

Tiverton's New Neighbourhood at Post Hill

Consultation Draft Masterplan Supplementary Planning Document

December 2013

£8.00

CliftonEmerydesign

**BARTON
WILLMORE**

in partnership with

Mid Devon
DISTRICT COUNCIL

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Copyright & team

“ 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 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.

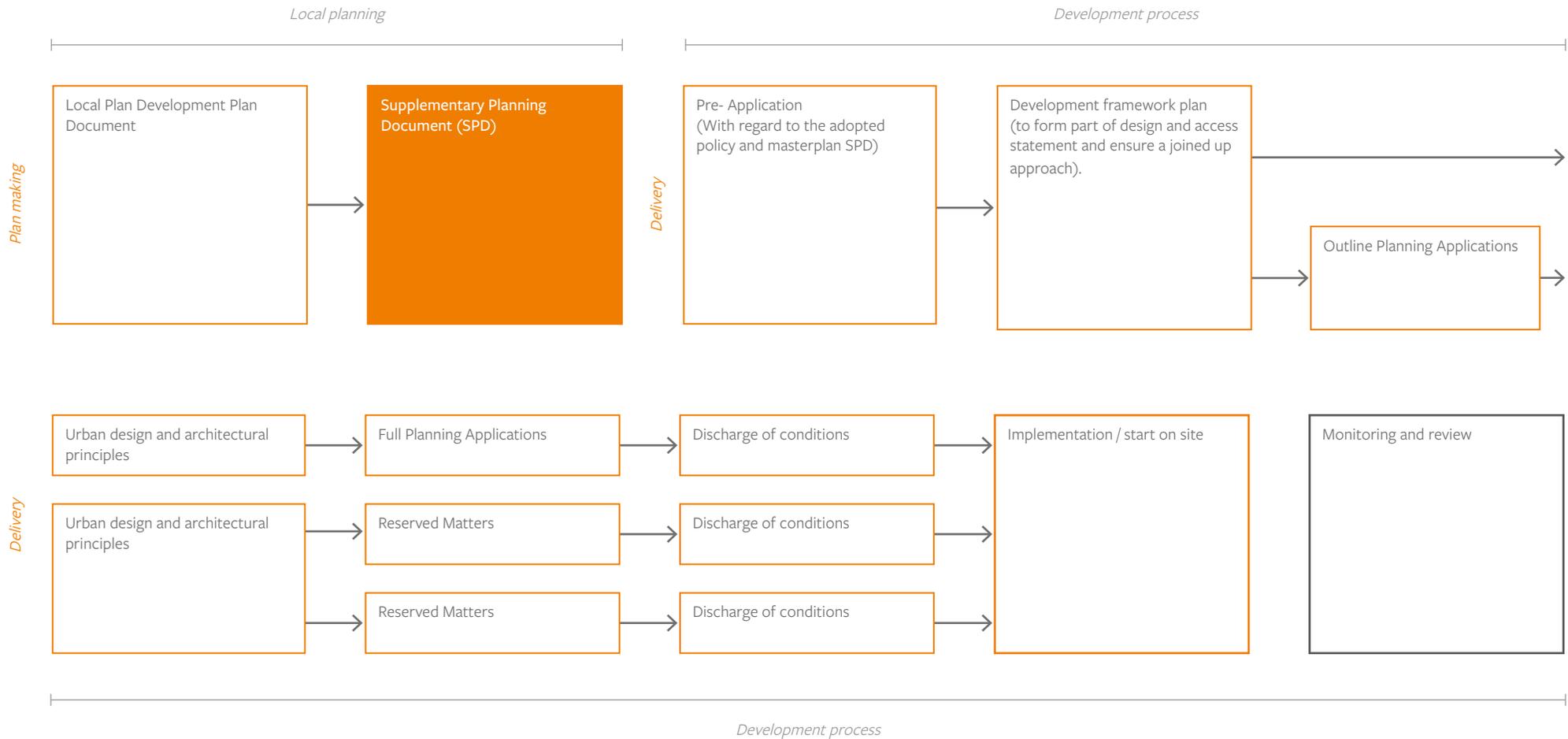
The AIDPD provides more detailed policy guidance as to how the corporate priorities, objectives and specific policy requirements, set out in the Core Strategy, should be achieved. In particular, the AIDPD identifies areas of land where development should be located and allocates this land subject to 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 southeastern area of the site which is in multiple ownerships. Within this southeastern 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 southeast 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.

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, 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.

Policy AL/TIV/1 proposes:

From 1550 to 2000 dwellings:

The masterplan identifies that around 1500 dwellings will be possible, subject to further design development and analysis.

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

The masterplan identifies that around 35,000sqm 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 southwest 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.

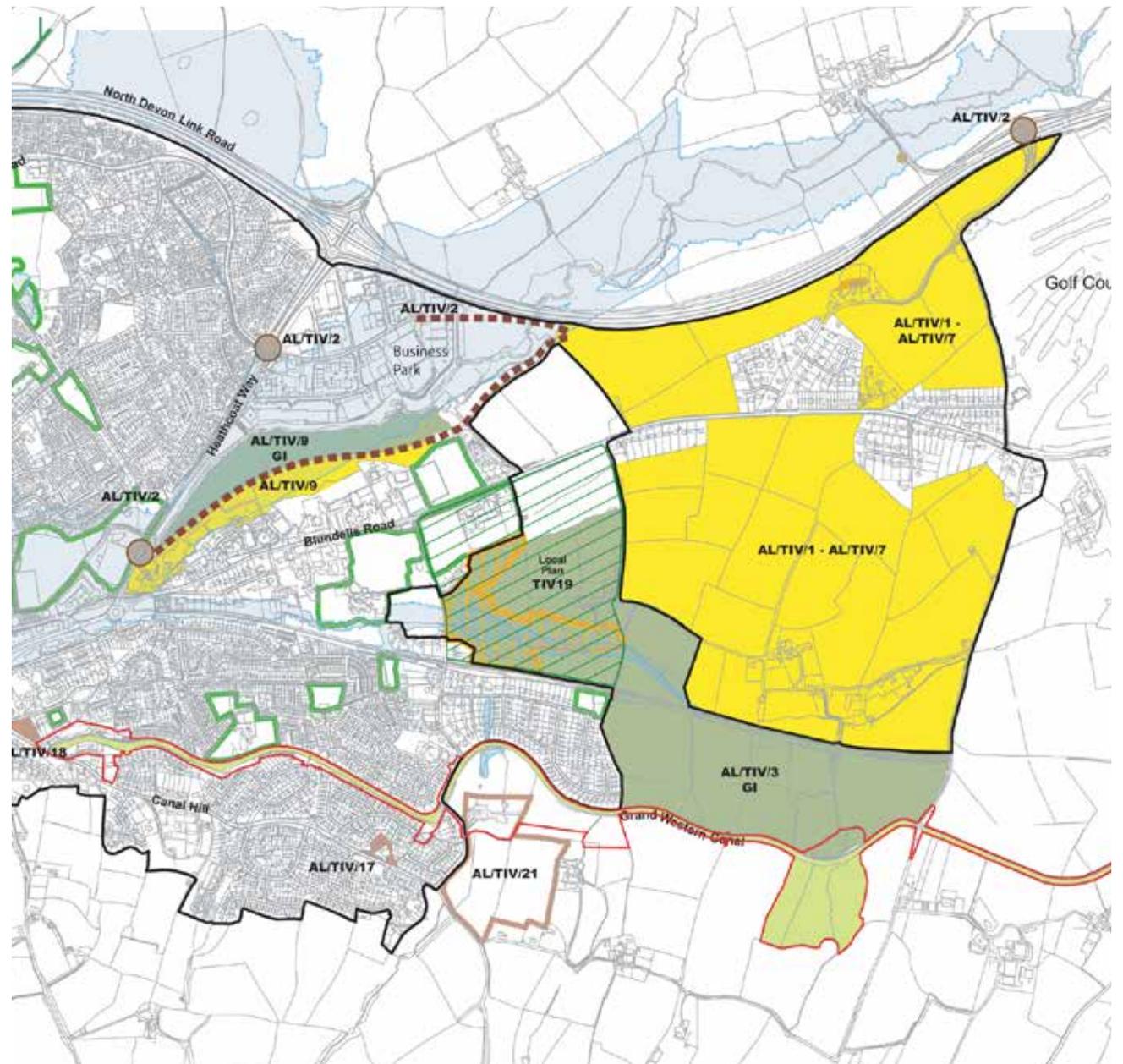
Policy AL/TIV/4 Community facilities, requires a 1.9 hectare site for a primary school and a 2.0 hectare site for a shopping and community centre. The masterplan identifies the location of these facilities.

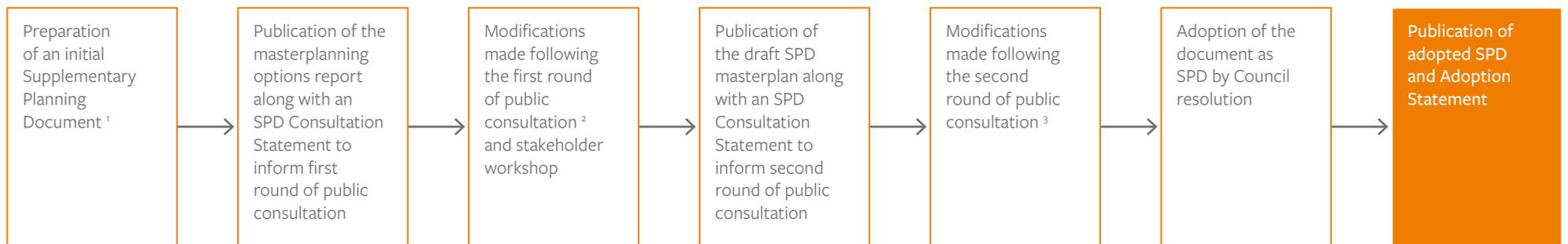
Policy AL/TIV/5 Carbon reduction and air quality, requires measures to minimise the carbon footprint of the development, provision of sources of decentralised on-site renewable or low carbon energy and that impact upon air quality is acceptable. This SPD identifies a series of guiding principles for 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.

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.

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 southeastern 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 southeastern 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.

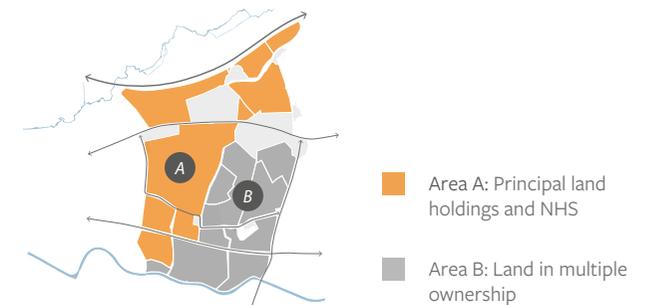
Within Area A where more thorough analysis has been undertaken a number of definite site constraints have been identified. These have informed the evolution and design of the plan. The studies include consideration of;

- 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 to 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. 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:

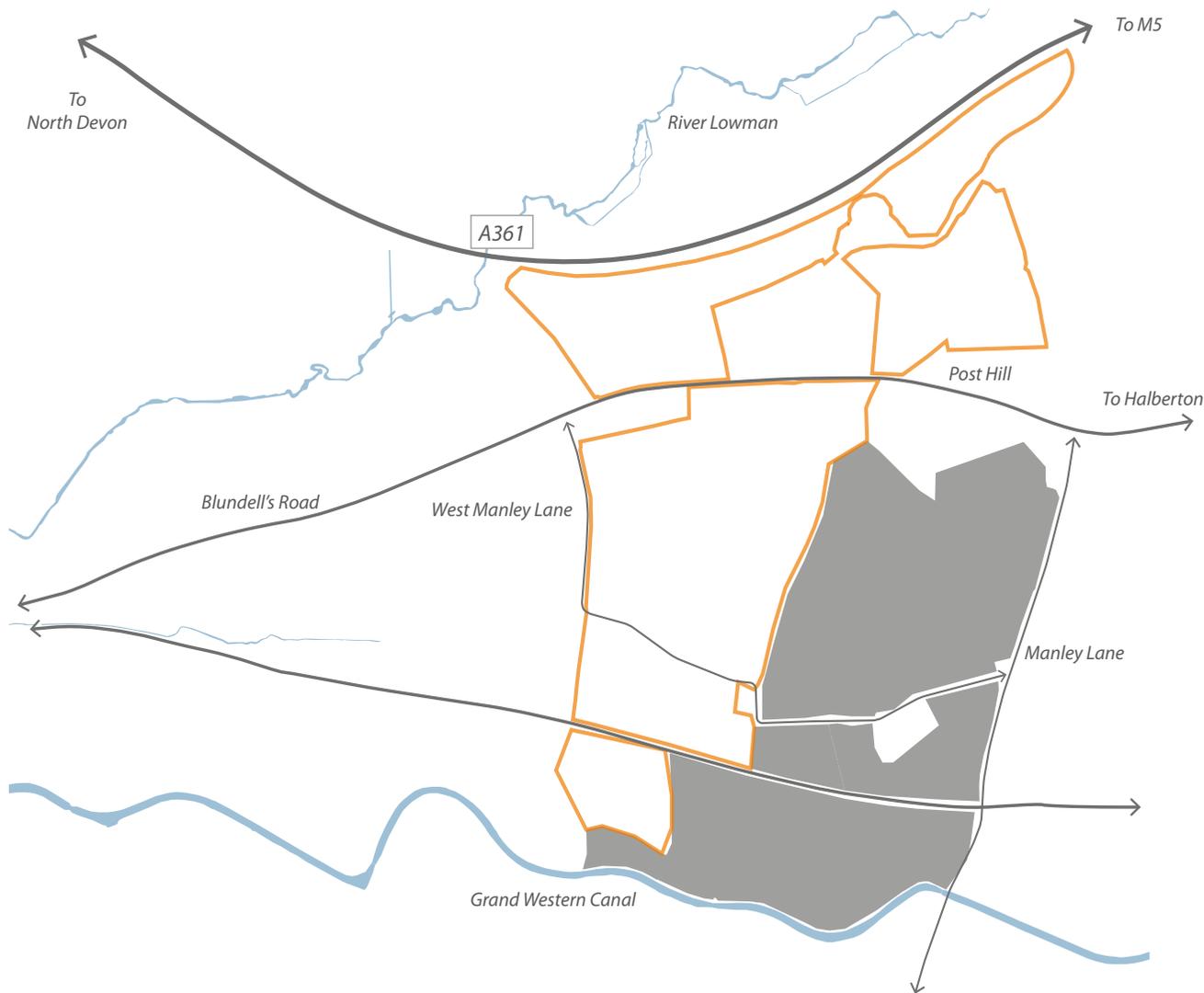
- Mid Devon District Council;
- Devon County Council;
- Tiverton Town Council;
- Halberton Parish Council;
- Natural England;
- Environment Agency;
- Blundell's School.

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 parkland 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.



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 southeastern 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 southeast of the allocation.

Above: Plan showing Area A and Area B of the masterplan

□ Single stage (Area A)

■ Two stage (Area B)

1.6 About the document

The structure of the document

The document has been arranged in three 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. 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.

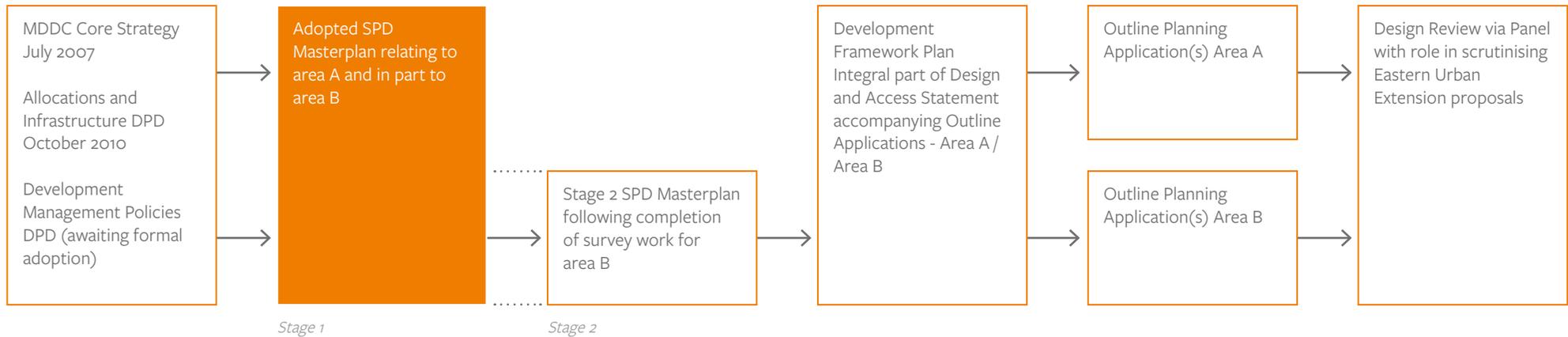
As such, the masterplan is underpinned by a series of design principles and guidelines, within which a number of different solutions are possible. It is expected that planning applications will

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 neighbourhood is designed to be a quality and successful place. The design process is illustrated in 1.7 Design process.



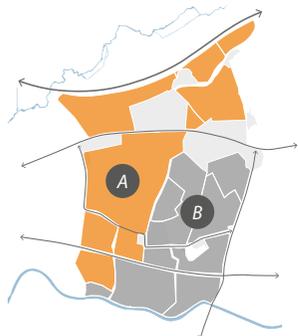
Stage 1

Stage 2

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, sample blocks and key areas
Identify how masterplan principles are met MDDC validation requirements

Consultation
Pre application consultation
Planning application consultation



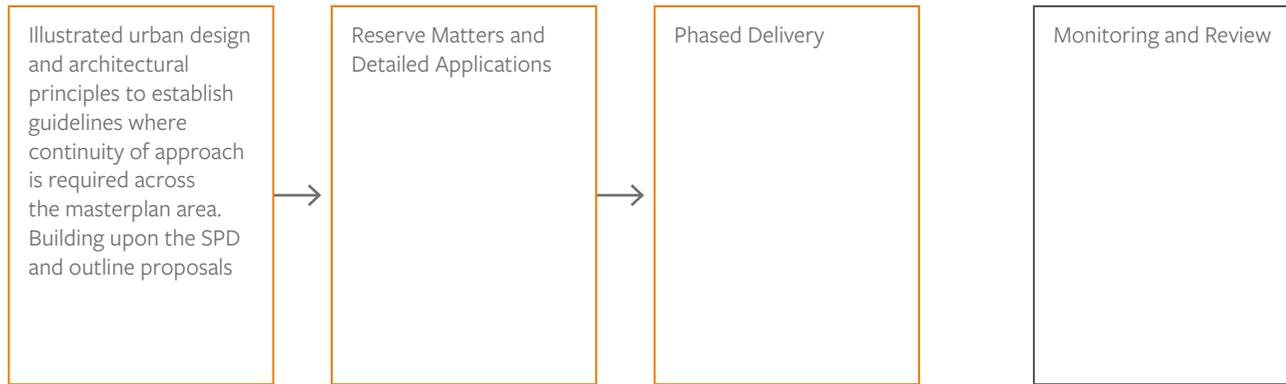
Outline Application

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.

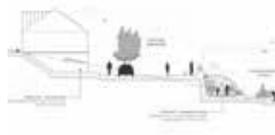
The involvement of a Design Review Panel in scrutinising the quality of detailed designs as they come forward, at one or more stages in the design process, will provide invaluable support to MDDC as they make planning decisions. MDDC will expect landowners and developers to follow the prescribed design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

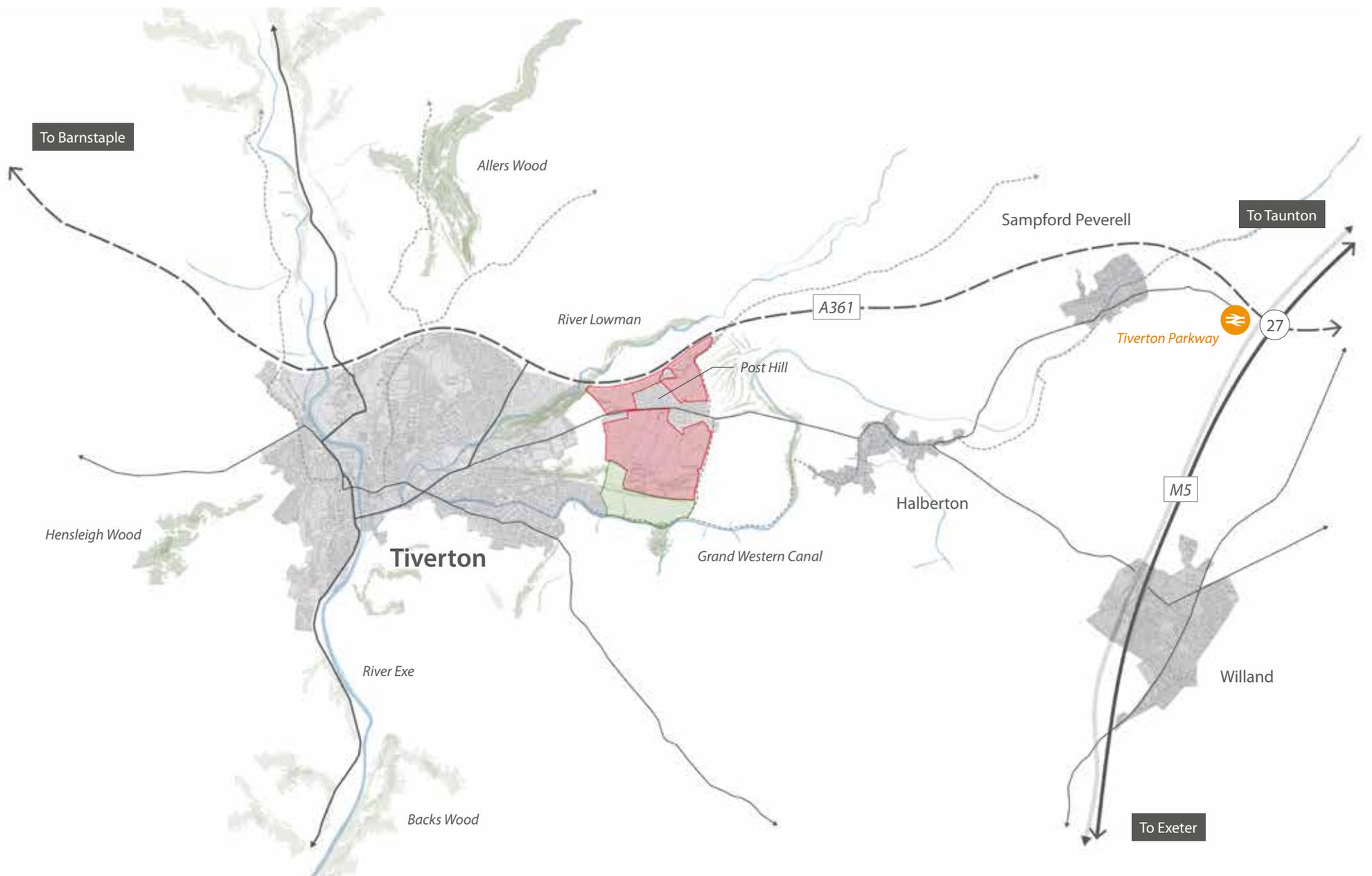
Setting the scene

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 (1), a larger parcel to the south (2) and a final area further south again between the disused railway and the Grand Western Canal (3).

