main routes and connections mapped. Bus stops and routes identified.

#### Situation / summary:

The site is well positioned with access to public transport and cycle paths (Sustrans) and footpaths linking into Tiverton and the railway station.

Bus stops are located on Blundell's Road / Post Hill give access to both local sub regional services.

#### Opportunity / constraint:

Any development proposal should make the most of the excellent movement and transport network, with particular emphasis on sustainable modes.

Encouraging bus companies to extend routes into the development through design and access to catchment population should be explored. (Policy AL/TIV/2).

Links should be created to existing footpath and cycle ways. These should be designed so as to encourage greater use. Their inclusion within open space corridors should be explored.

## 1.13 Ground conditions

A desk study including historic mapping review and proprietary environmental database report has been completed for the northern part of the study area between Blundells Road and the North Devon Link Road.

The desk study has not found any evidence of on-site land uses that would have given rise to significant potential contamination. The historic Ordnance Survey mapping shows that the site has been in agricultural use since the first edition maps of 1889; consequently, other than potential minor areas of made ground that could be associated with the areas proximal to the A361 and field gateways, and possible use of agro-chemicals, it is not anticipated that anthropogenic activities will have resulted in any contamination of the land.

The geology underlying the site is mapped to comprise Recent Terrace Gravel overlying Permian Breccia. None of these strata would be expected to give rise to any inherent instability. This Desk Study indicates that there is no evidence of any concerns regarding potentially contaminated land and unstable land that could prevent development (National Planning Policy Framework paragraphs 120 and 121).

A limited intrusive investigation has been carried out in the land to the north of Blundells Road with the principal aim of carrying out infiltration testing to support the FRA and drainage strategy works by others. The investigation comprised seven mechanically excavated trial pits that were used for infiltration testing that was carried out in accordance with BRE365. The results indicate some

areas that were favourable for infiltration drainage and other areas where infiltration rates were poor.

Further infiltration testing is planned for the land to the south of Blundells Road once access is available.

A desk study of the complete site area based solely on the historic mapping is currently in preparation and is expected to be issued in the near future. As with the land to the north of Blundells Road, this study has found that the land area to the south of Blundells Road has been predominantly in agricultural use and consequently widespread anthropogenic contamination would not be anticipated.

As with the northern site area the geological mapping indicates that the geology underlying the site comprises Recent Terrace Gravel overlying Permian Breccia. These strata would not be expected to give rise to any inherent instability.

Consequently this Desk Study is unlikely to indicate any concerns regarding potentially contaminated land and unstable land that could prevent development (National Planning Policy Framework paragraphs 120 and 121).

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## 1.14 Air quality

### Survey / Analysis:

Air quality monitoring is currently carried out by Mid Devon District Council at a number of locations within the Tiverton area. Examination of the collected data has indicated that air quality at the EUE would be expected to comfortably meet all of the objectives set by the Air Quality (England) Regulations 2000 and 2002 amendment.

### Situation / summary:

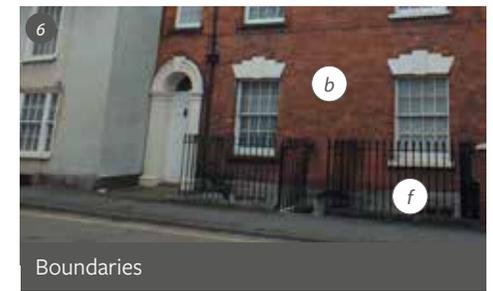
The EUE will result in additional traffic movements on the local road network which in turn can impact upon local air quality. Diffuse emissions from commercial and household boilers may also increase local air pollution.

### Opportunity / constraint:

The proposals should look strategically at ways to promote sustainable traffic modes, for example by improving access to public transport, improving facilities for cyclists and pedestrians.

In addition, a comprehensive Travel Plan should be produced. This will minimise traffic generation and limit impacts to air quality.

The proposals should encourage the residential and commercial elements to be built to be as energy efficient as possible and to encourage the use of low carbon energy.



### Building Design

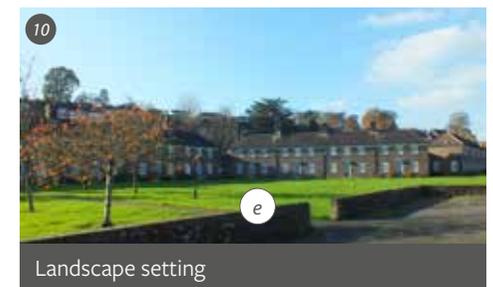
Materials and Boundaries

- a. Slate roofs
- b. Brick & render
- c. Terraced stone
- d. Local stone
- e. Brick walls
- f. Low wall and railings

### Public Realm

Interface with street and public realm design

- g. Informal higher density edge to canal
- h. Small or no set back
- i. Footpath, kerb and carriageway



## 1.15 Character and building traditions

### Town Centre Tiverton

The town centre of Tiverton has a historic character and appearance of its own. Many historic areas in the town centre point to how more densely developed new areas of townscape might be designed – there are some very good examples of simple terraced housing from which inspiration and cues might be taken. There are also distinctive landmark buildings which point to how buildings with a more public function in the community might be designed and positioned in the town. Whilst local building materials are used – the prevailing facing materials in buildings are brick and render. There is a particular scale, form, use of detail in building and landscape design and townscape quality to the town that could provide reference points for new development.





