

Local Plan Review

Options Consultation

January 2014

£12



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Introduction

1.1 Mid Devon's Development Plan includes the local policies that determine how much development should take place, what type and in which locations. The current Core Strategy (adopted in 2007) contains targets for the level of development such as house-building and employment growth up to 2026, based on technical assessments of need and demand. The Allocations and Infrastructure Development Plan Document (AIDPD, adopted 2010) allocates land for development to meet those targets. The Council has also recently adopted Local Plan Part 3: Development Management Policies (2013) which sets out more detailed policies to manage individual development proposals. Because the first part of the current plan was adopted over six years ago it now needs to be brought up to date. The Council is therefore reviewing the targets, allocations and policies contained in the current plan to reflect the latest evidence and guidance including the National Planning Policy Framework (2012) and the current needs and aspirations of Mid Devon and its residents.

1.2 This consultation document provides information about Mid Devon, the draft planning policies and the options for how these might be revised through the Local Plan Review. The plan-making process must incorporate up-to-date evidence and information about the district, leading to policies that are positively prepared, justified, effective and consistent with national policy. At this early stage, some of the evidence base for the Local Plan is in the process of being updated and where key information is not yet known, this is explained in the relevant section. This evidence will enable the Council to gauge the level of development that is needed and decide where any new development should be located.

1.3 The Council is seeking the views of local residents and other key stakeholders on the draft Local Plan following consultation on the scoping report which sought views on the potential scope and content of the plan. The process for preparing the new plan is set out in detail in the recently approved Local Development Scheme (LDS) which is available on the website at www.middevon.gov.uk/lids. Following consultation the Local Plan will be published in final form (October-November 2014). The new Local Plan will then be subject to Examination under an independent Inspector prior to its adoption by May 2015.

1.4 Although this report sets out draft policies some options are also presented under different sections across this plan at this early stage. At the same time as this consultation the Council is consulting on the Sustainability Appraisal of the new Local Plan.

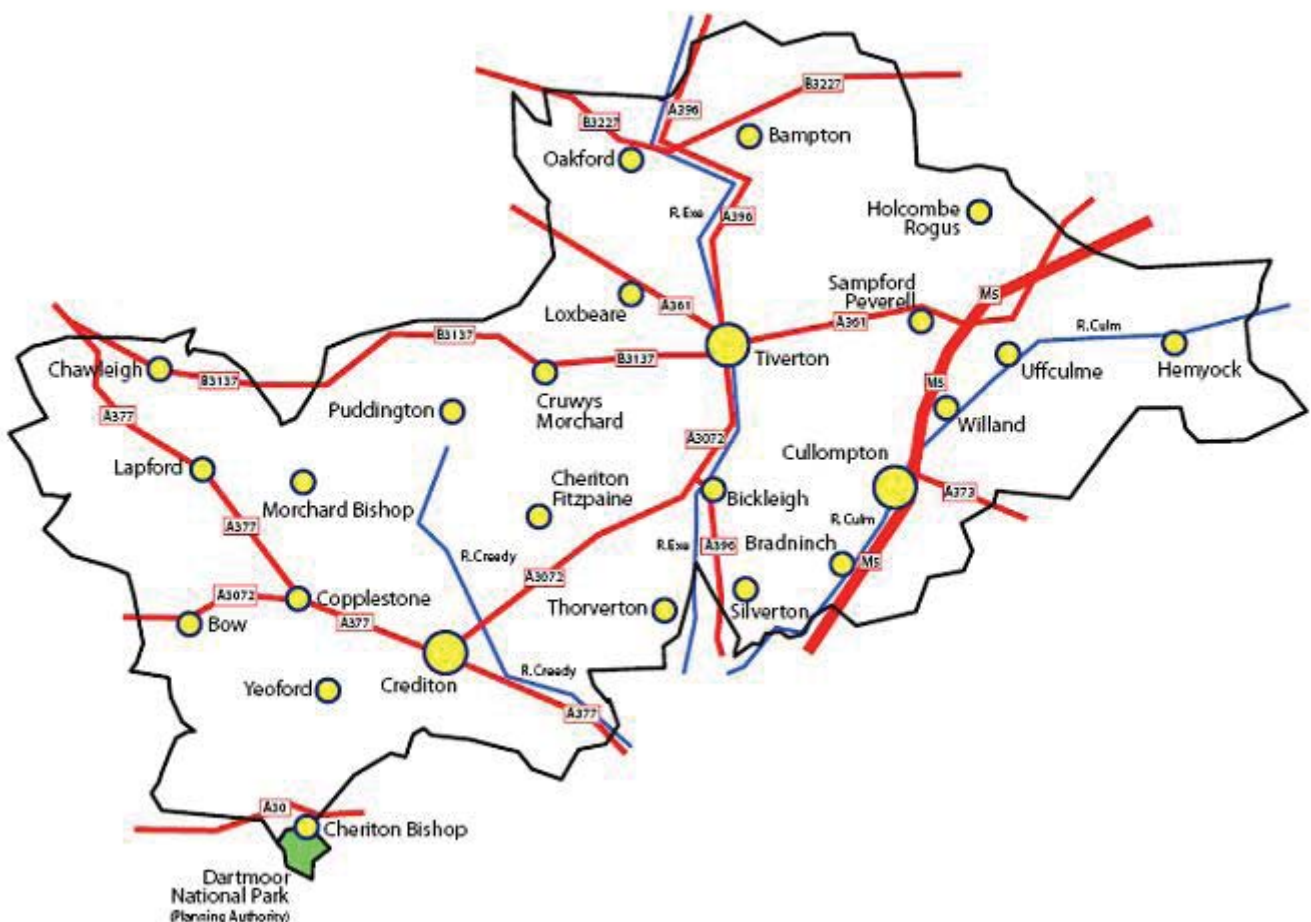
Facts and Figures: Mid Devon district profile

1.5 The following information includes extracts from the Council's most recent Annual Monitoring Report for the period 1st April 2011 to 31st March 2012. Annual Monitoring Reports are published in December each year, for the preceding financial year.

Location and physical characteristics

1.6 Mid Devon District Council covers an area of 352 square miles (913 square kilometres) of which the hilly, agricultural landscape is the area's defining characteristic. Most of the district's rivers drain southwards in steep-sided valleys into large expansive floodplains. The Strategic Road Network provides good connections to the three main towns in the district and access to larger urban areas outside the district including Exeter and Taunton which are just beyond the southern and eastern boundaries of Mid Devon and provide additional opportunities for work and higher education. Significant transportation routes such as the M5 motorway and the Great Western Rail Line provide good connections to the rest of the UK including London.

1.7 The district is one of the most sparsely populated local authorities within England and Wales, with a large number of residents living outside of the three largest towns. The principal concentration of people is in the eastern part of the district, where the market towns of Tiverton and Cullompton lie within 6 miles of each other. Crediton is the largest settlement in the west of the district.



Environmental Features

1.8 Mid Devon has a mixed and diverse landscape, from open exposed ridge tops and undulating hills (including part of the Blackdown Hills Area of Outstanding Natural Beauty) to steep sided valleys enclosed by characteristic species-rich Devon hedges. Much of the wider district is defined by a strong feeling of remoteness and high levels of tranquillity.

1.9 The landscape's strong rural characteristics complements a historic sense of place, with medieval field patterns interspersed within the productive agricultural landscape, broken by tracts of internationally important Culm grasslands and scattered traditional settlements typically associated with Devon. Intervisibility with the uplands of Dartmoor and Exmoor National Parks is also a strong feature of the Mid Devon landscape.

1.10 The market towns of the district have typically evolved as riverside settlements, however the flat valley floors are subject to periodic flooding events which can have costly implications for residents and the local economy and are likely to increase with the effects of climate change.

1.11 Despite the improving technology in energy efficiency, the fast growth of car use on the road will have an impact on air quality and climate change. Increases in traffic volume will also have an indirect effect on human health as air quality deteriorates. More cars on the road can also imply a greater likelihood of traffic congestion. Crediton was declared an Air Quality Management Area (AQMA) in October 2004 as a result of an excess level of Nitrogen Dioxide and Particulates. A corresponding Air Quality Action Plan was published in 2006 setting out measures to be introduced to improve air quality in the affected areas. A second AQMA was designated in December 2006 in Cullompton and an Air Quality Action Plan was published in 2010. Tiverton has also been noted as an area at risk of becoming an AQMA.

Biodiversity

1.12 Devon's great variation in geology and landform encourages considerable biodiversity. There are various protected species found in Mid Devon, such as woodlark, bats and dormice. In comparison with the rest of Devon, Mid Devon has relatively little land designated as being of national importance and no designated or candidate European sites. Within Mid Devon there are 12 Sites of Special Scientific Interest (SSSI), three local nature reserves and two nature reserves managed by Devon Wildlife Trust. Mid Devon has over 8 km² of ancient woodland. The district supports a range of important wildlife including over 200 County Wildlife Sites and Regionally Important Geological Sites. The wider landscape contains a network of species-rich hedgerows, woodlands and river valleys linking up designated and priority habitats. To the east of the district lies the Blackdown Hills Area of Outstanding Natural Beauty, which is highly valued not only for its visual qualities but also for its geology, biodiversity and human heritage. The Blackdown Hills support species and habitats such as purple moor grass and rush pastures that are in rapid decline in the UK. The North Devon Biosphere reserve transition area also covers part of Mid Devon. This area includes a pilot biodiversity offsetting project which provides opportunities to enhance biodiversity within Mid Devon.

1.13 Changes in wildlife populations and habitat have occurred throughout the last century and show a general trend of decline. The main threats to biodiversity include environmental pollution, land use change, fragmentation and invasive species introduction. These pressures are likely to continue and biodiversity may also be affected by climate change and recreational pressure. Hedgerow removal and unsympathetic conversion of rural buildings can impact on important species identified in the Devon Biodiversity Action Plan.

1.14 The South West Nature Map provides a strategic approach to habitat protection, enhancement and creation, allowing for adaptation to climate change. Areas suitable for such actions include native woodland, lowland heath, floodplain grazing marsh and purple moor grass and rush pasture. The Devon Green Infrastructure Strategy and the Mid Devon Green Infrastructure Assessment (GIA) identify the different habitats in the district as well as land performing other important functions such as recreation and flood attenuation. The GIA analyses the differing types and amounts of green infrastructure across the district, which may be used as a basis for investment decisions.

Heritage

1.15 Mid Devon's environmental richness is enhanced by the historic and built environment, with 2568 listed buildings, 50 Conservation Areas, 49 Scheduled Monuments, 3 registered parks and gardens and 13 locally important parks and gardens within the district. Devon County Council holds and maintains the Historic Environment Record which lists archaeological sites, landscapes, buildings and other aspects of the historic environment. In addition, there is a wide range of archaeological remains and heritage assets which are not scheduled. The Council has consulted on a 'Local Heritage Assets Register' which includes assets considered to be locally important and worth of recognition in relevant planning decisions. This consultation closed on 10th January 2014 and the final register is due to be published shortly.

1.16 The majority of listed buildings and conservation areas are concentrated in the historic cores of the towns and villages. These incorporate attractive green links via parks, cemeteries, gardens, watercourses and trees, which connect Mid Devon's settlements to the wider historic landscape.

1.17 There are currently 22 heritage assets in Mid Devon that are considered by English Heritage to be at risk of degradation for various reasons. The Heritage at Risk Register identifies three conservation areas (Bow, Cullompton and Tiverton), two buildings and 17 Scheduled Monuments at risk.

Population and housing

1.18 As can be seen in the tables below Mid Devon’s population has grown at a significant rate over recent years. The 2011 Census shows that Mid Devon’s population rose by 11% in the ten years since the last census from 69,900 to 77,500. This rate of growth is significantly higher than the rates for England, the South West or Devon. Population forecasts show that this population trend is expected to continue with a further 15% increase between 2011 and 2031, as illustrated below. The number of households is expected to grow from approximately 32,750 in 2011 to approximately 44,000 by 2033.

Population

Source: What Households Where (DCLG/ONS)

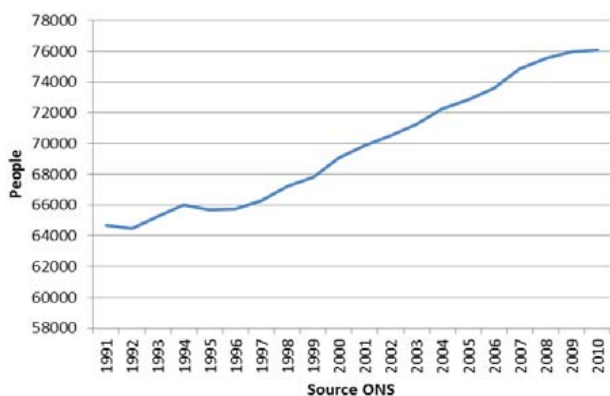


Table 1
Population Change

Population change compared with country, region and England

Source: What Households Where (DCLG/ONS)

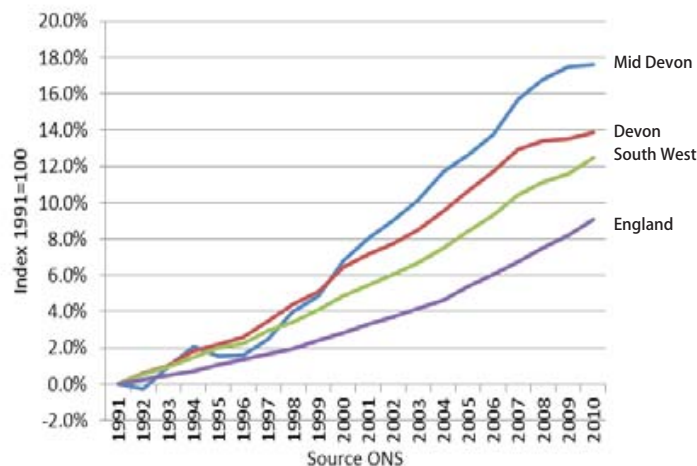


Table 2
Population Change

Forecast population growth in Mid Devon

Source: Devon County Council

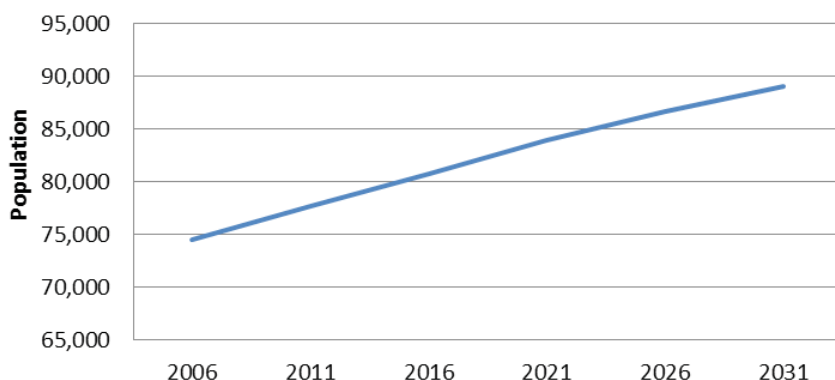


Table 3
Population Change

1.19 The average household size in Mid Devon is slightly smaller at 2.3 persons than the England & Wales average of 2.4 persons. The median age of the population in Mid Devon escalated from 41 in 2001 to 44 in 2011. In comparison the median age in England and Wales climbed from 37 to 39 over the same period. Whilst overcrowding has risen slightly to 4.4% from 4% from 2001 to 2011 it remains well below the figure for England and Wales of 8.5%. The 2011 Census also showed that 20.3% of households include a member with a disability.

1.20 Affordability remains a critical issue as house prices in Mid Devon are higher than the averages for Devon, the South West and England and Wales, as can be seen in the following graph:

Source: Land Registry

1st Quarter House Prices (Jan-March)

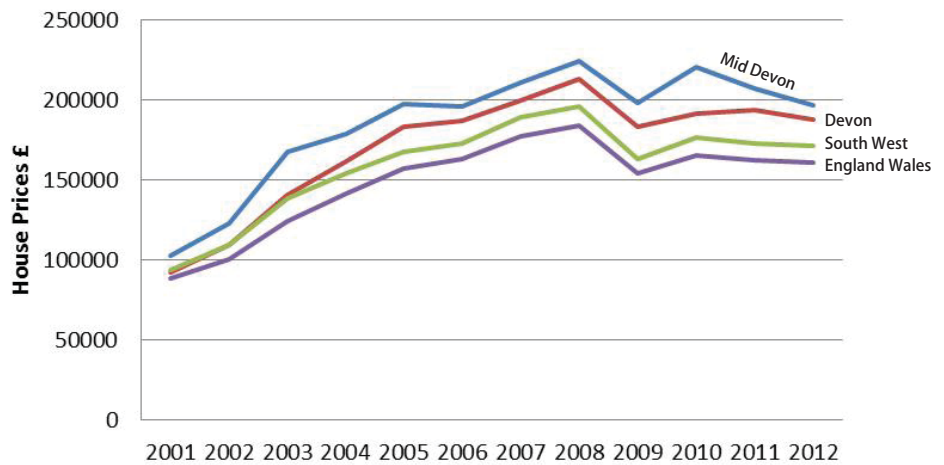


Table 4
House Prices

1.21 While house prices have fallen slightly since the economic downturn, average 2011 house prices were still 89% higher than they were in 2001. There are also signs that the ratio of house prices to earnings is rising again, with fewer people now in full-time employment.

Source: ONS

Ratio of median house prices to earnings

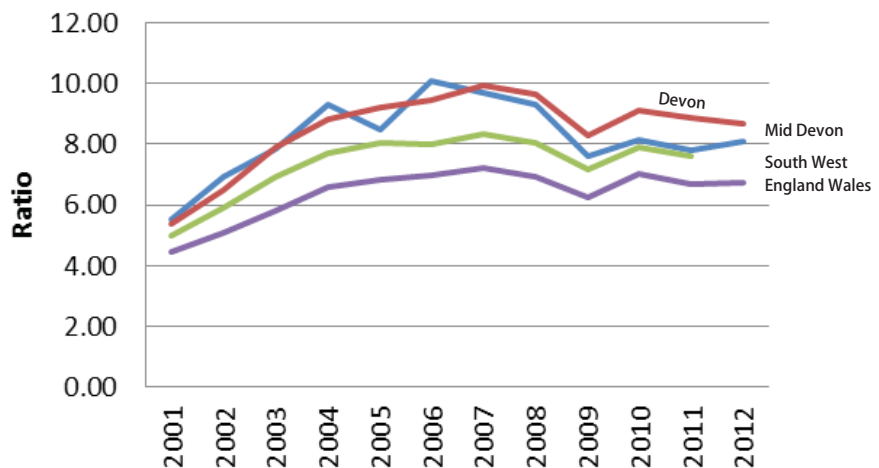


Table 5
Median house prices to earnings

1.22 Nationally there is concern that house price inflation in the last decade was driven by long-term chronic under-supply of housing to meet the needs of a growing population. As a result the Government is now urging Councils to significantly increase their levels of housing delivery. The following graph shows the current UK situation.

Source: ONS and Future Homes Commission report, *Building the Homes and Communities Britain Needs* (2012)

National housing crisis

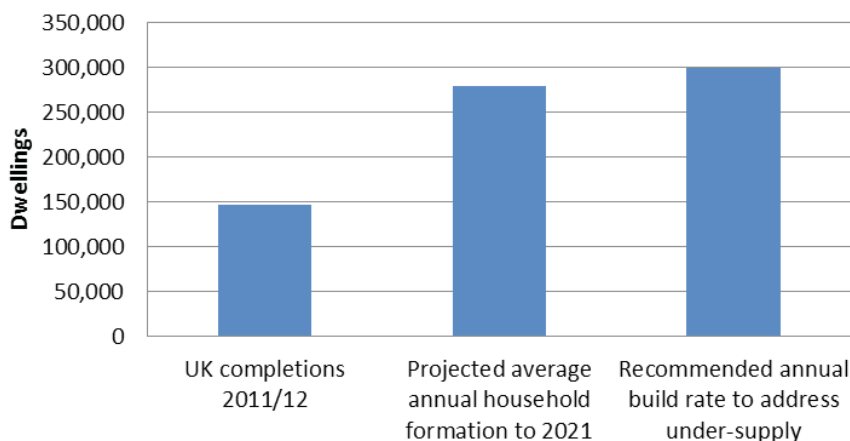


Table 6
Comparison of UK housing completions to projected need

1.23 The Mid Devon Local Housing Needs and Demand Survey 2011 indicated a need for 335 additional affordable dwellings each year to address the backlog of unmet need over the last 10 years. Over that 10 year period, total housing completions in Mid Devon averaged 349 dwellings per annum, the majority of these being market rather than affordable dwellings. Existing plans allocate sufficient land to meet the strategic target of 6,800 dwellings up to the year 2026, but other factors such as mortgage and developer finance availability will have had an impact on housing delivery since 2009. This revised Local Plan suggests a figure of 8,400 dwellings to take into account of population projections and to cover the new plan period (2013-2033) as an assumed interim housing requirement. The Council has commissioned a new Strategic Housing Market Assessment (SHMA) in partnership with some of our neighbouring district councils which will provide definitive, up-to-date information on the level of housing need and demand across the Exeter Housing Market Area, allowing the Council to allocate sufficient sites in the Local Plan Review. The Local Plan Review will reflect the findings of the SHMA as this becomes available and it is likely that the figure of 8,400 will be revised.