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

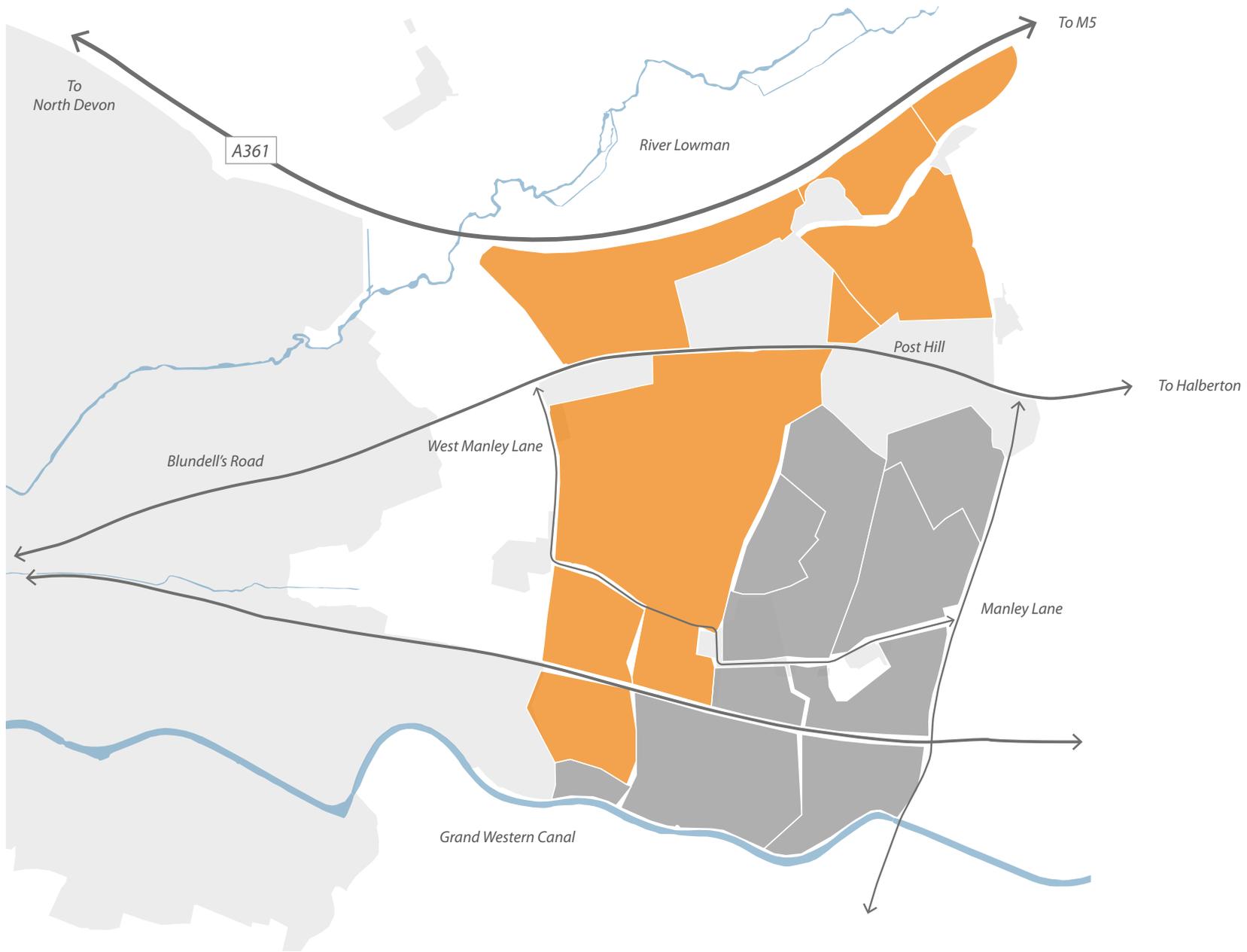
The area between the A361 and Blundell's Road can be further subdivided into two distinct parcels separated by Blundell's Road.

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 dis-used 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.

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 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 the landownership is more complicated. The central and western areas fall within Chettiscombe Trust with the eastern and southern areas in multiple smaller ownerships.

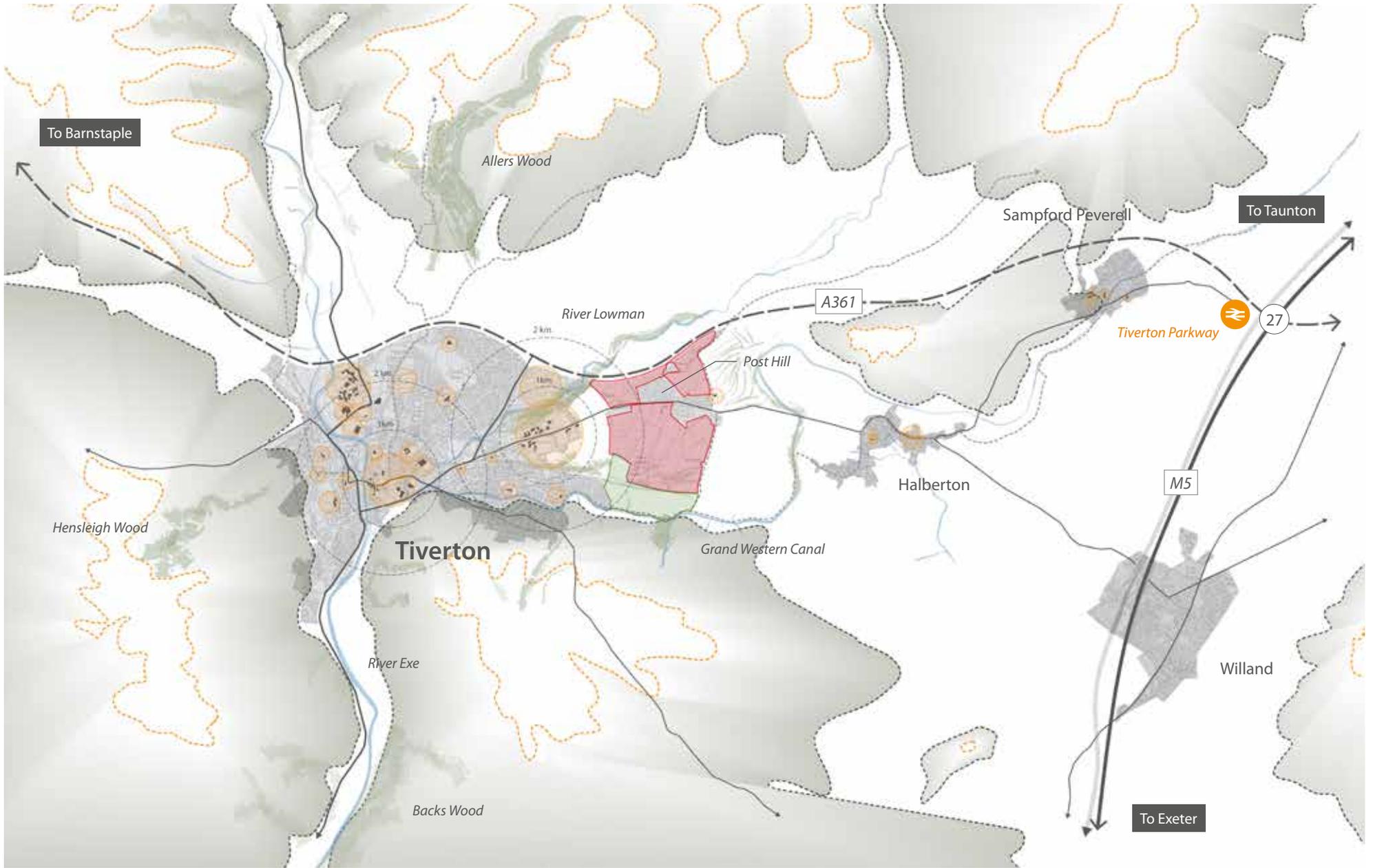
Whilst the pattern of land ownership is diverse, the masterplan provides a framework within which each parcel of land can contribute towards the delivery of the wider whole. In order for this to be successful different land owners will need to have regard to the role of their land within the wider masterplan 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 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 northwest in the area of Kennedy Way are centres for facilities in the town.

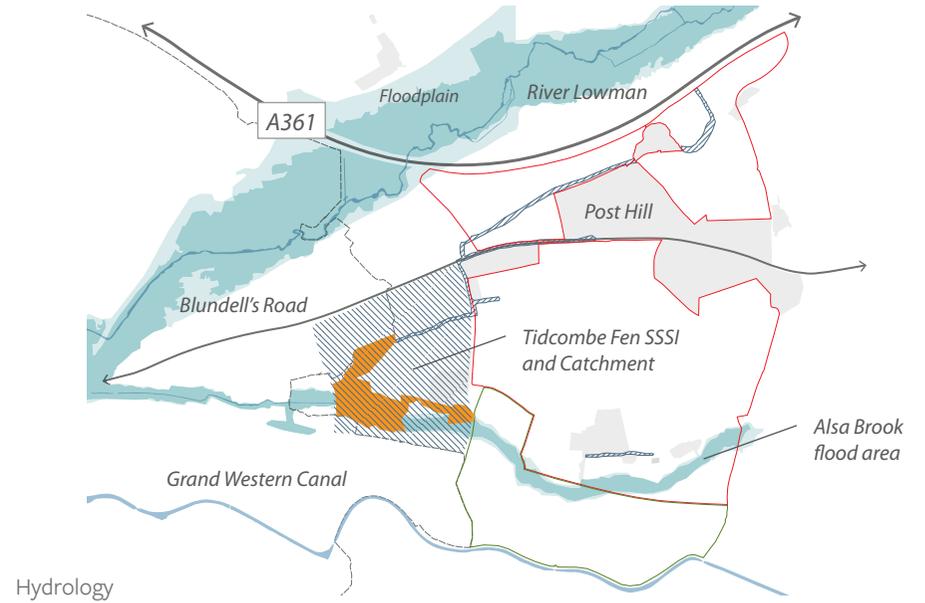
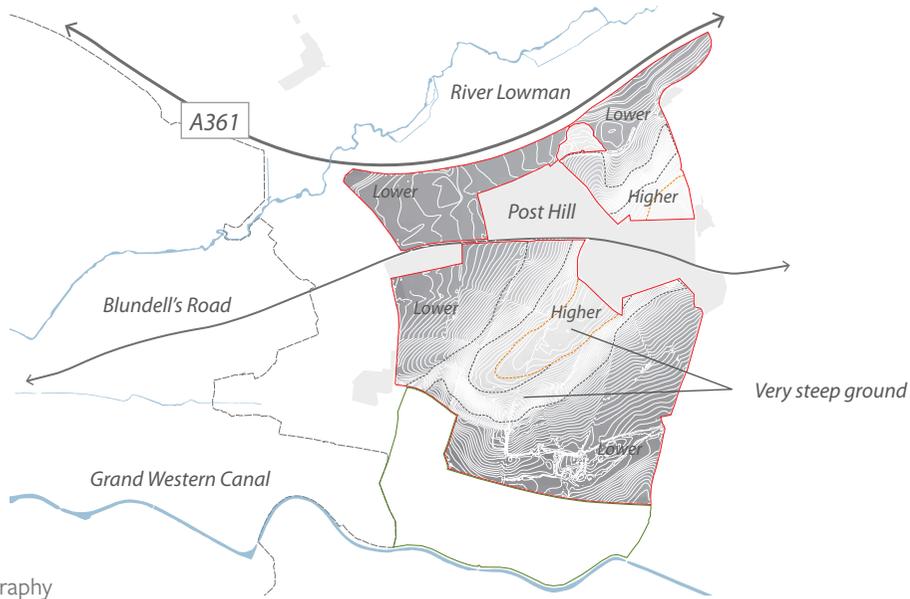
The main outlying villages (Halberton and Sampford Peverell) also have a number of local community facilities.

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

Employment

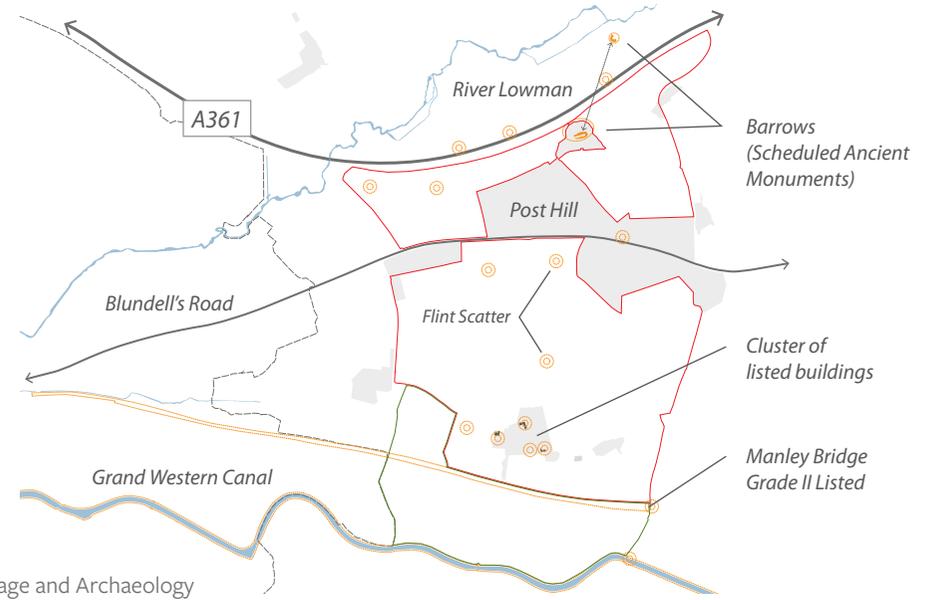
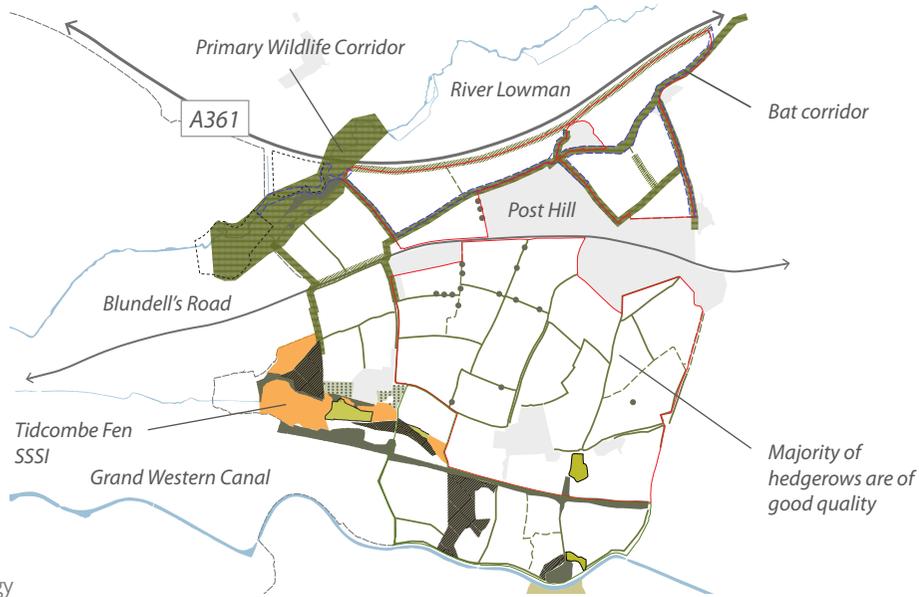
Tiverton has a range of employment locations and opportunities which vary in scale and sector. These are primarily focused within the urban area of the town. All are easily accessible from the site a range of modes of transport.

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



Topography

Hydrology



Ecology

Heritage and Archaeology

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 southeast area.

Of the studies undertaken (see 1.3 and Section 3, chapter 7) 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 northeast to southwest across this area. As a result the area is locally elevated with steep southeast 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 (SSSI) Interest contains wetland habitats and its hydrological catchment area is sensitive to 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 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 southwestern edge just outside the site, the remaining Grade II listed building are located in the southeast 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 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

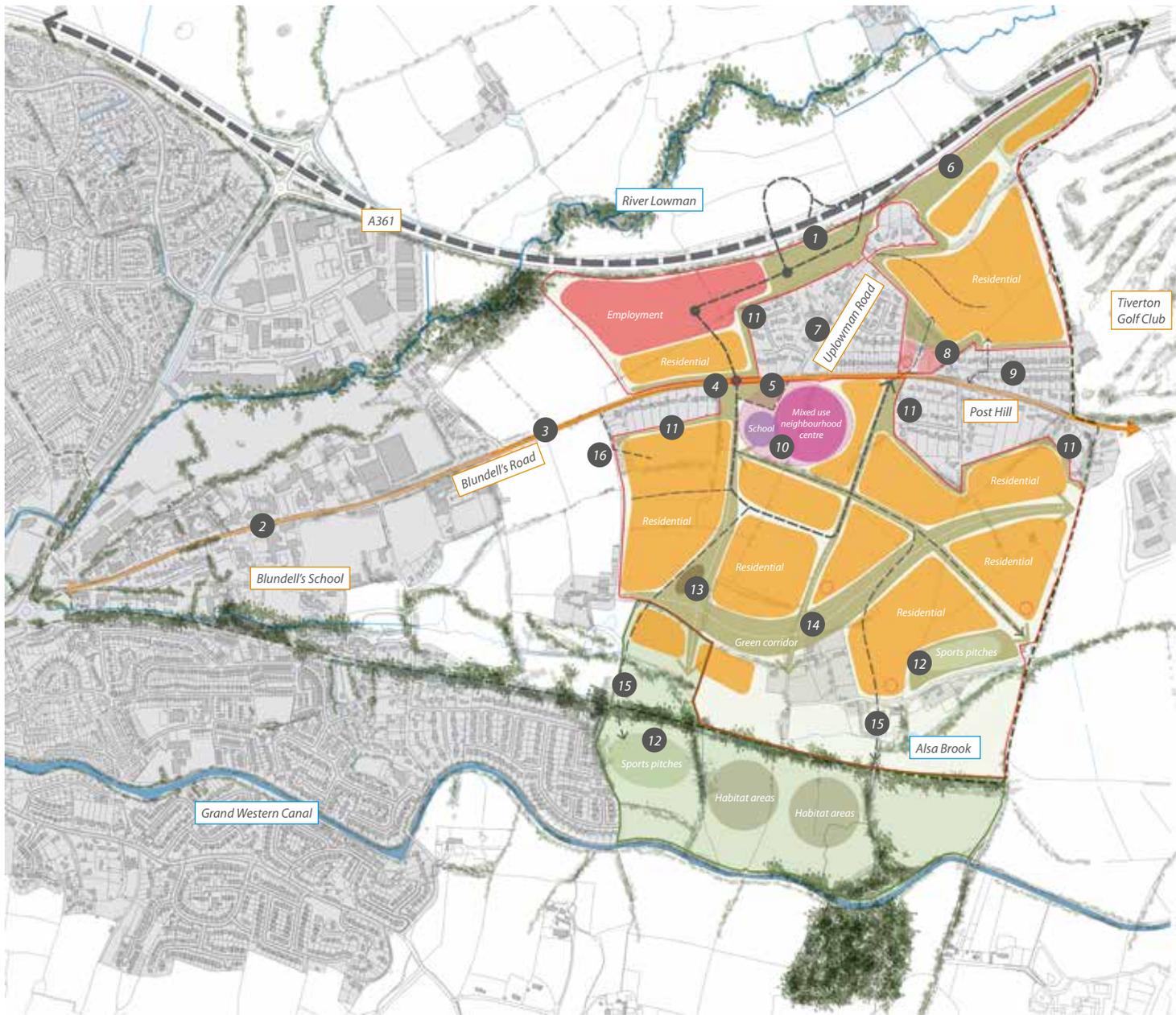
2035. Living in Post Hill means being able to enjoy the best of Devon rural living, within a mile of the heart of a bustling market town. Post Hill is set within the excellent Canal Park. This means living in a place which offers a healthy and sustainable lifestyle. Today, the park provides a fabulous resource wrapping around Post Hill and eastern Tiverton. Canal Park has connected the county wildlife site around the Grand Western Canal to the Lowman River corridor.

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

In Post Hill, it is possible to live a life where all aspects of everyday living are available locally. 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 neighbourhood centre; shop at the Post Hill stores

and post office; grow food in the numerous local allotments and community orchards – including the re-established orchards which were a feature of the chapel grounds.

What really sets Post Hill apart is the ability for people to live a modern lifestyle within an area with a genuinely rural identity. This is made possible by the interplay the landscape, the Country Park, and the residential community. Modern homes in Post Hill are sought after by people of all ages. People can choose to live in what has become a mature and thriving 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 – the area is well connected by bus and train to Taunton, Exeter, Bristol and London, as well as surrounding local villages such as Halberton and Sampford Peverell.



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 Uplowman Road
- 8 Possible link to northeastern 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
- Education
- Open space and landscape
- Mixed use centre
- Playing fields
- Existing development
- Primary route
- Secondary routes

Above: Plan highlighting the key development concepts

3.2 Development concept

Development concept

“2035. Living in Post Hill means being able to enjoy the best of Devon rural living within a mile of the heart of a bustling market town... offering a healthy and sustainable lifestyle.”

The concept layout for the new neighbourhood has five key 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 – 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 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 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 Green Infrastructure area to the south;

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 house 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 neighbourhood. This will help to encourage walking and cycling rather than car use.

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.

Employment uses have been positioned alongside the A361. Here the ground is relatively level and new businesses will be easily accessible from the proposed junction onto the A361. This location will be visible from the main roads but also accessible from the residential areas. A small amount of employment space is proposed within the mixed use neighbourhood centre and can be considered elsewhere on the site as small scale ‘satellite’ employment provision within residential areas. The type of employment in such areas will be compatible with a residential use.

The concept plan provides for circa 35,000sqm of employment space, up to about 1500 dwellings, a school, open space and recreational areas and a neighbourhood centre with community uses and amenities including shops.

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. Urban Design - Placemaking and quality design

Building for Life and Safer Places

The new 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

A1 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.

A2 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.

A3 Public transport

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

A4 Meeting local housing requirements

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

Creating a place

A5 Character

The neighbourhood should create a place with a locally inspired and distinctive character.

A6 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.

A7 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.

A8 Easy to find your way around

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

Street & Home

A9 Streets for all

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

A10 Car parking

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

A11 Public and private spaces

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

A12 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:

A13. Access and movement

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

A14. Structure

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

A15. Surveillance

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

A16. Ownership

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

A17. Physical protection

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

A18. 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;

A19. 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

B. 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 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.

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

B1. The new 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.

B2. 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.

B3. The new neighbourhood should have a clear and legible hierarchy of streets and spaces to respond to different travel and movement needs.

B4. There should be strong links and connections between the existing community, adjacent neighbourhoods, Tiverton town centre and the new community.

B5. Where appropriate streets should be designed to provide pedestrian priority.