### Building Design

Materials and Boundaries

- a. Tile roofs
- b. A variety of materials
- c. Semi-detached and detached
- d. On plot parking
- e. Hedge and shrub boundaries
- f. Large front lawns

### Public Realm

Interface with street and public realm design

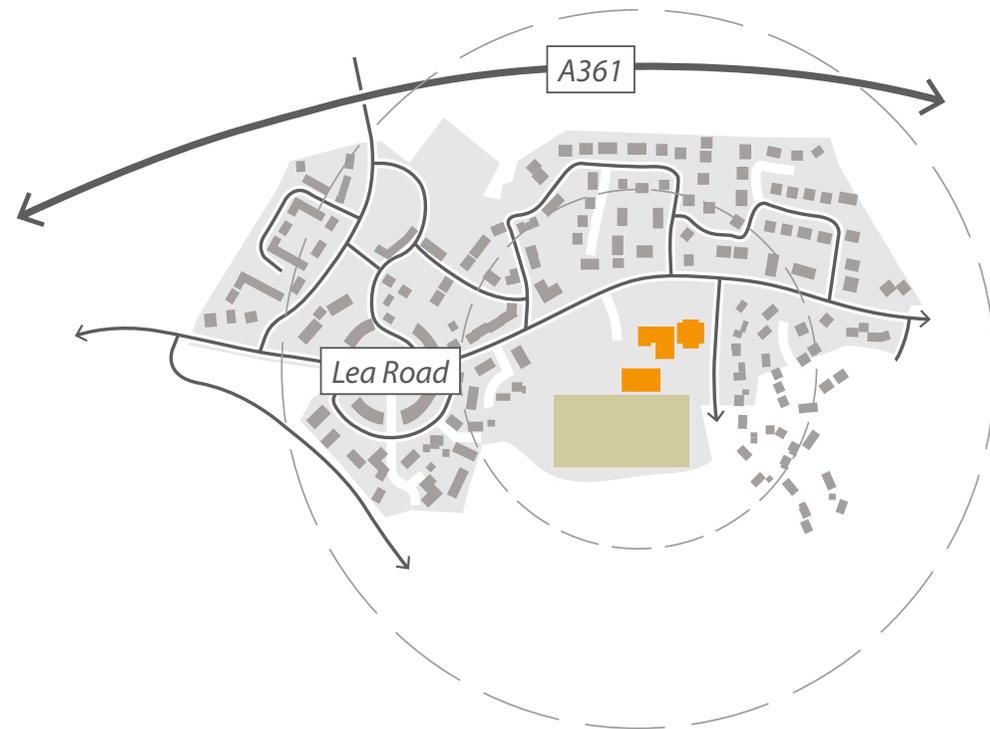
- g. Less ordered interface with street
- h. Large set back - planted
- i. Standardised highway design



## 1.15 Character and building traditions

### Town Edge Suburban

Whilst the design of some suburban development in and around Tiverton might be found anywhere in the UK, some development, most particularly that which was designed and built during the inter war years – around Post Hill for example – is actually quite distinctive to the Tiverton/ Mid Devon area. It might be appropriate in lower density/ fringe areas of the new neighbourhood to interpret some of the architectural and landscape forms and details evident in the more successful suburban environments in a contemporary manner. Equally it would be desirable to avoid 'suburban' development design that is by design universal and lacking local identity.





### Building Design

Materials and Boundaries

- a. Local stone
- b. Slate & thatch roofs
- c. Render
- d. Natural stone walls
- e. Hedges & vegetation
- f. Fence & railings

### Public Realm

Interface with street and public realm design

- g. Informal low density edge
- h. Mixture of front & sides onto the street
- i. No footway or kerbs with grass edges
- j. Mixture of front & backs to canal