Economy

1.24 The majority of Mid Devon's employment falls within the service sector, which includes occupations where knowledge and time are offered to improve productivity. Examples include transport and distribution, retail and services such as accountants or building surveyors. This sector accounts for 77.4% of Mid Devon employment (Economic Trends Report, July 2013).

1.25 There are low levels of inward commuting and a strong 'pull' from neighbouring urban areas, especially Exeter. Forthcoming data release from the 2011 Census will provide up-to-date information about travel-to-work patterns. The available information from the Annual Population Survey (2008) estimates that of the people working in Mid Devon, only 25% commute in from outside the district, while only 57% of Mid Devon's working residents stay in Mid Devon for work.

1.26 The district profile produced for the Local Economic Assessment (2012) found that there is a high level of self-employment within Mid Devon, and the district is above the Devon average for business density (number of businesses per working age person) and business start-up. School-level attainment is above average for the county and opportunities for further and higher education are made available in urban areas just beyond the district boundaries such as Exeter. This however does not translate to a highly skilled resident workforce, implying that high-attaining school leavers are not staying in Mid Devon. Business survival rate was 3.5 percentage points lower in 2010 than the Devon-wide average. Estimates by the Office of National Statistics (ONS) put Mid Devon's jobs density at 62 jobs per 100 resident population aged 16-64, compared to 82 across the South West and 83 across Devon. To reach the county average, Mid Devon needs significant growth in jobs.

1.27 Evidence of the retail and employment characteristics of Mid Devon has been explored further in the Retail Study (2012) and Employment Land Review (2013), the findings of which are discussed later in this document.

Resources

1.28 Energy is a crucial consideration in the functioning of the economy, one area of concern is the future of non-renewable sources of energy and the impact of climate change. National government support the transition to a low carbon future in a changing climate and encourage the use of existing resources and renewable resources. Government policy also encourages the effective use of land through the re-use of previously development land.

Infrastructure and Transport

1.29 Mid Devon is located in an area where there are two tiers of local government. A number of infrastructure issues are considered by Devon County Council who have duties as a waste planning authority and have responsibility for children's services, social services, libraries and extra care housing. Mid Devon is rural in nature and has a high dependency on the car. Devon County Council is also the local transport and highway authority and plays a key role in addressing transport issues across the district. Through partnership working, Mid Devon Council will work closely with Devon County Council to ensure that appropriate infrastructure is provided for.

1.30 The 2009 Infrastructure Plan sets out key infrastructure and facility requirements for new development, this is to be updated and expected to be complete by Summer 2014. Funds for new infrastructure delivery will usually be secured by the emerging Community Infrastructure Levy (CIL) regime which charges a rate of £40 per square metre to market housing development. This rate was set in 2013 and is subject to review. There is currently a significant infrastructure funding gap and the Council will seek external sources of funding in addition to CIL.

National Planning Policy

1.31 The National Planning Policy Framework (NPPF) was introduced in March 2012 and replaced multiple national policy statements and guidance with an overarching planning policy document. The NPPF requires local planning authorities to base local plans on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. Assessments of and strategies for housing, employment and other uses should be integrated, taking full account of relevant market and economic signals.

1.32 Most importantly, the NPPF applies a 'presumption in favour of sustainable development'. For plan-making this means:

Local planning authorities should positively seek opportunities to meet the development needs of their area

Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:

- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
- specific policies in the NPPF indicate development should be restricted (for example, restrictions on development affecting Sites of Special Scientific Interest, Areas of Outstanding Natural Beauty, designated heritage assets or areas at risk of flooding).

1.33 The NPPF goes on to provide national policy on all areas of planning for development, such as design, transport, employment growth and the conservation of environmental and heritage assets. Before it can be adopted, a Local Plan must be subject to Examination in Public. The Planning Inspector applies tests of 'soundness', one of which refers to the plan's consistency with national policy. In addition, a Local Plan must be positively prepared, justified and effective, and the NPPF defines the meaning of these terms.

1.34 There is no longer a regional tier of planning policy in the form of a Regional Spatial Strategy. However, the Heart of the South West Local Economic Partnership (HotSW) is in the process of preparing a strategic plan which will have a bearing on strategic planning in Mid Devon.

Sustainability Appraisal

1.35 EU law requires public authorities to assess the impact on the environment when producing a plan or policies and produce an environmental report. UK regulations require that in addition to assessing the impact on the environment, local planning authorities should also consider the social and economic impact of a plan in an environmental report at submission and at adoption of a Local Plan. Considering these three key elements together is central to assessing the sustainability of a plan.

1.36 A Sustainability Appraisal has been carried out during the preparation of this consultation document, in order to gain an understanding of the sustainability challenges the district faces, and the context in which the plan will be written. The initial Sustainability Appraisal report, which is published alongside this consultation document, lists the plans and programmes that operate at European, national, regional and local level. It also discusses the characteristics of Mid Devon and then identifies the key sustainability issues facing the district, which need to be considered during the preparation of policies. The key findings of the Sustainability Appraisal at this stage will be combined with further detail during the preparation of the submission Local Plan. This will allow any necessary mitigation to be incorporated into the submission Local Plan before it is published later this year.

Vision and Spatial Strategy

1.37 Mid Devon will be a prosperous and sustainable rural district, where individuals, families and communities can flourish as a result of access to good quality local employment, housing and services and a clean, green, safe environment. Local communities and private, public and voluntary organisations will work in partnership to meet social and economic needs in ways that enhance the environment and reduce the area’s carbon footprint. High quality development in the right places will bring regeneration, social and economic benefits and enhance towns, villages and countryside while promoting sustainable use of energy and other resources and tackling the causes and effects of climate change. The Council will use planning and related powers to:

Promote community well-being	<ul style="list-style-type: none">• Diverse, inclusive communities with a vibrant mix of accessible uses and local services• Sufficient decent homes which people can afford• Safe, healthy and crime free neighbourhoods• Active, involved, well-educated citizens• A good range of opportunities to travel by active and sustainable modes
Support sustainable economic success	<ul style="list-style-type: none">• A good range of jobs in urban and rural areas• Profitable and expanding local businesses, attracting inward investment• Attractive, lively and successful town centres• Tourism and leisure enterprises that benefit the whole district
Conserve and enhance the area	<ul style="list-style-type: none">• High quality design in new developments• Clean air and water• Countryside, environment and heritage assets conserved and enhanced• Attractive countryside providing for biodiversity and employment
Respect environmental limits	<ul style="list-style-type: none">• Social and environmental benefits of development are optimised• Developments use land, energy and resources effectively• Waste is minimised and recycling rates are high• Public transport, walking and cycling are encouraged• Floodplains remain undeveloped

Spatial Strategy

Overall Strategy

In order to move towards achieving the vision, development will be managed to

- Create a prosperous economy which increases inward investment into the district
- Guide appropriate levels of development to locations which are or can be made sustainable, achieving a suitable balance of housing, employment, facilities and other uses within towns, villages, neighbourhoods and rural areas
- Reduce the need to travel by car, increasing the potential of public transport, cycling and walking
- Reduce carbon emissions in support of national targets
- Promote social inclusion and reduce inequalities by enhancing access for all to employment, services and housing

Market Towns

The market towns of Tiverton, Cullompton and Crediton will be the main focuses of new development, in scale with their individual infrastructures, economies, characters and constraints. Development will be targeted to

- Provide a sustainable mix of homes, businesses, shops, leisure, health, education and many other uses, to resolve existing problems where feasible and to meet rural needs
- Protect and enhance their environmental assets including their character, biodiversity, heritage, setting and air quality
- Develop underused and brownfield sites within the towns in preference to greenfield land or public open spaces
- Enhance town centres as accessible, vital and viable locations for a vibrant mix of uses, and as public transport hubs

Villages

A network of villages with sufficient services and public transport provision will be locations for limited development, targeted to:

- Provide for housing, shops, local services, community facilities and low impact businesses, at a scale commensurate with that of the existing village
- Avoid significantly increased travel by car
- Protect and enhance their environmental assets, including their character, biodiversity, heritage and setting

Countryside

Development in countryside areas outside market towns and villages, including hamlets and other small settlements, will be targeted to:

- Meet agricultural and other rural business needs
- Promote environmental enhancement including landscape and biodiversity
- Encourage appropriate economic diversification to support the rural economy
- Provide infrastructure to meet the needs of the community

Neighbourhood planning

1.37 The Localism Act 2011 devolved planning powers to local communities. A town or parish council designated as a neighbourhood forum can produce a neighbourhood plan, neighbourhood development order or community right to build order. The Campaign to Protect Rural England (CPRE) has produced a guide for communities interested in using this power, available online at <http://www.cpre.org.uk/resources/housing-and-planning/planning/item/2689-how-to-shape-where-you-live-a-guide-to-neighbourhood-planning>.

1.38 A neighbourhood plan must be consistent with the strategic planning policies of the district council, national planning policy and human rights legislation. A Sustainability Appraisal and Strategic Environmental Assessment may also be required. The plan is then subject to independent examination and a referendum. If it succeeds at referendum, a neighbourhood plan would become part of the Mid Devon Development Plan and a statutory consideration in planning decisions.

1.39 Depending on its scope, the preparation of a neighbourhood plan can be a complex and time-consuming process, requiring a certain amount of technical expertise. The Council will support local communities wishing to pursue neighbourhood planning, but also offers the opportunity for communities to put forward proposals through the Local Plan Review. If the aspirations of local communities can be met through the Local Plan Review, this could save considerable time and expense involved in preparing a neighbourhood plan. Although there have been a number of enquiries about preparing neighbourhood plans there are currently no published proposals for any in Mid Devon.

Development Strategy

Sustainable development principles

The National Planning Policy Framework (NPPF) is clear that the purpose of the planning system is to contribute to the achievement of sustainable development.

NPPF, Paragraph 7 states that: *“There are three distinct dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:*

- **an economic role** – *contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;*
- **a social role** – *supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and*
- **an environmental role** – *contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.”*

NPPF, Paragraphs 8 and 9 clarify that *“These roles should not be undertaken in isolation because they are mutually dependent” and:*

Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to):

- *Making it easier for jobs to be created in cities, towns and villages;*
- *Moving from a net loss of biodiversity to achieving net gains for nature;*
- *Replacing poor design with better design;*
- *Improving the conditions in which people live, work, travel and take leisure; and*
- *Widening the choice of high quality homes.*

Therefore to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. This Local Plan takes into account local circumstances to achieve sustainable development in Mid Devon.

Presumption in favour of sustainable development

Policy S1

When considering development proposals the Council will take a positive approach in favour of sustainable development. It will work proactively to find solutions which allow proposals to be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without unnecessary delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against national policy taken as a whole; or**
- b) Specific national policies indicate that development should be restricted.**

2.1 Sustainable development has been defined as “meeting the needs of the present without compromising the ability of future generations to meet their own needs.” National policy requires local authorities to operate a ‘presumption in favour of sustainable development’ throughout Local Plan policies and decision-making. This means the Council must take a positive approach to development that meets the needs of the area and improves economic, social and environmental conditions. Policies and decisions should be based on objectively assessed evidence of development needs, but be flexible enough to adapt to any rapid change in circumstances. Opportunities for development are to be sought and facilitated without delay unless there would be adverse impacts that significantly and demonstrably outweigh the benefits, taking into account all national policy. National policy recognises that development affecting protected habitats and species, Areas of Outstanding Natural Beauty, designated heritage assets, flood risk areas or sites designated as Local Green Space should be restricted. Mitigation measures will be sought where appropriate, to achieve neutral or positive effects on the environment. For example, ecological measures may have a positive impact on local water bodies helping to deliver Water Framework Directive Objectives. on nearby residential properties, a Low Emission Assessment should include air quality exposure modelling for affected properties, and any mitigating measures that would reduce the impact. In this case the Council would discuss with the applicant or agent the level of information required and the methodology to be used.

- 2.2 Applications for planning permission must be determined in accordance with the development plan unless material (including relevant financial) considerations indicate otherwise. This Local Plan is being prepared in accordance with national policy and is the starting point for decision-making. The plan should be read as a whole. In many cases a planning application will be assessed against a range of policies that manage various aspects of sustainable development.

Sustainable development priorities

Policy S2

The following strategic priorities outline what will need to be achieved to deliver the Vision and address the key issues that have been identified in Mid Devon. All development will be expected to support the construction of sustainable communities by:

- a) A development focus at Tiverton, Cullompton and Crediton as Mid Devon's most sustainable settlements, with the long-term option of a new community in an accessible location (subject to consultation on Policy S3) and a limited level of development in identified villages.
- b) Building a strong, competitive economy through access to education, training and jobs, the creation of new enterprise, economic regeneration and flexibility of uses to respond to changing circumstances.
- c) Ensuring the vitality of town centres and communities through a hierarchy of centres, defined town centre shopping areas, a diverse retail offer at Tiverton, Crediton and Cullompton, and support for the vitality and viability of defined villages.
- d) Supporting a prosperous rural economy through the conversion of suitable existing buildings and well-designed new buildings in suitable locations, diversification of agricultural and other land-based businesses, support for equestrian activities, retention and development of local services and community facilities in villages, and the promotion of sustainable rural tourism and leisure development.
- e) Promoting sustainable transport by reducing the need to travel by car, integrating public transport and other forms of sustainable travel such as walking and cycling, and providing safe environments while recognising Mid Devon's rural locality.
- f) Supporting high quality communications infrastructure by supporting the expansion of telecommunications and high speed broadband throughout Mid Devon.
- g) Delivering a wide choice of high quality homes through a diverse housing mix and by meeting the housing needs of all sectors of the community including the provision of housing for the elderly, affordable housing and gypsy and traveller pitches.

- h) Requiring good sustainable design that respects local surroundings and materials, creates safe and accessible environments, designs out crime and establishes a strong sense of place.**
 - i) Promoting healthy communities through the delivery of social, recreational and cultural facilities and services, access to high quality open space and opportunities for sport and recreation and the designation of local green spaces.**
 - j) Meeting the challenge of climate change by supporting a low carbon future, increasing the use and supply of renewable and low carbon energy, managing flood risk, conserving natural resources and encouraging the effective use of land.**
 - k) Conserving and enhancing the natural environment by protecting and enhancing valued landscapes including the Blackdown Hills Area of Outstanding Natural Beauty, Exmoor and Dartmoor National Parks, providing accessible green infrastructure, a net gain in biodiversity and preventing unacceptable levels of soil, air, water and noise pollution including air quality in particular as a local issue at Crediton and Cullompton.**
 - l) Conserving and enhancing the historic environment through the identification and protection of designated and non-designated heritage assets and assessing the impact of new development on the historic character of Mid Devon's landscapes and townscapes.**
- 2.3 It is a legal requirement that Local Plans contribute to the achievement of sustainable development. The Council will work in partnership with parish councils and other public bodies to ensure that all new development reinforces and delivers sustainable communities in line with guiding principles set out in Policies S1 and S2, which correspond to the vision and strategy for the district.
- 2.4 The sustainable development priorities aim to deliver varied and vibrant places by concentrating activities and facilities in accessible locations. The strategy aims to build a strong, competitive economy and deliver a wide choice of high quality homes. Development will provide or utilise accessible green infrastructure networks including public open spaces, public rights of way, cycleways and other green linkages. Sustainable modes of transport include walking, cycling and public transport, though it is recognised that the private car will continue to play a significant role given the rural nature of Mid Devon. The strategy requires good design which conserves and enhances the historic and natural environment, promotes healthy life styles and reduces pollution.
- 2.5 The Council will monitor development to ensure that the Local Plan delivers sustainable development.

Amount and distribution of development

- 2.6 The adopted Core Strategy sets out strategic targets for the development of housing, employment and retail, based on technical assessments of need and demand. Up-to-date information about the district's needs for commercial land has been provided in the Retail Study (2012), Employment Land Review (2013) and Tourism Study (2013).
- 2.7 A new Strategic Housing Market Assessment (SHMA) is being prepared which will identify the amount and type of housing that should be provided. In the meantime, the strategic housing options in this document are based on the existing annual Core Strategy target, adjusted to take into account any historic under-delivery of housing. On this basis, the required amount of housing is currently standing at about 350 dwellings per annum, equating to 7000 dwellings over the new plan period (2013-2033). This figure has been increased by 20% to take account of population projections, resulting in an assumed interim housing requirement of 8,400 dwellings, or 420 dwellings per year. Around half of this number is already allocated in the existing Local Plan which runs to 2026. At 31st March 2013 there were 4,240 allocated dwellings without planning permission. The final housing figures for the Local Plan Review will be amended to accord with the findings of the SHMA in due course. It is likely that site allocations in the final plan will provide capacity for +10% of whatever housing requirement has been identified, as site allocations do not always deliver the amount of housing expected.
- 2.8 For consultation purposes, the Council has identified two strategic policy options for how development might be distributed around the district. These are to continue with the current town centred approach or combine this with a new settlement later in the plan period. Only one of these options will be taken forward in the final draft of the Local Plan to be published in late 2014. Whichever option is pursued, the exact wording of the final policy will be subject to change as a result of this consultation and advice the Council receives over the coming months.

Amount and distribution of development

Policy S3

Option 1 – town focus

The diverse development needs of the community will be met through the provision of approximately 8,400 dwellings and 154,000 square metres of commercial floor space between 1st April 2013 and 31st March 2033.

Development will be concentrated at Tiverton, Cullompton and Crediton, to a scale and mix appropriate to their individual infrastructures, economies, characters and constraints. Other settlements will have more limited development which meets local needs and promotes vibrant rural communities. Development targets are as follows:

Location	Residential* (dwellings)	Commercial* (square metres)
Tiverton	3,600 (2,223)	49,000 (130,500)
Cullompton	2,400 (1,527)	46,700 (55,000)
Crediton	800 (298)	5,300 (6,500)
Rural areas	1,600 (192)	53,000 (8,300)
Total	8,400	154,000

* Figures in brackets indicate the number/amount already allocated in the Local Plan at 31st March 2013 (without planning permission)

Option 2 – new community

The diverse development needs of the community will be met through the provision of approximately 8,400 dwellings and 154,000 square metres of commercial floorspace between 1st April 2013 and 31st March 2033.

Residential development up to 5,460 dwellings from 1st April 2013 will be concentrated at Tiverton, Cullompton and Crediton, to a scale and mix appropriate to their individual infrastructures, economies, characters and constraints. Other settlements will have more limited development which meets local needs and promotes vibrant rural communities.

Later in the plan period, strategic residential growth of approximately 2,940 dwellings will be directed to a new community or expansion of an existing settlement with close connections to the M5 Motorway. Development of the new community housing will not commence before 1st April 2026 or the completion of 5,460 dwellings elsewhere, whichever is the sooner.

154,000 square metres of commercial floorspace will be delivered in Tiverton, Cullompton, Crediton, in rural areas and at a suitable M5 Motorway location.

Development targets are as follows:

Location	Residential* (dwellings)	Commercial* (square metres)
Tiverton	2,340 (2,223)	31,800 (130,500)
Cullompton	1,560 (1,527)	30,400 (55,000)
Crediton	520 (298)	3,400 (6,500)
Rural areas	1,040 (192)	34,400 (8,300)
M5 J27 (Willand) or (Cullompton)	2,940	54,000
Total	8,400	154,000

* Figures in brackets indicate the number/amount already allocated in the Local Plan at 31st March 2013 (without planning permission)

2.9 Chart 1 shows the relative effects of these options with regard to housing development. The effect of Option 2 varies according to which motorway junction and associated settlement would be the focus for development. To illustrate the difference, Option 2a refers to a new community connecting Junction 27 to Willand, while Option 2b refers to a large expansion of Cullompton, to the east of Junction 28. The Site Allocations section and the maps at the end of this document provide more information about potential sites under Option 2. Please note that for the purposes of the options under Policy S3 and the chart comparing these options, it is assumed that Crediton will have a development target of 520 dwellings. It is possible that Crediton will have a smaller target as discussed under Policy S13, in which case the targets for other locations will be slightly adjusted to take up the difference.