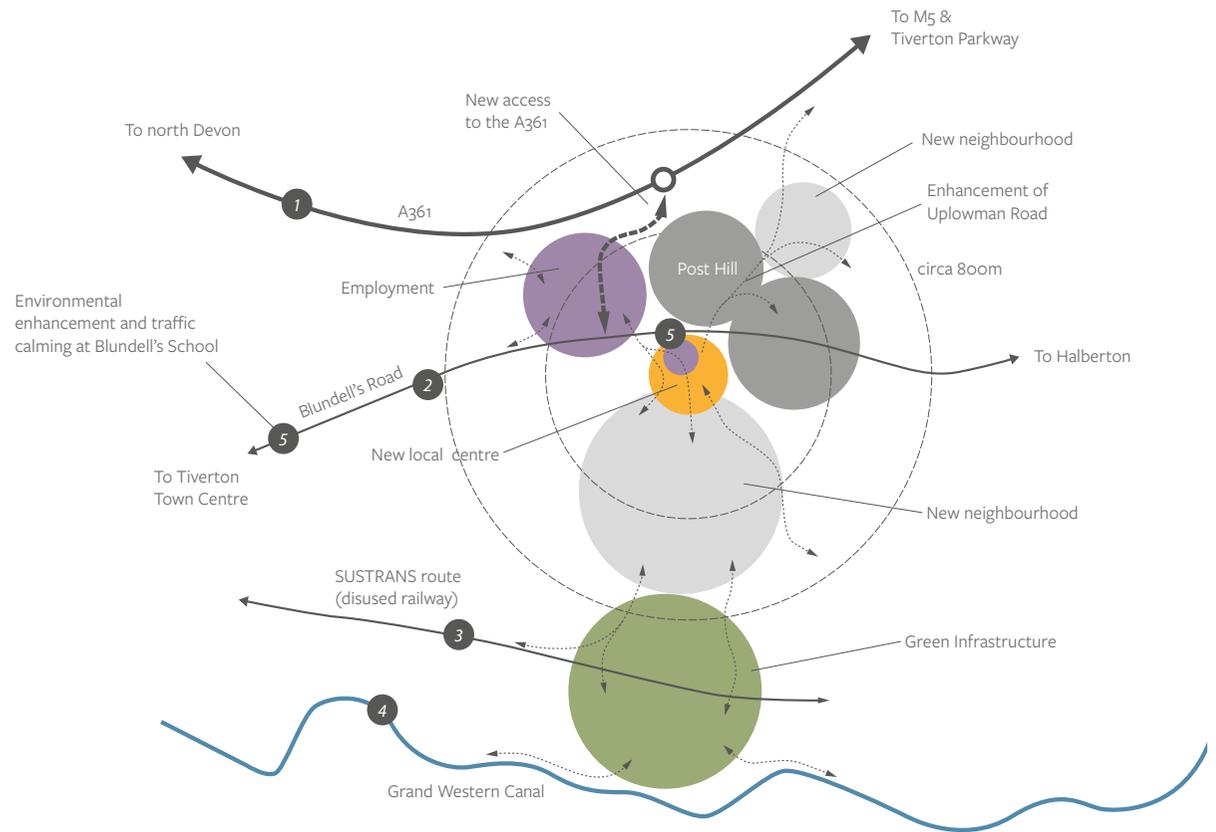
B6. Provision should be made to enhance connections and the ability to travel by cycle.

B7. 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.



- 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

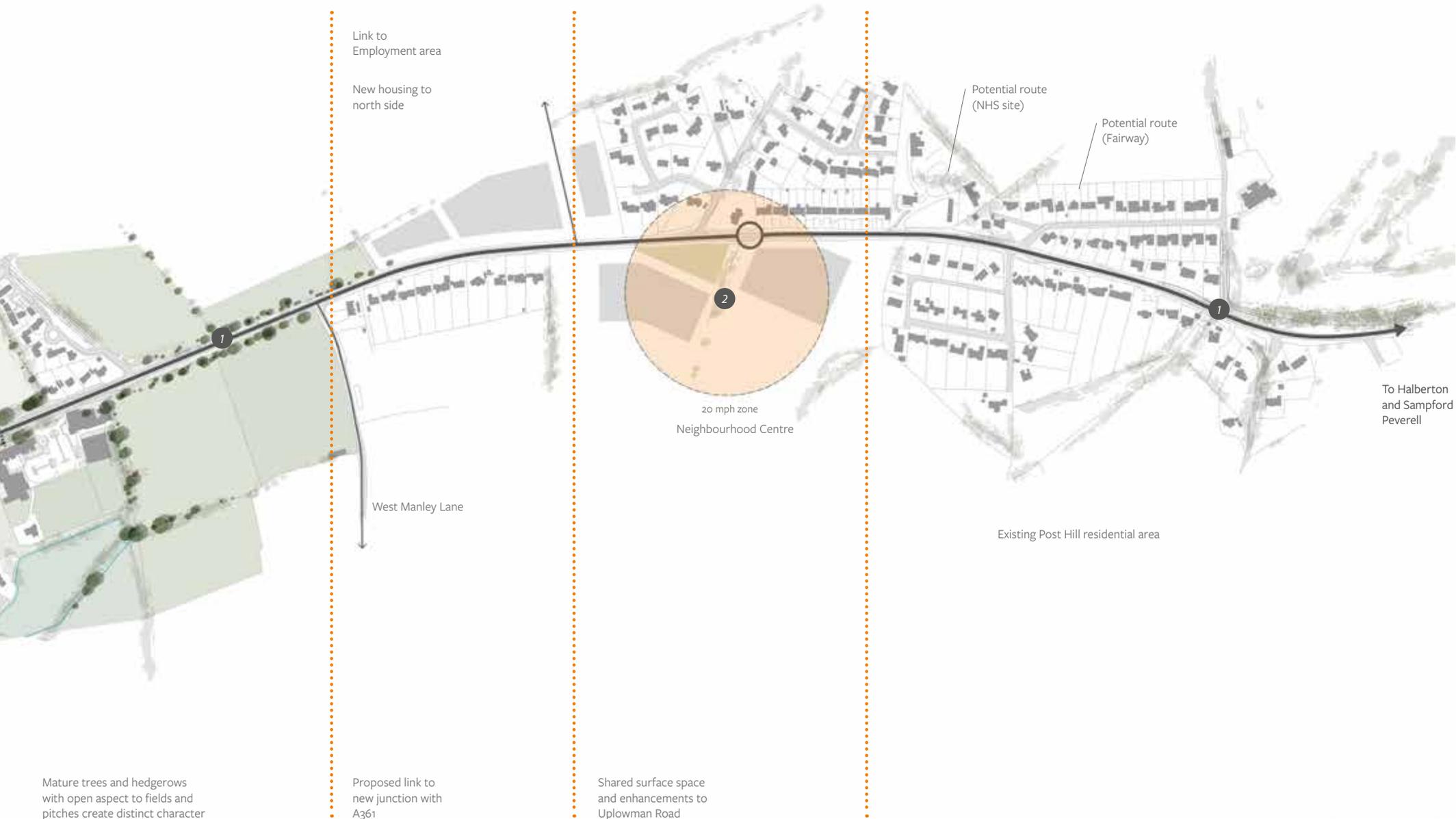
B7. Blundell's Road will continue to play an important transport role in the way that the area relates to the wider town. AL/TIV/2 (c) requires traffic calming and environmental enhancement to Blundell's Road to ensure suitable transport management. It is to be retained as a through route, however a range of measures are proposed.

These will include; shared surface and 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. 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:

- B7a. Reducing traffic speeds;
- B7b. Reducing pedestrian / traffic conflict and ensuring safe pedestrian crossings;
- B7c. Enhancing cycle provision; and
- B7d. Creating an attractive traffic calmed environment reflective of the significance of Blundell's Road as a gateway to Tiverton from the east.
- B7e. 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

C. 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 identifies these requirements and areas where the masterplan deviates from policy. The new 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.

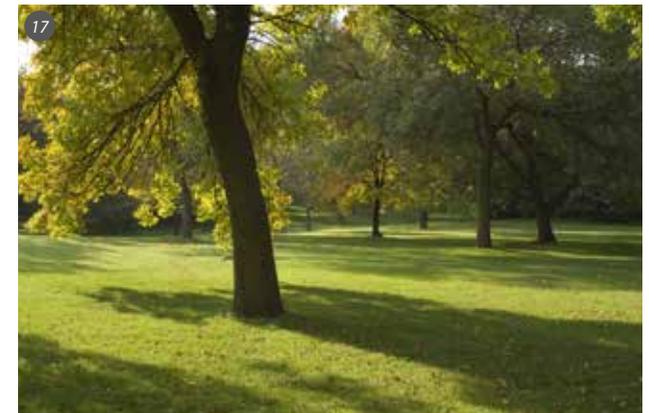
C1. The structure of the development should be shaped around the existing character and features of the landscape, reinforcing the qualities of the neighbourhood.

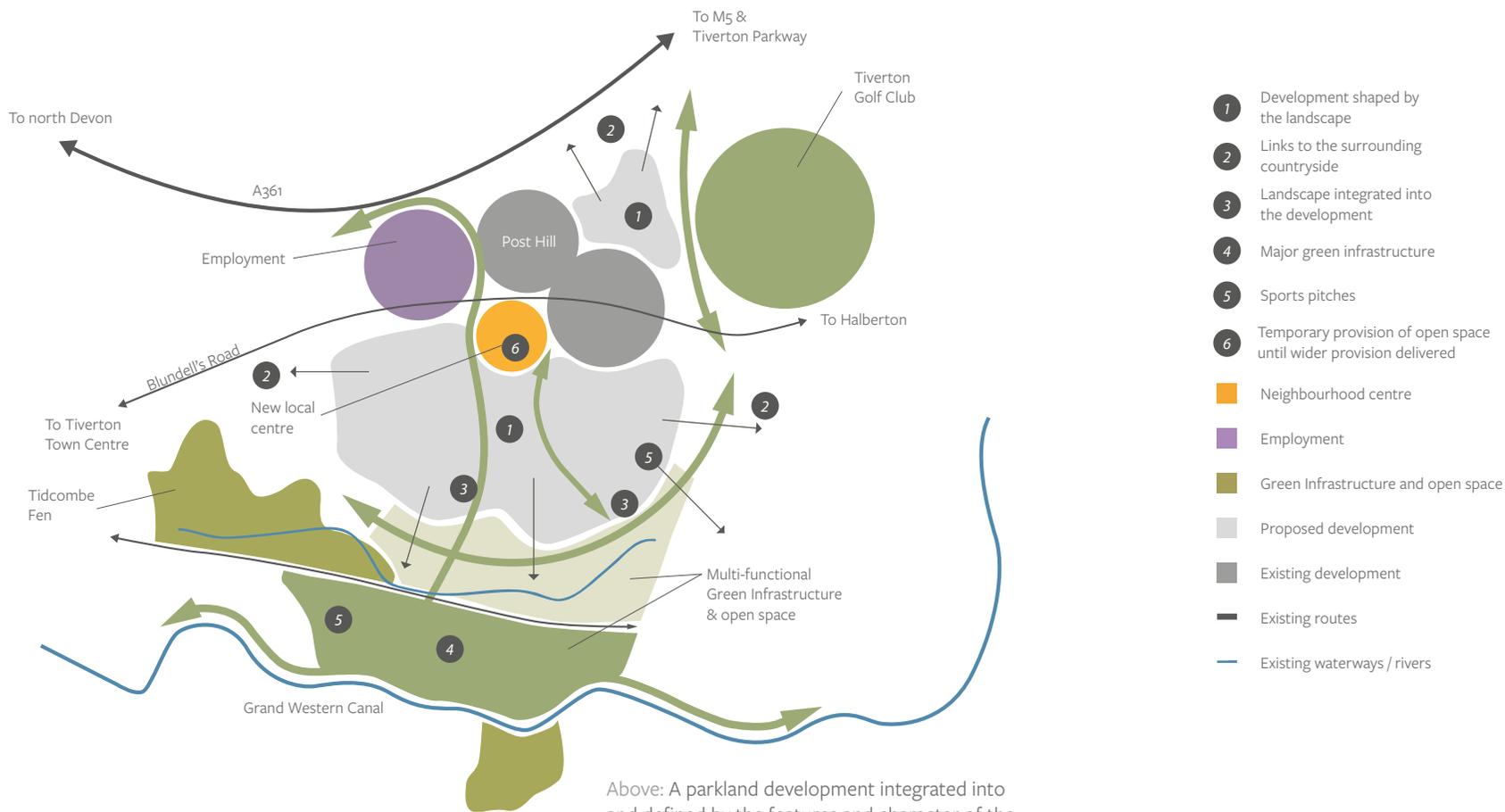
C2. Development should protect and enhance existing important fauna and flora across the site.

C3. 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.

C4. 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 (including sports pitches).

C5. 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.





Above: A parkland development integrated into and defined by the features and character of the landscape. Green links connecting the community and landscape together.

- 1 Development shaped by the landscape
- 2 Links to the surrounding countryside
- 3 Landscape integrated into the development
- 4 Major green infrastructure
- 5 Sports pitches
- 6 Temporary provision of open space until wider provision delivered
- Neighbourhood centre
- Employment
- Green Infrastructure and open space
- Proposed development
- Existing development
- Existing routes
- Existing waterways / rivers

3.3 Guiding Principles

D. 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.

D1. In the new neighbourhood there should be access for all to employment opportunities - either within the community or within easy reach.

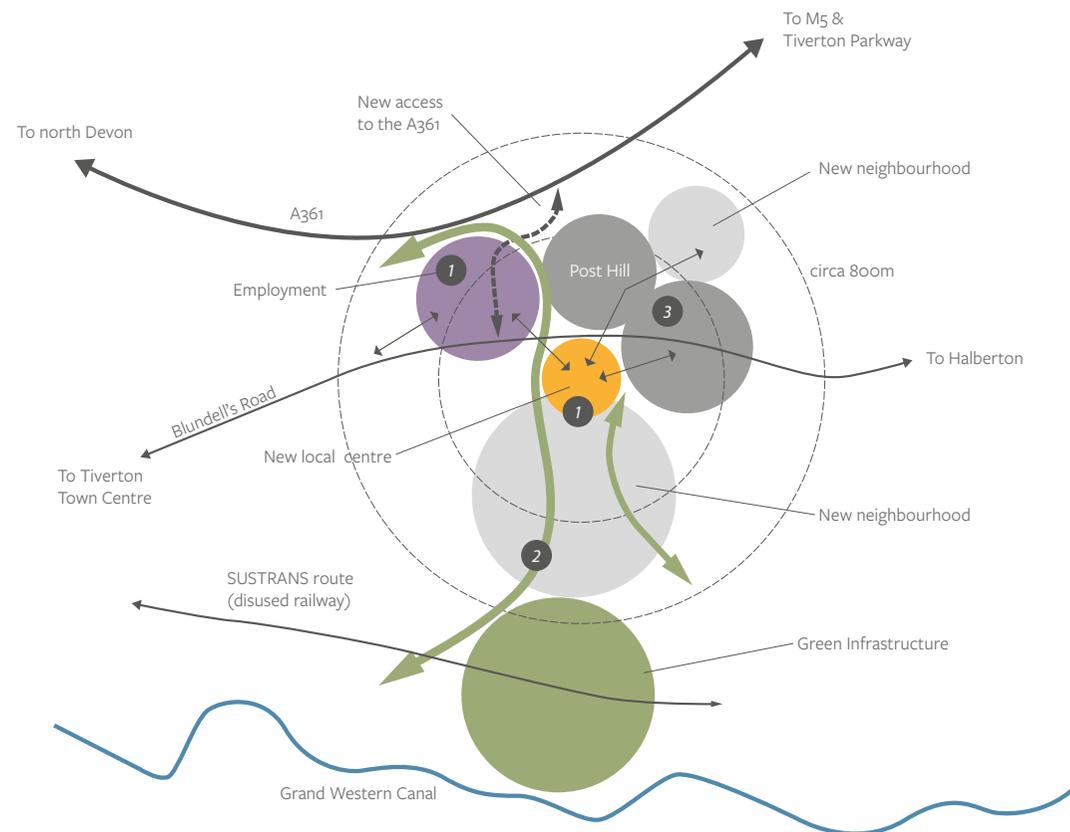
D2. There should be access for all to nursery and primary education. Wider opportunities should be available for secondary, further and adult education.

D3. In the new neighbourhood there should be access for all to health facilities, either within the community or within easy reach.

D4. 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.

D5. 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.

D6. 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

E. 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 (circa 35,000 sqm) also takes into account the need to create a high quality, attractive approach to Tiverton along the Blundell's Road corridor.

Appendix 1 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

E1 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.

E2 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.

E3 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.

E4 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

E5 Character

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

E6 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.

E7 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.

E8 Easy to find your way around

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

Street & workplace

E9 Streets for all

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

E10 Car parking and servicing

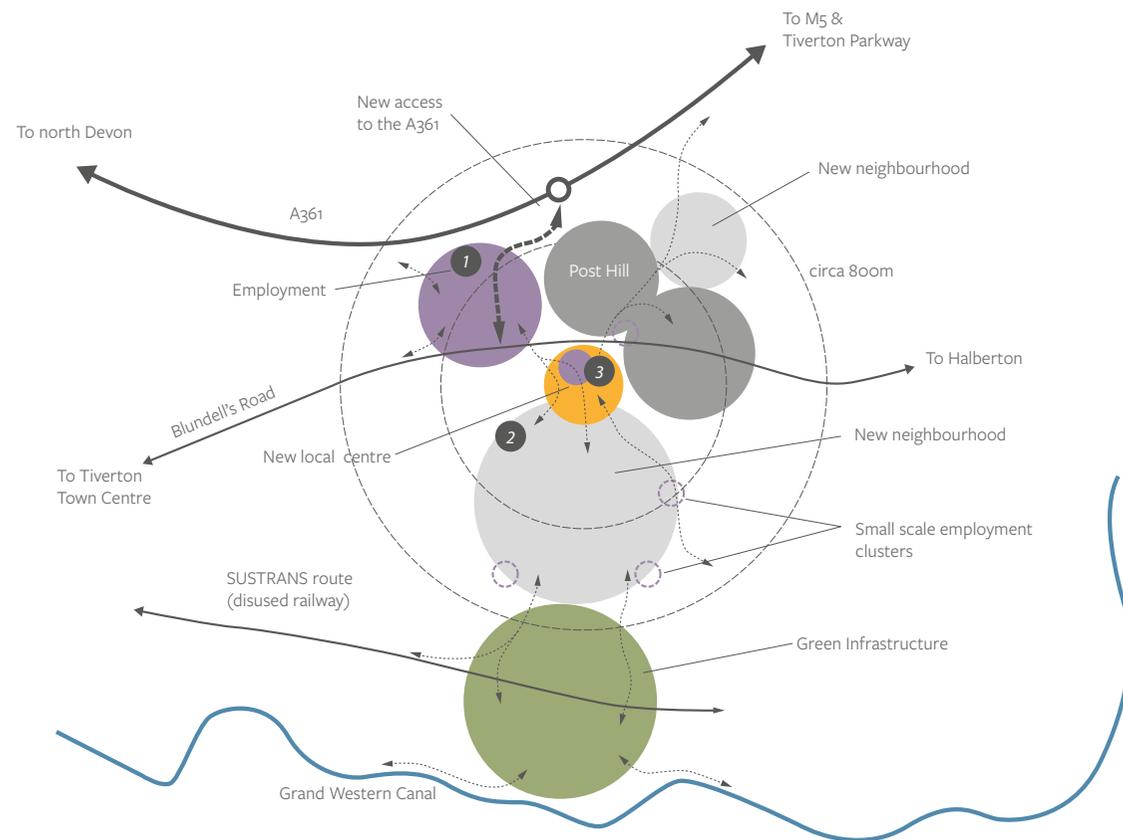
Car parking and servicing arrangements should be sufficient and well integrated so that it does not dominate the street and building frontages.

E11 Public and private spaces

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

E12 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

1 Employment with excellent access in a prominent location

2 Employment directly link to existing and new residential areas

3 Employment at the heart of the new community



Above: Energy and resource efficiency

3.3 Guiding Principles

F. 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 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.

F1. Development layout and massing should be designed to maximise solar access for domestic properties - allowing passive heating and maximising natural day lighting.

F2. 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.

F3. Consider the design of streets and buildings to enable passive solar control - avoiding summer overheating and permitting the benefits of solar gain in winter.

F4. Better buildings - consider the adoption of high standards of fabric efficiency to reduce the requirement for space heating.

F5. 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.

F5. 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.

F6. Water harvesting and reuse should considered.

F7. Opportunities to provide permeable surfacing of streets and landscape should be maximised.

F8. 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.

F9. The new neighbourhood should be designed to reinforce the importance of waste recycling and the efficient treatment of waste.

F10. 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.

Achieving a quality place

4.0 Creating the structure



Legend

| | |
|------------------------------|--|
| A A361 |  Residential |
| B Blundell's Road |  Employment |
| C Post Hill |  Employment (care home) |
| D Grand Western Canal |  Mixed-use |
| E Blundell's School |  School |
| F Tiverton Golf Club |  Landscape |
| G River Lowman |  Area B |
| H Als Brook | |
| I Tidcombe Fen | |

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** Possible link

Landscape interventions

- 12** Attenuation ponds throughout the area
- 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

800m from neighbourhood centre



4.1 Masterplan

Masterplan

The Masterplan provides a spatial representation of the Tiverton's new 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 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 a public open space centred on Blundell's Road. 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 surrounding countryside.

A garden city plan

The overall design of the masterplan is based around a series of design principles that seek to create a new neighbourhood that has a contemporary character and appearance that is reminiscent of a garden city environment. Whilst the plan is designed around modern requirements and standards (including making the most efficient use of land for the provision of new homes) and takes account of sustainability objectives; it also 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, bridle paths and public open spaces that connect the neighbourhood centre and employment area with the surrounding residential areas, and in turn, to the parkland that forms an integral and defining part of the new community.

4.1 Masterplan

The principal street in the area hierarchy would be Blundell's Road with a secondary vehicular 'loop' providing access to the residential areas in the southern part of the site accessed from the neighbourhood centre. 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 Uplowman Road. This framework of streets provides the structure for the new place - a network of inter connected residential streets is attached to this forming 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 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 will provide a defining characteristic of the 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 southwest around Tidcombe Fen to the northeast towards Manley Lane; attenuation ponds and other SUDS features; allotments and orchards throughout the parkland providing easy access from all parts of the community; formal and informal play areas - including a NEAP, LEAPS and LAPS; new sports pitches; enhanced biodiversity; and retained ecology and enhanced hedgerows.

Above: An extract of the masterplan with development densities identified

A Around 40dph towards the centre

B Intermediate areas 25 - 40dph

C Parkland edge areas around 20dph

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.

Making the most of local features

The masterplan has been designed so that the new place is responsive to the specific character of the 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.

Amongst other features, the plan has sought to work with; the setting of Pool Anthony House and other listed buildings, the setting of existing houses and gardens in Post Hill, the setting of the long barrows around the northern area of the site, Alsa Brook,

the Lowman River, the distinctive local landform of the site, the existing network of hedgerows and veteran trees, wetland areas, local archaeology, features of local historic significance such as the bridge over the former Bristol and Exeter Railway – Branch Line and the line itself (a cycle way), the Grand Western Canal, adjacent farms and other homes including those on Manley Lane, West Manley Lane, Uplowman Road and Blundell's Road, and existing lanes including West Manley Lane and the historic drovers track that runs from south to north into the site from West Manley Lane.