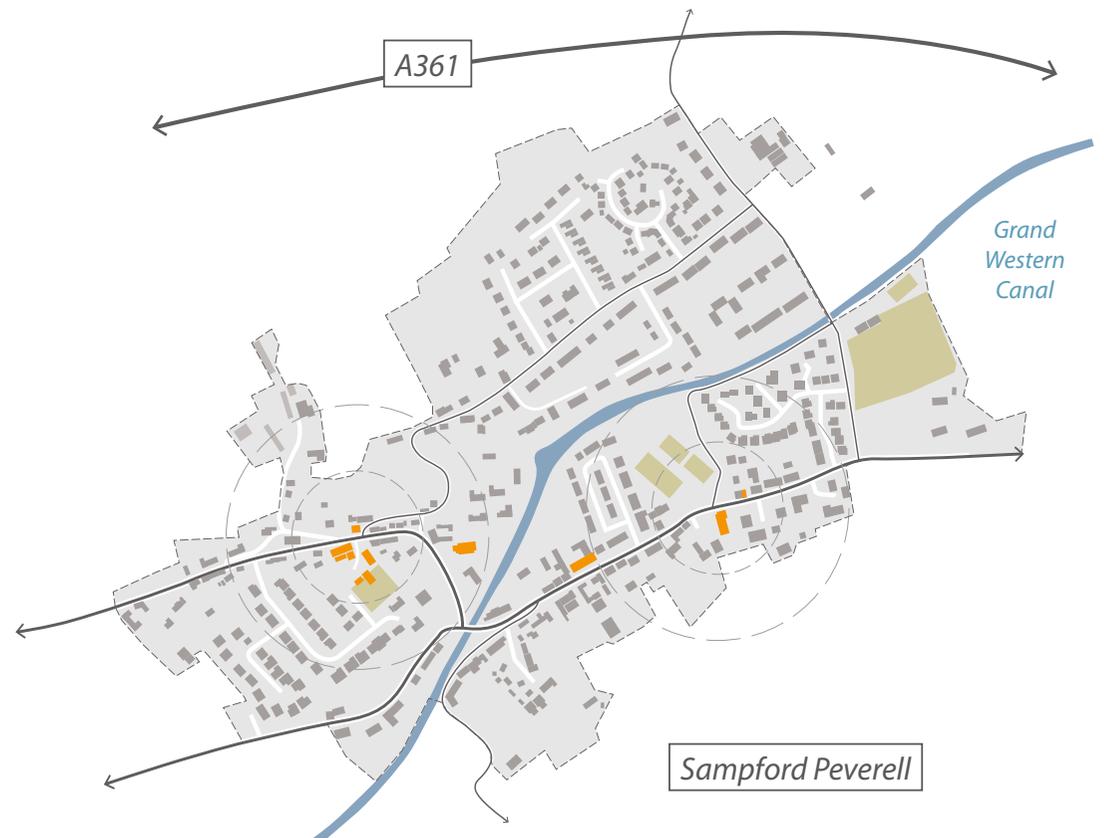
Above: Photographs of the existing villages

## 1.15 Character and building traditions

### Villages

Historic cores in villages and hamlets tend to be more organic and vernacular in character. This is often the case for individual buildings, boundary treatments, the treatment of the public realm and the intrinsic character of townscape, the landscape and the relationship between the two.

Vernacular appearance in villages and hamlets is particularly evident in the use of local building materials.





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

## 1.15 Character and building traditions



Post Hill Tiverton  
Understanding the character of the place

### Structuring elements

There are a number of structuring elements in Post Hill and in garden city design that can be used as references when designing the new community:

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



## 1.15 Character and building traditions

Post Hill Tiverton  
Understanding the detail

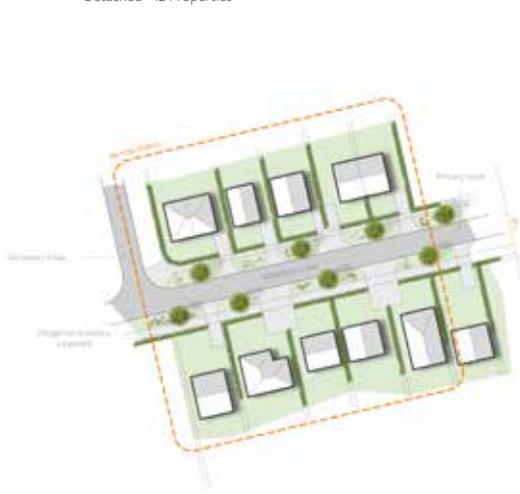
There are a number of building design details, materials and landscape features in the existing built form and landscape that can inform the detailed design of the new neighbourhood:

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



Letchworth  
Detached - 12 Properties



Letchworth  
Terrace - 14 Properties



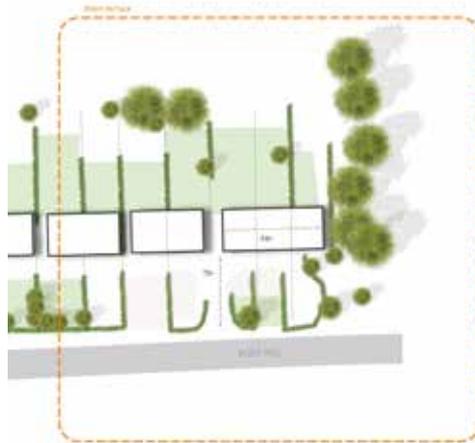
Letchworth  
Semi-detached - 14 Properties