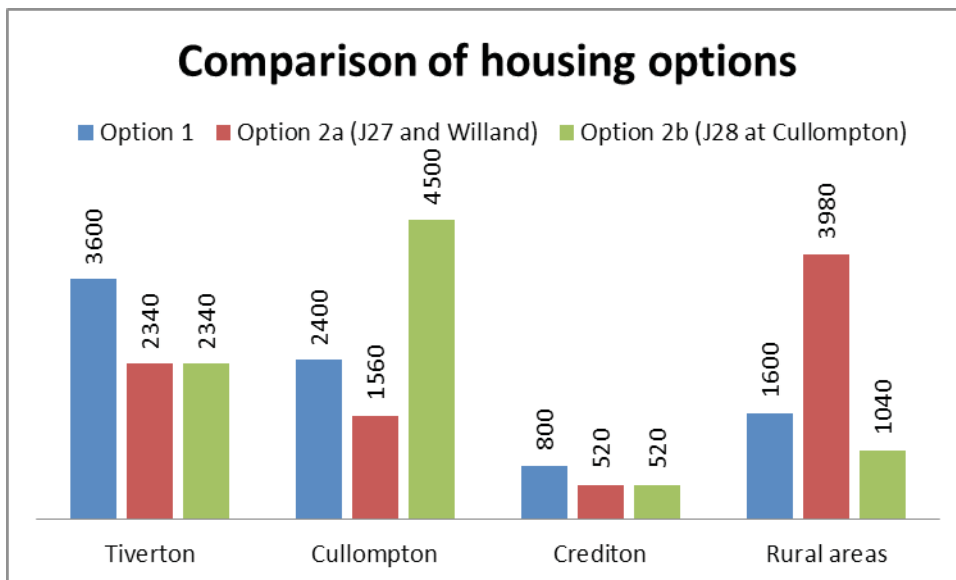


Chart 1
Comparison of housing options

- 2.10 The National Planning Policy Framework (NPPF) advises that planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.
- 2.11 The market towns have a sufficient level of services, retail and employment to sustain a growing population, in comparison to rural locations where infrastructure and shopping/employment opportunities are much more limited. A strategy which concentrates new development in the existing urban areas was generally supported when the Council consulted on the scope of the Local Plan Review in July/August 2013. Respondents commented that a flexible approach to rural development would provide for sustainable development, including some local improvements to infrastructure and preferably the reuse of brownfield land, but in general a concentrated urban strategy would retain Mid Devon's tourism role and special qualities. There was support for economic development at Junction 27 of the M5 in principle, but any new settlement or large-scale expansion would require significant investment in infrastructure, facilities and core services.
- 2.12 Tiverton is the largest settlement, with the greatest range of services and the largest economy. It is therefore appropriate for the greatest focus of development, but the long-term options for growth are limited due to surrounding topography, the position of the A361 and flood plains. Development north of the A361 would be divorced from the town and have unacceptable impacts on flood risk, a scheduled ancient monument and the setting of Knightshayes Historic Park and Garden. The Eastern Urban Extension and smaller allocations around the town are broadly sufficient to provide for the town's development needs up to 2026, but beyond that the only realistic opportunity for significant development is further expansion to the east.
- 2.13 Cullompton is the second largest settlement in the district but is close to and has less economic influence than nearby Tiverton. It has a small market share of local expenditure due to the town's proximity to both Tiverton and Exeter. However, Cullompton has seen significant housing development in recent years and it has a good supply of readily available employment land with access onto the M5 at Junction 28. Improvements are planned to Junction 28 which will unlock the potential of the town to expand and regenerate. However, the Council must carefully consider the effect that change to Cullompton's role might have on the economies of Tiverton and Exeter.
- 2.14 Crediton is slightly smaller than Cullompton, providing employment for adjoining rural areas despite its proximity to Exeter. The development of an additional supermarket has clawed back a degree of retail expenditure which was previously being lost to Exeter, and overall the town is economically healthy for its size. The physical constraints of Crediton limit the options for developable sites, and there are existing problems of traffic congestion through the town centre. Air quality should improve when the Crediton Link Road opens.
- 2.15 Later in the plan period, due to land availability and environmental constraints, it becomes problematic to continue with a strategy that focuses the majority of development in the three main towns according to the current hierarchy of Tiverton-Cullompton-Crediton. A solution may be to direct long-term growth to a new community and there are two broad locations under consideration, each in close proximity to a motorway junction. The Strategic Housing Land Availability Assessment (SHLAA) has found these sites to be achievable in principle, while other potential large housing sites have been discounted, but this does not indicate that either the J27/Willand or J28/Cullompton will be considered suitable for allocation in their present

form. The options in this plan are subject to Sustainability Appraisal and Strategic Environmental Assessment, which will guide new policies and proposals. The potential sites for a new community are discussed in the Site Allocations section.

- 2.16 Cullompton or Willand would be significantly affected by Option 2, depending on which area is selected if Option 2 is pursued. Such large-scale development could double the size of these settlements. In turn, development could deliver significant improvements to local transport and other infrastructure, and would be expected to build in capacity for further population growth beyond 2033.
- 2.17 Any proposal for a new community would require cooperation among landowners, several stages of consultation and partnership-working on infrastructure delivery. Option 2 allows for a large strategic site to have a long lead-in without the entire strategy of the Local Plan resting on its delivery. If the option for a new community is taken forward and within five years of the plan being adopted there are no signs of long-term commitment to the development, such as infrastructure planning, landowner consensus and an intention to produce a masterplan, the Local Plan will be reviewed. Land for commercial uses being promoted at Junction 27 of the M5 is likely to be deliverable earlier in the plan period, if allocated. The Council must carefully consider the impact of a new community on the strategic road network and the economies of towns both within and outside Mid Devon. The Council has a duty to cooperate with the Highways Agency, neighbouring local authorities and other prescribed organisations on strategic matters that significantly affect more than one district.
- 2.18 Both Options 1 and 2 allow for more development in villages than was expected in the Core Strategy. The Core Strategy pursued a very strong town-centric strategy, but since 2006 the average housing completions outside the towns have been twice the level anticipated. 65% of employment floorspace built since 2006 has occurred outside the main towns of Tiverton, Cullompton and Crediton (discussed further under the Employment policy). Development enables the provision and improvement of local infrastructure such as schools, roads and affordable housing, benefitting existing residents as well as new ones. The Council is seeking community views on a range of potential development sites in rural areas and will aim to allocate a level of development that reflects local need and demand without harming village character.
- 2.19 The existing Local Plan strategy attempts to match employment development directly to projected growth in the working population, providing a 1:1 ratio of population to jobs as a way of improving the self-sufficiency of Mid Devon as a whole. However, the Employment Land Review (2013) recommends a rationalisation of employment allocations across the district, reducing the number of large allocations to reflect market demand and deliverability. The Council accepts the evidence provided by the Employment Land Review and acknowledges that people will travel across administrative boundaries in both directions to access work. Where employment allocations are proposed, these are intended to come forward in step with housing development to provide sustainable growth. To this end, the individual town policies (Policies S11-S13) express development targets as annual rates of delivery.

Housing

Meeting housing needs

Policy S4

- a) **The diverse housing needs of Mid Devon will be met through the provision of approximately 8,400 dwellings between 1st April 2013 and 31st March 2033. In line with the predicted continuing need for new housing the expected annual rate of new housing development will be 420 dwellings per annum.**
- b) **On open market housing sites of more than 4 dwellings in Tiverton, Cullompton and Crediton, and of more than 2 dwellings elsewhere a target of 35% affordable dwellings will be applied to the number of dwellings by which the sites exceed the relevant threshold, depending on viability and providing a mix of dwelling sizes and types appropriate to the evolving needs of Mid Devon's population.**
- c) **To meet the changing age structure of Mid Devon, 20% of all new housing should either be specifically designed for elderly occupants or capable of adaptation for such occupants in accordance with Policy DM14.**
- d) **A five year supply of gypsy and traveller pitches will be allocated on deliverable sites within Mid Devon to ensure that the predicted need for traveller sites will be met. A further supply of developable sites or broad locations for growth will be identified equivalent to a further ten years of predicted growth. The Housing Authority will seek to provide a public site for gypsy and traveller pitches within Mid Devon, subject to the availability of funding.**
- 2.20 As recognised in the National Planning Policy Framework (NPPF) "every effort should be made objectively to identify and then meet the housing needs...of an area". To do this the Council is undertaking a Strategic Housing Market Assessment in conjunction with other Councils to establish the level and types of housing need in Mid Devon. This will establish the level and types of housing required but in the meantime the previous plan's target of 350 dwellings has been increased by 20% to take account of the latest population projections and the Government's intention to generally increase the level of housing supply.
- 2.21 Respondents to the initial consultation on the Local Plan Review in July/August 2013 supported housing targets based on an up-to-date evidence base and commented that new housing should make use of brownfield land, cater for an aging population, provide affordable housing to meet associated need, and be reassessed regularly to meet needs.

- 2.22 The Council's Corporate Plan has 'Better Homes' as one of its five main objectives and the long term vision is "To ensure that the housing needs of our residents are met through the provision of affordable homes and good quality housing in both the public and private sector". The design policies later on in this plan will be utilised to achieve good quality housing for Mid Devon residents. The need for affordable housing was established by a Housing Needs Assessment (HNA) which was published in 2011. This utilised a mix of extensive data analysis and a household survey of the whole of Mid Devon to conclude that there would be an annual level of outstanding affordable need of 335 units, after allowing for current stock re - let and based on addressing the backlog of need over 10 years.
- 2.23 The level of forecast need for affordable housing in the HNA would mean almost 90% of new housing would need to be affordable (HNA paragraph 1.13.2). However, as the main method of meeting this need will be through a proportion of new development, the Council has to consider the implications of meeting the need on the viability of new housing development. Viability assessment work undertaken for the Council in relation the Community Infrastructure Levy (CIL) in 2013 established that at that time a proportion of 35% affordable housing with a CIL charge of £40 per sq m was viable. The Council is therefore retaining the affordable housing proportion set out in the previous plan of 35%. It should be noted that the level of CIL charge will be revised alongside the production of this Local Plan and further viability evidence will be prepared as a result.
- 2.24 The HNA forecast a significant increase in Mid Devon's older population, and in particular an increase of 3,800 people over 85 by 2033. Given the resource demands associated with very elderly people, such as specially adapted bathrooms and the need for lifts, this is a significant figure and should be recognised in site allocations and proposals for development. This can either be through the design of adaptable dwellings or the provision of housing specifically designed for elderly occupants. Some of this may be via extra care units. The HNA suggested a need in 2011 for 227 extra care units from existing households and older people moving into the district to be beside their family. It should also be noted that the survey showed the main type of accommodation required in the next three years for existing households aged 60+ and planning a move within Mid Devon was a bungalow (35.9%).
- 2.25 As set out in the Government statement 'Planning policy for traveller sites' the government's aim is to ensure fair and equal treatment for gypsies and travellers in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community. To achieve this aim the statement indicates that working collaboratively local planning authorities should make their own assessment of need for traveller sites and identify a five year supply of deliverable sites with a further ten year supply of developable sites or broad locations for growth on top of this. As a result the Councils in Mid Devon have commissioned a Gypsy and Traveller Accommodation Assessment to ascertain the need for gypsy and traveller pitches. This need is met either through the allocation of specific sites or through the inclusion of a number of traveller pitches within larger housing sites. For example the existing allocated urban extensions at Tiverton and Cullompton each have provisions for five pitches for gypsies and travellers. A criteria-based policy elsewhere in this plan will be used to manage the development of specific sites.

Ensuring housing delivery

Policy S5

The local planning authority will monitor the delivery of housing against the annual target set out in Policy S4 and against the total completions which should have taken place since the start of the Local Plan period. Cumulative dwelling completions since 1st April 2013 will be compared with the following defined action levels:

Year	Action Levels	Cumulative Target
(1st April-31st March)		
2013/14	0	420
2014/15	0	840
2015/16	420	1260
2016/17	840	1680
2017/18	1260	2100
2018/19	1680	2520
2019/20	2100	2940
2020/21	2520	3360
2021/22	2940	3780
2022/23	3360	4200
2023/24	3780	4620
2024/25	4200	5040
2025/26	4620	5460
2026/27	5040	5880
2027/28	5460	6300
2028/29	5880	6720
2029/30	6300	7140
2030/31	6720	7560
2031/32	7140	7980
2032/33	7560	8400

If cumulative completions since 2013 fall below the expected completions total by over two years' worth of the annual target (as expressed in the defined action level for that year), or a five year supply of deliverable sites cannot be demonstrated, the Council will work proactively to bring forward allocations or outstanding planning consents. If this is insufficient to deliver the necessary level of housing, identified contingency sites will be permitted to boost housing supply.

- 2.26 To ensure that Mid Devon can deliver the level of housing development required to meet identified housing need there needs to be a mechanism that will allow further sites to come forward if for any reason the expected level of delivery falls significantly below the annual target set out under Policy S4. The National Planning Policy Framework requires local planning authorities to ensure that there is a five years' supply of specific deliverable housing sites with a capacity equivalent to 105% or five years' worth of the annual housing target. If housing delivery falls below the action level or a five year supply cannot be demonstrated, this will be addressed through proactive development management to bring forward allocated and permitted sites, and then through the release of deliverable contingency sites. However, there will be variation of delivery across the years so it is important that the action level when the contingency sites will come forward will not trigger their release in response to normal variations in completions. The trigger level will therefore be when delivery has fallen two years' worth of expected annual completions behind the expected overall total for that year. The Council will monitor the level of housing supply through its Annual Monitoring Report and instigate an early review of the Local Plan to identify further sites if necessary.
- 2.27 Currently the contingency sites are at Tidcombe Hall, Tiverton; Colebrooke, Cullompton; and Pedlerspool, Crediton. These contingency sites are being reconsidered to determine whether they should be retained in the plan so it is not possible to specify the contingency sites at this stage. The level of completions and the degree to which they match expectations will be monitored through the Council's Annual Monitoring Report.

Public open space

Policy S6

New housing developments will provide the following levels of on-site public open space:

- a) **On sites of 25 dwellings or more 20 square metres of children's play space per dwelling and 10 square metres of informal open space per dwelling; and**
- b) **On sites of 500 dwellings or more, in addition to criterion a), 40 square metres of sports provision per dwelling.**

On sites smaller than those set out above the Council will secure public open space through the use of Community Infrastructure Levy (CIL) funding except where the developer offers facilities whose value exceeds the total CIL payment for the development.

- 2.28 Access to public open space including sports facilities is an essential element of healthy communities and the National Planning Policy Framework promotes such provision in paragraph 73. To this end the Council is preparing an updated Open Space and Play Area Strategy to deliver new facilities and has undertaken a Green Infrastructure Assessment to determine what the level of supply is across Mid Devon. The standards set out above are based on the Fields in Trust's well known 'six acre standard' (now titled Planning and Design for Outdoor Sport and Play) and are intended to secure on site provision where developments are of a suitable size to support a

realistic on-site facility. Sites smaller than this are costlier to maintain and manage. For smaller development the Council will utilise Community Infrastructure Levy (CIL) funding to develop new facilities unless provision of infrastructure by developers exceeds the value of the total CIL liability for a new development. As set out elsewhere in this plan the maintenance of new on-site public open space will be the subject of a management agreement and will not be adopted by the Council. Existing public open spaces are protected from development by a policy elsewhere in this plan, and communities may also seek to protect them by seeking their designation as local green spaces, registering them as Assets of Community Value or through protection in a Neighbourhood Plan.

Employment

Employment

Policy S7

The employment needs of the community will be met through the development of 154,000 square metres of commercial floorspace comprising a range of employment-generating uses, including:

- a) **Offices, industry, storage and distribution (B1-B8)**
- b) **Retail, tourism and leisure (A1-A5, D2 and relevant sui generis uses)**
- c) **Development for healthcare, education and public facilities (C2-C2a, D1)**
- d) **Other forms of sustainable employment-generating uses**

- 2.29 The Council carried out an initial consultation in July/August 2013 on broad options for employment strategy in Mid Devon. Responses were varied, but in general supported the use of up-to-date evidence about employment demand, preferred small-scale development and reuse of existing buildings but also pointed towards the M5 corridor as a location for economic growth. Improvements to rail links and good connections between jobs and homes were considered important.
- 2.30 The Council's employment strategy is inclusive, seeking to provide the jobs the market can deliver by promoting a range of employment-generating uses. While the majority of commercial land allocations comprise B1, B2 and B8 uses, the plan has a positive approach to other uses that provide jobs in a sustainable manner.
- 2.31 Employment floorspace is measured according to 'gross internal floorspace', meaning the area of floor inside the walls. This applies to use classes B1 (business), B2 (general industry) and B8 (storage and distribution) and will generally be applied to all commercial development, except for retail within use class A1 (shops). A1 retail floorspace is 'net floorspace', meaning the area of a store used for sales. Within this class, 'convenience' means food sales, while 'comparison' means anything else.

- 2.32 The Employment Land Review (2013) presents forecasts for employment land in Mid Devon, taking account of economic projections and past take-up of employment land. The evidence suggests that the market is unable to support the delivery of all employment sites allocated in the current plan. The Employment Land Review recommends that the Council plan for 30-40 hectares of employment land over a twenty year period, equating to approximately 140,000 square metres floorspace. At 35 square metres of employment floorspace per job (average for B1-B8 use classes taken from the Employment Densities Guide 2010), this level of development would deliver approximately 4,000 jobs. Very large employment sites can be more difficult to deliver due to high infrastructure costs, and there is currently an identified shortage of small-scale employment sites.
- 2.33 Development Management policies allow for small-scale employment and other commercial development in suitable locations. These sites can come forward according to market demand and a land allocation will not always be necessary. Analysis of employment trends in recent years shows that there is demand for small-scale employment sites around the district. Of the 31,841 square metres employment floorspace built since 2006, 65% has been outside Tiverton, Cullompton and Crediton. Only three sites were on allocated land. Therefore, site allocations in the main towns are not expected to deliver the full commercial floorspace target, which is likely to be met in part through small-scale developments that are permitted under development management policies or do not require the planning authority's consent. However, the towns are the most sustainable locations for employment development, where there is an existing local population and access to services.
- 2.34 Available and achievable employment site allocations will be retained in the towns where possible. Strategic mixed use sites should include a reasonable level of serviced employment land, subsidised by housing development, in the interests of providing jobs, homes and essential infrastructure in close proximity to one another. A reduction in the amount of employment land is proposed within the urban extensions already allocated at Tiverton and Cullompton, which responds to up-to-date economic evidence and also improves the viability of the sites. The Local Plan's employment strategy seeks to guide a deliverable level of development to the most sustainable locations while recognising that larger employment centres such as Exeter and Taunton will continue to draw some of Mid Devon's working population, and suitable employment in rural areas will benefit the rural economy.
- 2.35 The Retail Study (2012) identifies a quantitative need of 14,580 square metres of comparison retail floorspace up to 2026. Long-term forecasting of retail demand is not very reliable, so the anticipated need has been applied across the plan period to 2033 on the understanding that allocated and non-allocated sites will come forward according to market demand and the plan will be reviewed before the need to 2026 is likely to have been exhausted. Retail development will be directed to town centres wherever possible and the Council will apply a sequential approach in assessing edge-of-centre or out-of-centre proposals, in accordance with Policies S8, DM16 and DM17.

Town centres

Town centres

Policy S8

The vitality and viability of the town centres of Tiverton, Cullompton and Crediton will be protected and enhanced by positive management so that economic regeneration and heritage conservation reinforce each other as follows:

- a) Positive measures of enhancement and regeneration;**
- b) Promoting new homes, shops, leisure, offices and other key town centre uses which are well designed and contribute to vitality and viability;**
- c) Only permitting new retail, leisure, office and other key town centre uses outside town centres where there is a demonstrable need and they meet the sequential and impact tests set out in Policy DM17;**
- d) Traffic management measures to improve their environment and accessibility.**

2.36 Policy S8 seeks to secure the sustainability of Mid Devon's market towns, focusing development within town centres. While Bampton is a small town under existing plans, the Local Plan Review proposes to revise Bampton's status to that of the larger villages, so it will not have a town centre boundary. The Council will work in partnership to deliver the objectives of Policy S8 and will integrate other local plans and strategies, including neighbourhood plans where these are being prepared. Investment will be directed to enhance and regenerate areas of environmental, social and economic deprivation. Town centre health checks will be undertaken to monitor the condition of each of the market towns in respect of the objectives set out above.

2.37 Mid Devon's town centres face a challenging future due to changing national retailer requirements, online shopping and reduced consumer spending. The Retail Study suggests that a changing role or focus for town centres may be required, involving conversion and redevelopment to other uses. To this end, the Local Plan incorporates tourism and leisure uses within its retail target in Policy S3 and has a positive strategy for the enhancement and regeneration of town centres. Town centre redevelopment is expected to include some residential accommodation, to improve the viability of development and the vitality of the town centre.

2.38 This strategy also takes account of responses to the initial consultation on the Local Plan Review in July/August 2013, which indicated local concern about the condition of town centres and included suggestions about ways to improve them. Some of these suggestions are for the Council to consider as a separate matter from the Local Plan, but examples include the provision of free parking, reduced rates of rent, encouragement of street markets and relaxation of development management policies to improve flexibility of uses. The town centres should not attempt to compete with Taunton or Exeter but should offer independent and specialist outlets including for tourism and leisure purposes. Research by English Heritage and the Heritage Lottery Fund clearly demonstrate the significant contribution of heritage to the economy. Policy S8 emphasises the importance of heritage conservation in making the town centres attractive places to visit.

Infrastructure

Infrastructure

Policy S9

The location, scale and form of development will be guided by the need for community facilities and any existing shortages. Development and transport planning will be coordinated to improve accessibility for the whole community and promote the use of sustainable modes of transport. The Council will work with providers and developers to ensure that new development is served by necessary infrastructure in a predictable, timely and effective fashion. It will set out key infrastructure and facility requirements for new development in an Infrastructure Plan, taking account of existing provision and cumulative impact. Developers will be expected to contribute to, or bear the full cost of, new or improved infrastructure and facilities where it is appropriate for them to do so, subject to viability assessment.