Local employment

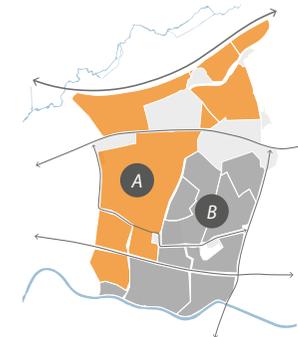
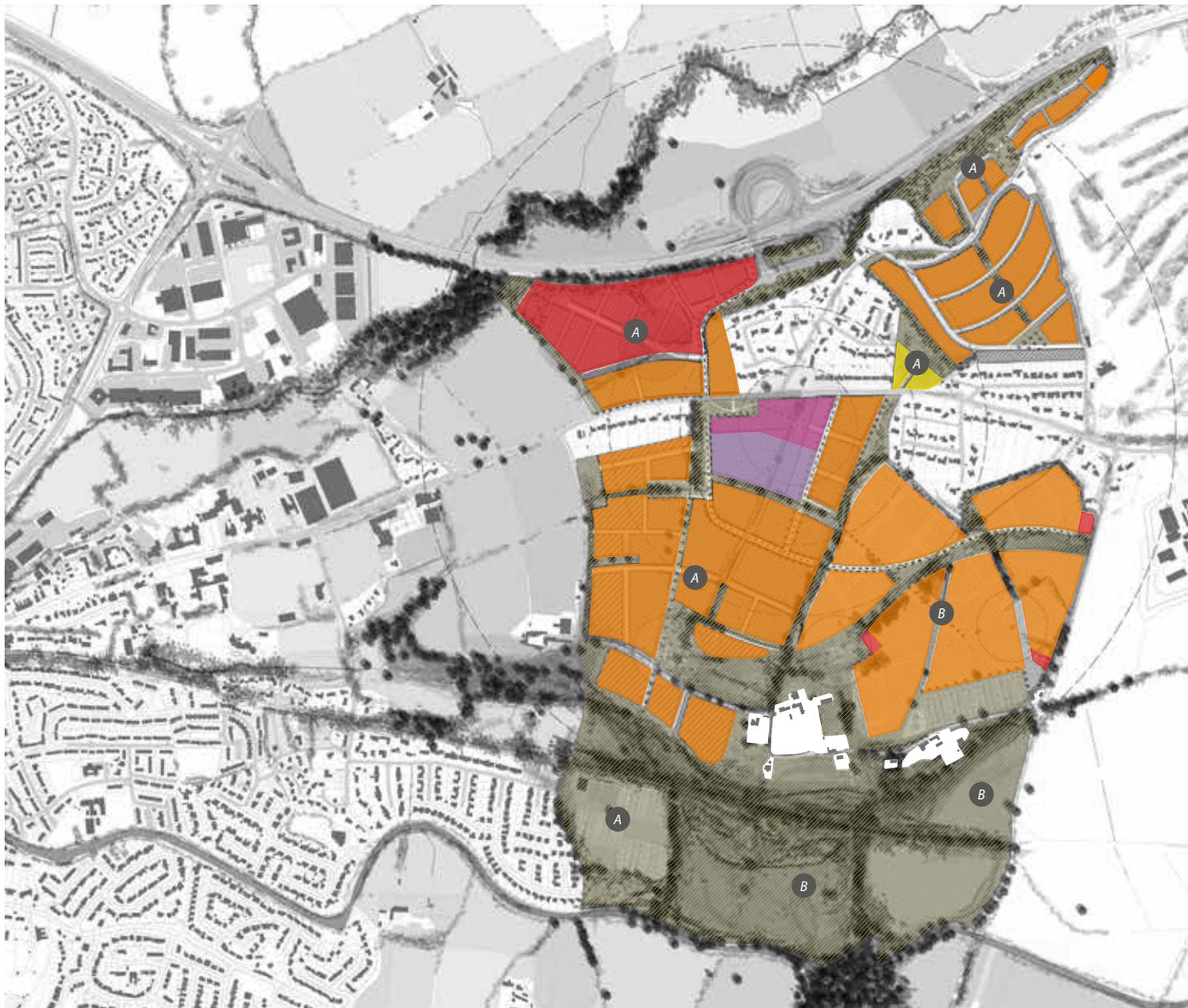
The masterplan has been structured in order that an appropriate level of employment space is at the heart of the community so that; it is in close proximity to the neighbourhood centre, can be easily accessed from the A361, is visible from the A361 and Blundell's Road, is on level ground, is next to facilities at the neighbourhood centre and is on 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 and 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 | 11.8ha | 10.8ha | 28.5ha | 16.26ha | 44.76ha |
| Circa @34dph | 200 dwellings | 400 dwellings | 367 dwellings | 967 dwellings | 553 dwellings | 1520 dwellings * |
| Employment | 4000sqm (circa 0.8ha @ 50%) | 8,500sqm (circa 1.7ha @ 50%) [§] | 21,000sqm (circa 4.2ha @ 50%) | 33,500sqm (6.7ha) [§] | 1,500sqm (0.3ha) | 35,000sqm (7ha) [§] |
| Neighbourhood centre | n/a | 0.5ha | 1.5ha [‡] | 2ha [‡] | n/a | 2ha [‡] |
| School | n/a | 1.93ha (land / delivery of 1 st part) | (build out continues) | 1.93ha | (build out continues) | 1.93ha |
| Total | 6.7ha | 15.93ha | 16.5ha | 39.13ha | 16.56ha | 55.69ha |
| Allotments | n/a | n/a | 2.25ha | 2.25ha | 0.2ha | 2.45ha |
| POS including children's play | 1ha | 3.38ha | 8.89ha | 14.27ha | 12.55ha | 26.82ha |
| Sports | 0 | Possibly on school site | 8.38ha | 8.83ha | 18.01ha | 26.84ha |
| Water attenuation | 1ha | 0.4ha | 0.78ha | 2.18ha | 0.72ha | 2.9ha |
| Infrastructure | 2ha | 1.5ha | 2.6ha | 8.28ha | 2.06ha | 10.34ha |
| Total | 4ha | 6.28ha | 22.9ha | 33.18ha | 33.54ha | 66.72ha |
| Grand total | 10.7ha | 22.21ha | 39.4ha | 72.31ha | 50.1ha | 122.41ha |

* 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 20mph zone.
- 3 Blundell's School shared surface 20mph zone
- 4 Grand Western Canal tow path
- 5 Sustrans cycle route
- 6 Environmental enhancement and traffic calming on Blundell's Road
- 7 Link to employment area from Blundell's Road
- 8 Enhancement to Blundell's Road roundabout
- 9 Enhancement of Upploman Road
- 10 Possible link through the NHS site
- 11 Possible link through Fairway to northeastern site
- 12 Secondary connection onto Blundell's Road from 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 northwest 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 shared surface, 20mph zones at Blundell's School and the neighbourhood centre;
- Provision of bus, pedestrian and cycle routes throughout the development;
- 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 a wider green infrastructure network;
- Improvement to roundabouts on Heathcoat Way;
- Investigations to determine if the level of development proposed warrant enhancements to M5 Junction 27 (signalisation).

It has also identified within the levels of development proposed that 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

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 5.2 Character areas.

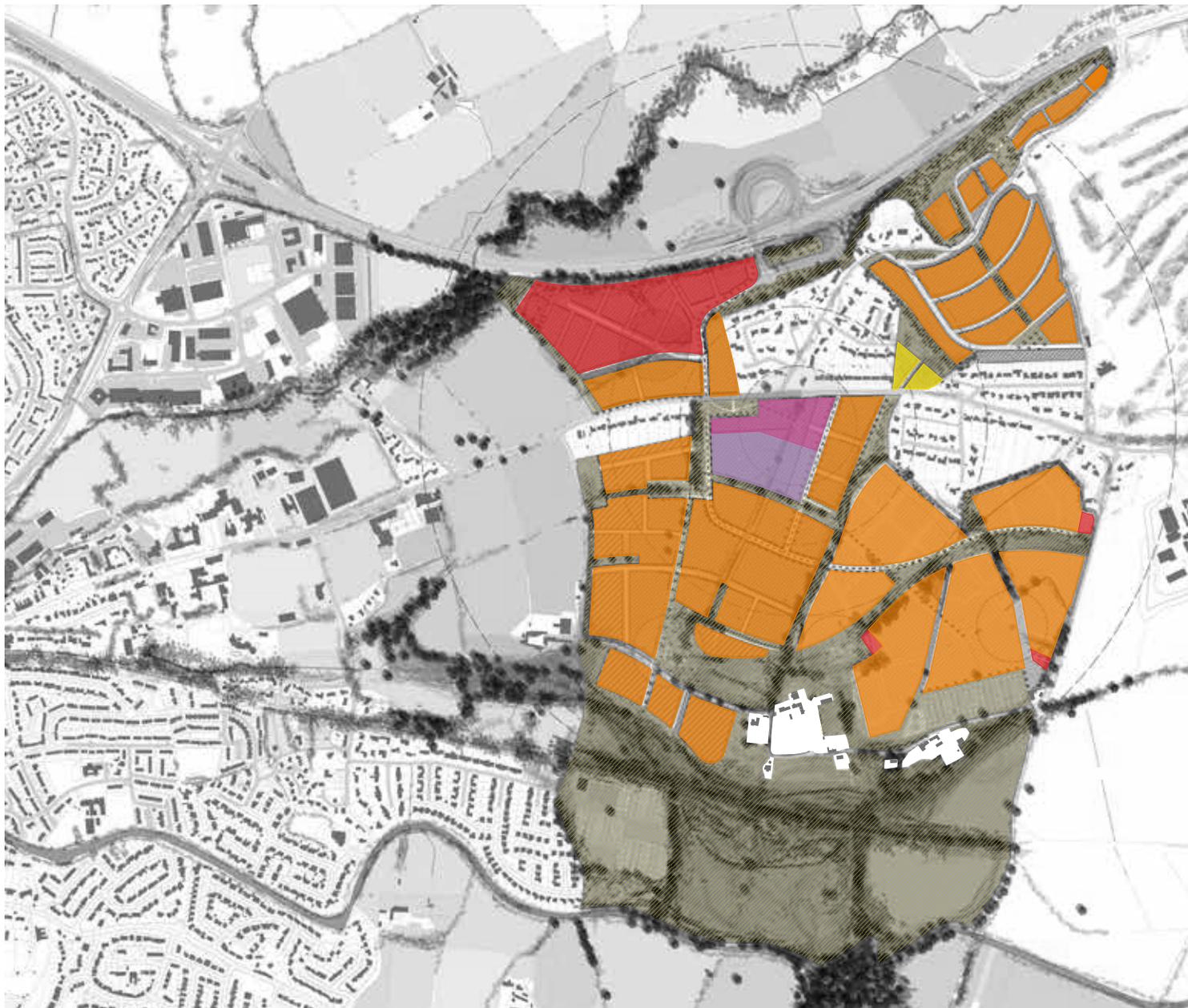
Local connections

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;
- Provision of a link through the NHS site (if possible);
- Provision of a link from the northeast parcel through Fairway to the neighbourhood centre;
- A secondary access to Blundell's Road from 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.



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

Above: Land uses



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 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 34dph (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 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 employment uses where a combination of B1a and B1c activities are proposed within development parcels with a typical plot ratio of between 40% and 50% (achieving up to 31,000sqm). In addition a further 4,000sqm 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 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 that there is no opportunity for shared facilities between the school and the community. This will need to be revisited once arrangements for the school are clarified. 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, sports pitches, 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 northwest 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

Above: Landscape and open space



4.5 Landscape and public open space

Green Infrastructure

The principal defining feature of the 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 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 suitably into the development.

The public 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;
- Areas of pasture;
- Retained veteran trees;
- 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;
- New sports pitches;
- Enhanced biodiversity;
- Enhanced hedgerows including historic and species rich hedgerows.

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 and proposed housing;
- Planting around the proposed junction onto the A361;
- Strengthening of hedgerows and other landscape features and habitats;
- Areas of ecological mitigation.

Tidcombe Fen

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

The masterplan seeks to take account of the environmental and ecological sensitivities of the Fen. It will need to be demonstrated that the SSSI and its catchment will not be adversely affected by development. The plan positions development 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.

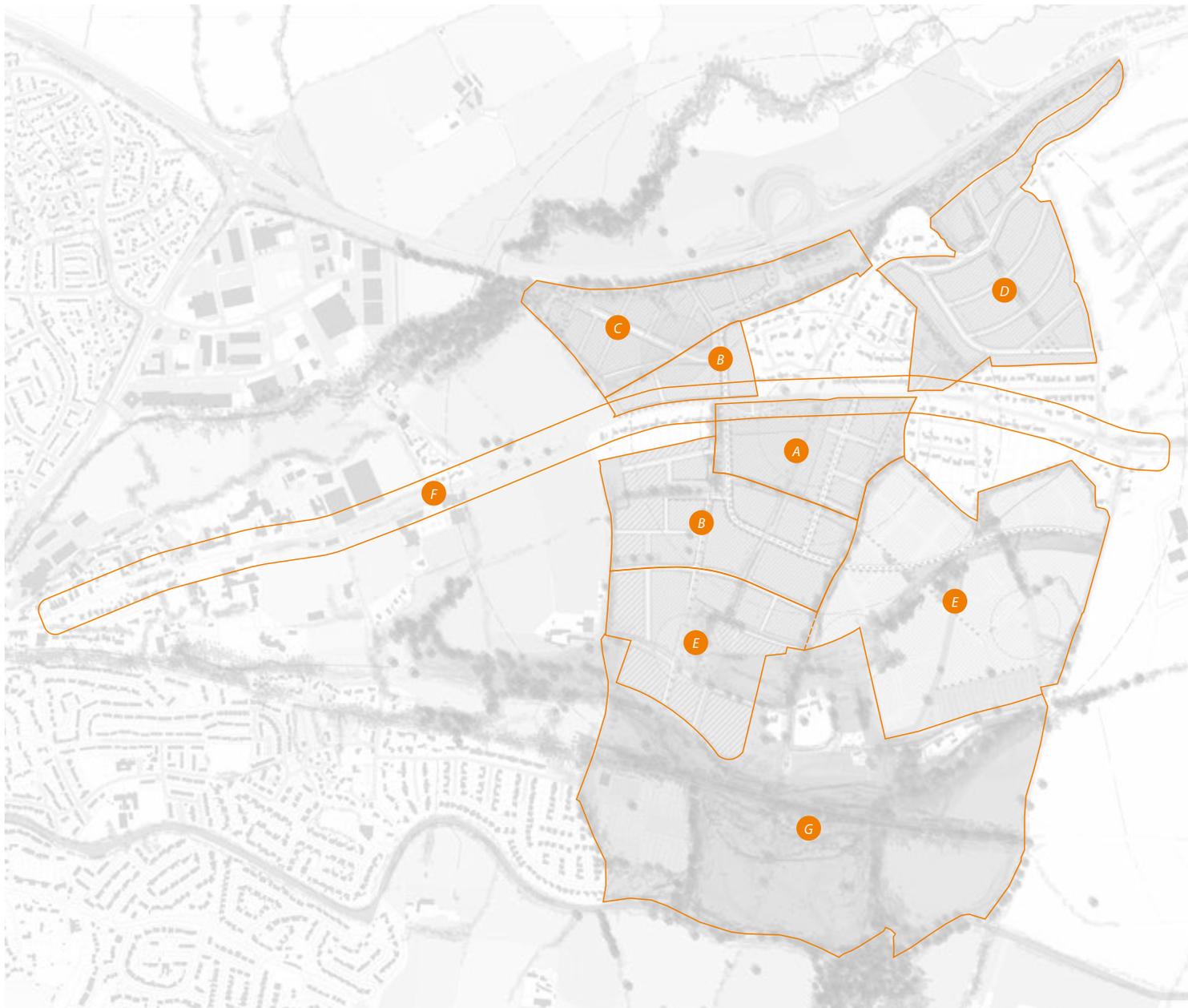
It is important that the delivery of green infrastructure areas takes place in step with the development. 6.1 phasing and implementation deals with this issue. Due to the likely sequence of phasing, temporary public open space may need to be provided at the neighbourhood centre or in an alternative location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

“ 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** Northeast area
- E** The park edge and southeast area
- F** Blundell's Road
- G** The Parkland



5.1 Reinforcing the structure

The masterplan can be sub divided into seven 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 respond to their particular role, function and distinctive position within the neighbourhood.

The character areas have been identified in response to their role, function and location in relation to the existing landscape, ecological and topographical character 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.

As the character of residential areas will be defined by their position within the neighbourhood and their proximity to the landscape, residential densities and therefore the character and appearance of housing areas will graduate across the site.

Generally there would be greater densities 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.

Character appraisal

The design approach and additional design work identified in 1.7 should use these area principles as a starting point for more detailed guidance. It should also make reference to the character and parcel assessment work to date that is contained in section 3 of this document.

Character areas

Seven are:

A: The neighbourhood centre

The mixed-use centre 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, bus stops and other associated facilities;

B: The residential core

The predominantly residential area that mainly wraps around the southern edges of the neighbourhood centre defined by terraced and semi detached houses with gardens. Also including residential development fronting onto the north side of Blundell's Road;

C: The employment area

The focus for a variety of employment buildings, the area comprises B1a and B1c uses in a landscaped setting accessed from the new junction that will be provided onto the A361;

D: The northeast area

The residential area that is east of Uplowman Road and north of Fairway. The site has a more challenging topography than most of the other residential areas and will comprise housing similar to that within the residential core;

E: The park edge and southeast area

The predominantly residential area that falls between the residential core and the park edge and also comprises the southeast area large sections of which front onto the parkland. The character area includes mainly semi detached and detached housing with gardens;

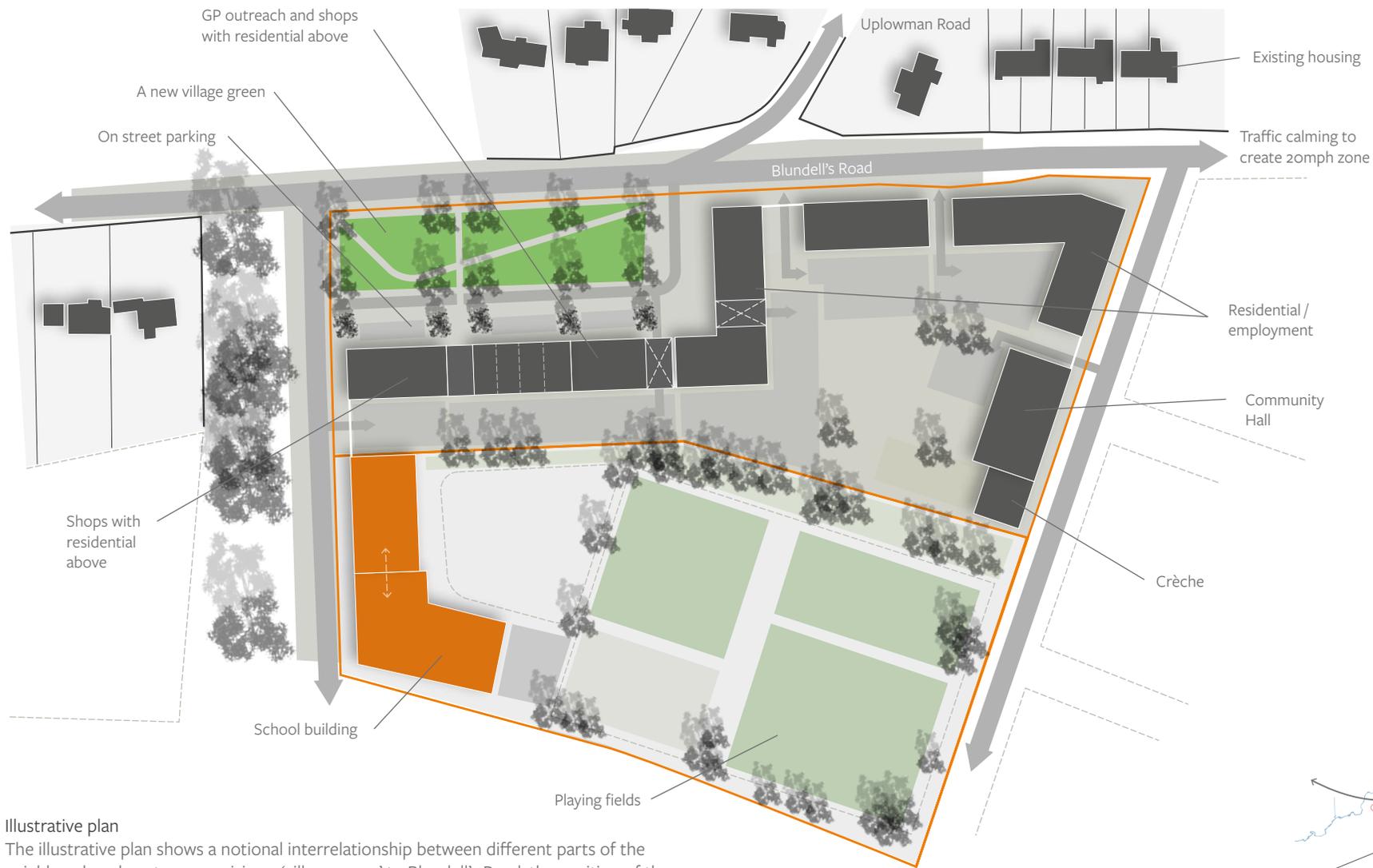
F: Blundell's Road

The primary movement corridor in the area, with changing characters linking the new neighbourhood with the town centre. Enhancement works will deliver environmental improvements, especially at the core of Blundell's School.

G: The parkland

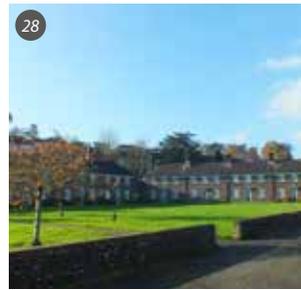
The multi purpose landscaped public open space that wraps around the southern edge of the built up area.

The following chapter provides some guidance about the traits that should characterise the different 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, cafe and community uses can be combined with housing and offices in the upper floors of mixed use blocks to create variety, flexibility and vitality.