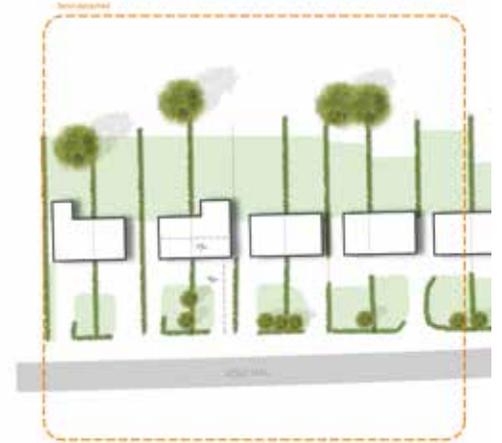
Post Hill  
Detached



Post Hill  
Short Terrace



Post Hill  
Semi-detached



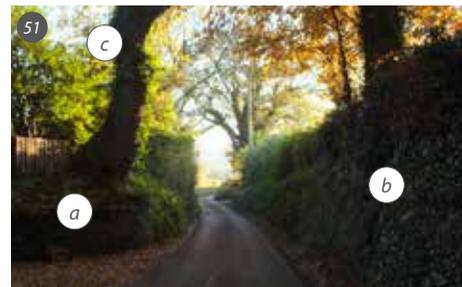
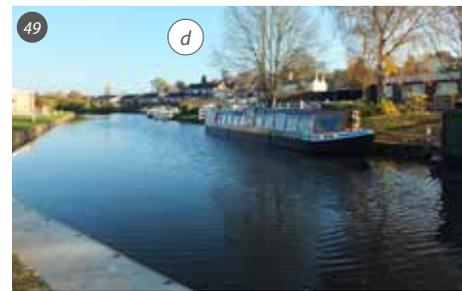
## 1.15 Character and building traditions



Some design principles for the Eastern Urban Extension

Structuring elements

Combining garden city principles with a place that is locally distinctive to Tiverton – a cohesive and legible structure – formal layout – retention of existing site features including trees, hedgerows, the drovers lane, topography, ecology – simple orthogonal geometry – tree lined streets – form and scale of development to reflect the character of Post Hill – detached, semi detached and small terraced groups set within gardens – consistent building lines – housing orientated to maximize potential solar gain – larger south facing gardens – building proportionate in scale and rhythm to the size and shape of buildings in the existing neighborhood – streets radiating out from the new neighbourhood centre



Above: Photographs of the existing landscape settings

## 1.15 Character and building traditions

### Landscape setting

#### Key Characteristics

Low-lying flood plains in the broader parts of the river valley.  
Landscape characterised by narrow strips of gently sloping or level land;

Gently rolling middle ground to lowland with rounded hilltops;

An agrarian landscape with medium to large scale field patterns;

Copses and discrete woodlands are a characteristic which combine with hedgerows and hedgebanks to clearly define field boundaries;

Tree cover along the riverbanks creates a sense of spatial enclosure;

Roads are straight or very gently winding in nature and characterised by narrow routes that are lined with traditional hedgebanks.

*Mid Devon Landscape  
Character Assessment*

- a. Local stone walls
- b. High hedgerows
- c. Mature trees in hedgerows
- d. Mix of Alder, Ash, Oak and Hawthorn
- e. Stone landscape features
- f. Farmland - arable and pasture





**Policy requirements.**

Note: The allocation of the mixed use development of this site has taken place within the context framework provided by Mid Devon Core Strategy (Local plan Part 1). This SPD has been written to comply with the contents of the Core Strategy. Planning applications will also need to comply with its contents.

	Policy	Masterplan SPD	Notes on SPD response to policy.
	Allocations and Infrastructure DPD (Local Plan Part 2)		
1	<p>AL/TIV/1: 1550 – 2000 dwellings</p> <p>Proportion of affordable dwellings subject to viability. Include at least 5 gypsy traveller pitches.</p> <p>95,000 – 130,000 sq m employment</p> <p>Transport to ensure accessibility for all modes.</p> <p>Environmental protection &amp; enhancement</p>	<p>Approx 1500 dwellings</p> <p>Reference to affordable housing and at least 5 gypsy and traveller pitches.</p> <p>Approx 30,000 sq m employment</p> <p>3.2 Guiding principles: movement / transport and 4.3 Movement.</p> <p>3.3 Guiding principles: Landscape, open space &amp; recreation; 3.2 Development concept, 4.1 Masterplan and 4.4 Landscape &amp; public open space.</p>	<p>Land budget and approach to density considered. Site constraints taken into account. Target of 35% affordable housing provision to be subject to viability testing. Text sets this out and that affordable housing delivery may need to be deferred or reduced in early phases in order for the early delivery of significantly expensive highway infrastructure. At the planning application stage the requirements for affordable housing in terms of amount, phasing, type, design and distribution will need to be considered against policy. Viability evidence will be required to justify any deviation from policy. A potentially suitable site for G&amp;T pitches has been identified.</p> <p>Quantity of employment responds to the finding of the MDDC Employment Land Review 2013 <a href="http://www.middevon.gov.uk/CHttpHandler.ashx?id=19164&amp;p=0">http://www.middevon.gov.uk/CHttpHandler.ashx?id=19164&amp;p=0</a> , site constraints &amp; evidence from local market &amp; demand. Further examination of the allocation site area leads to the identification of the most suitable land for employment in the NW area, close to the new junction to the A361 in terms of suitable topography and to reduce highway impact. Further smaller scale employment opportunities have been identified within the neighbourhood centre, on the NHS Land and as satellite light industrial within residential areas. The overall amount of employment floorspace has further reduced since the second consultation due to the A361 junction adjustments in order to reduce impact on nearby dwellings</p> <p>The SPD makes it clear that a comprehensive approach must be taken to sustainable transport provision by a range of modes.</p> <p>Environmental assets are to be incorporated into the development with extensive areas of green infrastructure which will fulfil complementary recreational and ecological functions. The density and placement of development areas has had regard to the characteristics of the site, the surrounding area and identified constraints.</p>