- 2.39 Ensuring that new development is served by appropriate infrastructure is an important role of the planning system. This is achieved by the provision of infrastructure in step with development and by guiding development to places where there is existing capacity. There is also the possibility that new development can be guided to locations where its infrastructure will help to achieve wider planning objectives such as air quality improvements.
- 2.40 This policy incorporates elements of policies adopted in the existing Core Strategy which underpin site allocation policies such as the North West Cullompton urban extension and the Eastern Relief Road, which together should reduce traffic through Cullompton town centre. Funds for infrastructure delivery will usually be secured through the Community Infrastructure Levy (CIL); a charge of £40 per square metre that is applied to market housing development. This rate was set in 2013 and is subject to review. The Council is updating evidence of development viability and infrastructure requirements in Mid Devon, with a view to revising the Infrastructure Plan and CIL charging schedule alongside the review of the Local Plan. There is currently a significant infrastructure funding gap and the Council will seek external sources of funding in addition to CIL. In appropriate circumstances, the Council will continue to use planning obligations to deliver essential infrastructure directly related to a particular development.

Environment

Environment

Policy S10

Development will sustain the distinctive quality, character and diversity of Mid Devon's environmental assets and minimise the impact of development on climate change through:

- a) High quality sustainable design which reinforces the character and distinctiveness of Mid Devon's built environment, mitigates and adapts to climate change and creates attractive places.
- b) The efficient use and conservation of natural resources of land, water and energy.
- c) Measures to reduce the risk of flooding to life and property where possible, guiding development to locations of lowest flood risk by applying a sequential test where appropriate, and avoiding increased flood risk elsewhere.
- d) Renewable energy development in locations where there is an acceptable local impact, including visual, on nearby residents, landscape character and wildlife, balanced with the wider sustainability benefits of renewable energy.
- e) The preservation and enhancement of the distinctive qualities of Mid Devon's natural landscape, supporting opportunities identified within landscape character areas. Within or adjoining the Blackdown Hills Area of Outstanding Natural Beauty, and Exmoor and Dartmoor National Parks, the primary objective will be to protect the special environmental qualities of that landscape and its setting.
- f) The protection and enhancement of designated sites of national and local biodiversity and geodiversity importance. On both designated and undesignated sites, development will support opportunities for protecting and enhancing species populations and linking habitats.
- g) The preservation and enhancement of Mid Devon's cultural and historic environment, and the protection of sites, buildings, areas and features of recognised national and local importance.

- 2.41 The environmental qualities of the district are highly valued by the community and the preservation and enhancement of Mid Devon's distinctive environmental assets is important to the achievement of sustainable development. Changes in land use, agricultural practices and new development are all threats to the quality of Mid Devon's environment unless properly managed, while the effects of climate change will provide both challenges and opportunities. New development will be located, designed and constructed in ways that reinforce local distinctiveness, respond to climate change and provide positive solutions for protecting and enhancing environmental assets. Mitigation measures will be sought where appropriate, to achieve neutral or positive effects on the environment, including ecological measures which would help to deliver Water Framework Directive objectives.
- 2.42 Since existing local plans were adopted, the government's approach in tackling climate change has evolved. Ambitious carbon reduction targets have led to government incentives for renewable energy schemes, resulting in a marked increase in planning applications for wind turbines and field-scale solar energy development. The Mid Devon Landscape Sensitivity Assessment considers the susceptibility of different parts of the landscape to change as a result of wind and solar energy development of different sizes, scales and groupings. This assessment is a material consideration in decision-making, alongside evidence of biodiversity, noise, glare and other impacts. Also, the policies of the Local Plan will be subject to Habitat Regulations Assessment, to identify and assess impacts of potential development allocations on 'Natura 2000' sites designated at European level for special protection, though there are no such sites within Mid Devon.
- 2.43 Policy S10 combines elements of existing policies on local distinctiveness, climate change and flooding. Development Management policies on design, green infrastructure, protected landscapes/habitats and heritage assets provide detailed criteria for development. Policy S10 takes account of responses received on the initial Local Plan Review consultation held in July-August 2013, recommending the recognition of overarching environmental issues such as climate change, flood prevention and the historic environment.

Tiverton

Tiverton

Policy S11

Tiverton will continue to develop in a balanced way as a medium sized market town serving a rural hinterland in the eastern part of Mid Devon. The strategy will maintain its status as the largest urban area in Mid Devon and increase the self-sufficiency of the town and its area by improving access to housing, employment and services for its population and that of the surrounding rural areas. Proposals will provide for the following average annual development rates:

Development type	Annual target
Market dwellings	117
Affordable dwellings	63
Commercial floorspace (gross square metres)	2,450

The Council will guide high quality development and other investment to:

- a) Manage the town centre so that economic success and heritage reinforce each other, promoting new homes, shops, leisure, offices and key town centre uses which contribute to vitality and viability, including an additional 14,000 square metres of gross commercial floorspace in accordance with the sequential approach in Policy DM17.
- b) Enhance walking and cycling opportunities and bus services around the town and particularly to access the town centre and enhance public transport access to Tiverton Parkway Station, Exeter and Taunton.
- c) Retain the green setting provided by the steep open hillsides, particularly to the west and south of the town and the historic parkland of Knightshayes to the north of the A361.
- d) Protect the importance of Tidcombe Fen, other areas of biodiversity value and green infrastructure, supporting opportunities for enhancement.
- e) Enhance the tourism and visitor role of the town and surrounding area.

- 2.44 Tiverton is the largest settlement in Mid Devon, with the largest economic concentration and level of social and commercial services. It is the focus of a reasonable level of public transport provision. Its characteristics lead to it being proposed as the main location for new development, but the long-term options for Tiverton's growth are constrained by the town's topography, flood plains and the position of the A361.
- 2.45 Existing plans provide enough land in Tiverton to meet development needs up to 2026, based on the Core Strategy targets. The area at Hartnoll Farm to the east of the existing allocated urban extension has been put forward for consideration and may be the only realistic option for delivering additional significant development in Tiverton. Alternative locations for long-term development up to 2033 are discussed under draft Policy S3, including the option of a new community close to Junction 27 or 28 of the M5 motorway. If the new community option is pursued, the Council would not need to allocate land in Tiverton to meet development needs over the whole plan period to 2033. The difference between the strategic options is shown under Policy S3 and the implications for housing development are illustrated in the chart at paragraph 2.9.
- 2.46 Responses to the initial consultation on the Local Plan Review in July/August 2013 made some reference to Tiverton and mainly related to the existing site allocation for the urban extension. Opinions were mixed, in that the site can contribute to significant new infrastructure in the town, but that this involves the loss of high quality agricultural land. A Masterplanning exercise is in progress and runs alongside the Local Plan Review.
- 2.47 Retail forecasts identify a need for additional non-food retail floorspace in Tiverton. The Retail Study (2012) recommends that site allocations for retail development include the redevelopment and improvement of the bus station and existing open-air car parks. Options for two town centre regeneration sites are set out in the Site Allocations section.
- 2.48 The Core Strategy sought to improve the self-sufficiency of Mid Devon by providing for a 1:1 ratio of jobs to working population. However, the take-up of employment allocations has been slow, while the larger urban centres of Exeter and Taunton are established employment destinations and will continue to draw a large number of Mid Devon's working residents. The Employment Land Review (2013) advises that employment allocations in Mid Devon should be reduced to take account of market signals. In accordance with this advice, the existing allocated urban extension to the east of Tiverton is now expected to provide only 35,000 square metres of employment floorspace, phased to come forward in step with housing development. However, options to regenerate parts of Tiverton town centre and provide mixed use commercial development close to the motorway may serve to claw back some of the jobs that are currently being lost to other districts.

Cullompton

Cullompton

Policy S12

Cullompton will continue to develop as a small, growing market town. The strategy aims to improve access to housing within the town, expand employment opportunities and improve services for its population and nearby rural areas. Proposals will provide for the following average annual development rates:

	Option 1 Town focus	Option 2 New community	
		Junction 28	Junction 27
Market dwellings	78	146	51
Affordable dwellings	42	79	27
Commercial floorspace (gross square metres)	2,335	4,220	1,520

The Council will guide high quality development and other investment to:

- a) Continue measures to support the implementation of the Cullompton Air Quality Action Plan including the construction of an eastern relief road and enhanced walking and cycling opportunities around the town.
- b) Make any necessary improvements to the M5 motorway junction 28 to maintain highway capacity and safety.
- c) Promote further public transport improvements within Cullompton and to other urban centres (particularly Tiverton and Exeter) and improved access to the rail network.
- d) Manage the town centre so that economic regeneration and heritage reinforce each other by promoting new homes, shops, leisure, offices and other key town centre uses which are well designed and contribute to vitality and viability.
- e) Enhance the tourism and visitor role of the town and surrounding area.

2.49 Cullompton is situated 11 miles north of Exeter and about 20 miles south west of Taunton. The M5 motorway runs close to the east side of the town. The B3181 runs through the centre of the town and links Exeter and Willand. The town lies in the Culm Valley with the river passing the east side of the town.

- 2.50 The current Local Plan allocates sufficient sites to meet forecast housing need up to 2026 with long term growth occurring at North West Cullompton and comprising 1,100 homes and 40,000 square metres employment floorspace. Masterplanning of the North West urban extension is in the preliminary stages with a consortium of landowners having recently confirmed that the site is still available for development. The urban extension would include a road linking Tiverton Road to Willand Road and in combination with the Eastern Relief Road, it is thought this would alleviate traffic congestion in the town centre, improving local air quality and the shopping experience for pedestrians.
- 2.51 It is likely that additional sites will need to be identified to meet housing needs to the year 2033. The further growth of Cullompton is constrained by the need for improvements to the motorway junction. Recent development has already funded some improvements and further contributions are required before significant further development in Cullompton can be permitted. The traffic situation in Cullompton would also be improved by the re-opening of the Cullompton railway station identified as a development opportunity in the Devon County Council Transport Plan.
- 2.52 Now that the recent Tesco store in Cullompton has been developed and Aldi have committed to opening a new store, there is only a limited capacity for additional retail floorspace. It is proposed that the town should concentrate its efforts upon maintaining and enhancing the existing stock of retail floorspace within the town centre, in order that retail/town centre property remains attractive to retailers and other commercial occupiers.
- 2.53 The Employment Land Review (2013) advises that the employment element of the urban extension be reduced from 40,000 to about 10,000 square metres of employment floorspace. Future employment provision is expected to be centred at the Kingsmill industrial estate where large allocations currently remain undeveloped, employment allocations to the East of Cullompton having been dependent on the necessary improvements to Junction 28 of the M5 to unlock their development potential.
- 2.54 The Local Plan Review Scoping Report consultation document (July 2013) considered two alternative options for the future strategic growth of Cullompton. The first option sought to retain the current Local Plan strategy with growth directed at North West Cullompton as the primary site allocation and the Eastern relief road to pass through the CCA fields. The second option pursued an alternative growth option such as a different location for the urban extension or multiple smaller sites around Cullompton, subject to infrastructure capacity. The latter option was favoured by respondents.
- 2.55 In response to the initial consultation, the Town Council suggested a number of other sites, including a major new community to the east of the M5 in the Honiton Road, Stoneyford and Culm Lea locality. This option is discussed under Policy S3 and would be an alternative to any new community proposed at M5 J27 (Willand).

Crediton

Crediton

Policy S13

Crediton will continue to develop as a small and vibrant market town, serving a rural hinterland in the western part of the district. The strategy aims to improve access to housing within the town, expand employment opportunities and improve the quality of the existing retail provision. Proposals will provide for the following average annual development rates:

	Crediton Option 1		Crediton Option 2	
	Per annum	Total	Per annum	Total
Market dwellings	26	520	16	320
Affordable dwellings	14	280	8	160
Commercial floorspace (gross square metres)	265	5,300	208	4,160

The following development will be supported over the plan period:

- a) Proposals which support the economic regeneration of the town centre, including the provision of new homes, commercial development, cultural facilities and other key town centre uses which support the town centre's viability and vitality. Particular support will be given for proposals which improve the quality of existing retail provision within the town centre. All proposals within the town centre will need to play a positive role in sustaining and enhancing the significance of the area's heritage.
- b) Proposals which respect the setting provided by the open areas of hillside and the adjoining historic parklands of Creedy Park, Shobrooke Park and Downes.
- c) Continuation of measures to support the implementation of the Crediton Air Quality Action Plan, beyond the completion of the Crediton Link Road if still required.
- d) Enhance the tourism and visitor role of the town and surrounding area.

2.56 Crediton is a small and vibrant market town, located in the west of the district. The town is situated near to the Rivers Creedy and Yeo, and is set within a landscape of farmland extending across gently rolling hills and broad valleys. It lies within what is known as the 'Crediton Trough', a low lying flattish basin feature. The town's past is reflected in the historic core, principally focused around the High Street.

- 2.57 The town is a focal point for the surrounding area, providing a level of employment and services. Within the existing Local Plan, Crediton is one of the four defined towns within the district towards which a significant proportion of the district's development should be directed. The Core Strategy set a requirement for a total of 700 dwellings and 40,000 square metres of employment floorspace to be built in Crediton over the twenty year period of the plan.
- 2.58 However, due to the physical constraints of the town's topography, less development was allocated in 2010 than was set out in the Core Strategy (only a total of 413 dwellings and 4,150 square metres employment floorspace). This under-provision of development allocations was considered to be offset by over-provision elsewhere. A contingency site, at Pedlerspool, was also allocated, should the district-wide completions fall below a set level. This site contained provision for 165 dwellings and 21,000 square metres employment floorspace. To date, robust completion levels have not required the release of the contingency site.
- 2.59 A number of recently commissioned studies provide an evidence base which can be used to guide the future strategic direction for the settlement. The Employment Land Review (2013) recommends the retention of existing employment allocations within the district, suggesting that the current level of employment provision is correct. The Retail Study (2012) states that there is no requirement for additional retail floorspace within the town, and that instead efforts should be put into improving or upgrading the quality of the existing provision. A new Strategic Housing Market Assessment is being prepared, with the results available from early 2014. Until this time, an assumed level of housing need has been used, and is discussed under Policy S3.
- 2.60 Historically poor air quality is another factor which has an impact on Crediton's development, with the town being a designated Air Quality Management Area as a result of unacceptably high levels of airborne pollutants in the centre of the settlement. However, one of the key actions set out within the Air Quality Action Plan, the Crediton Link Road, is now nearing completion. This is likely to have a major impact on local air quality, as a significant proportion of traffic will be directed away from the centre of the town and the narrow Exeter Road. Subsequent air quality monitoring will then take place to determine whether the pollutants have reduced sufficiently for the Air Quality Action Plan to be withdrawn.
- 2.61 In order to guide the town's strategic direction, the Council has identified two policy options which could set the development focus over the next twenty years. Option 1 sets out the provision of 800 homes and 5,300sqm. of employment floorspace over the plan period to ensure the delivery of sufficient development to meet the town's housing and commercial needs. Option 2, sets down a lesser amount of development, delivering a total of 480 dwellings and 4,160sqm. employment floorspace. This reduced figure reflects the numerous constraints facing the town, which include the need to avoid negatively impacting on the historic centre and the adjoining historic parks and gardens, whilst also acknowledging the challenging local topography and the potential for landscape impacts from developing further into the hillsides.
- 2.62 The housing number under Option 2 has been calculated based on the inclusion of allocated sites that have not yet been built out, and other sites assessed under the SHLAA process (Strategic Housing Land Availability Assessment) that are deliverable without having large landscape and/or visual impacts. The employment figure has been calculated based on existing allocations not yet built out. The options reflect representations received during the Local Plan consultation in July and August 2013 whereby some raised concerns about the constraints facing the development of the town, whilst others stated sufficient housing should be provided according to need.

2.63 The district-wide strategic option of providing a new community at Junctions 27 or 28 of the M5 (discussed under Policy S3) would result in the same annual housing target for Crediton as Option 1 above. If a new community is taken forward as the strategic housing option, the Council would only need to find housing land in Crediton to support this annual target (40 dwellings, of which 26 are market, 14 affordable) up to the year 2026, rather than to the end of the plan period in 2033. After 2026 Crediton's need would be met by windfall developments and any uncompleted allocations. The table below sets out this option over the plan period:

New Settlement Option	2013-2026		2026-2033	
	Per annum	Total	Per annum	Total
Market dwellings	26	338	0	0
Affordable dwellings	14	182	0	0
Total	40	520	0	0

Rural areas

Villages

Policy S14

The following rural settlements will be designated as villages suitable for limited development: Bampton, Bow, Bradninch, Chawleigh, Cheriton Bishop, Cheriton Fitzpaine, Coplestone, Culmstock, Halberton, Hemyock, Holcombe Rogus, Kentisbeare, Lapford, Morchard Bishop, Newton St Cyres, Sampford Peverell, Sandford, Silverton, Thorverton, Uffculme, Willand and Yeoford.

Development will be limited to proposals within their defined settlement limits and to allocations for:

- a) **Small scale housing, employment, tourism and leisure;**
- b) **Services and facilities serving the locality; and**
- c) **Other limited development which enhances community vitality or meets a local social or economic need.**

2.64 There are a number of settlements which do not function as market towns, but which provide a limited level of services which support vibrant rural communities. These are locations which are suitable for a limited level of development meeting local needs appropriate to their individual opportunities. Sites for affordable housing may also come forward in locations that are not designated villages in Policy S14 above, subject to local need as demonstrated through a local housing needs survey. Paragraphs 4.13-4.16 explain the Council's approach to considering 'exception sites' for affordable housing.

2.65 The 22 settlements set out in the policy are considered to be appropriate for a limited level of development, based on their physical characteristics, and the availability of the following three essential services identified:

- Educational Facility
- Convenience Store
- Transport Service

2.66 Their settlement limits are defined on the Policies Map and potential site allocations are set out in the relevant sections.

2.67 The Local Plan Review Scoping Report consultation document (July 2013), provided options to consider as part of the Local Plan review process. The section on the 'Amount and Distribution of Development' included the option of relaxing controls over rural development, allowing the villages to expand. This was the most favoured option based on the responses received, closely followed by the option to retain the current strategy to direct development towards the largest settlements. An equal number of responses were received for both options presented for the 'Villages Policy'; either to continue with the current strategy and to reassess which villages should be defined as settlements, or to take a more permissive approach to development in villages.

2.68 In response to the findings of the consultation, the settlement list was updated based on evidence from 2013 monitoring information on 'Rural Services in Mid Devon'. This highlighted that in rural areas the provision of an educational facility, a convenience store and a transport service are essential for the sustainability of a settlement to accommodate new development. Based on the amended criteria checklist Holcombe Rogus was identified as an additional settlement to be designated as a village. Burlescombe (including Westleigh) did not meet the essential criteria in policy S14 and is therefore not identified as a village in this development plan. Yeoford also did not meet the essential criteria of policy S14 as it did not contain a shop within the settlement. It is however proposed that the strong transport links of Yeoford with the provision of a bus and a daily train service lends itself as an important accessible settlement to the surrounding community and is therefore included as a village within this plan.

2.69 Willand has the largest population size outside of the main towns in the district based on Devon County Council population estimates (2012). It is located adjacent to the M5 between Junction 27 and 28 and is connected to the Strategic Road Network by the B3181. It is important to note that the role of Willand has the potential to change during the process of the Local Plan review, in the event that Option 2 (new community) discussed under Policy S3 is carried forward with land between Junction 27 and Willand as the preferred location of a new community. However, it should be considered that Willand Parish Council stated that they would not support any extension to the settlement area of Willand as part of their representation for the options provided at the Local Plan Review Scoping Report (2013).

- 2.70 Options provided in the Local Plan Review Scoping Report (2013) to consider the strategy for Bampton illustrated that a similar number of respondents opted for both options presented, which were to either retain the strategy for Bampton as a town or to re-classify Bampton so its development status matches the designated villages. On analysis Bampton met the essential criteria identified in S14 and has similar characteristics to other settlements identified as villages in this plan, including a similar parish population size. In comparison to the three market towns within the district, the population of Bampton parish is more than four times smaller than Crediton, the smallest of the market towns identified in this plan. Although Bampton provides important services to the surrounding community it does not have the same significant strategic role of the three market towns within the district (Tiverton, Cullompton and Crediton), which provide a range of services, retail and employment to the surrounding community and are well connected to the Strategic Road Network. Bampton is not located near the Strategic Road Network and the nature of the road within Bampton itself limits the level of traffic that can be supported through the settlement. Bampton also has some topographical and flood risk constraints which restrict the level of development which can be accommodated within this settlement.
- 2.71 In response to this consultation and analysis, taking into account the written responses received, Bampton has been re-classified to match the designated villages in Mid Devon. This ensures that development will still be provided in Bampton but at a level appropriate to its individual opportunities.
- 2.72 National policy advocates the provision of market housing in rural areas where it would facilitate the delivery of significant affordable housing required to meet housing need. To facilitate the provision of affordable housing in villages across Mid Devon, some market housing may be permitted. With regard to villages, the Council is considering market allocations where a minimum of 35% affordable housing will be required. Rural exception sites will also be considered in line with development management policies and an existing Supplementary Planning Document on Meeting Housing Needs. In these circumstances the provision of market housing will be set at the lowest proportion that will ensure the delivery of the site based on a viability assessment of the proposal.
- 2.73 Historically, employment sites in rural areas across Mid Devon have been delivered primarily through windfall sites with limited provision on allocated land. The 2012-2013 Mid Devon Employment Land Survey noted that since the adoption of the current plan in rural areas two small parts of allocated land at Willand and approximately 50% of allocated land at Bampton has been completed. The Council recognises the importance of retaining and providing rural employment opportunities, proposals for rural employment development will be considered in line with development management policies.