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, 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 three storeys to mark the neighbourhood centre 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 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

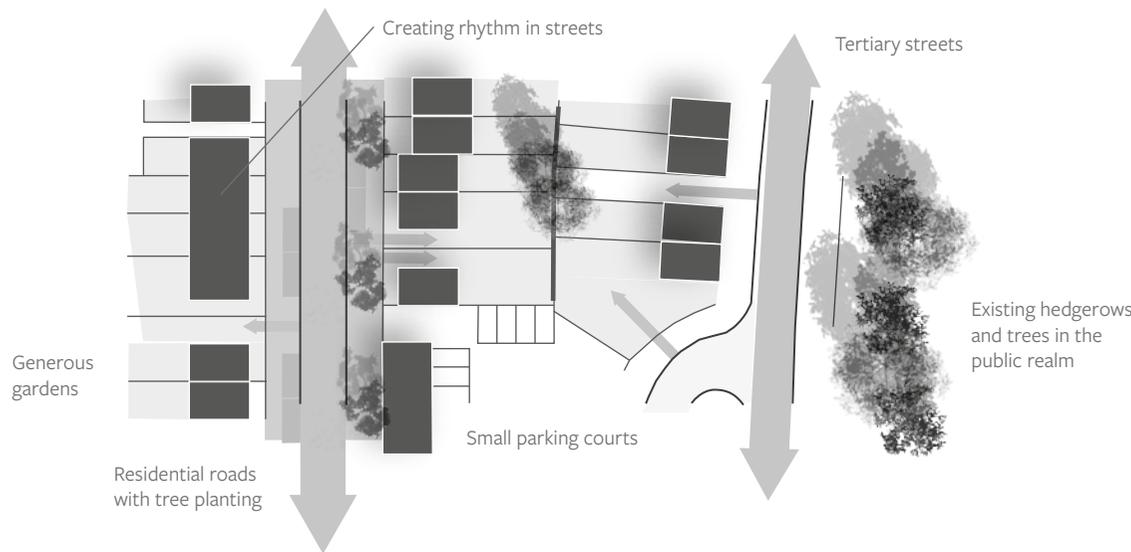
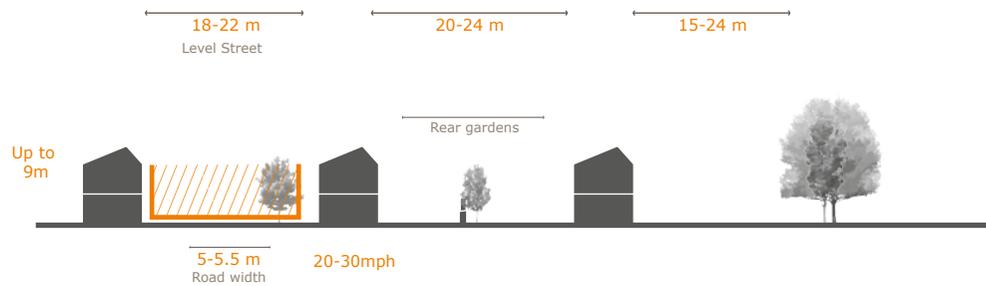
Two storey terraced housing in Tiverton

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



B: Residential Core

The residential core is located around the neighbourhood centre and will comprise predominantly 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 close to the local community facilities including the primary school and within a 5 minute walk of this and the 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 – 20mph.
On street, on plot and limited courtyard car parking.
Some incidental green space.

Illustrative plan and section

The illustrative plan shows how housing in this area might be laid out 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.





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

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 companies – a mix of B1(a) and B1(c) is most likely. 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

Mainly B1 employment uses at plot ratios of between 40-50%.

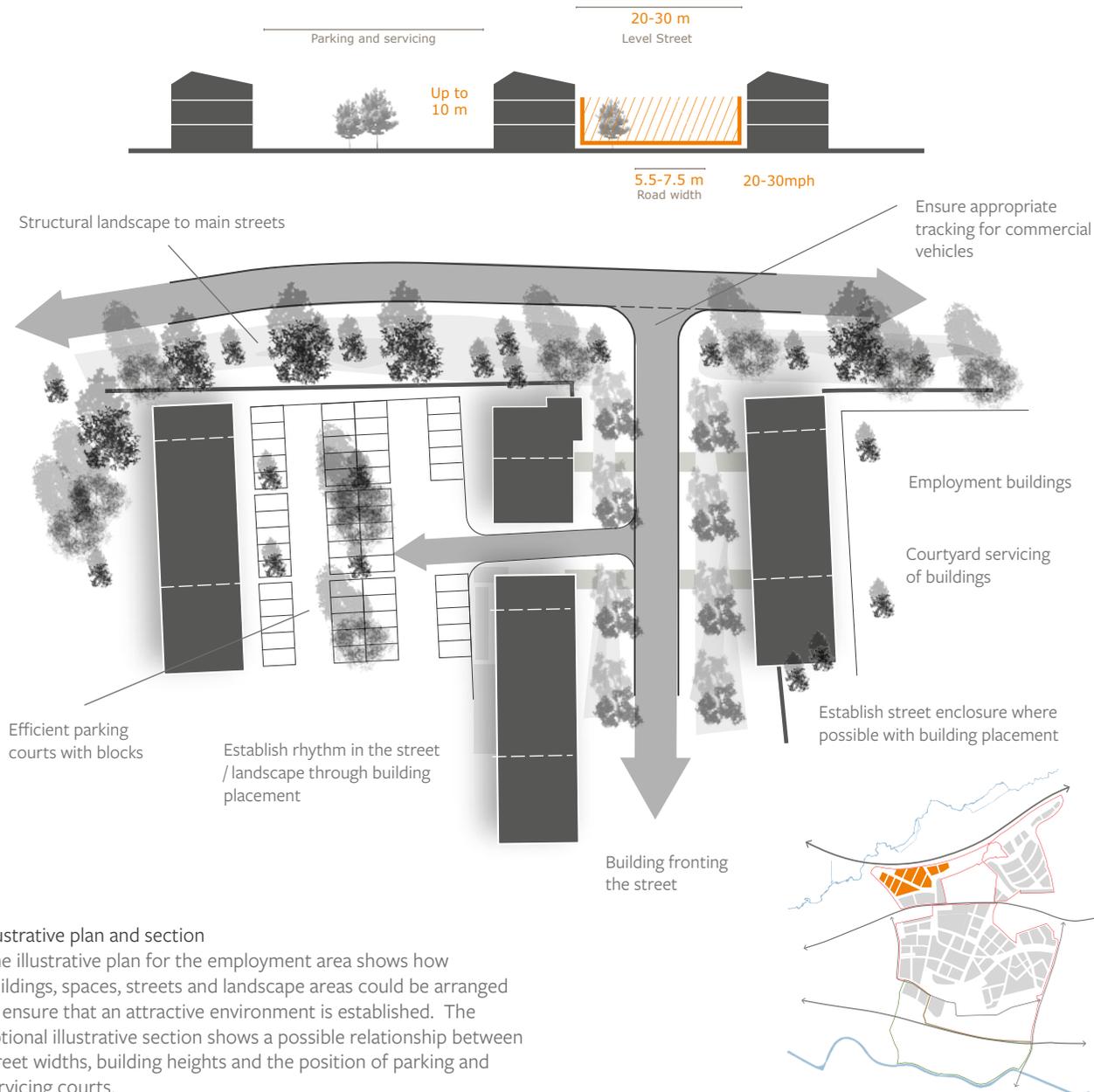
Scale and form

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 - E. Economy and employment



Illustrative plan and section

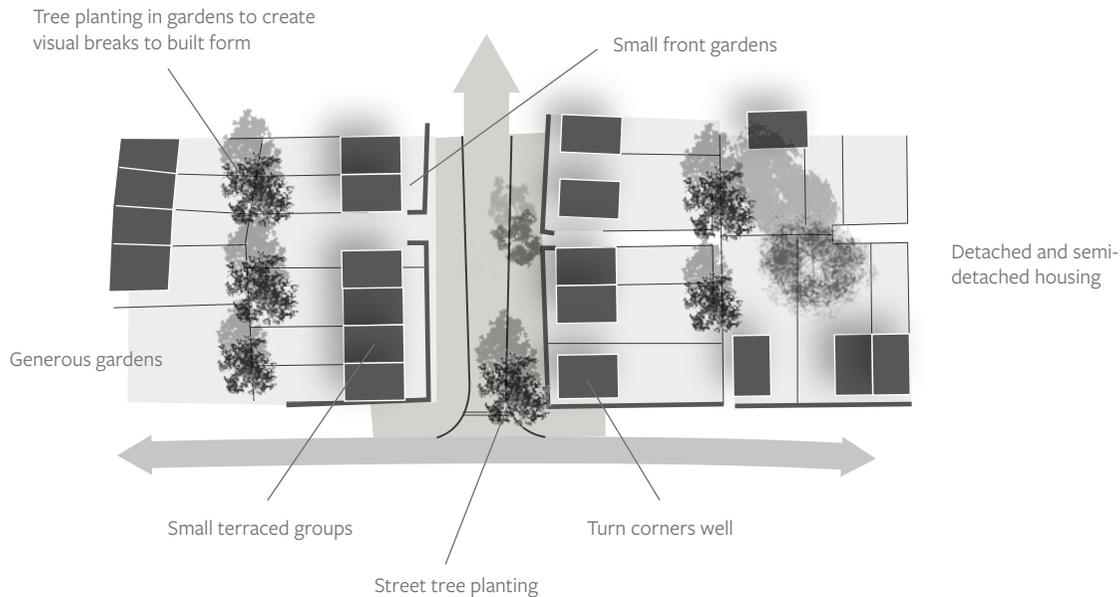
The illustrative plan for the employment area shows how buildings, spaces, streets and landscape areas could be arranged to ensure that an attractive environment is established. The notional illustrative section shows a possible relationship between street widths, building heights and the position of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



Two storey housing onto a green space



Above: Precedent photographs capturing the character that might be possible in the north east area



Illustrative plan and section

The illustrative plan for the northeast area indicates detached, semi detached, and small 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. 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 northeast area.

D: North east area

The northeast 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 20 and 35dph creating a formal garden city character.

Amount and land use

Predominantly housing with some community open space including allotments, orchards, 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. Some split level units likely due to challenging topography.

Streets, public open space and landscape

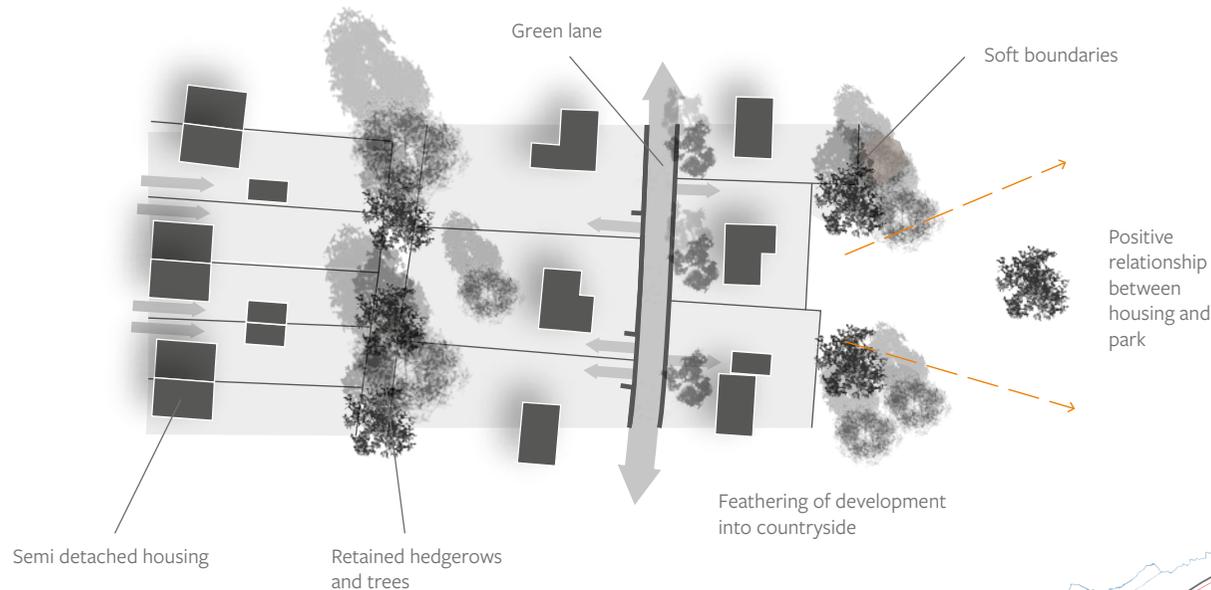
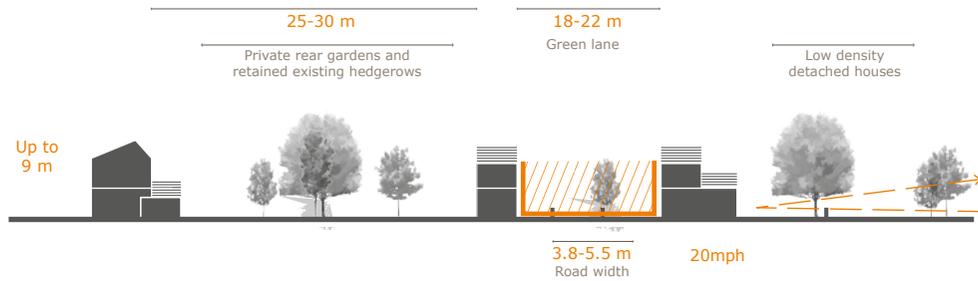
Streets with narrow carriageways – 20mph.
On street, on plot and limited courtyard car parking.
Some incidental green space.
Attenuation ponds.
Some tree lined streets.





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

E: The park edge and south east area



Illustrative plan and section

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

This area comprises the Park Edge, which is characterised by the lowest density housing on the site (about 20dph) and the South Eastern Area comprising a number of different densities. The average density of housing in this area is about 34dph 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 of a two-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 20dph. Informal organic 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 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 – 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.





Above: Photographs of existing Blundell's Road and photos from elsewhere showing shared surface and traffic calming opportunities

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. 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. It is proposed that 20mph shared surface zones are introduced at Blundell's School and at the 'village green' at the centre of the neighbourhood – these will provide incident along an otherwise straight road corridor and will add to the sequence of characters that are distinctive of the route.

This sequence of character sub areas will include; Post Hill, the proposed neighbourhood centre, a boulevard of mature trees, 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 will include a cycle route, improved pedestrian crossings and upgrading of the roundabout at the western end of the road.

Enhancement and traffic calming along the length of Blundell's Road 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.

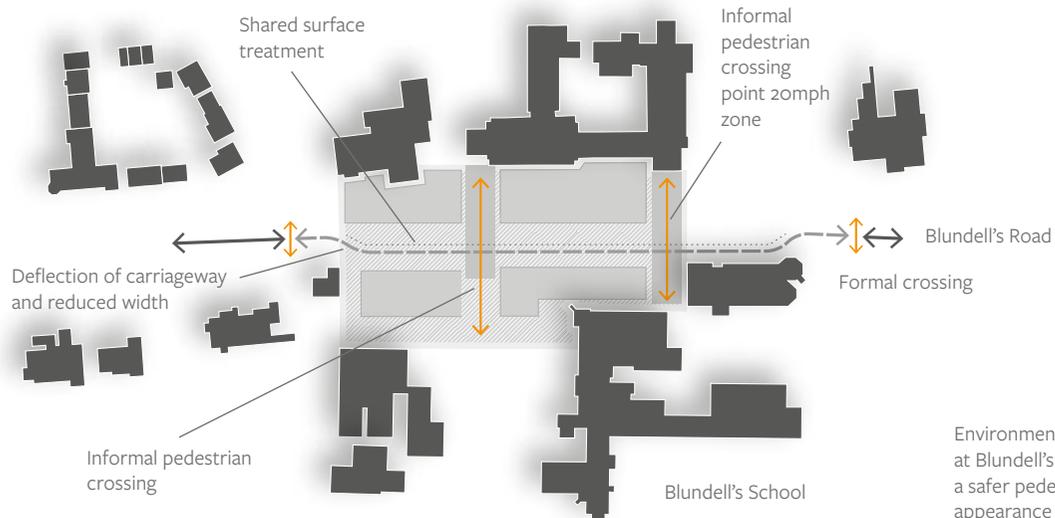




78 Photograph of the existing Blundell's School



79 Shared space



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.



80 Creating a sense of place



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. In spite of this, 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, it is proposed that measures would be taken to deflect the alignment of the road, reduce its width, introduce a new surface finish and new crossing points. It is intended that the resulting design when implemented will substantially reduce traffic speeds by establishing a 20mph zone, create a safer pedestrian environment, help to improve accessibility between the north and south sides of the school, and create 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, community facilities, some small shops, cafés, small offices and associated infrastructure. In order to break down barriers to pedestrians between the north and south of Blundell's Road a 20mph zone is proposed and this will form an integral part of the new green. It is intended that the green space would establish itself as the heart of the community and the plan provides an impression of how the space might be arranged.





Above: Photographs capturing the character of the parkland landscape



G: The parkland

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

The parkland would 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; formal and informal play areas – including a NEAP, LEAPS and LAPS; new sports pitches; enhanced biodiversity; improved access to the canal and cycle path; and an enhanced 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 1500 dwellings and up to 35,000 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 expected to start charging CIL from the beginning of 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 master plan 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 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. 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.

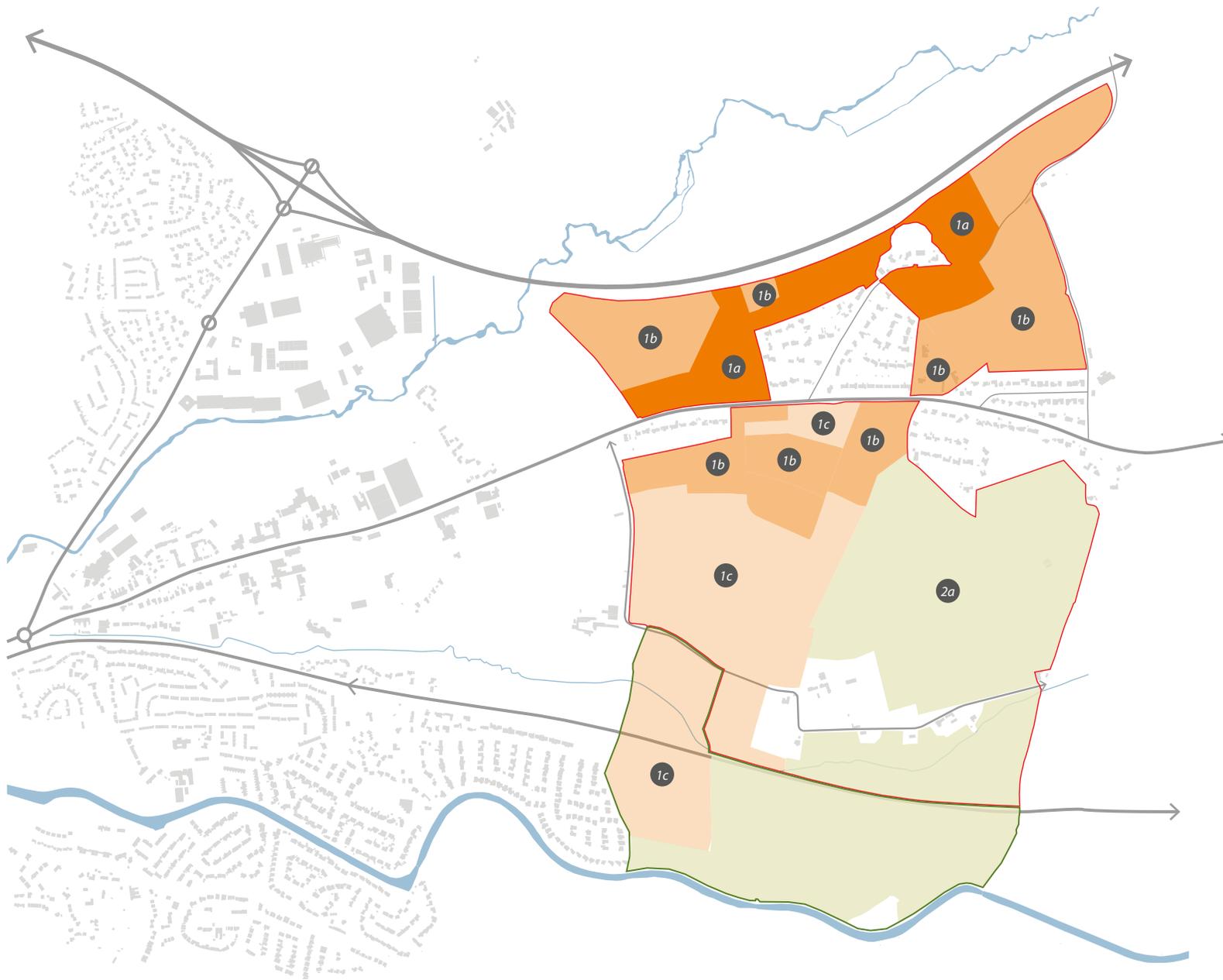
Affordable housing provision will need to have regard to needs assessment within the Tiverton area. The Council has already identified that at least 5 pitches for gypsies and travellers will be needed as part of the affordable housing provision via policy AL/TIV/1 of the AIDPD.

Based on an average household size of 2.3 persons in Mid Devon it is anticipated that up to 1500 dwellings could result in a population up to approximately 3,450.

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 |



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

Above: Phasing areas

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 6.2ha of serviced employment land (to provide approximately 31,000sqm floorspace) within the part of the site to the north east of Blundell's Road early in the development. A further 4,000sqm 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 southeast of the allocated site with access through earlier phases to the northwest.

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.

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.