	Policy	Masterplan SPD	Notes on SPD response to policy.
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	<p>Community facilities</p> <p>Carbon reduction &amp; air quality improvements</p> <p>Phasing strategy: development &amp; infrastructure in step, retaining viability Public masterplanning exercise</p>	<p>Neighbourhood centre and primary school provision.</p> <p>3.3 Guiding principles energy and resource efficiency.</p> <p>The chapter on infrastructure planning and delivery applies (see below under policy AL/TIV/6) The masterplan SPD seeks to fulfil the requirements of this part of the policy, but seeks some variation.</p>	<p>A site is identified for a neighbourhood centre and primary school. The former incorporates a mixed use area of community facilities, local shopping &amp; small scale employment. Guiding principles are set out for this area, which is also identified as a specific character area. It will now also form the location of some formal sports provision following removal of sports pitches from the southern area near Glebelands.</p> <p>These are to be followed in the submission of subsequent planning applications. Planning applications will need to be accompanied by: a sustainability and energy assessment incorporating a carbon reduction strategy, air quality assessment including low emission strategy and traffic pollution assessment.</p> <p>A comprehensive approach to phasing and delivery is set out. Phasing and triggers for the provision of specific infrastructure are proposed to be varied from policy – see notes to policy AL/TIV/6 below.</p>
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	Policy	Masterplan SPD	Notes on SPD response to policy.
2	<p>AL/TIV/2: New junction to A361 and road links to the site</p> <p>New access road to Heathcoat Way</p> <p>Traffic calming / environmental enhancement Blundell's Rd. Closure to through traffic (except cycle /bus)</p> <p>Bus / pedestrian / cycle routes and links.</p> <p>Implementation of travel plans &amp; other transport measures to minimise carbon footprint &amp; air quality impacts.</p> <p>Bus service enhancements</p> <p>Enhancements to M5 J27</p>	<p>A361 junction provided for with associated road link to Blundell's Road: Development concept, movement / transport guiding principles, framework plan.</p> <p>Not provided for as development levels will be below revised trigger point.</p> <p>Traffic calming and environmental enhancement of Blundell's Road proposed. 3.3 Guiding principles, 4.3 Movement and character area within 5.1.</p> <p>3.3 Guiding principles: movement / transport and 4.3 Movement.</p> <p>3.3 Guiding principles: Movement –transport and energy and resource efficiency.</p> <p>Infrastructure planning and delivery chapter</p> <p>Reference 4.3 Movement</p>	<p>DCC as Highway Authority and the promoters of the site have investigated options for junction location and design including a further options from the north via Gornhay. The proposed location and design is deliverable, works technically and is still favoured as being the most appropriate overall. It has been amended to increase distance from existing dwellings as far as possible. Mitigation measures to reduce residential impact will be required.</p> <p>Results of traffic survey, forecasting and modeling. Advice from DCC Highway Authority that it is not required with proposed quantum of development. Trigger for its provision would be 2,000 dwellings. In the unlikely event that proposals change so that this trigger level of development is reached, this link to Heathcoat Way will need to be provided.</p> <p>Design principles for traffic calming &amp; enhancement scheme are set out and Blundell's Road is identified as a character area. It is proposed that its use for through traffic is retained due to the important function of the road. Traffic survey, forecasting and modeling support the ability of Blundell's Road to service the development in conjunction with a range of wider highway improvement works. Tidcombe Lane is now also to be considered with Blundell's Road for traffic calming proposals.</p> <p>The SPD makes it clear that a comprehensive approach must be taken to sustainable transport provision by a range of modes. Infrastructure planning and delivery chapter refers to phased delivery of cycle and pedestrian links and bus service enhancements. The bus service enhancements (criterion g and h) are to be delivered in phase 1b prior to the occupation of 600 dwellings.</p> <p>Guiding principles to be followed in the submission of subsequent planning application are set out. Planning applications will need to be accompanied by: a whole-site transport assessment, a whole-site framework travel plan, a sustainability and energy assessment incorporating a carbon reduction strategy , air quality assessment including low emission strategy and traffic pollution assessment.</p> <p>Trigger for delivery set out in infrastructure planning and delivery chapter (in phase 1b prior to the occupation of 600 dwellings).</p> <p>It has been confirmed that improvements will be sought. Improvement scheme incorporating signalisation has been designed by DCC as Highway Authority. DCC has applied for LEP funding for these works. Part funding already in place from Pinch Point Fund.</p>