Countryside

Policy S15

Development outside the settlements defined by Policies S11-S14 will enhance the character, appearance and biodiversity of the countryside while promoting sustainable diversification of the rural economy. Detailed development management policies will permit agricultural and other appropriate rural uses, subject to the following criteria:

- a) Affordable housing to meet local needs, gypsy and traveller accommodation, residential conversion of appropriate existing buildings, replacement dwellings, housing essential to accommodate a rural worker and accommodation ancillary to a dwelling;**
- b) Appropriately scaled retail, employment, farm diversification, tourism and leisure related development (including appropriate conversion of existing buildings);**
- c) Appropriately scaled and designed extensions and other physical alterations to existing buildings;**
- d) Agricultural and equestrian development;**
- e) Community facilities, such as educational facilities, buildings associated with public open space, transportation and infrastructure proposals; and**
- f) Renewable energy and telecommunications.**

2.74 The NPPF supports thriving rural communities and encourages multiple benefits from the use of land in rural areas. Development in the countryside in the context of this policy is defined by land outside of the settlement limits of the market towns (S11-S13) and villages (S14). A strong rural economy is promoted by National Policy through sustainable growth of business and enterprise in rural areas. Development in the countryside will be managed to meet local need, promote vibrant rural communities and help provide appropriate forms of agricultural and rural diversification to support the rural economy and sustain environmental qualities of the countryside. Development management policies allow for small-scale employment development in suitable locations whilst retaining the intrinsic character and beauty of the countryside. These sites can come forward according to market demand.

2.75 To promote sustainable development in rural areas, housing will be located where it will enhance or maintain the vitality of rural communities as promoted in the NPPF. New isolated homes will be avoided in the countryside unless there are special circumstances as set out in National Policy. In the context of the Mid Devon Local Plan, isolated refers to any location outside of settlement limits; this is defined as the countryside which can include small settlements and hamlets. National policy advocates the provision of market housing in rural areas where it would facilitate the provision of significant affordable housing required to meet housing need. To facilitate the provision of affordable housing in rural areas across Mid Devon, rural exception sites will be considered in line with development management policies and the existing Supplementary Planning Document on Meeting Housing Needs.

Site Allocations

- 3.1 The Amount and Distribution of Development chapter sets out the overall targets for development across the district. After existing commitments (sites under construction or with planning permission) have been deducted, this leaves a net requirement for dwellings and commercial floorspace to 2033.
- 3.2 The Council is consulting on a range of sites that are well in excess of the net requirements. This is to gain an understanding of the community's views about the relative merits of different sites, and to help the Council focus on the most sustainable options when the final version of the Local Plan is drafted.
- 3.3 Potential allocations have been subject to Strategic Housing and Commercial Land Availability Assessment. This is a technical assessment of the broad suitability, availability and achievability of potential development sites. It does not indicate whether or not sites should be allocated. The final land allocations will be closer in size and amount of development to the net requirement identified, and some of these will be sites already allocated for development in existing plans (subject to review). The net requirement shown in the table below is based on the existing Core Strategy target, as explained in the supporting text for Policy S3. The requirement for development will be adjusted over the coming months to take account of up-to-date monitoring data on current commitments and the findings of the Strategic Housing Market Assessment, which should be published in February 2014.

Use	Commitments at 31 March 2013	Net requirement	Potential allocations to 2033
Housing (dwellings)	1,140	7,260	16,688
Commercial (employment, retail and leisure) square metres floorspace	109,537	44,463	517,365

Table 7

Overall development need and potential land supply

Tiverton

- 3.4 The development strategy for Tiverton is set out earlier in this document. The following table summarises Tiverton’s likely requirement for housing and commercial development. As explained in paragraph 3.2-3.3, the Council is consulting on potential development sites that exceed the amount of land and development that is likely to be required. However, the final version of the plan will tailor land supply to meet the estimated need and demand to 2033, coupled with the strategic objectives of the Mid Devon Corporate Plan. Existing plans allocate enough land up to 2026 and although current allocations are being reviewed, the net requirement for development from 2013 to 2033 is likely to be met by a combination of existing and new site allocations.
- 3.5 The amount of development land needing to be allocated in Tiverton depends on which option under Policy S3 is pursued: the continuation of the current distribution strategy which focuses most development in the towns and Tiverton in particular (Option 1); or a strategy which reduces the amount for Tiverton in favour of long-term growth at Junction 27 (east of the motorway, joined to Willand) or Junction 28 (east side of Cullompton) (Option 2a and 2b). The following table illustrates how these options affect Tiverton, and how much potential land for development (in floorspace or dwellings) has been identified.

Use	Commitments at 31 March 2013	Net requirement		Potential allocations (of which already allocated and without planning permission)
		Policy S3 Option 1 (town focus)	Policy S3 Option (new community)	
Housing (dwellings)	309	3,291	2,031	3,856 (2,223)
Commercial (employment, retail and leisure) square metres floorspace	2,503	46,497	29,297	56,000 (130,500)

Table 8

Estimated development need and potential supply in Tiverton

- 3.6 Seventeen potential housing sites have been identified in Tiverton and are shown on a corresponding Tiverton map that accompanies this document. Some of the sites are already allocated in the existing Local Plan. In the case of the Tiverton Eastern Urban Extension, the gross site area excludes the land designated for strategic green infrastructure in the existing plan. The potential number of dwellings is usually a multiplication of the net site area by an assumed housing density of 40 dwellings per hectare, though in some cases a different figure has been identified through the Strategic Housing Land Availability Assessment (SHLAA). The figure does not take account of site-specific environmental constraints or other land uses that might be

incorporated such as community facilities and employment land. Therefore, the potential number of dwellings shown in the next table, particularly for the larger sites, is often higher than the number of dwellings that would be allocated in reality. Unlike the standard SHLAA assumption of 40 dwellings per hectare, the Council's site allocation policy options usually assume a density of 30 dwellings per hectare or a lower figure if justified.

Site (‘AL’ denotes existing allocation)	Policy option reference	Gross Site Area (ha)	Net Site Area (ha)	Potential no. dwellings identified through SHLAA	No. dwellings identified as Local Plan options
Eastern Urban Extension AL	TIV1	108.1	64.86	2594	1500
Land at Hartnoll Farm	TIV2	60.9	36.54	1462	1100
Blundell’s School AL	TIV4	13.2	7.92	317	200
Howden Court AL	TIV5	0.47	0.38	32	10
Roundhill AL	TIV7	0.4	0.4	16	13
Hay Park AL	TIV8	0.33	0.33	10	13
The Avenue AL	TIV9	0.35	0.35	14	15
Tidcombe Hall	TIV10	8.4	5.04	125	200
Land at Wynnards Mead, Bakers Hill	TIV11	5.8	3.48	139	100
Land at Moorhayes Park	TIV12	0.4	0.4	10	12
Exeter Hill	TIV13	6.09	3.654	55	55
29-31 Leat Street	TIV14	0.2	0.2	8	8
Palmerston Park AL	TIV15	0.9	0.72	29	15
Phoenix Lane	TIV16	1	1	110	60
Land at Bampton Street/ William Street car park	TIV17	1	1	110	60
Total		208	126	5031	3361

Table 9

Potential housing land supply indentified through SHLAA, excluding sites with planning permission

- 3.7 A number of currently allocated housing sites already have planning approval, and these are set out below. With the exception of Farleigh Meadows, the figures for these sites are based on the position as at 31st March 2013. Sites that are already under construction are not retained as options for housing allocations in the Local Plan Review, unless planning permission only relates to part of the site and the remainder may still be achievable in the future.

Site with planning permission	Site Area	Dwellings with planning permission	Dwellings under construction
Former district hospital/ William Street *	0.28	13	12
Belmont Hospital *	1.4	65	11
Howden Court *	1.48	36	2
Town Hall	0.5	56	0
Farleigh Meadows (subject to planning obligation)	8.2	300	0
Total	12	470	25

* Dwellings already built are not shown

Table 10

Existing site allocations with planning permission

3.8 Existing housing allocations not retained as options in the Local Plan Review are as follows:

Site	Current Local Plan Policy	Reason for deletion
Belmont Hospital	AL/TIV/11	Under construction
Former District Hospital/William Street	AL/TIV/13	Part under construction, remainder unavailable
Howden Court (part)	AL/TIV/10	Mostly completed
Blundells Garage, Station Road	AL/TIV/15	Completed

Table 11

Site allocations proposed for deletion

- 3.9 A small number of employment and retail sites have been allocated in the current local plans, often as mixed use proposals alongside housing. The Employment Land Review (2013) has recommended a reduction in the amount of employment land delivered as part of the Eastern Urban Extension, now expected to provide 35,000 square metres gross internal floorspace. The former district hospital site at William Street is under construction and is not likely to deliver further commercial development. Four sites in Tiverton have been identified with potential to deliver employment up to 2033. These include both existing allocations and newly identified land.
- 3.10 New sites for employment development are assumed to provide 3,500 square metres gross internal floorspace per hectare unless different densities have been established through the existing Local Plan or the Strategic Commercial Land Availability Assessment (SCLAA). Also, some sites incorporate a mix of residential and commercial uses so the commercial element is reduced accordingly.

Site ('AL' denotes existing allocation)	Policy option reference	Gross site area (ha)	Net site area (ha)	Potential floorspace (sq.m)
Eastern Urban Extension AL	TIV1	108.1	93.48	35,000
Blundells School AL	TIV4	14	8.4	7,000
Phoenix Lane AL (part)	TIV16	1 (0.3ha allocated)	0.8	9,300
Land at Bampton Street/William Street car park AL (part)	TIV17	1	0.8	9,300
Total		123	103	56,000

Table 12

Potential sites for commercial development

3.11 The strategic role of Tiverton and proposed targets for development are discussed under Policy S11. The following draft site allocation policies are for consultation purposes and will be reduced in the final version of the plan to take account of up-to-date evidence and community views. Where the Council has a preference for a particular site, this is indicated in the policy heading, otherwise the policy is clearly shown as an option only.

Policy TIV1

Eastern Urban Extension

PREFERRED OPTION

EXISTING ALLOCATION

A site of 153 hectares east of Tiverton is allocated for mixed use development as follows:

- a) 1000-1500 dwellings
- b) 35% affordable housing subject to further assessment of viability to include at least five pitches for gypsies and travellers
- c) 35,000-40,000 square metres employment floorspace
- d) Transport provision to ensure appropriate accessibility for all modes
- e) Environmental protection and enhancement
- f) Community facilities to meet local needs arising
- g) Carbon reduction and air quality improvements
- h) An agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development
- i) A public Masterplanning exercise to be undertaken before any planning application is made.

3.12 Policy TIV1 is closely based on existing adopted policy AL/TIV/1, but takes account of up-to-date expectations and requirements that have been identified through recent Masterplanning. The site is currently allocated for 1550-2000 dwellings but this quantum of development is now considered unlikely to be achieved. The Employment Land Review has recommended a reduction in the amount of employment floorspace within this site, so the proposed allocation is reduced from 95,000-130,000 square metres to 35,000 square metres floorspace. The employment area may include an energy centre or waste-to-energy plant, subject to the examination and adoption of the Waste Plan prepared by Devon County Council.

3.13 The existing adopted policy is supplemented by six further policies that provide detailed requirements regarding:

Transport provision
Environmental protection and green infrastructure
Community facilities
Carbon reduction and air quality
Phasing
Masterplanning

3.14 Current plans will remain in force until the Local Plan Review is adopted, the target for which is May 2015. In view of the progress already made on Masterplanning for this site, it is considered deliverable with an expectation that the first planning applications will be determined in 2014.

3.15 The direction of development to the east of the town remains the only realistic option for strategic growth to meet Tiverton's long-term needs, as discussed under Policies S3 and S11, earlier in this document. The amount of land needing to be allocated in Tiverton over the new plan period of 2013 to 2033 will depend on which option under Policy S3 is pursued.

3.16 In view of the lack of alternative options for strategic growth in Tiverton and the progress made on the delivery of the site already allocated, the Tiverton Eastern Urban Extension is proposed to be retained as an allocation. Policy TIV1 will be supplemented by a suite of policies similar to those already adopted (existing Policies AL/TIV2-7) but updated to reflect current circumstances and the available evidence.

Policy TIV2

Hartnoll Farm

OPTION

A site of 70 hectares east of Tiverton could be allocated for residential development as follows:

- a) **1100 dwellings**
- b) **35% affordable housing subject to further assessment of viability**
- c) **Transport provision to ensure appropriate accessibility for all modes and discourage increased traffic through Halberton and Sampford Peverell**
- d) **Environmental protection and enhancement**
- e) **Community facilities to meet local needs arising**
- f) **Carbon reduction and air quality improvements**
- g) **An agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development**
- h) **A public Masterplanning exercise to be undertaken before any planning application is made.**

- 3.17 Depending on the recommendations of the Strategic Housing Market Assessment (SHMA) expected in February 2014, and which option the Council pursues under Policy S3, it may be necessary to further increase the area of the urban extension by including Hartnoll Farm to the east. The Council will work with Devon County Council and others to identify the impact that increasing the size of the Eastern Urban Extension would have on local infrastructure requirements. This would include an access through TIV4 Blundells School. Additional development would be expected to undertake additional Masterplanning work that aligned with the principles of any adopted masterplan for the existing allocation, and contribute to the costs of infrastructure delivery. Cooperative working between landowners and developers would be necessary to ensure that community facilities were delivered in the most suitable location while meeting the needs of the larger development.
- 3.18 If this site is allocated, land adjacent to the Grand Western Canal would need to be protected from development and set aside as green infrastructure. The number of dwellings identified in the policy option takes account of the amount of land that would be excluded from the developable area, corresponding to the Tiverton map that accompanies this document.

Policy TIV3

Farleigh Meadows

PREFERRED OPTION

EXISTING ALLOCATION

RESOLUTION TO GRANT PLANNING PERMISSION SUBJECT TO LEGAL AGREEMENT

A site of 11.2 hectares at Farleigh Meadows is allocated for residential development, subject to the following:

- a) **300 dwellings on land in Flood Zone 1, with 35% affordable housing**
- b) **3 hectares of informal amenity open space within the floodplain with appropriate security measures to prevent access to and pollution of the Mill Leat**
- c) **Two vehicular access points**
- d) **Cycle and pedestrian routes providing links between Rackenford Road, Higher Loughborough and Washfield Lane, incorporating and enhancing the Exe Valley Way**
- e) **Protection of oak trees subject to Tree Preservation Orders within the site, incorporated with public open space where appropriate**
- f) **Careful design and landscaping treatment of the boundary between housing and amenity open space, taking account of impact on views from the north and east**
- g) **Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance**
- h) **Measures to mitigate impact on air quality at Leat Street.**

3.19 An outline application for development at Farleigh Meadows has been resolved to be granted subject to a Section 106 planning obligation being finalised. This is a long-standing site allocation which is considered deliverable and is proposed to be retained without significant amendment to the existing adopted policy or its supporting text.

Policy TIV4

Blundells School

OPTION

EXISTING ALLOCATION

A site of 14 hectares north of Blundells School could be allocated for mixed use development subject to the following:

- a) 200 dwellings with 35% affordable housing
- b) 7000 square metres B1 or other suitable employment floorspace
- c) Approximately 8 hectares of informal green infrastructure adjoining the River Lowman
- d) Appropriate land shaping to raise areas for development above Flood Zone 3, including an allowance for the effects of climate change, and to create additional floodplain to compensate for the loss of floodplain
- e) Provision of a junction on Heathcoat Way and road access through the site to form part of a link road with the Eastern Urban Extension (depending on whether the urban extension is enlarged by virtue of Policy TIV2, Hartnoll Farm option)
- f) Provision and enhancement of cycle and pedestrian links in the area
- g) Site contamination assessment and remediation to mitigate risks associated with the former and current land uses including the scrapyards and former poultry factory
- h) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance
- i) Implementation of transport plans and other transport measures to minimise carbon footprint and air quality impacts.

3.20 This site allocation is currently adopted as Policy AL/TIV/9 in the existing Local Plan. There are known site constraints including land contamination and flood risk. The current allocation also includes the provision of a road through the site, associated with the allocation of the Eastern Urban Extension, but Masterplanning work for the Eastern Urban Extension has since determined that the road linking the site to Heathcoat Way will not be necessary at the reduced level of development now proposed. However, if that site is enlarged to incorporate Hartnoll Farm (policy option TIV2), the requirement for the road is likely to be revisited.

3.21 The Strategic Housing Land Availability Assessment (SHLAA) has found this site to be unachievable as a result of its constraints and likely development costs. However, the land has been confirmed as mostly available and the Council is consulting on the option of retaining the allocation. If evidence is not put forward to demonstrate that the site is deliverable, it is not likely to be retained in the final draft of the Local Plan to be published in late 2014.

Policy TIV5

Howden Court

PREFERRED OPTION

EXISTING ALLOCATION

A site of 0.47 hectares at Howden Court is allocated for residential development, subject to the following:

- a) 10 dwellings with 35% affordable housing
- b) Land east of the Grade II Listed Howden Court, providing its setting, to remain open
- c) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.

3.22 Land around Howden Court is allocated in the existing Local Plan for 65 dwellings, of which 50 have been built, are under construction or have planning permission. The site is constrained by a substantial listed building and its grounds, significant tree cover and some steep land, so the density of development for the remainder of the site is expected to be low.

Policy TIV6

Town Hall / St Andrew Street

PREFERRED OPTION

EXISTING ALLOCATION

PLANNING PERMISSION GRANTED

A site of 0.5 hectares at St Andrew Street is allocated for residential development as follows:

- a) 55 dwellings, incorporating conversion of buildings adjoining St Andrew Street, including 35% affordable housing
- b) Design which protects the character of the adjoining listed buildings and enhances the setting of the River Exe
- c) Archaeological investigation and appropriate mitigation
- d) Ground floors to be raised and provision of flood evacuation access routes
- e) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.

3.23 This site is allocated in the existing Local Plan under Policy AL/TIV/12 and has planning permission for 45 retirement apartments, excluding the 10 dwellings to be provided through the conversion of buildings adjoining St Andrew Street. The proposal met the requirements of the site allocation policy with the exception of affordable housing provision, which was considered justified on viability grounds due to the unusual development costs associated with the site. It is considered appropriate to retain the policy as previously written. If a revised planning application is submitted under different market conditions, any compromise on affordable housing or other planning gains would need to be considered afresh.

Policy TIV7

Roundhill

PREFERRED OPTION

EXISTING ALLOCATION

A site of 0.4 hectares at Roundhill is allocated for residential development, subject to the following:

- a) 13 affordable dwellings**
- b) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.24 This site is allocated in the existing Local Plan under Policy AL/TIV/16. The site comprises underused garages in the Council's ownership. It is a brownfield site and can be made available for affordable housing.

Policy TIV8

Hay Park, Canal Hill

PREFERRED OPTION

EXISTING ALLOCATION

A site of 0.3 hectares at Hay Park, Canal Hill is allocated for residential development subject to the following:

- a) 13 dwellings including 35% affordable housing**
- b) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**
- c) Access to be gained from Canal Hill**

3.25 This site is allocated in the current Local Plan under Policy AL/TIV/17. The site comprises a dwelling with a large garden and some outbuildings. It remains available and achievable.

Policy TIV9

The Avenue

PREFERRED OPTION

EXISTING ALLOCATION

A site of 0.4 hectares at The Avenue is allocated for residential development subject to the following:

- a) 15 dwellings, including 35% affordable housing
- b) Provision of a pavement along the southern boundary of the site
- c) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.

3.26 This site is allocated in the current Local Plan under Policy AL/TIV/18. The site comprises three dwellings with large gardens and is considered to be achievable.

Policy TIV10

Tidcombe Hall

OPTION

EXISTING LOCAL PLAN CONTINGENCY SITE

A site of 8.4 hectares could be allocated for residential development at Tidcombe Hall, subject to the following:

- a) 200 dwellings with 35% affordable housing
- b) Two vehicular access points from Canal Hill and improvements to Tidcombe Lane northwards from the site
- c) Protection of the setting of the Grand Western Canal Conservation Area and of Tidcombe Hall
- d) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.

3.27 This site is identified as a contingency site in the existing Local Plan under Policy AL/TIV/21. The site is available and achievable, and likely to be retained in some form. The Council will reconsider whether the site should be included in the Local Plan Review as a housing allocation, or retained as a contingency site only. A contingency site may be released for development only if housing delivery across the whole district falls below an acceptable level. Policy S5 of this document sets out a proposed mechanism for the release of contingency sites.