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 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 point. 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 |

| 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 – Contributions will be sought from all phases in accordance with DCC 'Education s106 infrastructure approach' |
| Enhancements to/extension of existing secondary school | Phased delivery according to need as development comes forward. | Developer/DCC – Contributions will be sought in accordance with DCC 'Education s106 infrastructure approach' |
| Education provision - Provision of serviced site for primary school | Phase 1b - prior to the first occupation of development south of Blundell's Road | |
| 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 |
| Provision of green infrastructure to the west of Pool Anthony Bridge with necessary management / funding arrangements | Phase 1c – prior to the occupation of 600 dwellings | Developer |
| Provision of green infrastructure between Pool Anthony Bridge and Manley Railway Bridge with necessary management / funding arrangements | Phase 2a – prior to the occupation of 1000 dwellings | Developer |
| At least 2ha of children's play areas; 8ha of sports pitches; and 2ha of allotments | Phased delivery as development comes forward | Developer |
| Sustainable Urban Drainage Systems (SUDS) | Phased delivery as development comes forward | Developer |

6.5 Development phasing and infrastructure

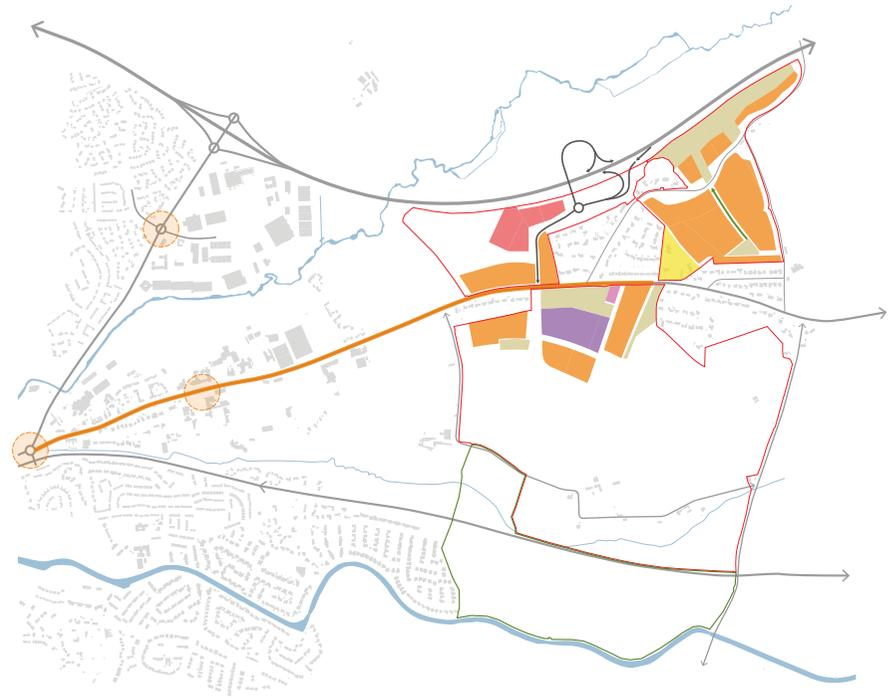
Area A Phase 1a



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)

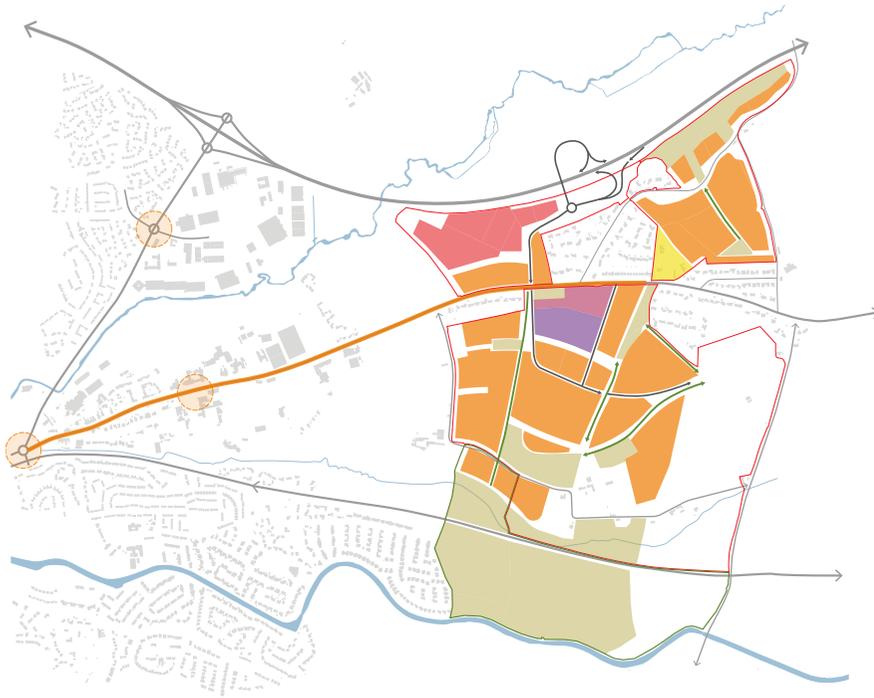
■ Education

■ Residential

■ Open space



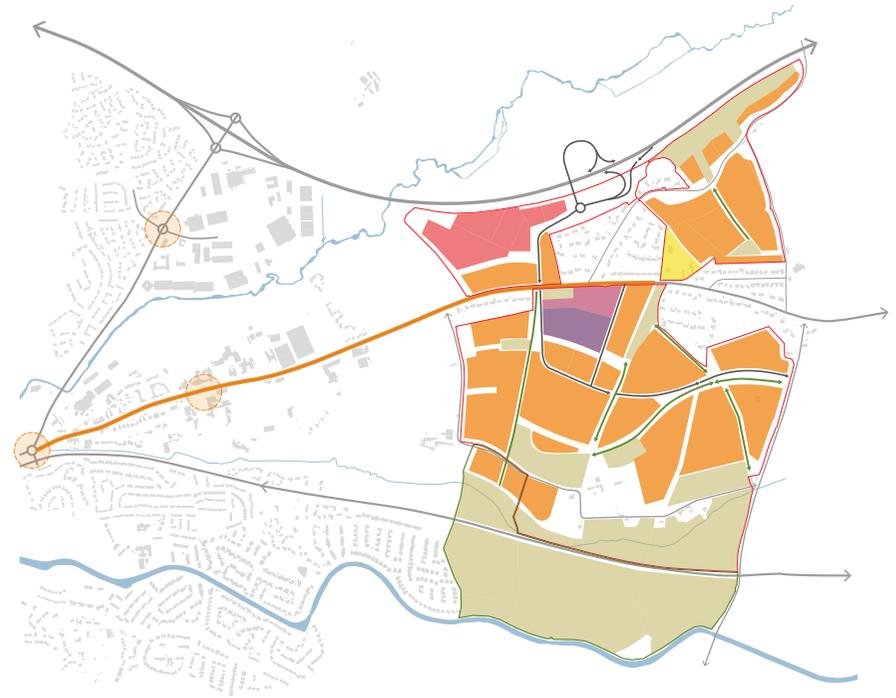
Area A Phase 1c



Area A Phase 1c

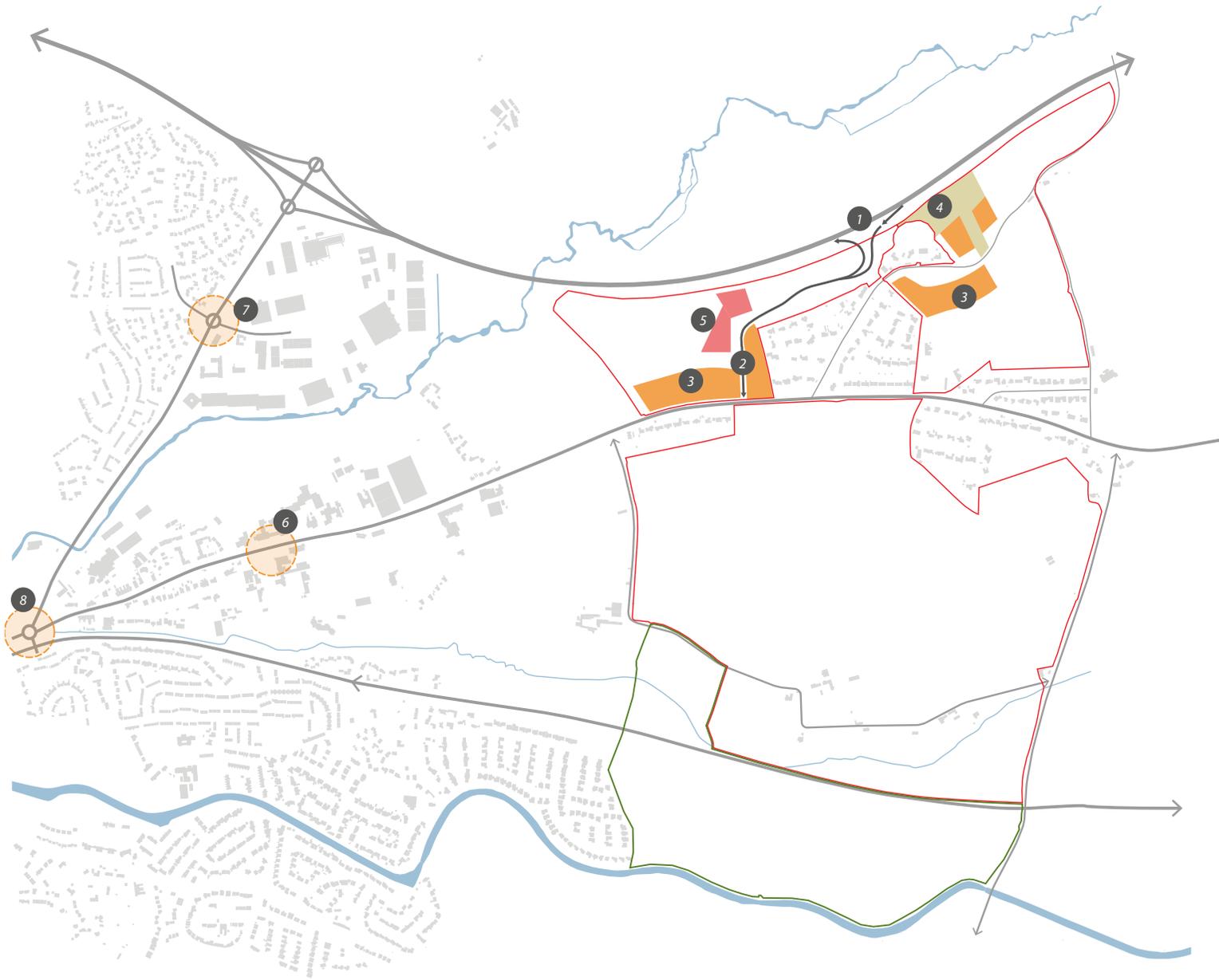
Completion of Area A development. Development mainly focused on area south of Blundell's Road and employment land to the north west.

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

Above: Area A Phase 1a illustrative phasing plan





Area A Phase 1b

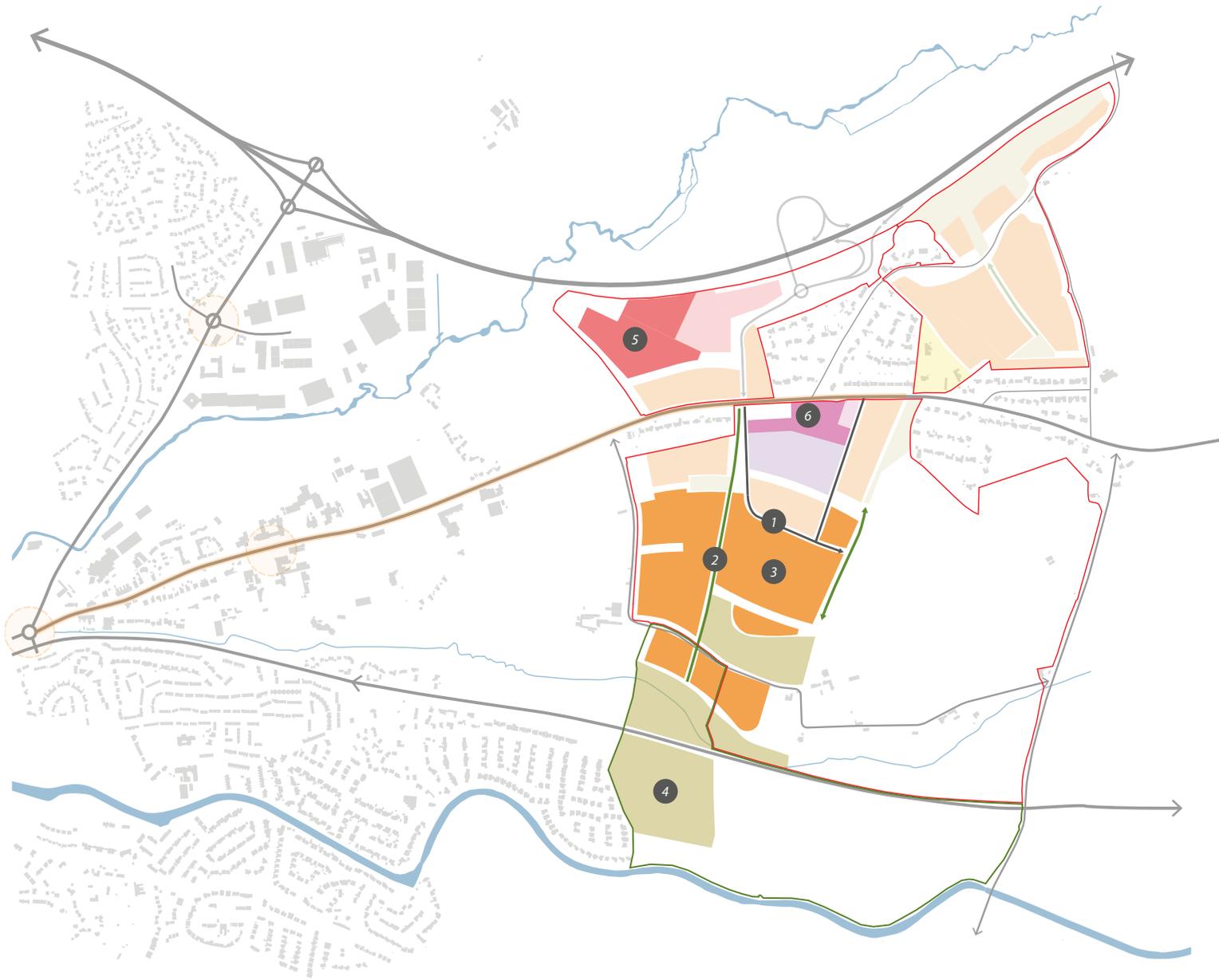
Second phase of the development - full junction to A361 completed, local centre commenced, further housing development north and south of Blundell's Road. Transfer of land for primary school and access prior to first occupation of land south of Blundell's Road, servicing of this site prior to the first 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 (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 31,000sqm 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 potential link

NB. Amounts of development are cumulative



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

Legend

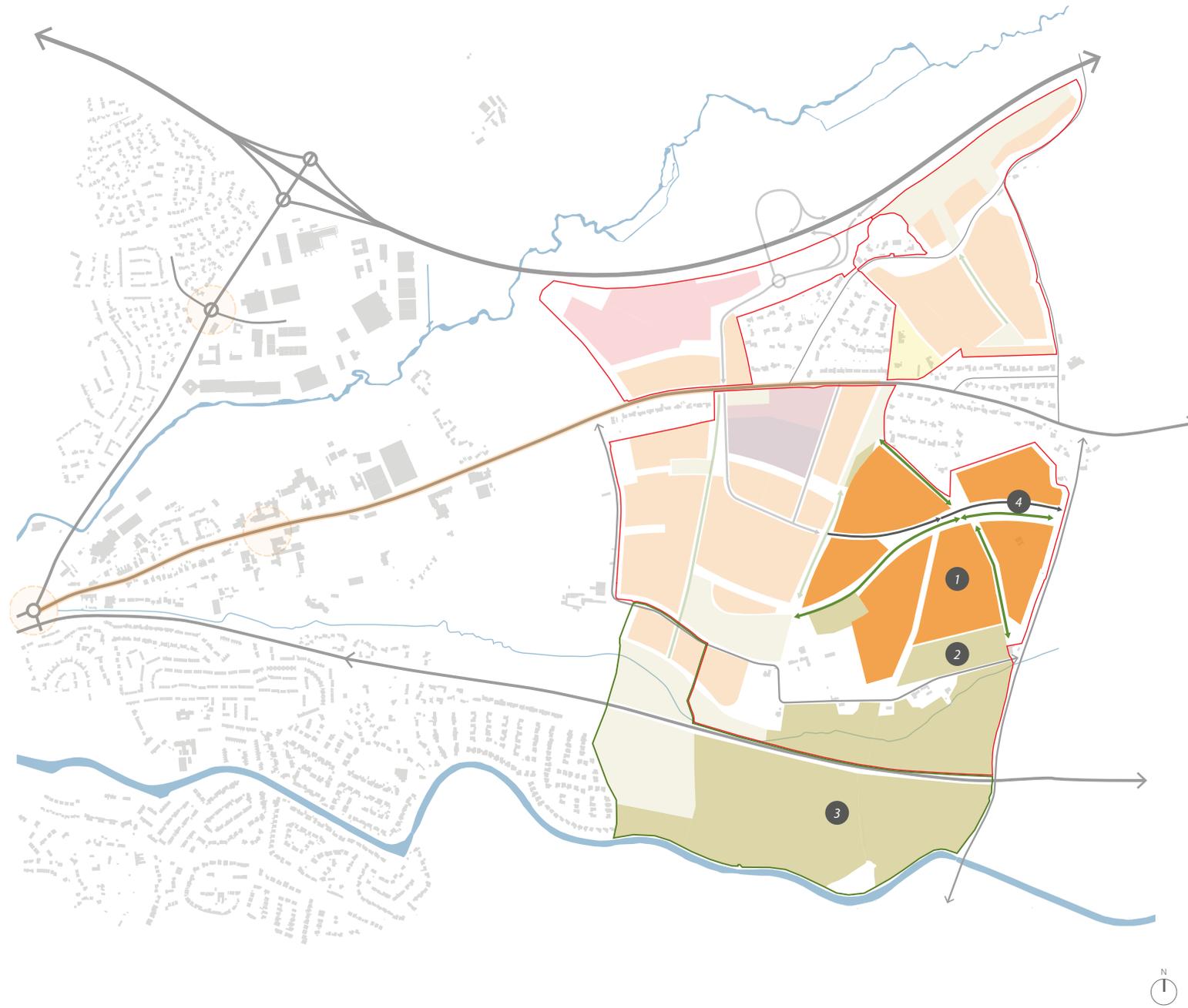
- Neighbourhood centre
- Neighbourhood centre (previous phases)
- Employment (previous phases)
- Employment (previous phases)
- Residential (Previous phases)
- Open space (Previous phases)

- 1 Internal loop road
- 2 North - south green link
- 3 Up to 1000 dwellings
- 4 Public open space and green (14.27ha) infrastructure including sports pitches (8.38ha)
- 5 Up to 33,500sqm of employment
- 6 Completion of mixed use neighbourhood centre

NB. Amounts of development are cumulative

Above: Area A Phase 1c illustrative phasing plan





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 (Previous phases)
- Open space (Previous phases)

- 1 Up to 1520 dwellings and 35,000sqm employment
- 2 Sports pitch provision (circa 26.84ha)
- 3 POS and green infrastructure (circa 26.82ha)
- 4 Continuation of loop road to Manley Lane

NB. Amounts of development are cumulative

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 in this SPD have therefore been subject to viability testing that will continue to be reviewed throughout the consultation process of this SPD and beyond, to ensure that the development envisaged is deliverable as far as is possible given the Council's aspirations for delivery of affordable homes and a highly sustainable development.

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 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 an outline application 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-site Transport Assessment
- Whole-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-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

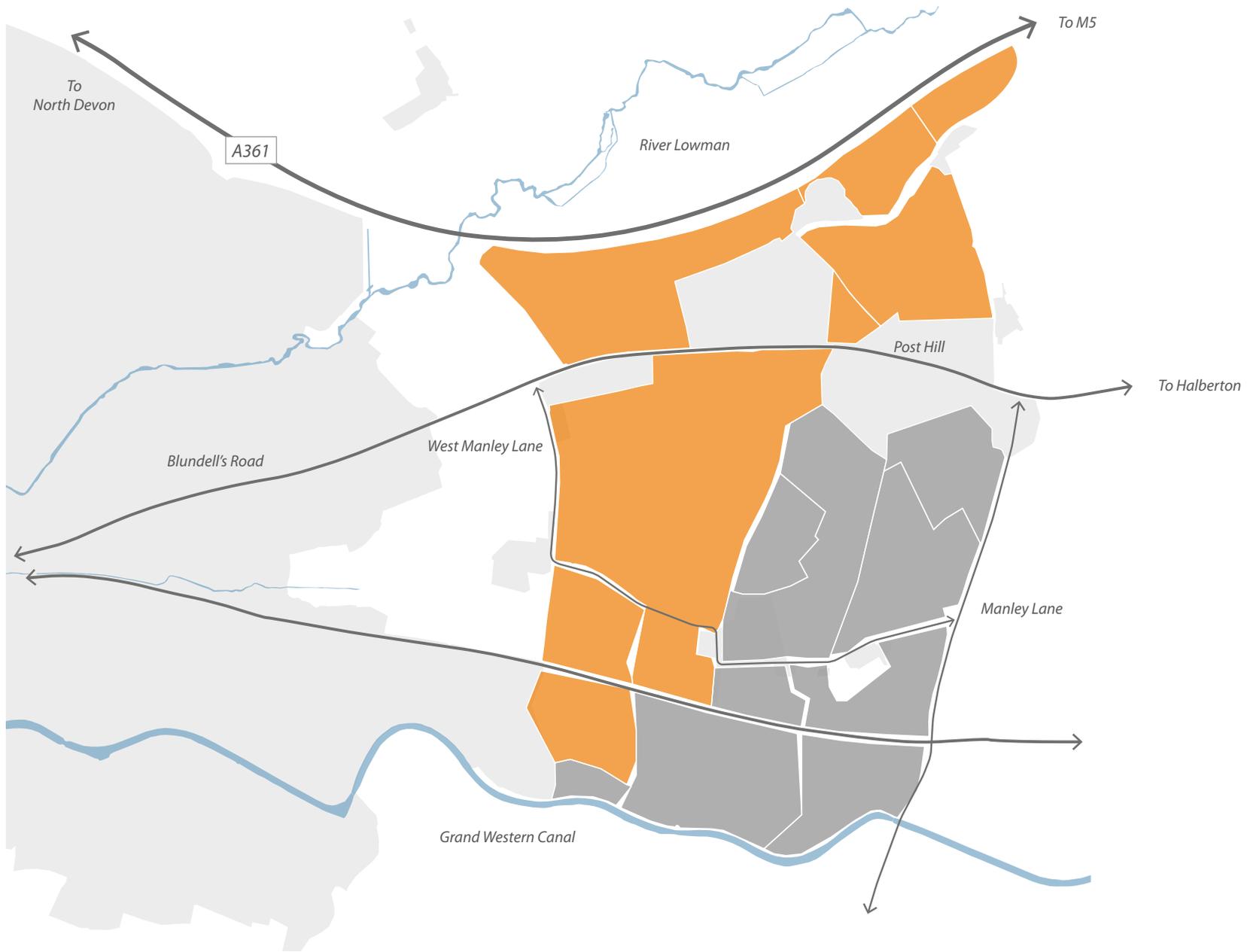
- Highway design report and any other reports & modelling as required in consultation with Devon County Council Highways Department.

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

Analysis

7.0 Factors shaping development



Above: Masterplan areas

■ Area A Principal land holdings and NHS

■ Area B In multiple ownership



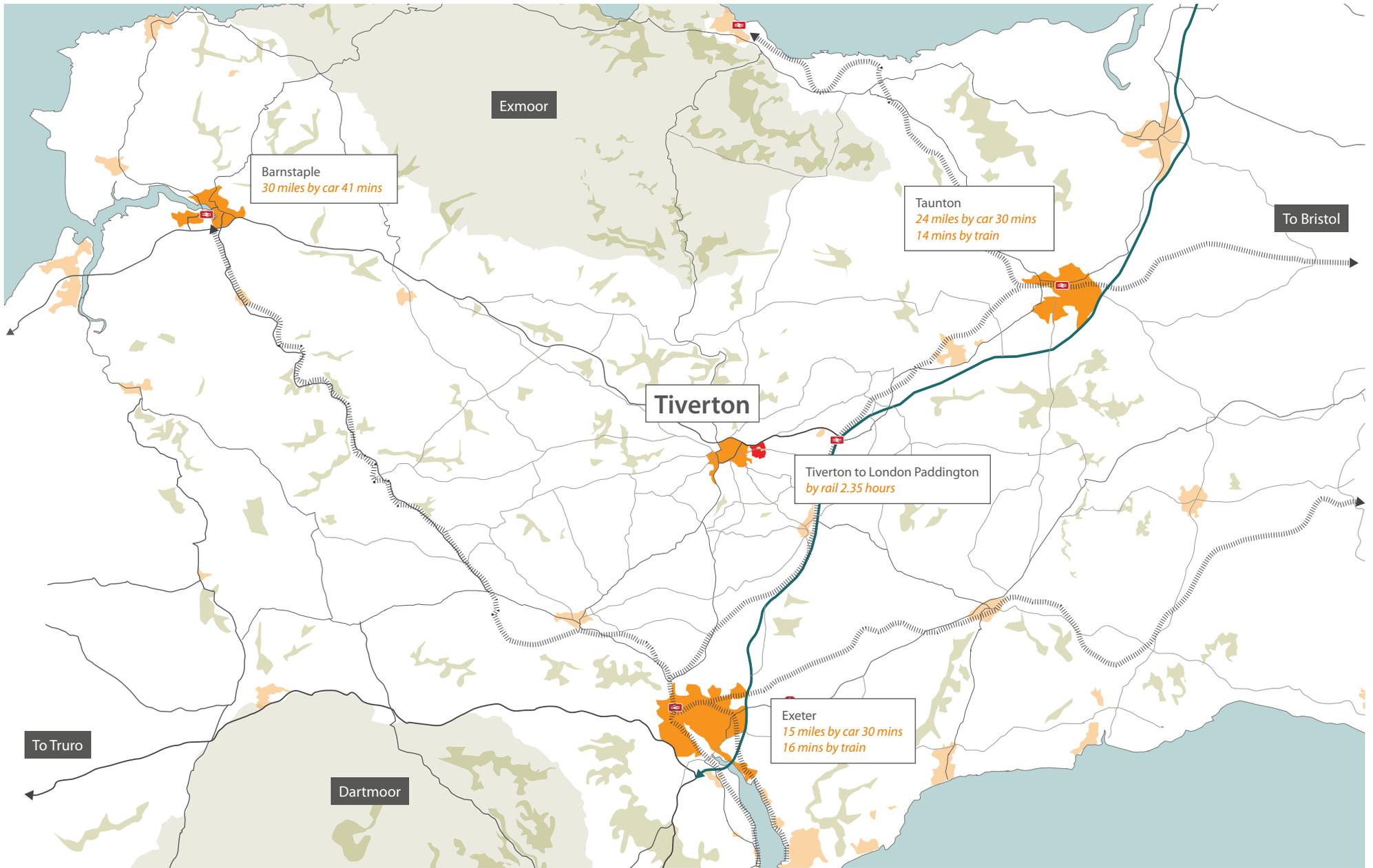
7.1 Scope and extent

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 section 3 of this document more comprehensively, refer to the full documents that have been prepared in relation to each topic area.