	Policy	Masterplan SPD	Notes on SPD response to policy.
3	<p><b>AL/TIV/3:</b> Environmental protection measures / strategic landscaping and tree planting including a wildlife network across the site.</p> <p>Transfer of 47ha for strategic green infrastructure (2ha children's play, 8ha sports pitches, 2 ha allotments); its laying out and management</p> <p>Sustainable urban drainage scheme and associated future maintenance arrangements</p> <p>Archaeological investigation / setting of Listed Buildings</p> <p>Protect / enhance the biodiversity of Tidcombe Fen SSSI</p>	<p>3.3 Guiding principles: Landscape, open space &amp; recreation; 3.2 Development concept, 4.1 Masterplan and 4.4 Landscape &amp; public open space.</p> <p>3.2 Development concept, 3.3 Guiding principles, 4.1 Masterplan, 4.4 Landscape and public open space, 5.1 Reinforcing the structure –character area, Infrastructure planning and delivery together with land budget.</p> <p>3.3 Guiding principles: Energy and resource efficiency, 4.1 Masterplan, Land budget, 4.4 Landscape and public open space, 7.11 Hydrology and drainage. Infrastructure planning and delivery.</p> <p>1.4 The Supplementary Planning Document, 2.4 site Constraints and Opportunities, 4.1 Masterplan, 7.10 Cultural Heritage and Archaeology. Infrastructure planning and delivery.</p> <p>3.3 Guiding principles: Energy and resource efficiency, 4.1 Masterplan, Land budget, 4.4 Landscape and public open space, 7.11 Hydrology and drainage. Infrastructure planning and delivery</p>	<p>Environmental assets are to be incorporated into the development with extensive areas of green infrastructure which will have complementary recreational and ecological functions. The density and placement of development areas has had regard to the characteristics of the site, the surrounding area and identified constraints. A comprehensive approach is taken to ecology and wildlife provision.</p> <p>The masterplan SPD identifies areas of green infrastructure and how the space may be used together with the broad location for these uses. Planning applications will need to submit an infrastructure delivery plan to include green infrastructure together with details of how these areas are to be managed, maintained and funded in the longer term. Sports pitches have been removed from near Glebelands and are now envisaged to be provided part on-site and part off-site through enhancement of formal sports provision elsewhere in the Tiverton area.</p> <p>A comprehensive approach will need to be taken to sustainable urban drainage arrangements (and arrangements for future management and maintenance as the relevant section of the Flood and Water Management Act 2010 has not yet been enacted).</p> <p>Further archaeological investigation will be needed in Area B to inform the further phase of masterplanning work. Planning applications will be informed by detailed investigation. Planning conditions will secure a programme of further archaeological work where warranted. Planning applications will also need to be accompanied by a heritage statement including description of significance of any affected heritage assets. Blundell's Road may become a Conservation Area.</p> <p>Arrangements for surface water drainage associated with the site will need to demonstrate that they have had regard to the potential impact upon Tidcombe Fen SSSI and its catchment area. The Environmental Statement should include a full assessment of the direct and indirect effects of the development on the features of special interest within the SSSI and should identify such mitigation measures as may be required in order to avoid, minimise or reduce any adverse significant effects.</p>
4	<p><b>AL/TIV/4:</b> 1.9ha site for primary school 2.0ha for shopping and community use including 1.0ha for community buildings Construction cost for a 420 place primary school Proportion of construction cost for a secondary school (if Necessary) Construction cost of community facilities and buildings including youth, child provision and a community hall.</p>		<p>Provided on the south side of Blundell's Rd in Phase 1. Provided on the south side of Blundell's Rd in Phase 1 within the form of a neighbourhood centre.</p> <p>DCC Education Authority has confirmed that a secondary school will not be needed on the site. Contributions will be required to meet the need arising from the development off-site. DCC confirms the need for enhanced secondary provision can be met off-site.</p>

	Policy	Masterplan SPD	Notes on SPD response to policy.
5	AL/TIV/5: Implementation of a Carbon Reduction & Low Emission Strategy		
6	<p>AL/TIV/6: Phasing strategy.</p> <p>Serviced employment plan in step with housing (at least 1ha per 100 occupied dwellings).</p> <p>Transfer of no more than 100 dwellings before the transfer GI west of Pool Anthony Bridge to the local authority with funding.</p> <p>Occupation of no more than 200 dwellings or 10,000 sq m employment floorspace(B1) before the treatment of Blundell's Rd and the opening of either the A361 junction or Heathcoat Way link.</p>	<p>Infrastructure planning and delivery chapter.</p>	<p>Approach to infrastructure planning and delivery is set out within the relevant chapter. The key infrastructure requirements are set out together with the anticipated phase for delivery, trigger point (where known at this stage) and lead delivery organisation. Triggers depart from those indicated in this policy in several respects:</p> <p>Planning applications will also need to submit an Infrastructure Delivery Plan for the whole of the relevant area (Area A or Area B) to which the application relates.</p> <p>Employment land – approximately 30,000 sq m floorspace overall proposed. 33,500 sq m to be delivered early in phases 1a / 1b / 1c in line with A361 highway infrastructure.</p> <p>This relates to the Fen and catchment area. Transfer to council not considered necessary or appropriate. No change proposed in this area.</p> <p>A construction access utilising on and off slip roads from the A361 in the position of the new junction is proposed prior to any development. The left in / left out section of the A361 junction on the south side and highway link to Blundell's Road is proposed within phase 1a and prior to the occupation of any development. Phase 1 of a traffic calming scheme at Blundell's School and improvements to roundabouts at Heathcoat Way and Lowman Way are also proposed in phase 1a of the development and prior to the occupation of more than 200 dwellings or 4,000 sq m employment. The completion of the full movement grade separated junction to the A361 and phase 2 of traffic calming Blundell's Road (between Post Hill and Heathcoat Way) are proposed in phase 1b of the development and prior to the occupation of more than 600 dwellings or 10,000 sq m employment floorspace. Under these revised proposals comprehensive mitigation for the impacts of the development are proposed. The revisions respond to the traffic survey and modeling work together with seeking to address concerns of the local community over traffic generation.</p> <p>See AL/TIV/1 and AL/DE/2, AL/DE/3, AL/DE/4, AL/DE/5. Planning applications will need to include an affordable housing statement.</p>