Policy TIV11

Wynnards Mead, Bakers Hill

OPTION

A site of 5.8 hectares at Wynnards Mead, Bakers Hill could be allocated for residential development, subject to the following:

- a) 100 dwellings with 35% affordable housing**
- b) Design which minimises impact to landscape character and protects the character and setting of the adjoining listed building**
- c) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.28 This site lies to the west of Tiverton and comprises a large house with associated grounds and agricultural land. There is a listed building immediately to the west of the site, which is elevated and visible from a number of viewpoints in the area. An adequate access is achievable. This site could deliver 100 dwellings at a density of approximately 30 dwellings per hectare (net developable area), though there would need to be further assessment of impact to landscape character, the adjoining listed building and the amenity of existing housing to the north and east.

Policy TIV12

Land at Moorhayes Park

OPTION

A site of 0.4 hectares at Brickhouse Lane could be allocated for residential development, subject to the following:

- a) 12 dwellings with 35% affordable housing**
- b) Access to be provided from Hayne Court**
- c) Archaeological investigation and appropriate mitigation**
- d) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.29 This site is located within Moorhayes Park and is bounded by the A361 to the north, and to the east by modern housing. The site is adjacent to a transformer station to the west and is accessible from Hayne Court. It is currently an overgrown area and not in use. It is in an area of known prehistoric activity and appropriate archaeological investigation would be required. A planning application for 8 dwellings is currently pending consideration, though the site could support a higher number.

Policy TIV13

Exeter Hill

OPTION

A site of 6.09 hectares could be allocated at Exeter Hill for residential development, subject to the following:

- a) 55 dwellings with 35% affordable housing
- b) Access from Devonshire Rise
- c) Provision of a suitable secondary point of access
- d) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.

3.30 This site is located immediately west of Devonshire Rise, off Canal Hill. Access onto Exeter Hill would be unacceptable due to the substandard nature of the junction of Exeter Hill and Canal Hill, so access would need to be provided through Devonshire Rise. The figure of 55 dwellings is possible if a suitable secondary point of access for emergency vehicles can be provided. The site is on steeply sloping land so policy option TIV13 proposes a relatively low density. Impact to landscape character and the amenity of neighbouring properties will be considered as the Local Plan Review progresses.

Policy TIV14

Leat Street

OPTION

A site of 0.2 hectares at 29-31 Leat Street could be allocated for residential development subject to the following:

- a) 8 dwellings with 35% affordable housing
- b) Improvement to the access onto Leat Street
- c) Investigation of increased flood risk, archaeological interest and site contamination, with mitigation as appropriate
- d) Design which respects and enhances the character of the Conservation Area
- e) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.

3.31 This is a brownfield site in the town centre, currently comprising a garage forecourt, showroom, car park and garages to the rear. The site is mostly vacant and is surrounded by housing on three sides. The site fronts onto Leat Street and is in Flood Zone 2 and the Conservation Area. Subject to assessment of site constraints and mitigation where necessary, and adequate provision of employment land elsewhere in the town, the redevelopment of this site might be considered desirable as a means of enhancing the character and appearance of the Conservation Area.

Policy TIV15

Palmerston Park

OPTION

A site of 0.9 hectares at Palmerston Park could be allocated for residential development subject to the following:

- a) 15 affordable dwellings**
- b) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.32 This site is allocated in the existing Local Plan under Policy AL/TIV/14. The land is steeply sloping and development costs are likely to be high. The Council will consider the viability of this site as the Local Plan Review progresses, and retain it as an allocation only if it has a realistic chance of being developed.

Policy TIV16

Phoenix Lane

OPTION

A site of 1 hectare at Phoenix Lane could be allocated for redevelopment as a high quality shopping, leisure and residential area with accessible public space. Redevelopment is subject to the following:

- a) 60 dwellings with 35% affordable housing**
- b) 9,300 square metres of mixed commercial floorspace including retail, office and leisure uses**
- c) Redesign and enhancement of the bus station**
- d) Improved pedestrian access between Phoenix Lane and the Pannier market, and between Phoenix Lane and the multi-storey car park**
- e) Outstanding design that announces the southern entrance to Tiverton's primary shopping area while enhancing the character and appearance of the Conservation Area and avoiding significant adverse impact to listed buildings**
- f) Adequate parking and service areas to serve the needs of existing and proposed uses.**

3.33 Part of this site is allocated in the existing Local Plan under Policy AL/TIV/19. The Mid Devon Retail Study (2012) recommends the expansion of this allocation to include improvement of the bus station. Masterplanning of Tiverton town centre is in progress to identify the best ways of enhancing the town centre's attractiveness as a destination for tourism, shopping and leisure. The option for redevelopment of the Phoenix Lane area is proposed in tandem with the Masterplanning work and will be influenced by it. The Council welcomes discussion with the owners of land surrounding this site and may reconsider the site boundary as the Local Plan Review progresses. Further work may be commissioned to determine the precise mix and density of uses most appropriate for this site.

Policy TIV17

Land at Bampton Street / William Street car park

OPTION

A site of 1 hectare at William Street could be allocated for redevelopment as a high quality shopping, leisure and residential area. Redevelopment is subject to the following:

- a) 60 dwellings with 35% affordable housing
- b) 9,300 square metres of mixed commercial floorspace including retail, office and leisure uses
- c) Appropriate relocation of New Hall and Constitutional Club
- d) Design that respects and enhances the character and appearance of the Conservation Area
- e) Retention of a public car park and adequate parking and service areas to serve the needs of existing and proposed uses.

3.34 The Mid Devon Retail Study (2012) recommends the enhancement of the William Street car park and its surroundings. Part of this site is already allocated in the Local Plan under Policy AL/TIV/20. The option now being considered would significantly expand the current allocation for high quality mixed use redevelopment. As for the Phoenix Lane option (TIV15), the Council's consideration of this site will be influenced by ongoing town centre Masterplanning work, and it is likely that one site will need to be prioritised over the other. The Council welcomes discussion with the owners of land surrounding this site and may reconsider the site boundary as the Local Plan Review progresses. Further work may be commissioned to determine the precise mix and density of uses most appropriate for this site.

Cullompton

- 3.35 The development strategy for Cullompton is set out earlier in this document. The following table summarises Cullompton's likely requirement for housing and commercial development. As explained in paragraphs 3.2 - 3.3, the Council is consulting on potential development sites that exceed the amount of land and development that is likely to be required. However, the final version of the plan will tailor land supply to meet the estimated need and demand to 2033, coupled with the strategic objectives of the Mid Devon Corporate Plan.
- 3.36 Cullompton Town Council has expressed an intention to produce a neighbourhood plan. Depending on the rate of progress on that plan, Mid Devon District Council's Local Plan Review may exclude certain sites in Cullompton if these are going to be allocated through a neighbourhood plan instead. The option for large-scale development to the east of Junction 28 has been submitted by the Town Council and is likely to form part of the neighbourhood plan proposals, but this is a strategic matter which must also be considered through the Local Plan Review because it has significant implications for the whole district, neighbouring districts and the strategic road network. This document includes a policy option about development at East Cullompton (Policy CU11) for consultation, alongside various other options, so there is no conflict between the two plans at this stage.
- 3.37 The amount of development land needing to be allocated in Cullompton depends on which option under Policy S3 is pursued: the continuation of the current distribution strategy which focuses most development in the towns; or a strategy which focuses long-term growth at Junction 27 (between the junction and Willand) or Junction 28 (east side of Cullompton). The following table illustrates how these options affect Cullompton, and how much potential land for development (in floorspace or dwellings) has been identified.

Use	Commitments at 31 March 2013	Net requirement			Potential allocations (of which already allocated)
		Policy S3 Option 1 (town focus)	Policy S3 Option 2 (new community)		
			a) J27	b) J28	
Housing (dwellings)	273	2,127	1,287	4,227	5,435 (1,527)
Commercial (employment, retail and leisure) square metres floorspace	42,138	4,562	0	42,262	108,980 (55,000)

Table 13

Estimated development need and potential supply in Cullompton

3.38 Eleven potential housing sites have been identified in Cullompton that are considered achievable in principle, corresponding to a Cullompton map that accompanies this document. Some of the sites are already allocated in the existing Local Plan. In the case of the North West Cullompton site, the gross site area excludes the land designated for strategic green infrastructure in the existing plan. The potential number of dwellings is usually a multiplication of the net site area by an assumed housing density of 40 dwellings per hectare, though in some cases a different figure has been identified through the Strategic Housing Land Availability Assessment (SHLAA). The figure does not take account of site-specific environmental constraints or other land uses that might be incorporated such as community facilities and employment land. Therefore, the potential number of dwellings shown in the next table, particularly for the larger sites, is often higher than the number of dwellings that would be allocated in reality. Site allocation policy options usually assume a density of 30 dwellings per hectare unless a lower figure has been justified.

Site (‘AL’ denotes existing allocation)	Policy option reference	Gross Site Area (ha)	Net Site Area (ha)	Potential no. dwellings identified through SHLAA	Potential No. dwellings identified as Local Plan options
North West Cullompton AL	CU1	43.3	25.98	1039	1100
Growen Farm	CU2	22.6	13.56	542	400
Land south of Tiverton Road	CU4	1.9	1.52	61	45
Ware Park and Footlands	CU5	2.1	1.26	50	38
Court Farm AL	CU6	1.4	1.12	45	35
Land at Exeter Road AL	CU7	1.4	1.12	45	35
Bradninch Road	CU8	1.1	0.88	35	25
Land at Colebrook	CU9	16.8	10.08	403	300
Land at East Culm Farm	CU10	5.31	3.186	127	120
East Cullompton	CU11	181	108.6	4344	3000
Total		277	167	6691	5098

Table 14

Potential housing land supply identified through SHLAA, excluding sites with planning permission

3.39 A number of currently allocated housing sites already have planning approval, and these are set out below. With the exception of Knowle Lane which has been resolved to be granted planning permission subject to the signing of a Section 106 planning obligation, the figures for these sites are based on the position as at 31st March 2013. Sites that are already under construction are not retained as options for housing allocations in the Local Plan Review, unless planning permission only relates to part of the site and the remainder may still be achievable in the future.

Site with planning permission	Site Area	Dwellings with planning permission	Dwellings under construction
Padbrook Park *	0.9	11	4
Court Farm *	5	1	1
North West Cullompton (Olympian Way) *	1.18	0	35
Knowle Lane (subject to planning obligation)	9.8	285	0
Total	16.88	297	40

* Dwellings already built before 31st March are not shown

Table 15

Existing site allocations with planning permission

3.40 Existing allocations not retained as options in the Local Plan Review are as follows:

Site	Current Local Plan Policy	Reason for deletion
Court Farm (part)	AL/CU/9	Completed
Padbrook Park	AL/CU/10	Remainder unachievable
Lower Bull Ring	AL/CU/12	Library built, car park permitted
Railway Station Car Park	AL/CU/19	Replaced by Policy option CU15

Table 16

Existing site allocations proposed for deletion

3.41 Cullompton has existing employment allocations at Week Farm and as part of the North West Cullompton urban extension. The Employment Land Review has recommended a reduction in the amount of employment land delivered as part of the urban extension, now expected to provide 10,000 square metres gross internal floorspace.

3.42 Eight sites in Cullompton have been identified with potential to deliver employment up to 2033. These include both existing allocations and newly identified land. If the strategic option for East Cullompton (discussed under Policies S3, S12 and CU11) is pursued, a number of the sites in the table below might be incorporated into that site allocation due to their close proximity. The floorspace for existing site allocations may already be known, but for new potential sites the floorspace is calculated on the basis of the net site area, assuming provision of 3,500 square metres gross internal floorspace per hectare unless different densities have been established through the existing Local Plan or the Strategic Commercial Land Availability Assessment (SCLAA). Potential floorspace does not take account of potential mixed use development or environmental constraints. Therefore the amount of land identified is often in excess of what would be allocated in reality.

Site	Policy option reference	Gross site area (ha)	Net site area (ha)	Potential floorspace (sq.m)
North West Urban Extension	CU1	74.8	44.88	10,000
Week Farm	CU12	10.7	6.42	22,470
Venn Farm	CU13a	5.17	3.1	10,850
Land adj Venndale, NW Long Moor Road	CU13b	2.9	1.74	6,090
NW Kingsmill Industrial Estate	CU13c	10.8	6.48	22,680
NE part of Kingsmill Estate	CU13d	3.3	1.98	6,930
Land South of Springbourne, East of Exeter Road	CU13e	1.7	1.36	4,760
East Cullompton	CU11	12	7.2	25,200
Total		121	73	108,980

Table 17

Potential sites for commercial development

3.43 The strategic role of Cullompton and options for development targets are discussed under Policy S12. There are existing capacity issues at Junction 28 of the M5, and it is understood that further significant development will not be permitted until improvement works have taken place. The following draft site allocation policies are for consultation purposes and will be amended in the final version of the plan to take account of up-to-date evidence, the views of the community and discussions with the Highways Agency and Devon County Council as Highway Authority. In the meantime, where the Council has a preference for a particular site, this is indicated in the policy heading, otherwise the policy is clearly shown as an option only.

Policy CU1

North West Cullompton

PREFERRED OPTION

EXISTING ALLOCATION

RESOLUTION TO GRANT PLANNING PERMISSION

A site of 74.8 hectares to the North West of Cullompton is allocated for mixed use development subject to the following:

- a) **1100 dwellings with 35% affordable housing to include at least five pitches for gypsies and travellers**
- b) **10,000 square metres suitable commercial floorspace**
- c) **Transport provision to ensure appropriate accessibility for all modes**
- d) **Environmental protection and enhancement**
- e) **Community facilities to meet local needs arising**
- f) **Carbon reduction and air quality improvements**
- g) **An agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development**
- h) **A public Masterplanning exercise to be undertaken before any planning application is made.**

3.44 Policy CU1 is closely based on existing adopted policy AL/CU/1, but takes account of the Employment Land Review's recommendation for a reduction in the amount of employment floorspace within this site. This plan takes a flexible approach to commercial uses which generate jobs, so the existing policy requirement for 40,000 square metres B1 or other suitable employment floorspace is proposed to be redefined as 10,000 square metres of any suitable commercial floorspace. Masterplanning of the site will determine which commercial uses are most viable, provide the most jobs and are best placed in close proximity to housing and other uses.

3.45 The existing adopted policy is supplemented by six further policies that provide detailed requirements regarding:

- Transport provision
- Environmental protection and green infrastructure
- Community facilities
- Carbon reduction and air quality
- Phasing
- Masterplanning

- 3.46 Current plans will remain in force until the Local Plan Review is adopted, the target for which is May 2015. Masterplanning for this site is now underway, with an expectation that public consultation on a draft masterplan will take place in 2014. In view of this evidence of developer commitment, the site is considered deliverable and likely to come forward.
- 3.47 The existing site allocation for North West Cullompton includes the provision of a road linking Tiverton Road to Willand Road. Delivered in conjunction with the Eastern Relief Road (see Policy CU14), this is intended to significantly reduce the amount of traffic in the town centre. This in turn should improve the attractiveness of the town centre for residents, shoppers, tourists and other visitors.
- 3.48 The improvement of air quality and town centre vitality is at the heart of any long-term development strategy for Cullompton, regardless of which option is pursued under Policy S3. If the new community option is taken forward east of M5 Junction 28, this would be in addition to a site allocation that provides a route from Tiverton Road to Willand Road as an alternative to the High Street. Policy CU1 is a preferred option to retain the existing allocation, though the boundaries of the site may be subject to change (see option under Policy CU2). The final policy would be supplemented by a suite of policies similar to those already adopted (existing Policies AL/CU/2-7), as listed at paragraph 2.45.

Policy CU2

Growen Farm

OPTION

A site of 23 hectares at Growen Farm could be allocated for mixed use development as an extension of Policy CU1, subject to the following:

- a) **400 dwellings with 35% affordable housing**
 - b) **Transport provision to ensure appropriate accessibility for all modes**
 - c) **Environmental protection and enhancement**
 - d) **Community facilities to meet local needs arising**
 - e) **Implementation of a Transport Plan and other measures to minimise carbon footprint and air quality impacts**
 - f) **An agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development**
 - g) **A public Masterplanning exercise to be undertaken before any planning application is made.**
- 3.49 Depending on the recommendations of the Strategic Housing Market Assessment (SHMA) expected in February 2014, and which option the Council pursues under Policy S3, it may be necessary to further increase the area of the urban extension by including additional land at the southern end of the site (as shown in the Cullompton map). Additional development would be expected to undertake additional Masterplanning work that aligned with the principles

of any masterplan already prepared for the existing allocation, and contribute to the costs of infrastructure delivery. Cooperative working between landowners and developers would be necessary to ensure that community facilities were delivered in the most suitable location while meeting the needs of the larger development. The Council would wish to consider specialist accommodation for older people as part of the strategic masterplanning of this site.

- 3.50 If land to the east of Junction 28 is pursued under Policy S3 as the site of a large expansion of the town, it is unlikely that the allocation at North West Cullompton will be expanded much beyond its current size, because the new site will meet longer term housing need while the existing allocation is sufficient to bring forward the new road linking Tiverton Road and Willand Road.

Policy CU3

Knowle Lane

PREFERRED OPTION

EXISTING ALLOCATION

RESOLUTION TO GRANT PLANNING PERMISSION (PART OF SITE)

A site of 9.8 hectares at Knowle Lane is allocated for residential development subject to the following;

- a) 340 dwellings with 35% affordable housing**
- b) Provision of 2.7 hectares of green infrastructure, to include the retention of land in the floodplain as informal amenity open space**
- c) Measures to protect and strengthen trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside**
- d) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance**
- e) Provision of appropriate links to the adjacent development to the east of the site**
- f) Provision of at least two points of vehicular access to the site**
- g) Provision of cycle and pedestrian links within the development and linking to the wider transport network**
- h) Implementation of a Transport Plan and other measures to minimise carbon footprint and air quality impacts.**

- 3.51 This preferred policy is closely based on the existing site allocation, Policy AL/CU/8. The Council has resolved to grant planning permission for 285 dwellings on a large part of the site. The remaining part of the site has been confirmed as available and is also likely to come forward in the future, so the current allocation of 340 is proposed to be retained.

3.52 Due to highway capacity issues, this site cannot be developed until improvement works have been carried out to M5 Junction 28 and the junction of Tiverton Road and the High Street. The development is also expected to contribute to the provision of the Eastern Relief Road (see Policy CU14). This site is likely to come forward now that the Planning Committee has resolved to grant planning permission, subject to a planning obligation that secures the necessary developer contributions.

Policy CU4

Land south of Tiverton Road

OPTION

A site of 1.9 hectares south of Tiverton Road could be allocated for housing, subject to the following:

- a) **45 dwellings with 35% affordable housing**
- b) **No development until the road linking Tiverton Road to Willand Road (required under Policy CU1) has been provided**
- c) **Archaeological investigation and appropriate mitigation**
- d) **Implementation of a Transport Plan and other measures to minimise carbon footprint and air quality impacts.**
- e) **Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.53 There are significant highway capacity issues at Tiverton Road, and until these have been resolved it is unlikely that new sites of significant size will be permitted to the west of Cullompton, beyond those already allocated. Improvements to Junction 28 and the junction of Tiverton Road and the High Street are planned which will be sufficient to support the existing allocation at Knowle Lane, but any further development sites would rely on the delivery of the North West urban extension. Policy option CU1 provides the means of relieving traffic from the westerly direction into the town centre, by providing a road through the North West urban extension that links Tiverton Road and Willand Road, in combination with the Eastern Relief Road (CU14). Once these routes have been delivered, some development sites to the west of the town might be considered suitable.

Policy CU5

Ware Park and Footlands

OPTION

A site of 2.1 hectares at Ware Park and Footlands could be allocated for residential development subject to the following:

- a) 38 dwellings with 35% affordable housing**
- b) Access from adjoining development at Knowle Lane (Policy CU3)**
- c) Archaeological investigation and appropriate mitigation**
- d) Implementation of a transport plan and measures to mitigate air quality impacts**
- e) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.54 Development of this site would depend upon delivery of the existing Knowle Lane allocation (preferred option Policy CU3). Knowle Lane itself, by reason of its width and alignment, is unsuitable to accommodate additional traffic, but if the existing allocated site is developed first then access may be achieved through that site.

3.55 As for the other sites to the west of Cullompton, there are highway capacity issues. Significant additional development to this side of the town should not occur until the road through the North West urban extension (Policy CU1) has been provided. However, the Local Plan Review proposes to reduce the site area and number of dwellings allocated at Knowle Lane (see Policy CU3) to correspond with a recent planning application boundary. If land at Ware Park and Footlands is allocated in exchange for the part of the existing site allocation that is not retained, there would be no net increase in the site area or number of dwellings allocated. The Cullompton map accompanying this document illustrates the difference.

3.56 If this option is taken forward, developer contributions to highways infrastructure within the town may be sufficient to address immediate capacity issues, as for the existing Knowle Lane allocation. The Council will work with the Highways Agency and Devon County Council Highway Authority to determine whether or not this approach would be sufficient or whether the North West urban extension and its new through-road must come forward first under Policy CU1.