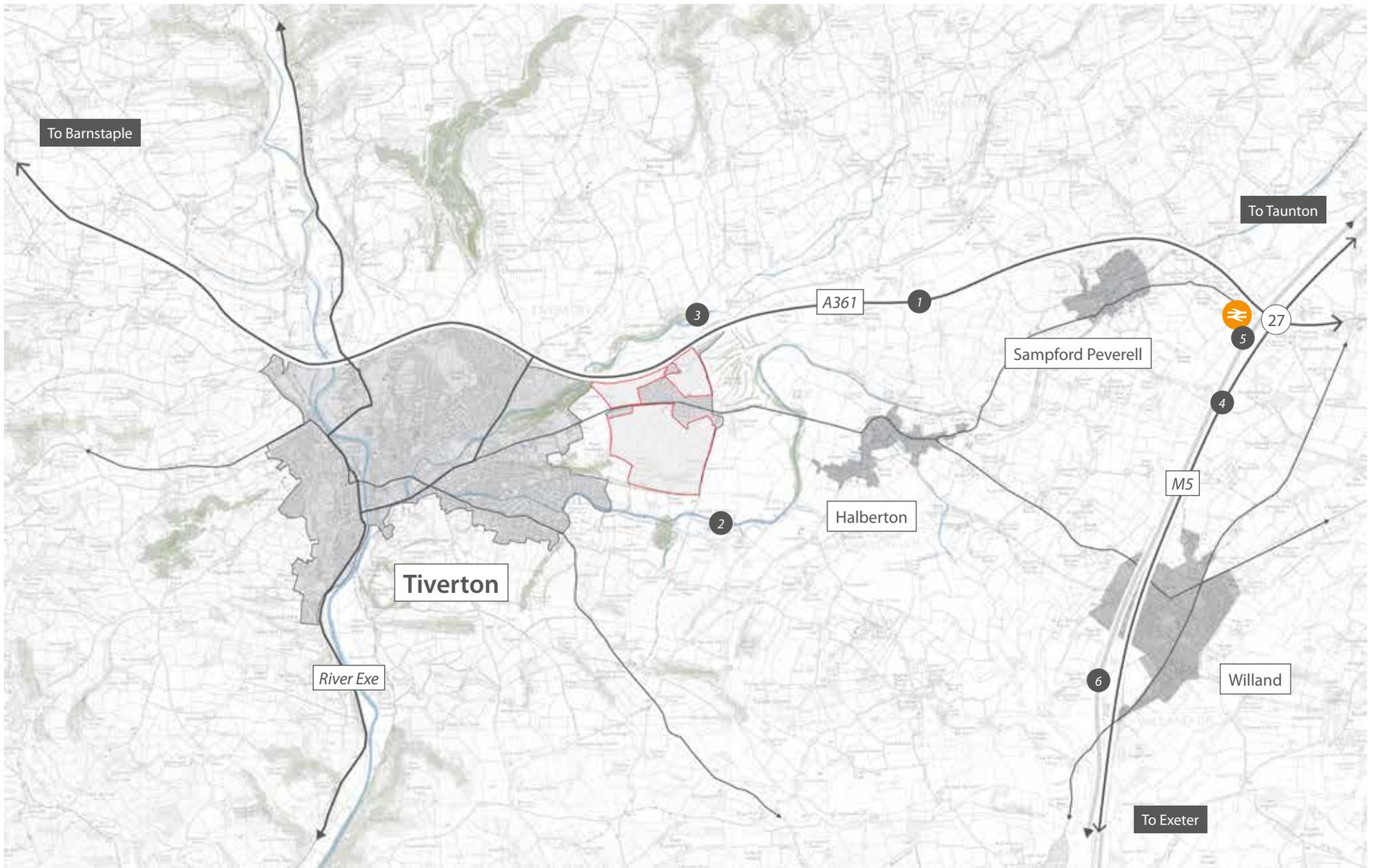


7.2 Geography

‘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.



7.3 Site within it's context

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

'An accessible and sustainable location in Mid Devon'

Survey / analysis:

Mapping undertaken May 2012
Main routes and connections mapped.

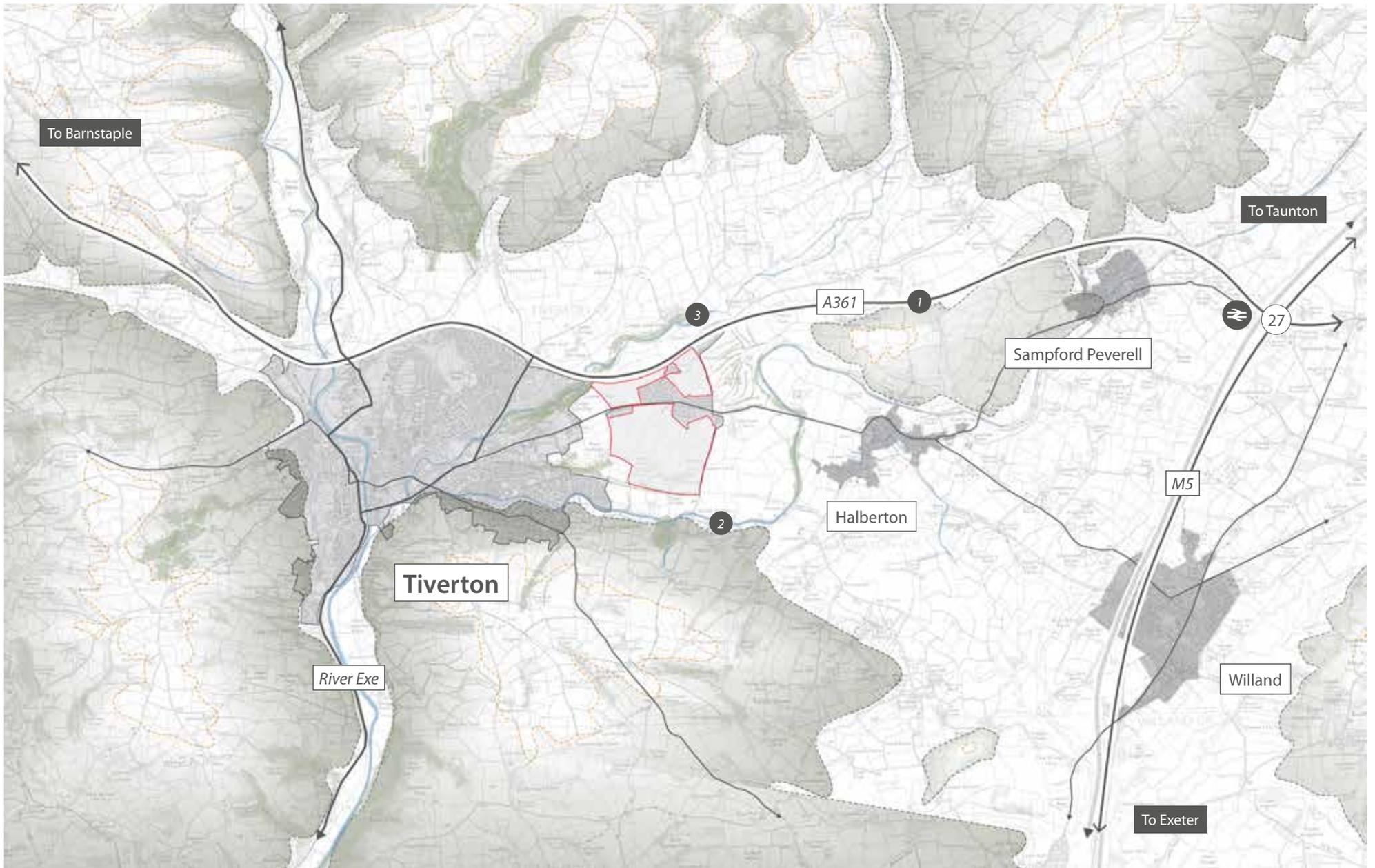
Situation / summary:

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.



7.4 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:

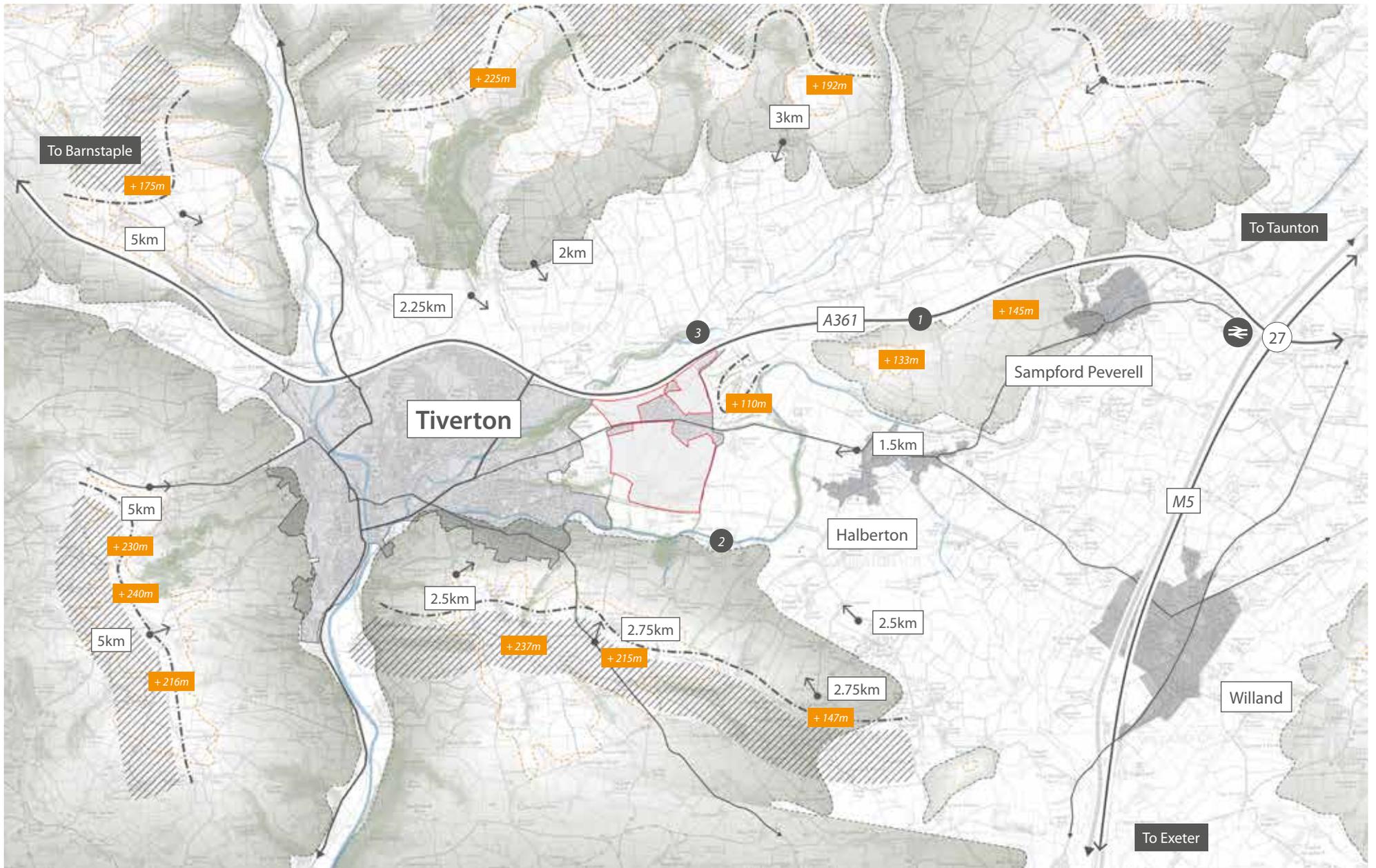
The site sits either side of a intermediate ridge within a wide valley floor plateaux running from the east of Tiverton in the west beyond the M5 to the east. The land slopes steeply down from this ridge to both the north and south with more level ground to the west and centre of the site.

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

7.5 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.

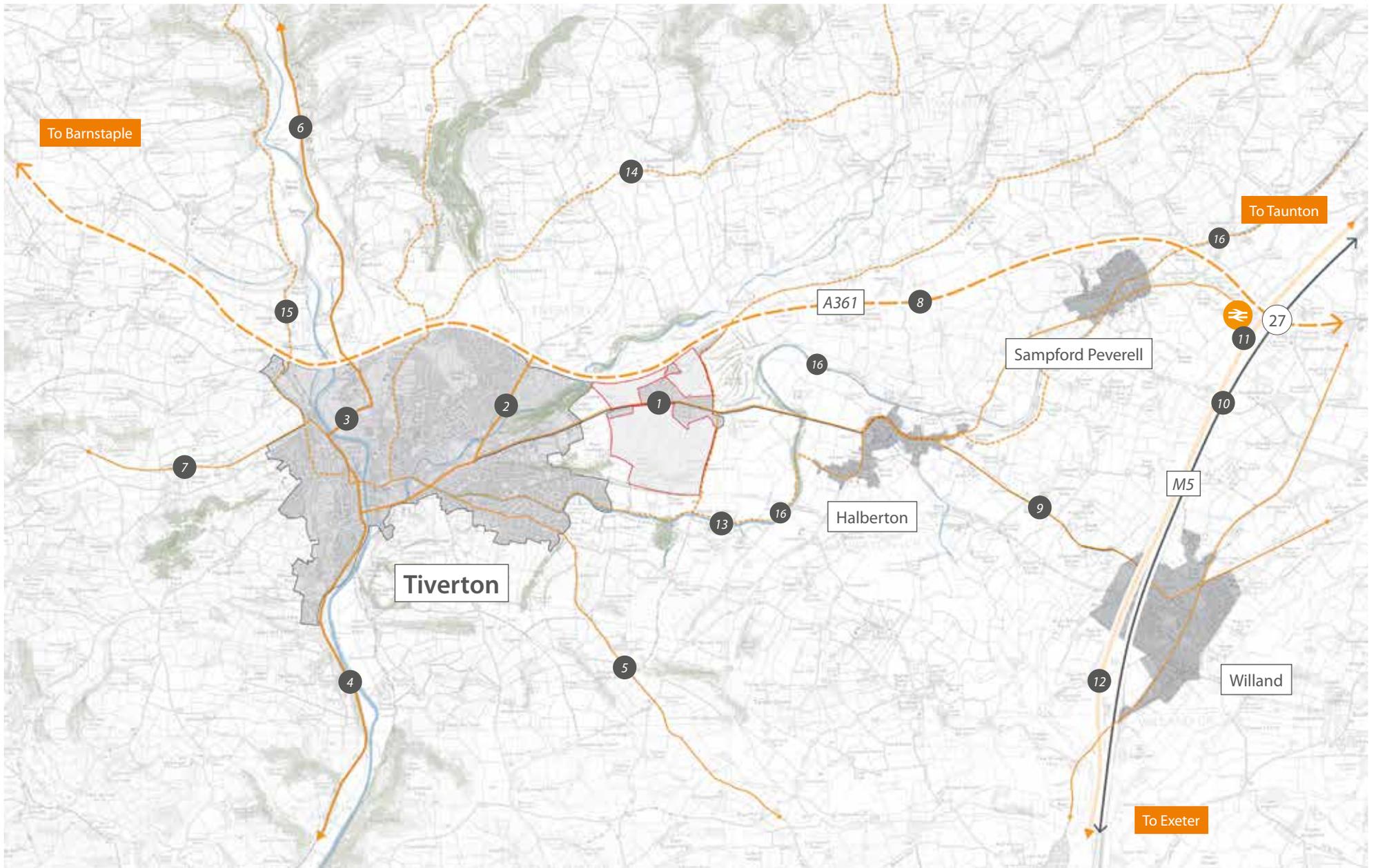
The succinct summary of the LCT 3E: Lowland plains, is relevant to this SPD as it describes, in overview, character generator elements that include:

- 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.



7.6 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 Bolham Road (A3196)
- 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:

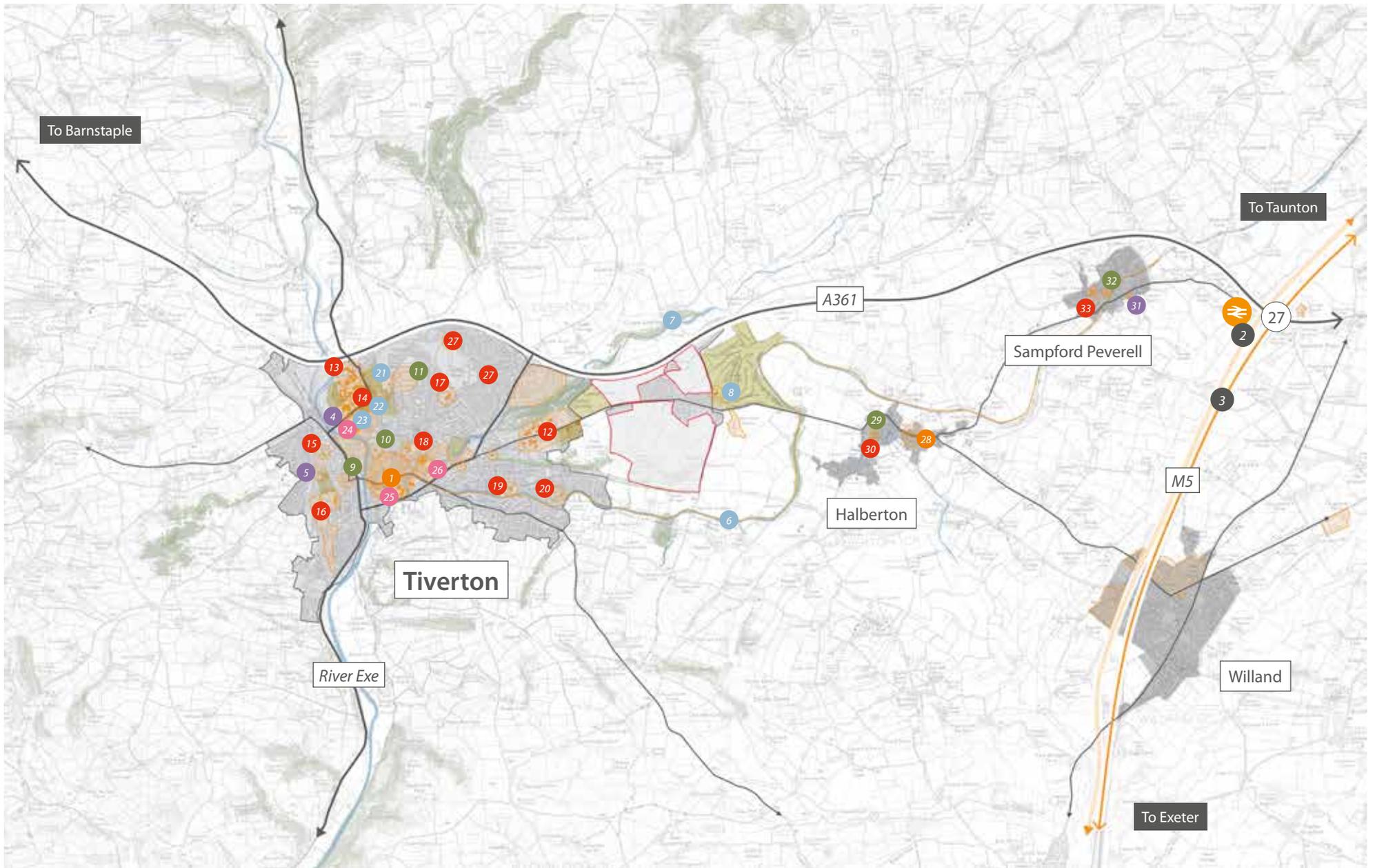
The site is well positioned with access to all modes of transport both locally and regionally. Very good road links and bus routes exist to all local facilities and amenities.

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.



7.7 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.

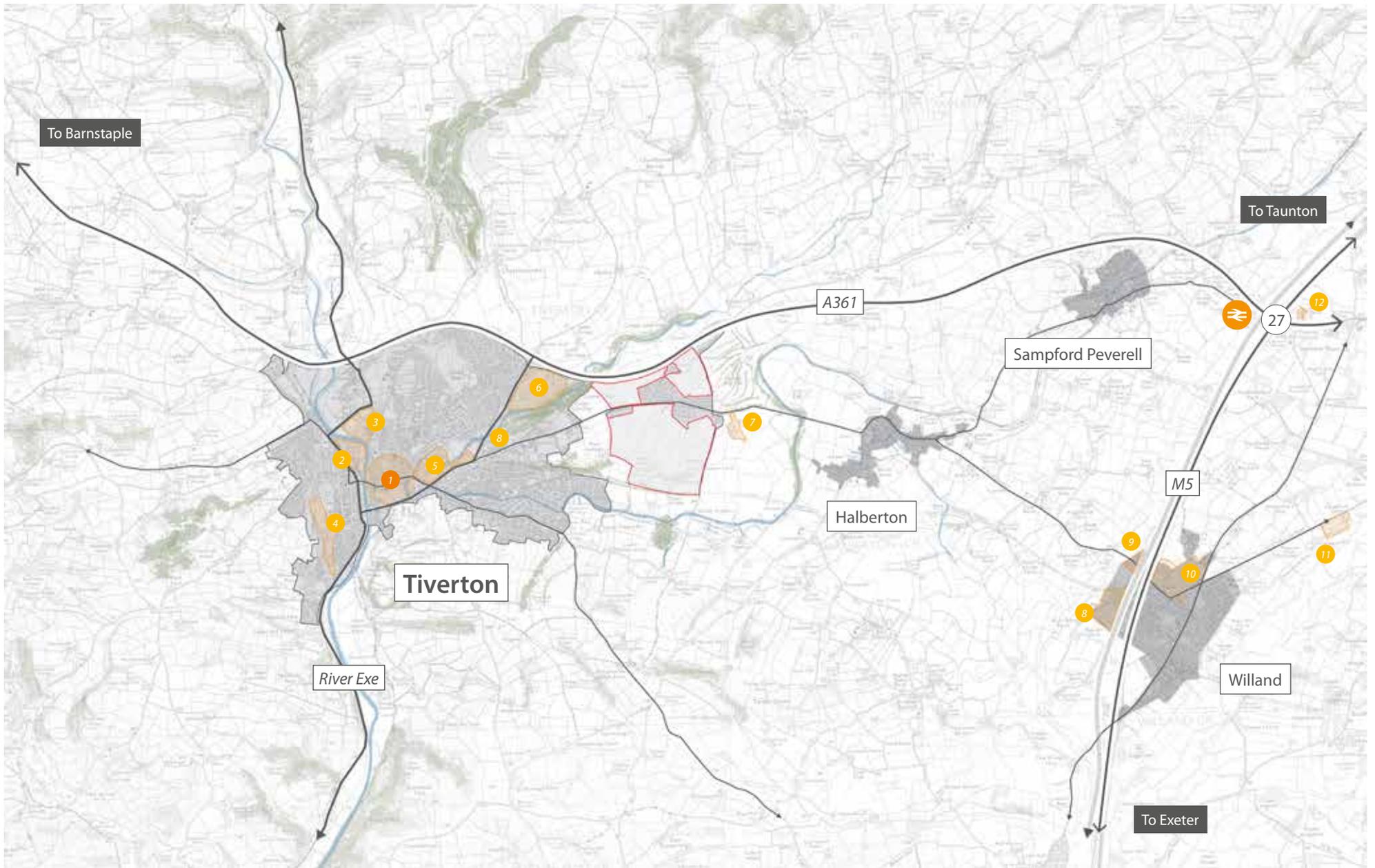
Situation / summary:

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.