	Policy	Masterplan SPD	Notes on SPD response to policy.
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6	<p>Affordable housing provision may be deferred. Subsequent market and affordable housing will be provided in broad step.</p> <p>The occupation of no more than 400 dwellings before the transfer of the GI between Pool Anthony Bridge and Manley Railway Bridge.</p> <p>The occupation of no more than 600 dwellings before the implementation of bus service improvements.</p> <p>The occupation of no more than 700 dwellings before the transfer of land for the primary school with funding. The occupation of no more than 1000 dwellings before the opening of both the A361 junction and the Heathcoat Way Link.</p>		<p>Based on housing numbers this will be required in phase 1a. However the sequence of build would not deliver this until phase 1c /2a. Provision of this area will not now involve transfer to Council. Provision likely to be divided according to Area A / Area B due to different ownership and phasing of housing. Phasing has been amended to reflect this. The Council could consider alternative temporary provision until this time. The masterplan indicates some sport pitch provision within the school / neighbourhood centre site.</p> <p>Delivery in phase 1b – prior to the occupation of 600 dwellings.</p> <p>Delivery of serviced land and first phase of build out phase 1b (latter prior to the occupation of no more than 400 dwellings)</p> <p>DCC Highway Authority now advises that based in traffic forecasting and modeling together with the package of highway works proposed, the second highway link (that to Heathcoat Way) will not be required prior to the occupation of more than 2,000 dwellings. This is beyond the amount of development now proposed in this development.</p>
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	Policy	Masterplan SPD	Notes on SPD response to policy.
7	AL/TIV/7: Major public consultation exercise into the masterplanning of the site. Adoption as SPD	The masterplan SPD seeks to fulfil the requirements of this part of this policy.	
8	AL/DE/2, AL/DE/3, AL/DE/4, AL/DE/5: 35% affordable housing 60% social rented/ 40% intermediate Reduced provision can be negotiated if viability evidence is presented Provision will be expected to be on site unless established to be inappropriate. Price will be equal to the direct construction cost minus the cost of the land Occupation will be limited to those in housing need Market and affordable housing will be the same size mix, visually indistinguishable, intermixed and provided broadly in step.	Reference to including in development only.	Affordable housing provision within the development will be expected to take account of these policies, evidence of amount and type of local need will be assessed together with viability evidence to support any proposal for less than 35% provision. Planning applications will be expected to address these issues and affordable housing will be secured by S106 agreement. Such agreement will include details of eligibility criteria, tenure mix, triggers for provision, proposed management and purchase arrangements. The Council will seek the intermixing of affordable and market dwellings and that they are visually indistinguishable. Planning applications will be expected to show compliance with these requirements.
9	AL/DE/7, AL/DE/8: Provision of private gypsy and traveller pitches in the open countryside and the provision of a public site.	1.1 Introduction, 4.1 Masterplan	At least 5 pitches for gypsies and travellers are proposed within the urban extension area as part of the affordable housing provision (required under policy AL/TIV/10).
10	AL/IN/6: Provision for at least 10% of energy to be used in the development to come from decentralised on-site renewable or low-carbon sources rising incrementally to 20% by 2020. A carbon reduction strategy will be needed.	3.3 Guiding principles energy and resource efficiency.	Guiding principles to be followed in the submission of subsequent planning application are set out. Planning applications will need to meet the requirements of this policy and be accompanied by: a sustainability and energy assessment incorporating a carbon reduction strategy, air quality assessment including low emission strategy and traffic pollution assessment.