Policy CU6

Court Farm

OPTION

EXISTING ALLOCATION

A site of 1.4 hectares at Court Farm is allocated for residential development, subject to the following:

- a) 35 dwellings with 35% affordable housing
- b) Implementation of a Transport Plan and other measures to minimise carbon footprint and air quality impacts
- c) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.

3.57 This site is the remaining part of an existing Local Plan site allocation under Policy AL/CU/9. The site is surrounded by existing development and comprises some farm buildings, a residential property with a substantial garden, commercial buildings and some agricultural land. There are multiple landowners who would need to work together to bring the site forward. As the site is already within the settlement limit and only a relatively small part of the original site remains, a continued site allocation may not be necessary. The site could come forward for development as a 'windfall' without an allocation.

3.58 As for all other sites in Cullompton, there are highway capacity issues that must be addressed. Improvements are planned to Junction 28 which should unlock the potential for further development, and all housing developments in Cullompton are expected to contribute to the delivery of highway infrastructure such as the Eastern Relief Road (Policy CU14).

Policy CU7

Land at Exeter Road

PREFERRED OPTION

A site of 1.4 hectares at Exeter Road is allocated for residential development, subject to the following:

- a) 35 dwellings with 35% affordable housing
- b) Archaeological investigation and appropriate mitigation
- c) Implementation of a Transport Plan and other measures to minimise carbon footprint and air quality impacts
- d) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.

3.59 This proposed policy is closely based on an existing site allocation in the Local Plan, Policy AL/CU/11. The site is to the south of Cullompton, where highway capacity is less critical compared to the sites to the west of the town. As such, there is no requirement for other sites such as the North West urban extension to come forward before this site can be permitted. However, existing planned improvements to Junction 28 must be carried out, and all sites in Cullompton will be expected to contribute to the delivery of highway infrastructure such as the Eastern Relief Road (Policy CU14).

Policy CU8

Bradninch Road

OPTION

A site of 1.1 hectares at Bradninch Road could be allocated for residential development, subject to the following:

- a) 25 housings with 35% affordable housing**
- b) Access from Exeter Road**
- c) Archaeological investigation and appropriate mitigation**
- d) Implementation of a Transport Plan and other measures to minimise carbon footprint and air quality impacts**
- e) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.60 This site adjoins preferred site allocation Policy CU7 and would depend upon that site for a suitable access. If this option is taken forward, it is likely that the two sites would form a single site allocation.

3.61 The site is steeply sloping and on a higher level than existing housing that adjoins the site, so any development of this site would need to be designed to minimise adverse impacts to neighbouring properties. Whilst the site is considered deliverable in principle, it is recognised that its topography may be a constraint which affects the suitability and viability of development.

Policy CU9

Land at Colebrook

OPTION

EXISTING LOCAL PLAN CONTINGENCY SITE

A site of 16.8 hectares at Colebrook could be allocated for residential development subject to the following:

- a) **300 dwellings with 35% affordable housing**
- b) **No development until the Eastern Relief Road has been provided**
- c) **Upgrading of Colebrook Lane to accommodate additional traffic arising from the development, and provision of two points of access from Siskin Chase**
- d) **Provision of 2.7 hectares of green infrastructure, to include the retention of land in the floodplain as informal amenity open space**
- e) **Measures to protect and strengthen trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside**
- f) **Archaeological investigation and appropriate mitigation**
- g) **Implementation of a Transport Plan and other measures to minimise carbon footprint and air quality impacts**
- h) **Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.62 The existing Local Plan identifies part of this site as a contingency site for residential development, under Policy AL/CU/20. The Local Plan Review is now reconsidering all sites and there is an option to allocate this site for development. The final version of the Local Plan will contain proposed contingency sites in case allocated sites do not come forward as planned, and a mechanism for releasing these sites is discussed under Policy S5.

3.63 As with some of the other options in this document, the delivery of this site would be dependent on improvements to highways infrastructure in Cullompton. Development in this location would increase traffic on Tiverton Road, so would not be permissible until a new road linking Tiverton Road to Willand Road has been provided under Policy CU1. The development would also be expected to substantially upgrade Colebrook Lane, which runs along the southern part of the site, unless it could be demonstrated that all traffic from the development would be served appropriately from alternative points of access.

Policy CU10

Land at East Culm Farm

OPTION

A site of 5.31 hectares at East Culm Farm could be allocated for residential development, subject to the following:

- a) **120 dwellings with 35% affordable housing**
- b) **Provision of improved pedestrian and cycle links to the town centre**
- c) **Retention of land in the floodplain as green infrastructure and informal amenity open space**
- d) **Archaeological investigation and appropriate mitigation**
- e) **Implementation of a Transport Plan and other measures to minimise carbon footprint and air quality impacts**
- f) **Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.64 This site comprises a former horticultural nursery located on the edge of Cullompton on the eastern side of the motorway. Approximately half the site is covered by disused greenhouses, while the remainder comprises a number of abandoned industrial buildings and associated infrastructure, and a field. An outline planning application has been submitted for 120 dwellings on the site.

3.65 This site was not allocated in the existing Local Plan due to its separation from the main part of Cullompton and the ability for other sites to meet the town's housing needs while also providing essential highway infrastructure to relieve traffic through the town centre. However, meeting housing need to 2033 might require the allocation of additional land, and this option would involve the redevelopment of land which is currently derelict. It should also be considered in conjunction with the strategic option of a new community to the east of Cullompton, as discussed under Policy S3.

Policy CU11

East Cullompton Urban Extension

OPTION

A site of 200 hectares to the east of Cullompton could be allocated for mixed use development as follows:

- a) **3,000 dwellings with 35% affordable housing including gypsy and traveller pitches, to commence after 1st April 2026 or the completion of 5,460 dwellings elsewhere, whichever is the sooner.**
- b) **54,000 square metres of mixed commercial floorspace subject to impact assessment which demonstrates no adverse impact on existing retail uses within Cullompton town centre**
- c) **50 hectares of strategic green infrastructure comprising a diverse mix of public open space, sports pitches, allotments and natural habitats, incorporating land within the floodplain**
- d) **Transport provision to ensure appropriate accessibility for all modes, improvement to Junction 28 of the M5 motorway and provision of a dedicated pedestrian and cycle route to the town centre**
- e) **Provision of a shared use surface between Honiton Road and Old Hill at Last Bridge, to enhance access between Cullompton east and south**
- f) **Environmental protection and enhancement**
- g) **Community facilities to meet local needs arising**
- h) **Carbon reduction and air quality improvements**
- i) **An agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development**
- j) **A public Masterplanning exercise to be undertaken before any planning application is made.**

3.66 Large-scale development to the east of Cullompton has been put forward for consideration by Cullompton Town Council and is one of the strategic options discussed under Policy S3.

3.67 Mid Devon District Council's preference is to retain the current development strategy for as long as possible, which focuses most development in Tiverton in recognition of Tiverton's existing size and role within the district and wider sub-region. However, there are environmental constraints in Tiverton (discussed under Policies S3 and S11) which make it necessary to consider alternative long-term solutions to meeting the district's development needs. The Council is also considering a new community between Junction 27 and Willand as an alternative to East Cullompton, and this is discussed under Policy J27.

3.68 Any development of this scale would require considerable investment in masterplanning, including cooperation among landowners, public consultation and phasing of infrastructure delivery. If this option is progressed through the Local Plan Review, the Council will work with Devon County Council and other organisations to identify the community needs that would arise

from the development, such as education, healthcare and transport. Similar to existing urban extension policies, a suite of policies would be developed to provide more detail on subjects such as:

- Transport provision
- Environmental protection and green infrastructure
- Community facilities
- Carbon reduction and air quality
- Phasing
- Masterplanning

3.69 The options under Policy S3 both assume that development will continue to come forward according to the existing hierarchy of towns (Tiverton-Cullompton-Crediton) at least for the first part of the plan period. If a new community or large urban extension is pursued, the plan will allow for a long lead-in time for masterplanning. The Council would wish to consider specialist accommodation for older people as part of the strategic masterplanning of this site.

3.70 A number of potential commercial sites have been put forward for consideration, falling within the East Cullompton area. Even if the option for East Cullompton is not taken forward through the Local Plan Review, the merits of these commercial sites will be considered.

Policy CU12

Week Farm

PREFERRED OPTION

EXISTING ALLOCATION

A site of 10.7 hectares is allocated for employment development, subject to the following:

- a) 15,000 square metres of employment floorspace within use classes B2 and B8
- b) Provision of a vehicular link from the Kingsmill employment area to Honiton Road
- c) Development shall not commence until the completion of necessary improvements to M5 Junction 28
- d) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance
- e) Provision of 2 hectares of green infrastructure to include the retention of land in the floodplain
- f) Protection and enhancement of the existing Public Right of Way.

- 3.71 Week Farm is allocated in the existing Local Plan for employment development within use classes B2 (general industry) and B8 (storage and distribution). Whilst the Local Plan Review takes a flexible approach to the definition of employment and generally considers all commercial floorspace as a source of jobs, in this case the surrounding uses and the location of the site make development other than B2 and B8 uses likely to be unsuitable. However, the Council will consider the merits of any alternative employment-generating uses put forward, and will assess the site alongside the option for mixed use development at East Cullompton (Policy CU11).
- 3.72 The Employment Land Review (2013) recommends the reduction of various employment allocations in Mid Devon, but suggests that the Council focus employment land provision in Cullompton around the existing development at Kings Mill Industrial Estate, which is consistent with retaining Week Farm as an allocation.

Policy CU13

Additional Cullompton employment sites

OPTIONS

The following sites at Cullompton could be allocated for employment development:

Site	Gross site area (ha)	Potential floorspace (sq.m)
A Venn Farm	5.17	10,850
B Land adj Venndale, NW Long Moor Road	2.9	6,090
C NW Kingsmill Industrial Estate	10.8	22,680
D NE part of Kingsmill Estate	3.3	6,930
E Land South of Springbourne, East of Exeter Road	1.7	4,760
Total	24	51,310

Any of the above sites or a combination could be allocated for employment subject to the following:

- a) A suitable amount of employment floorspace
- b) Suitable vehicular access
- c) No development east of the motorway until the completion of necessary improvements to M5 Junction 28
- d) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance
- e) Retention of areas within the floodplain as green infrastructure.

3.73 The Employment Land Review (2013) recommends a rationalisation of current employment site allocations across the district, to reflect market demand and deliverability. Cullompton already has over 42,000 square metres of committed commercial floorspace (i.e. sites under construction or with planning permission) which suggests that further employment allocations are unnecessary unless East Cullompton (Policy option CU11) is pursued as a long-term option for strategic growth. However, the Council will consider the relative merits of the various sites and it is possible that one or more of them will be found to be preferable to the existing allocation at Week Farm. Improvement works are planned to Junction 28 that will accommodate existing planned development, but any additional allocations would require further work to increase junction capacity.

Policy CU14

Eastern Relief Road

PREFERRED OPTION

EXISTING ALLOCATION

An Eastern Relief Road linking Station Road to Meadow Lane will be provided subject to the following:

- a) **Public consultation exercise before the route of the road is determined**
- b) **Provision of replacement open space and sporting facilities within the Cullompton Community Association fields and/or elsewhere in Cullompton**
- c) **Enhancement of the existing footpath to form a shared use foot and cycleway**
- d) **Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance**
- e) **Measures to protect and strengthen trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and lining to the surrounding countryside.**

3.74 The Eastern Relief Road is an integral part of the existing development strategy for Cullompton, designed to relieve traffic through the town centre in conjunction with a road through the North West urban extension to link Tiverton Road to Willand Road. When both policies were devised for the existing Local Plan (adopted 2010), they were considered the best of the available options, though the impact to the Cullompton Community Association (CCA) fields was recognised. The evidence in 2010 concluded that a new road to the east of the town centre is essential if the objectives of traffic relief, air quality improvement and with it town centre enhancement, are to be achieved. Careful consideration will need to be taken in finalising the route and the aim will be to cause minimum impact on the CCA fields. Devon County Council is producing a Flood Risk Assessment and aims to carry out consultation in spring 2014 on the options for the exact route of the road.

- 3.75 Cullompton is facing the same traffic issues now as it was when the existing Local Plan was being prepared. Additional housing development has now taken place at Knowle Lane and Tiverton Road, contributing to Junction 28 improvements and funding for the Eastern Relief Road, but work on the Eastern Relief Road has not yet commenced. The delivery of the road depends upon the delivery of the North West urban extension (preferred option Policy CU1). The Council will also seek external sources of funding to pay for the road.
- 3.76 At present, the Eastern Relief Road remains the preferred option to divert north- and south-bound traffic away from the town centre, regardless of whether East Cullompton (Policy CU11) is pursued as a long-term option for strategic growth. However, as work progresses on the Local Plan Review, the Council will consider any alternative, deliverable relief road options that come to light and consult upon these as appropriate. Given the relatively short period of time that has elapsed since the Eastern Relief Road was allocated and the absence of any significant change in circumstances, the Council will not revisit previous road options that were found to be unsuitable, such as:

- **Western Relief Road.** Devon County Council carried out traffic modelling and concluded that the provision of a Western Relief Road alone would not provide the required benefits of traffic relief and air quality improvement. This road alone would also be less sustainable in terms of longer journey distances and times, and additional carbon emissions.
- **Additional M5 junction.** The organisation with responsibility for the motorway network, the Highways Agency, advised that the construction of an additional motorway junction to the south of Cullompton will not be possible for reasons of highway safety and cost. To have relied on such a strategy without the agreement and support of the Highways Agency would have made the provision of traffic relief and air quality improvement in Cullompton unachievable. If large-scale development at East Cullompton (Policy CU11) is pursued under Option 2 of Policy S3, the Council will need to consider whether Junction 28 can be sufficiently improved in its current location, regardless of the Eastern Relief Road.

Policy CU15

Cullompton Infrastructure

PREFERRED OPTION

The Council will promote the reopening of the Cullompton Railway Station. A site for a new railway station south of Station Road could be allocated for this purpose.

The Council will use the Community Infrastructure Levy and planning obligations where appropriate, seek external sources of funding and work with partners to deliver the following infrastructure for Cullompton:

- a) Provision of the Eastern Relief Road and implementation of other measures in the Cullompton Air Quality Action Plan**
- b) Improvements to increase the capacity of M5 Junction 28**
- c) Town centre regeneration and enhancement**

- 3.77 Policy CU15 amalgamates Policies AL/CU/15-19 in the existing Local Plan. The existing policies were designed for use prior to the introduction of the Community Infrastructure Levy, when Local Plan policies were required as a basis for seeking developer contributions through Section 106 planning obligations. Under the Community Infrastructure Levy Regulations, a rate of payment per square metre may be determined on the basis of estimated infrastructure costs and development viability, then spent according to a prescribed list of infrastructure projects or types of infrastructure.
- 3.78 The Council plans to use the Community Infrastructure Levy to secure funding for offsite infrastructure delivery in the majority of cases, but there will be circumstances where it is still appropriate to use a planning obligation. The Council's strategic infrastructure policy is set out earlier in this document under Policy S9, but there are infrastructure requirements specific to Cullompton that are listed under Policy CU15. The Council will use the Community Infrastructure Levy and other sources of funding to deliver the infrastructure listed, and where planning obligations are sought, this policy will be the basis for negotiation.
- 3.79 The Local Transport Plan includes a long-term aspiration to reopen Cullompton Railway Station. The existing Local Plan protects land for a car park associated with any reopening of the station, but a broad location south of Station Road is now identified as a possible site for the new station. The Council will work with Devon County Council and other partners to achieve this objective and find the most suitable site.

Crediton

3.80 The development strategy for Crediton is set out earlier in this document. The following table summarises Crediton's likely requirement for housing and commercial development. As explained in paragraphs 3.2 - 3.3, the Council is consulting on potential development sites that exceed the amount of land and development that is likely to be required. However, the final version of the plan will tailor land supply to meet the estimated need and demand to 2033, coupled with the strategic objectives of the Mid Devon Corporate Plan.

3.81 The amount of development land needing to be allocated in Crediton depends on which option under Policy S3 is pursued: the continuation of the current distribution strategy which focuses most development in the towns (Option 1); or a strategy which focuses long-term growth at Junction 27 (between the junction and Willand) or Junction 28 (east side of Cullompton) (Option 2a and 2b). The following table illustrates how these options affect Crediton, and how much potential land for development (in floorspace or dwellings) has been identified. For the purposes of estimating the net requirement at this stage, it is assumed that Crediton will have its full share of development (Crediton option 1 under Policy S13) but the figures will be adjusted if a lower amount of development in Crediton is found to be justified.

Use	Commitments at 31 March 2013	Net requirement		Potential allocations (of which already allocated)
		Policy S3 Option 1 (town focus)	Policy S3 Option 2 (new community)	
Housing (dwellings)	239	561	281	883 (298)
Commercial (employment, retail and leisure) square metres floorspace	11,045	0	0	47,840 (6,500)

Table 18

Estimated development need and potential supply in Crediton

3.82 Thirteen potential housing sites have been identified in Crediton that are considered achievable in principle, corresponding to a Crediton map that accompanies this document. Some of the sites are already allocated in the existing Local Plan. The potential number of dwellings is usually a multiplication of the net site area by an assumed housing density of 40 dwellings per hectare, though in some cases a different figure has been identified through the Strategic Housing Land Availability Assessment (SHLAA). The figure does not take account of site-specific environmental constraints or other land uses that might be incorporated such as community facilities and employment land. Therefore, the potential number of dwellings shown in the next table, particularly for the larger sites, is often higher than the number of dwellings that would

be allocated in reality. Unlike the standard SHLAA assumption of 40 dwellings per hectare, the Council's site allocation policy options usually assume a density of 30 dwellings per hectare unless a lower figure has been justified.

Site (‘AL’ denotes existing allocation. ‘PP’ denotes planning permission granted)	Policy option reference	Gross Site Area (ha)	Net Site Area (ha)	Potential no. dwellings identified through SHLAA	Potential No. dwellings identified as Local Plan options
Wellparks AL	CRE1	7.9	4.74	194	185
Red Hill Cross AL PP	CRE2	3.1	1.86	135	135
Land at Cromwells Meadow AL	CRE3	2.4	1.44	58	50
George Hill AL PP	CRE4	0.96	0.77	19	19
The Woods Group AL	CRE5	0.17	0.17	7	8
Pedlerspool	CRE6	23.5	14.1	564	165
Sportsfield	CRE7	2.8	1.68	67	50
Land at Barn Park	CRE8	1.64	1.3	20	20
Stonewell Lane Playing Field	CRE9	3.2	1.92	77	60
Westwood Farm	CRE10	12.7	7.62	50	50
Land at Chapel Down Farm	CRE11	10	6	240	120
Barnfield	CRE12	0.25	0.25	6	6
Land off Alexandra Close	CRE13	0.63	0.504	20	15
Total		71	41	1,496	883

Table 19

Potential housing land supply identified through SHLAA, excluding sites with planning permission

3.83 The existing allocations not retained as options in the Local Plan Review are as follows:

Site allocation proposed for deletion	Current Local Plan Policy	Reason for deletion
The Bike Shed, High Street	AL/CRE/5	Unavailable
Crediton Link Road	AL/CRE/9	Construction has started
Exhibition Road	AL/CRE/10	School no longer requires single site

Table 20

Existing site allocations proposed for deletion

- 3.84 Crediton has an existing employment allocation of 4,150 square metres floorspace at Wellparks (existing Local Plan Policy AL/CRE/7). The existing Local Plan also identifies Pedlerspool as a contingency site which might be allowed to come forward if housing completions across the district fall below a certain level, and this site would include 21,000 square metres of employment floorspace. The Employment Land Review (2013) recommends the retention of the existing allocation at Wellparks, but in general recommends a shift in focus towards the provision of small employment sites to reflect market demand and deliverability.
- 3.85 Including the two sites already identified, five sites in Crediton have potential for employment or other commercial development. The floorspace for existing site allocations may already be known, but for new potential sites the floorspace is calculated on the basis of the net site area. This does not take account of potential mixed use development or environmental constraints. Therefore the amount of land identified is often in excess of what would be allocated in reality. Potential floorspace is usually based on the assumption that 3,500 square metres gross internal floorspace will be built per hectare.

Site	Policy option reference	Gross site area (ha)	Net site area (ha)	Potential floorspace (sq.m)
Wellparks	CRE14	1.5	1.2	4,150
Pedlerspool	CRE6	23	13.8	21,000
Land South of Common Marsh Lane	CRE15(A)	2.74	1.64	5,740
Land East of Exeter Road	CRE15(B)	5.3	3.18	11,130
South of Wellparks and A377	CRE15(C)	2.77	1.66	5,820
Total		35.3	21.5	47,840

Table 21

Potential sites for commercial development

- 3.86 The strategic role of Crediton and options for development targets are discussed under Policy S13. The following draft site allocation policies are for consultation purposes and will be amended in the final version of the plan to take account of up-to-date evidence, the views of the community and discussions with neighbouring councils and other statutory consultees. In the meantime, where the Council has a preference for a particular site, this is indicated in the policy heading, otherwise the policy is clearly shown as an option only.