7.7 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:

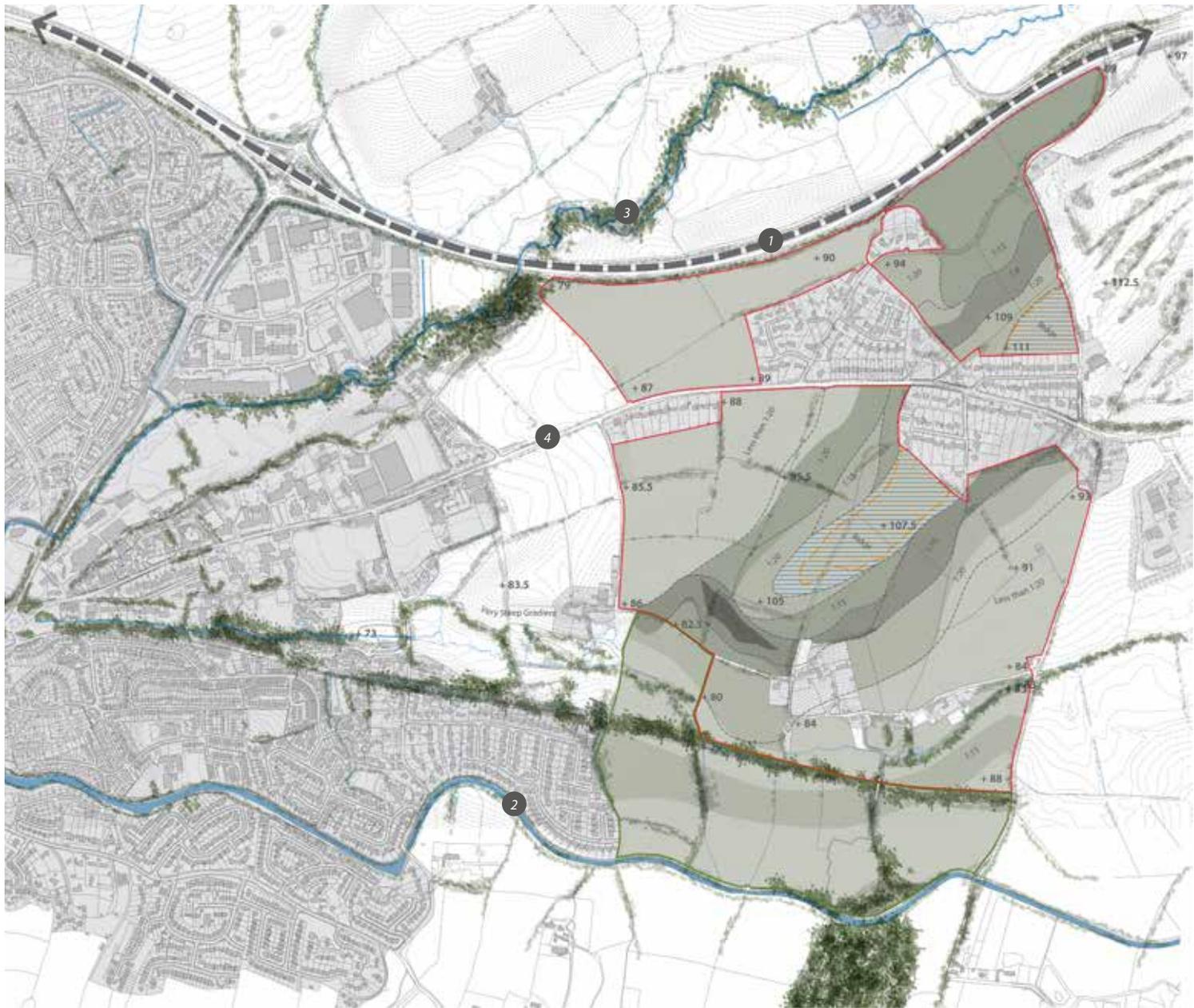
Mapping October / November 2012
MDDC Employment Land Review

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



7.8 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:

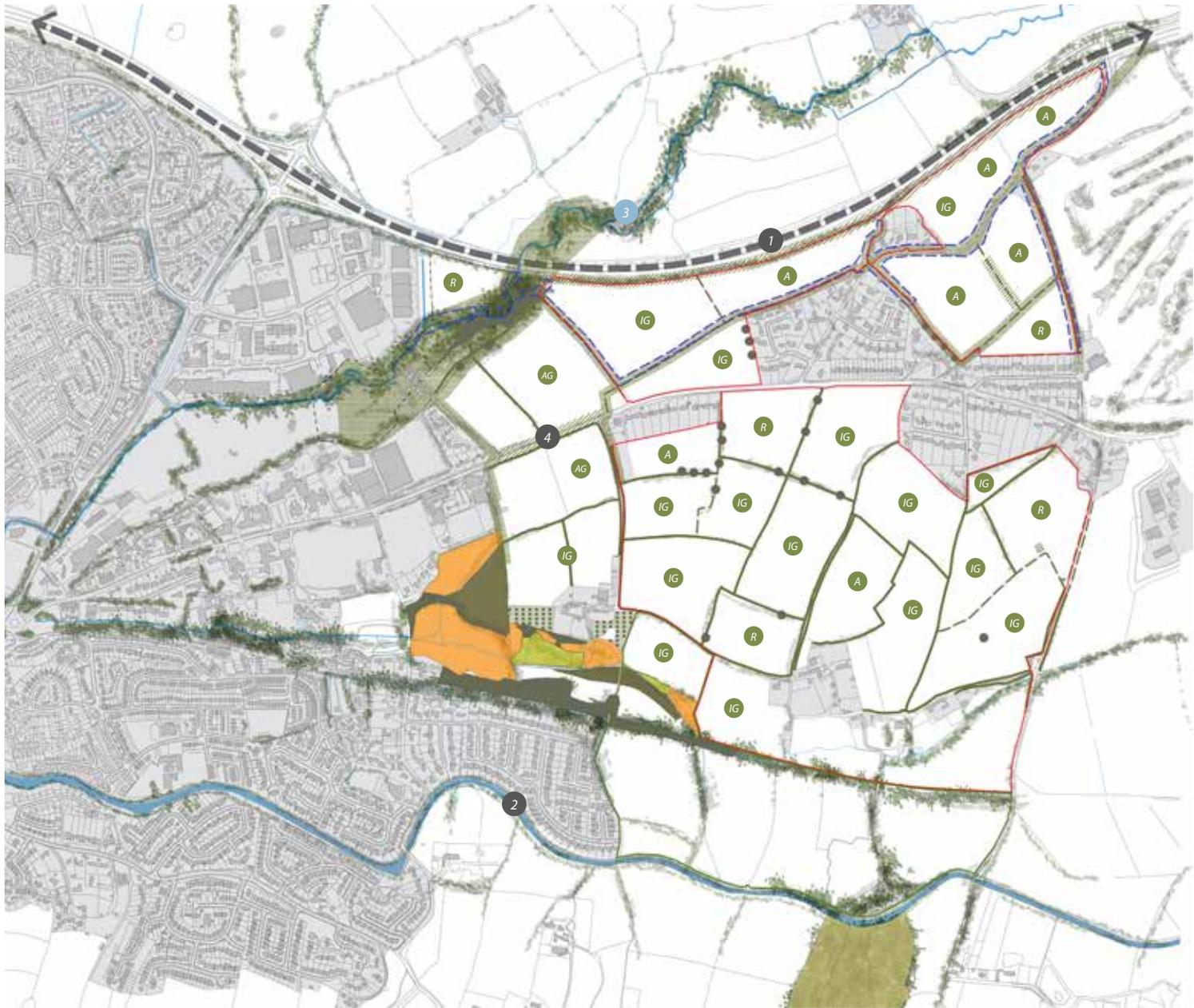
The site naturally falls into 3 parcels; north west of Blundell’s Road, north east of Blundell’s Road and South of Blundell’s Road. The southern area represents the most challenging area of the site with areas with gradients of 1:5 and an undulating and complex character. The north eastern area falls 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



7.9 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)



7.10 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.

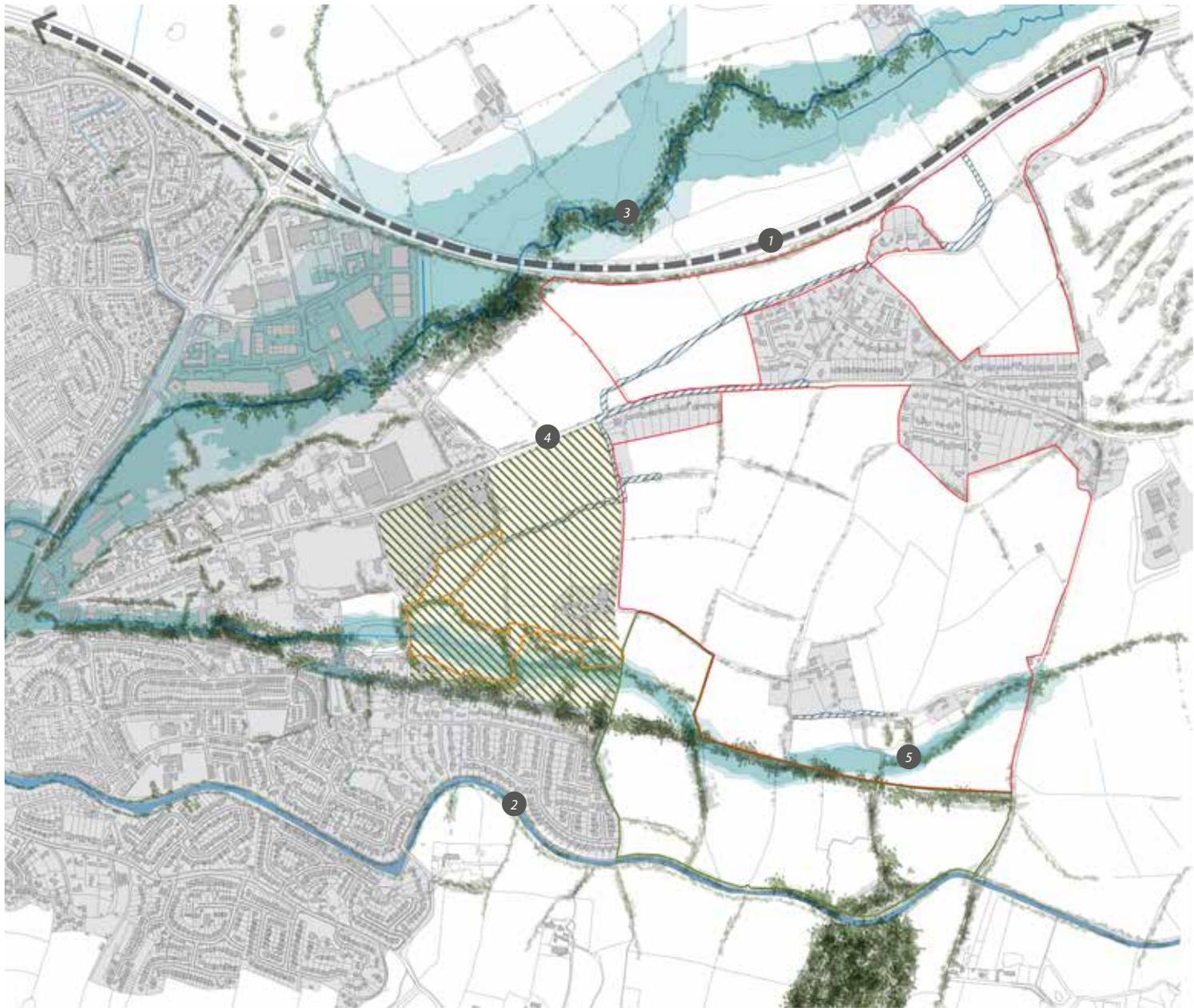
Prehistoric lithics, ranging from Palaeolithic handaxes through to late Bronze Age flint and chert artefacts, have been recovered as surface finds within the proposed development site. Although the find spots themselves are not considered to be heritage assets, they are indicative of prehistoric activity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



7.11 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.

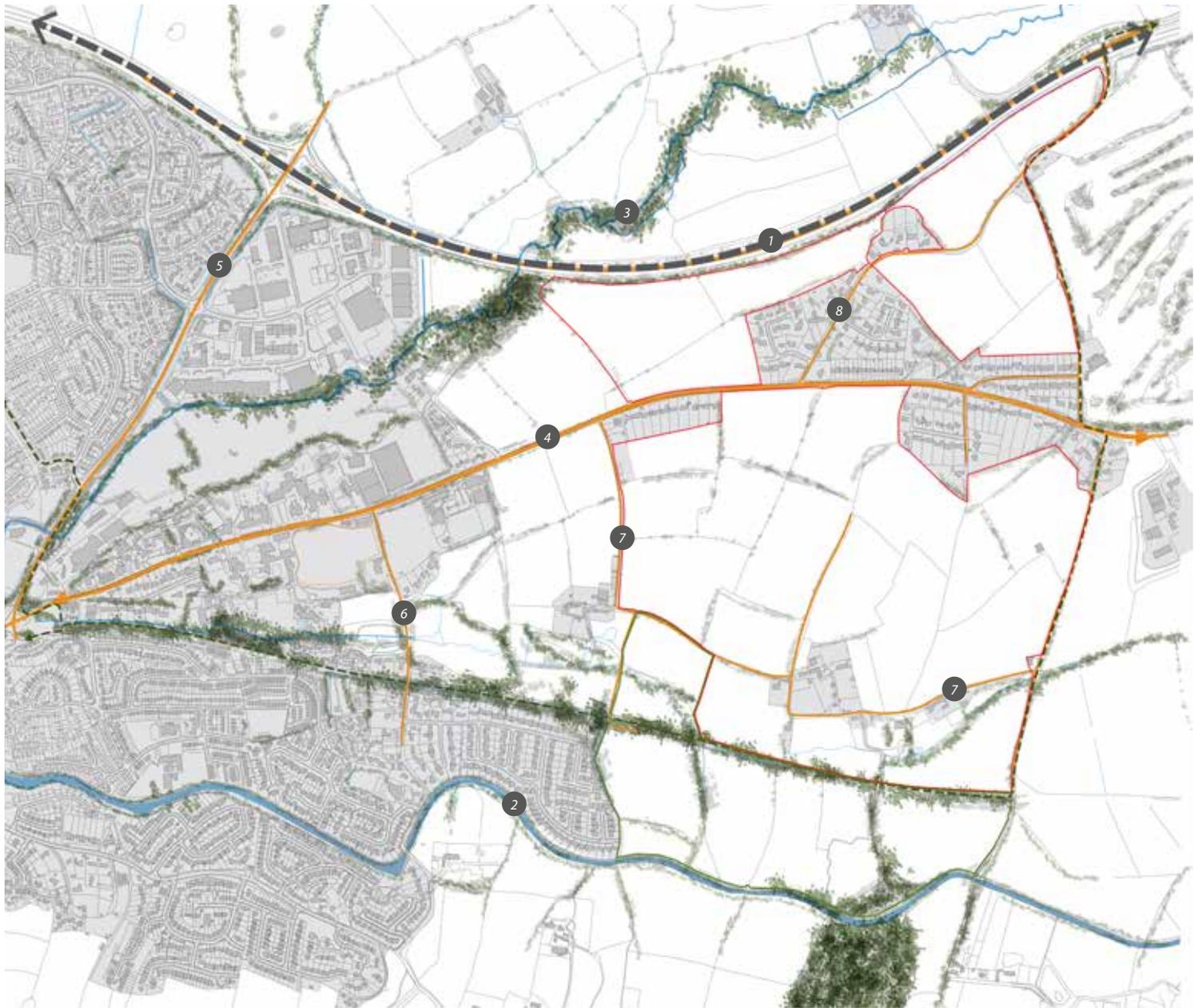
The flood risk area associated with the Lowman River is almost entirely outside of the site. The Alsa Brook flood plain although limited was identified in the south eastern area of the site. Surface water flooding has been recorded in the northern area of the site, along Blundell’s Road and Lowman Road.

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.



- 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



7.12 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.

7.13 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 Guidance sections 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 Guidance sections 120 and 121).

7.14 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.



Terracing



Landmark buildings



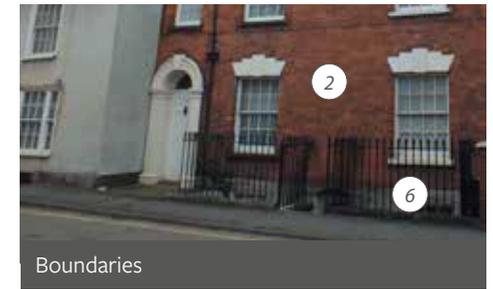
Building materials



Building materials



Boundaries



Boundaries

Building Design

Materials and Boundaries

1. Slate roofs
2. Brick & render
3. Terraced stone
4. Local stone
5. Brick walls
6. Low wall and railings

1. The Parish Church of Saint Peter
2. Tiverton Baptist Church
3. St Peter Street Dentist
4. Tiverton Dental Care
5. Tiverton Pannier Market
6. Methodist Church
7. New Apostolic Church
8. The Seven Stars Inn
9. Tiverton Town Hall
10. St Georges Parish Church
11. Boots Chemists
12. Natwest Banks
13. Gotham House
14. Marks & Spencer
15. Tiverton Museum of Mid Devon Life



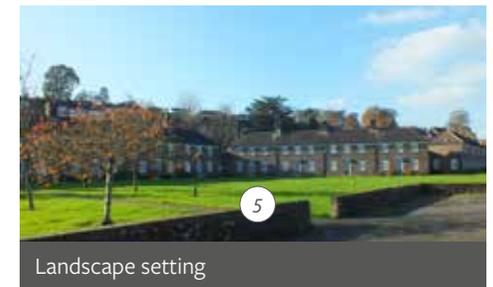
Interface with canal



Interface with the street



Public realm design



Landscape setting

7.15 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.





Semi detached housing in the landscape

Building Design

Materials and Boundaries

1. Tile roofs
2. A variety of materials
3. Semi-detached and detached
4. On plot parking
5. Hedge and shrub boundaries
6. Large front lawns

Public Realm

Interface with street and public realm design

7. Less ordered interface with street
8. Large set back - planted
9. Standardised highway design



Building materials



Building materials



Boundaries



Boundaries



Incidental spaces



Interface with the street



Semi-detached



Semi-detached

7.15 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 EUE 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.





Cottages



Shorter terraces



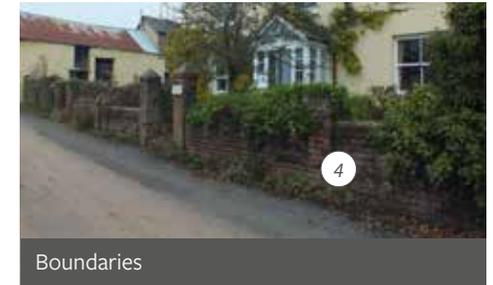
Building materials



Building materials



Boundaries



Boundaries

Building Design

Materials and Boundaries

1. Local stone
2. Slate & thatch roofs
3. Render
4. Natural stone walls
5. Hedges & vegetation
6. Fence & railings

Public Realm

Interface with street and public realm design

7. Informal low density edge
8. Mixture of front & sides onto the street
9. No footway or kerbs with grass edges
10. Mixture of front & backs to canal



Interface with the street



Interface with the street



Design



Landscape setting

Above: Photographs of the existing villages

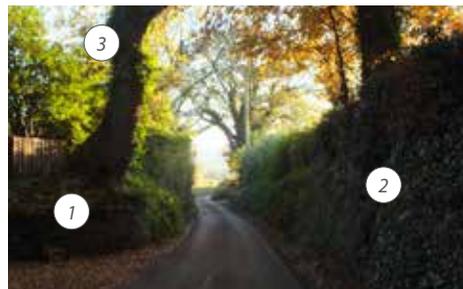
7.15 Character and building traditions

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: Photographs of the existing landscape settings

7.15 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*

1. Local stone walls
2. High hedgerows
3. Mature trees in hedgerows
4. Mix of Alder, Ash, Oak and Hawthorn
5. Stone landscape features
6. Arable farm land

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 & enhancement</p> | <p>Approx 1500 dwellings</p> <p>Reference to affordable housing and at least 5 gypsy and traveller pitches.</p> <p>Approx 35,000 sq m employment</p> <p>3.2 Guiding principles: movement / transport and 4.3 Movement.</p> <p>3.3 Guiding principles: Landscape, open space & recreation; 3.2 Development concept, 4.1 Masterplan and 4.4 Landscape & 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&T pitches has been identified.</p> <p>Quantity of employment responds to the finding of the MDDC Employment Land Review 2013 http://www.middevon.gov.uk/CHttpHandler.ashx?id=19164&p=0 , site constraints & evidence from local market & 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.</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. |
|--|--------|----------------|----------------------------------|
|--|--------|----------------|----------------------------------|

| | | | |
|--|---|---|--|
| | <p>Community facilities</p> <p>Carbon reduction & air quality improvements</p> <p>Phasing strategy: development & infrastructure in step, retaining viability</p> <p>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)</p> <p>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 & small scale employment. Guiding principles are set out for this area, which is also identified as a specific character area.</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> |
|--|---|---|--|

| | 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 & other transport measures to minimise carbon footprint & 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. The proposed location and design works technically and has been amended in size 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 & 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.</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>Investigation whether levels of development proposed still warrant these improvements. 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>AL/TIV/3: 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 & recreation; 3.2 Development concept, 4.1 Masterplan and 4.4 Landscape & 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 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. 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.</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.</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>AL/TIV/4: 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.</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 of no more than 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> | Infrastructure planning and delivery chapter. | <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 – 35,000 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>Based on housing numbers this will be required in phase1. However the sequence of build would not deliver this until phase 1c / 2a. The Council could consider alternative temporary provision until this time.</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.</p> <p>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. The Council could consider alternative temporary provision until this time.</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 ₂ (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 http://www.middevon.gov.uk/CHttpHandler.ashx?id=19753&p=0 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. |

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| 6 | <p>DM/15: 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>DM/16: 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>DM/28: 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>DM/29: 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>DM/31: 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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