	Policy	Masterplan SPD	Notes on SPD response to policy.
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	Development Management Policies (Local Plan Part 3)		
1	DM/2: Design of new development must be high quality, demonstrating a range of listed principles.	1.7 Design Process, 3.2 The concept, 3.3 Guiding principles, 4.1 Masterplan, 5.1 Reinforcing the structure.	The masterplan SPD sets out to establish a framework within which planning applications will come forward and that these proposals will achieve a high quality, coordinated and consistent approach to design. A design process is set out, identifying a series of design stages, each building on the detail of the last. Guiding principles and character areas build on the spatial distribution of development set out in the masterplan.
2	DM/3: Sustainable design and construction methods with requirements under the Code for Sustainable Homes and BREEAM.	3.3 Guiding principles energy and resource efficiency.	Guiding principles to be followed in the submission of subsequent planning application are set out. Planning applications will need to be accompanied by: a sustainability and energy assessment incorporating a carbon reduction strategy. This will need to outline the approach taken to integrate sustainability during the design process and estimate energy loads and consumption as well as predicted CO <sub>2</sub> (carbon) emissions of the overall development, in addition applications should also include the submission of design stage BREEAM and Code for Sustainable Homes assessments (the latter being subject to the outcome of current Government review).
3	DM/4: Construction and operation of development will meet to accord with sustainable waste management principles.	3.3 Guiding principles energy and resource efficiency and Infrastructure planning and delivery.	Planning applications will need to be supported by a waste audit statement to demonstrate how waste will be managed according to the waste hierarchy.
4	DM/6: Development proposals with significant vehicular movements must be accompanied by assessment as listed. The traffic pollution assessment must consider the impact of traffic generated nitrogen oxides on environmental assets and propose mitigation where appropriate.	4.3 Movement and Infrastructure planning and delivery.	The SPD makes it clear that a comprehensive approach must be taken to sustainable transport provision by a range of modes. Planning applications will need to be accompanied by a whole-site Transport Assessment, a whole-site Framework Travel Plan – outlining measures to encourage new residents and employees on site to use sustainable modes of transport, a traffic pollution assessment – to consider the impact of traffic generated nitrogen oxides upon environmental assets including mitigation measures, a whole-site Public Transport Strategy – outlining a strategy for providing viable sustainable transport options and an Air Quality Assessment – to include Low Emission Strategy.
5	DM/8: Appropriate levels of parking and the provision of electric vehicle infrastructure (charging points)	5.1 Reinforcing the structure and Infrastructure planning and delivery.	Planning applications will need to demonstrate how the requirements of this policy are met in conjunction with the associated Mid Devon Provision of Parking in New Development SPD 2013 <a href="http://www.middevon.gov.uk/CHttpHandler.ashx?id=19753&amp;p=0">http://www.middevon.gov.uk/CHttpHandler.ashx?id=19753&amp;p=0</a> The provision of electronic charging points should form part of a wider travel plan and transport strategy. The SPD includes illustrations to suggest how development within different character areas could be laid out.

6	<p><b>DM/14:</b> Design of housing (criterion given)</p>	<p>1.7 Design Process, 3.2 The concept, 3.3 Guiding principles, 4.1 Masterplan, 5.1 Reinforcing the structure.</p>	<p>Planning applications will need to demonstrate how the requirements of this policy are met. The masterplan SPD sets out to establish a framework within which planning applications will come forward and that these proposals will achieve a high quality, coordinated and consistent approach to design. A design process is set out, identifying a series of design stages, each building on the detail of the last. Further design work will need to comply with this policy. Guiding principles and character areas build on the spatial distribution of development set out in the masterplan.</p>
7	<p><b>DM/15:</b> Minimum internal floorspace requirements for new dwellings.</p>	<p>1.7 Design Process, 3.2 The concept, 3.3 Guiding principles, 4.1 Masterplan, 5.1 Reinforcing the structure.</p>	<p>Planning applications will need to demonstrate how the requirements of this policy are met. The masterplan SPD sets out to establish a framework within which planning applications will come forward and that these proposals will achieve a high quality, coordinated and consistent approach to design. A design process is set out, identifying a series of design stages, each building on the detail of the last. Further design work will need to comply with this policy.</p>
8	<p><b>DM/27:</b> Development affecting heritage assets. The policy sets out an approach to the consideration of applications affecting heritage assets, the assessment of significance to be undertaken in accordance with criterion.</p>	<p>1.4 The Supplementary Planning Document, 2.4 site Constraints and Opportunities, 4.1 Masterplan, 7.10 Cultural Heritage and Archaeology. Infrastructure planning and delivery.</p>	<p>Planning applications will need to demonstrate compliance with the criterion attached to this policy and the associated sections of the National Planning Policy Framework. They will need to consider the significance, character setting, local distinctiveness and opportunities for enhancement of heritage assets. Applications will be accompanied by a heritage statement in accordance with best practice and guidance within the text accompanying this policy.</p>
9	<p><b>DM/28:</b> Major development proposals must demonstrate that green infrastructure will be incorporated into the site in accordance with criterion.</p>	<p>3.2 Development concept, 3.3 Guiding principles, 4.1 Masterplan, 4.4 Landscape and public open space, 5.1 Reinforcing the structure –character area, Infrastructure planning and delivery together with land budget.</p>	<p>Planning applications will need to demonstrate compliance with the criterion attached to this policy. The masterplan SPD identifies areas of green infrastructure and how the space may be used together with the broad location for these uses. Planning applications will need to submit an infrastructure delivery plan to include green infrastructure together with details of how these areas are to be managed, maintained and funded in the longer term.</p>
10	<p><b>DM/30:</b> Effect on development upon protected site including SSSIs and County Wildlife Sites.</p>	<p>2.4 constraints and opportunities, 3.3 Guiding principles: Landscape, open space and recreation; Energy and resource efficiency, 4.1 Masterplan, Land budget, 4.4 Landscape and public open space, 5.1 Reinforcing the structure, 7.9 Green space and ecology, 7.11 Hydrology and drainage. Infrastructure planning and delivery.</p>	<p>Arrangements for surface water drainage associated with the site will need to demonstrate that they have had regard to the potential impact upon Tidcombe Fen SSSI and its catchment area. The Environmental Statement should include a full assessment of the direct and indirect effects of the development on the features of special interest within the SSSI and should identify such mitigation measures as may be required in order to avoid, minimise or reduce any adverse significant effects.</p> <p>The impact of development upon ecology and habitat including that within the Canal County Wildlife Site will also need to be carefully considered as part of the Environmental Statement accompanying planning applications.</p>

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