Policy CRE1

Wellparks

PREFERRED OPTION

EXISTING ALLOCATION

A site of 22.9 hectares at Wellparks, A377, is allocated for residential development, subject to the following:

- a) 185 dwellings on 7.8 hectares including 35% affordable housing.
- b) 15 hectares of green infrastructure on the upper slopes of the site and a shared use link to Commonmarsh Lane/Tolleys area.
- c) Layout, design and landscaping that reflects the sloping, visible nature of the site, achieving locally distinctive design while protecting the setting of the Downes Local Historic Park and Garden and protecting the character and setting of the listed buildings at Wellparks and Downes House.
- d) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.

3.87 This policy is closely based on the existing Local Plan Policy AL/CRE/1. A planning application for residential development at Wellparks is expected shortly and the site is considered deliverable. The same considerations apply as when the existing plan was adopted, such as the need to respect the character and setting of the historic environment.

Policy CRE2

Red Hill Cross

PREFERRED OPTION

EXISTING ALLOCATION

PLANNING PERMISSION GRANTED

A site of 3.1 hectares at Red Hill Cross is allocated for residential development subject to the following:

- a) 135 dwellings with 35% affordable housing
- b) Layout, design and landscaping that reflect the local distinctiveness, the visibility of the site and its sloping nature
- c) The provision of a safe and convenient footpath from Old Tiverton Road to the footway on the southern boundary of the site on Exhibition Road
- d) Land for a 0.4 hectare extension to Crediton cemetery
- e) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.

3.88 This site is allocated in the existing Local Plan under Policy AL/CRE/2 and has outline planning permission for 135 dwellings. In case planning permission lapses or a revised scheme is submitted, the Council proposes to retain the site allocation policy in its current form.

Policy CRE3

Cromwells Meadow

PREFERRED OPTION

EXISTING ALLOCATION

A site of 1.3 hectares at Cromwells Meadow is allocated for residential development subject to the following:

- a) **50 dwellings with 35% affordable housing**
- b) **Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**
- c) **This development shall not commence until a Link Road between the A377 and Lords Meadow is in operation.**

3.89 This site is allocated in the existing plan under Policy AL/CRE/3. Its delivery is dependent on the provision of the Crediton Link Road, which is now under construction. The site is considered achievable in its current form, though Criterion c) will no longer be necessary if the link road is opened before the Local Plan Review is completed.

Policy CRE4

George Hill

PREFERRED OPTION

EXISTING ALLOCATION

PLANNING PERMISSION GRANTED

A site of 0.96 hectares at George Hill is allocated for residential development subject to the following:

- a) **19 dwellings with 35% affordable housing**
- b) **Retention of the existing dwelling 'Trenavin'**
- c) **Appropriate highway improvements**
- d) **Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.90 This site is allocated for 25 dwellings in the existing plan under Policy AL/CRE/4. Planning permission has recently been granted for 23 dwellings, though only 19 are proposed to be built and this is consistent with retaining the existing dwelling on the site. The Council proposes to retain the site allocation as development has not yet commenced and the policy will be the basis for determining any revised schemes for the site.

Policy CRE5

The Woods Group, Exeter Road

PREFERRED OPTION

EXISTING ALLOCATION

A site of 0.17 hectares at The Woods Group, Exeter Road, is allocated for residential development subject to the following:

- a) 8 dwellings with 35% affordable housing**
- b) Mitigation for potential onsite air quality issues with specific design to prevent worsening of air quality on Exeter Road and to avoid potential air quality issues for occupants**
- c) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.91 This site is allocated in the existing plan under Policy AL/CRE/6. It has been confirmed as still being available and achievable, so the Council proposes to retain the site in the Local Plan Review. The mitigation of air quality impacts is still likely to be required due to the location of the site, though once completed the Crediton Link Road should reduce the amount of HGV traffic through Crediton town centre, improving local air quality.

Policy CRE6

Pedlerspool

OPTION

A site of 23.5 hectares (developable area) at Pedlerspool could be allocated for mixed use development, subject to the following:

- a) 165 dwellings with 35% affordable housing to include at least five pitches for gypsies and travellers
- b) 21,000 square metres of suitable commercial floorspace
- c) A suitable site for the relocation of Crediton Rugby Club
- d) Layout, design and landscaping, including planting on the riverside that reflects the local distinctiveness and its sloping nature
- e) The protection of the setting of the wider area, including the upper slopes to the south and west for landscaping and green infrastructure
- f) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.
- g) The provision of serviced employment land or other suitable commercial development in step with the housing at a rate of at least 1 hectare per 30 occupied dwellings unless it can be demonstrated to the Council's satisfaction that such an approach would significantly undermine the viability of the scheme as a whole.
- h) This development shall not commence until a link road between the A377 and Lords Meadow is in operation unless the Council is satisfied that air quality and traffic impacts as a result of the development would not be material.

3.92 This site falls within Sandford Parish, but if allocated would provide for the strategic growth of Crediton as it adjoins the settlement boundary. The site is identified under existing Local Plan Policy AL/CRE/12 as a contingency site, meaning that it is not permitted to come forward for development unless housing completions across the district fall below a defined level. The Local Plan Review is reconsidering all potential development sites and which of the options should be full allocations or contingency sites. The Pedlerspool proposal was particularly contentious when the existing plan was being prepared and the Council will take the community's views into account when considering the merits of different sites.

3.93 If the policy is taken forward in the Local Plan Review, Criterion g) may be removed, depending on when the Crediton link road is completed and the stage the Local Plan Review has reached at that point. Also, the requirement to provide an alternative site for the rugby club may be revised, depending on the outcome of policy option CRE7.

Policy CRE7

Sports field, Exhibition Road

OPTION

A site of 2.8 hectares at the sports field on Exhibition Road could be allocated for residential development, subject to the following:

- a) **50 dwellings with 35% affordable housing**
- b) **Relocation of Crediton Rugby Club to a suitable alternative site before development is commenced**
- c) **Archaeological investigation and appropriate mitigation**
- d) **Implementation of a Transport Plan and other measures to minimise carbon footprint and air quality impacts**
- e) **Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.94 This site is allocated in the existing plan under Policy AL/CRE/10 for the relocation of Queen Elizabeth Community College to a single site. The school has indicated that a single site is no longer required and the site is being considered for housing. The site is currently occupied by Crediton Rugby Club. The loss of a sports field is not acceptable unless it can be relocated in a suitable location, providing facilities of equivalent or better quality. The existing plan proposes the relocation of the rugby club within the Pedlerspool contingency site, which may still be an option subject to agreement between landowners. However, this makes the delivery of one site dependent upon the other, and the Council will consider alternative solutions for the relocation of the sports field. The school has stated an intention to build a full size all weather hockey/rugby/football pitch on the lower school site. The delivery of adequate alternative sports provision would need to be secured before development commenced on the existing sports field.

Policy CRE8

Land at Barn Park

OPTION

A site of 1.64 hectares at Barn Park could be allocated for residential development subject to the following:

- a) **20 dwellings with 35% affordable housing**
- b) **Vehicular access from Barn Park**
- c) **Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.95 A larger site of 16.3 hectares has been put forward for consideration, but there is a lack of obvious and direct access points to serve the development. Large-scale development would have a poor relationship between the existing development to the north and northeast of the site, and the approach roads from the A377 have limited capacity for additional traffic. However, a small site allocation for 20 dwellings is an option.

Policy CRE9

Stonewall Lane Playing Field

OPTION

A site of 3.2 hectares at Stonewall Lane Playing Field could be allocated for residential development subject to the following:

- a) 60 dwellings with 35% affordable housing**
- b) Relocation of the playing fields to a suitable alternative site before development is commenced**
- c) Access from Jockey Hill and diversion of Stonewall Lane through the site**
- d) Archaeological investigation and appropriate mitigation**
- e) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.96 This site has been put forward by the QE Academy Trust which runs the school in Crediton, and is considered alongside the option discussed under Policy CRE7. The site currently comprises two football pitches which the school considers too remote from the school for effective daily use. The school has stated an intention to use the proceeds from the sale of this site to build a full size all weather hockey/rugby/football pitch on the lower school site. However, the Council will consider the accessibility of any proposed replacement site for pupils of the upper school (years 9-13), who currently use the playing fields at Stonewall Lane. The delivery of adequate alternative sports provision would need to be secured before development is commenced on the existing sports fields. Any new provision would need to match or exceed the sports land being lost, whether in terms of quantity, quality or both. The Council will seek the advice of Sport England as the Local Plan Review progresses.

Policy CRE10

Land at Westwood Farm

OPTION

A site of 3.5 hectares at Westwood Farm could be allocated for residential development subject to the following:

- a) **50 dwellings with 35% affordable housing**
- b) **Access from Westernlea via Threshers, or direct from A377**
- c) **Archaeological investigation and appropriate mitigation**
- d) **Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.97 A larger site of 12.7 hectares has been put forward for consideration on agricultural land to the southwest of Crediton. The site would require significant landscaping and alterations to a public bridleway to the north. Development of the site would overlook existing development to the south east. Combined with restrictions on the amount of additional traffic that would be acceptable through existing residential areas, a reduction of the site area to allow for about 50 dwellings is proposed as an option for consultation.

Policy CRE11

Land at Chapel Down Farm

OPTION

A site of 10 hectares at Chapel Down Farm could be allocated for residential development subject to the following:

- a) **120 dwellings with 35% affordable housing.**
- b) **Access to the eastern part of the site to include substantial improvements to Higher Road, and any access onto the A377 to include improvements to provide pedestrian facilities connecting the site to the town.**
- c) **Archaeological investigation and appropriate mitigation**
- d) **Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.98 This site is between Higher Road and the A377 running westbound out of Crediton. Approximately 10 hectares may be suitable for residential development adjoining the relatively high density development at Queen Elizabeth Drive. However, the site is on steeply sloping land and may only be suitable for low density development to take proper account of impacts to landscape character and the amenity of existing and potential new residents. Also, the site is not well connected to the town centre and any development would require substantial improvements to existing roads to cater for the additional vehicular and pedestrian traffic arising.

Policy CRE12

Barnfield

OPTION

A site of 0.25 hectares at Barnfield could be allocated for residential development subject to the following:

- a) **6 dwellings with 35% affordable housing**
- b) **Access from Town Park to the west**
- c) **Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.99 This is part of a larger site put forward for consideration that would have been capable of accommodating about 30 dwellings. However, the land is in multiple ownerships and the availability of all parcels of land is not known. There is insufficient frontage to provide access from the south. Only the western-most strip of land is considered achievable at present, and this would need to be accessed from Town Park.

Policy CRE13

Land at Alexandra Close

OPTION

A site of 0.63 hectares at Alexandra Close could be allocated for residential development subject to the following:

- a) **15 dwellings with 35% affordable housing**
- b) **Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.100 The site is a small field adjacent to existing modern housing on the north western side of Crediton. It is steeply sloping so care would need to be taken to minimise impact to the character and appearance of the area and achieve a satisfactory relationship between existing and new housing.

Policy CRE14

Wellparks (employment)

PREFERRED OPTION**EXISTING ALLOCATION**

A site of 1.5 hectares at Wellparks, A377, is allocated for 4,150 square metres of employment floorspace through the conversion of existing buildings and some new building subject to:

- a) **Design and layout to respect the character and setting of the listed buildings**
- b) **Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance.**

3.101 This site is allocated in the existing Local Plan under Policy AL/CRE/7. The Employment Land Review (2013) recommends retention of the site for employment purposes. In accordance with the economic strategy for the Local Plan Review, the Council takes a flexible approach to employment development and will consider the case for any employment-generating use. Retail development is more strictly controlled outside town centres and Policies DM16 and DM17 would apply. A planning application for mixed use development is expected in 2014, incorporating both residential and employment parts of Wellparks (Policies CRE16 and CRE1).

Policy CRE15

Additional Crediton commercial sites

OPTIONS

The following sites at Crediton could be allocated for commercial development:

Site	Gross site area (ha)	Potential floorspace (sq.m)
A Land South of Common Marsh Lane	2.74	5,740
B Land East of Exeter Road	5.3	11,130
C South of Wellparks and A377	2.77	5,820
Total	10.81	22,690

Any of the above sites or a combination could be allocated for commercial use/employment subject to the following:

- a) A suitable amount of commercial floorspace
- b) Suitable vehicular access
- c) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance
- d) Retention of areas within the floodplain as green infrastructure.

3.102 The Employment Land Review (2013) recommends a rationalisation of current employment site allocations across the district, to reflect market demand and deliverability. For Crediton, the Employment Land Review recommends the retention of the existing site at Wellparks, of 1.5 hectares. It is highly unlikely that the Local Plan Review will seek to significantly increase the commercial site allocations in Crediton, but the site options under Policy CRE15 are set out for consultation purposes in case any of them prove preferable to Wellparks (Policy CRE14). Sites already with planning approval equate to 11,045 square metres of commercial floorspace, which exceeds the amount of land identified in the Employment Land Review for allocation.

Rural Areas

3.103 The development strategy for rural areas is set out earlier in this document. The following table summarises the likely requirement for housing and commercial development outside the three main towns. As explained in paragraphs 3.2 - 3.3, the Council is consulting on potential development sites that exceed the amount of land and development that is likely to be required. However, the final version of the plan will tailor land supply to meet the estimated need and demand to 2033, coupled with the strategic objectives of the Mid Devon Corporate Plan.

3.104 The amount of development land needing to be allocated outside Tiverton, Cullompton and Crediton depends on which option under Policy S3 is pursued: the continuation of the current distribution strategy which focuses most development in the towns and Tiverton in particular (Option 1); or a strategy which reduces the amount for Tiverton in favour of long-term growth at Junction 27 (joined to Willand) or Junction 28 (east side of Cullompton) (Option 2a and 2b). The implications for Cullompton are discussed in the Cullompton section. The following table illustrates how these options affect the level of development in rural areas and how much potential land for development (in floorspace or dwellings) has been identified overall.

Use	Commitments at 31 March 2013	Net requirement			Potential allocations (of which already allocated)
		Policy S3 Option 1 (town focus)	Policy S3 Option 2 (new community)		
			a) J27	b) J28	
Housing (dwellings)	319	1,281	3661	721	6,514 (192)
Commercial (employment, retail and leisure) square metres floorspace	53,851	0	34,549	0	304,545 (8,300)

Table 22

Estimated development need and potential supply in rural areas

3.105 Sixty-nine potential housing sites have been identified in rural areas and are considered achievable in principle, corresponding to rural settlement maps that accompany this document. A few of the sites are already allocated in the existing Local Plan, but the majority have been submitted speculatively for consideration as part of the Strategic Housing Land Availability Assessment (SHLAA). The SHLAA is a technical assessment of the broad suitability and achievability of potential sites for housing development, but it does not indicate whether or not a site should be allocated. The Council has no intention of allocating this many housing sites, but has included the options at this stage for consultation purposes, to gain an understanding of the community's views towards rural development and focus on the most sustainable options as the Local Plan Review progresses.

- 3.106 The potential number of dwellings shown in the table below is usually a multiplication of the net site area by an assumed housing density of 40 dwellings per hectare, though in some cases a different figure has been identified through the SHLAA. The figure does not take account of site-specific environmental constraints or other land uses that might be incorporated within larger sites such as community facilities and employment land. Similarly, a standard housing density has been calculated but it is recognised that in many village locations a lower number of dwellings per hectare would be more appropriate to reflect the character and style of existing development. Therefore, the potential number of dwellings shown in the next table is often higher than the number of dwellings that would be allocated in reality. Any proposed site allocations included in the final version of the Local Plan Review will be adjusted accordingly.
- 3.107 Also, the Council is consulting on this list of sites in conjunction with strategic Policy S14, which proposes a list of villages where limited development may be acceptable. The defined villages may change as a result of consultation, but the Council does not intend to allocate market housing in any villages that are not included in the final version of Policy S14.

Parish/Location	Site (‘AL’ denotes existing allocation. ‘PP’ denotes planning permission granted)	Gross Site Area (ha)	Net Site Area (ha)	Potential no. dwellings identified through SHLAA
Bampton	Bourchier Close AL	1.5	1.2	40
Bampton	Newton Square AL	0.2	0.2	8
Bampton	South Molton Road	4	2.4	80
Bampton	Land at Ball Hill	0.5	0.4	16
Bickleigh	Land south of Glen View	1.4	1.12	45
Bow	West of Godfrey Gardens AL	0.23	0.23	6
Bow	Land adj Bow Mill Lane	2.17	1.302	52
Bow	East Langford Farm	1.3	1.04	25
Bow	Land adj Hollywell	1.47	1.176	25
Bow	Land adj Jackman car park	1	0.8	32
Bradninch	Hele Road	0.3	0.3	12
Burlescombe	Churchyard Field	0.6	0.48	10
Butterleigh	Land NW of Homefield	0.7	0.56	10
Chawleigh	Tower Meadow	0.4	0.4	16
Chawleigh	Barton	4.9	2.94	40
Cheriton Bishop	Cheriton Bishop Glebe	0.9	0.72	29
Cheriton Bishop	Land near the church	2.9	1.74	40
Cheriton Bishop	Land adj Woodleigh Hall	9.2	5.52	221
Cheriton Bishop	Land east of Hill View	1.3	1.04	5
Cheriton Bishop	Land north of Brakes View	7.7	4.62	185
Cheriton Fitzpaine	Cheriton Fitzpaine Glebe	2.2	1.32	40
Cheriton Fitzpaine	Land adj primary school	1.1	0.88	35
Cheriton Fitzpaine	Land off Barnshill Close	0.3	0.3	12
Cheriton Fitzpaine	Landboat Farm	1.91	1.528	55
Colebrooke	Colebrooke Glebe	1	0.8	15

Copplestone	Old abattoir site	1.5	1.2	48
Copplestone	Land adj Dulings Meadow	4.9	2.94	118
Copplestone	Bewsley Farm	9.7	5.82	50
Culmstock	Linhay Close AL	0.12	0.12	5
Culmstock	Highfields, Hunter's Hill AL	1	0.8	20
Culmstock	Culmstock Glebe and Rackfields	1.5	1.2	25
Halberton	Land at Blundells Road	1.25	1	25
Hemyock	Land SW of Conigar Close	1.1	0.88	35
Hemyock	Culmbridge Farm	6.1	3.66	80
Hemyock	Land north of Culmbridge Farm	5.2	3.12	80
Junction 27	Land east of M5	110.4	66.24	2650
Kentisbeare	Land by Kentisbeare Village Hall AL	0.8	0.64	26
Lapford	Land between primary school and church	1.3	1.04	42
Morchard Bishop	Land west of Greenaway AL	0.3	0.3	12
Morchard Bishop	Tatepath Farm	0.5	0.4	16
Morchard Bishop	Church Street	2.6	1.56	25
Newton St Cyres	Court Orchard	1	0.8	32
Newton St Cyres	Land west of Tytheing Close	2	1.6	48
Newton St Cyres	Land east of Tytheing Close	2	1.6	64
Oakford	Land at Oakford	0.5	0.4	5
Sampford Peverell	Higher Town	6	3.6	60
Sampford Peverell	Land off Whitnage Road	6	3.6	60
Sampford Peverell	Land at Mountain Oak Farm	9	5.4	216
Sampford Peverell	Morrells Farm	32	19.2	768
Sandford	Fannys Lane AL PP (part)	1.7	1.36	35
Shillingford	Land off Bowdens Lane	1.6	1.28	51
Silverton	Land at Old Butterleigh Road	1.4	1.12	45
Silverton	Glebe	1.08	0.864	35
Silverton	The garage	0.11	0.11	5
Silverton	Livinghayes Road	1.04	0.832	15
Silverton	East of Hederman Close	1.86	1.488	60
Thorverton	Thorverton Glebe & paddock	2.54	1.524	50
Uffculme	Land adj Poynings	2.8	1.68	35
Uffculme	Land adj to Sunnysdene	0.6	0.48	10
Uffculme	Land west of Uffculme	3.86	2.32	60
Uffculme	Land off Chapel Hill	2	1.6	64
Uffculme	Land off Ashley Road	1.18	0.944	20
Willand	Quicks Farm	2.85	1.71	68
Willand	Land adj B3181 AL	1	0.8	39
Willand	Land east of M5	5.9	3.54	142
Willand	Dean Hill Road	1.7	1.36	54
Willand	Lloyd Maunder Way	1.7	1.36	41
Yeoford	Land off Lower Road	0.7	0.56	17
Total		291	185	6410

Table 23
Potential housing sites in rural areas

3.108 Four housing sites allocated in the existing Local Plan already have planning approval, and these are set out below. The figures for these sites are based on the position as at 31st March 2013 unless more recent information is known. Sites that are already under construction are not retained as options for housing allocations in the Local Plan Review, unless planning permission only relates to part of the site and the remainder may still be achievable in the future.

Site	Site Area	Dwellings with planning permission	Dwellings under construction
Stone crushing works (Scotts Quarry), Bampton	3.41	18	0
Former school/School Close, Bampton	2.18	52	8
Ashley Park, Bampton	0.3	7	0
Fanny's Lane, Sandford	1.12	19	0
Total	7.01	96	8

Table 24

Allocated sites with planning permission in rural areas

3.109 Existing allocations not retained as options in the Local Plan Review are as follows:

Parish/location	Site allocation proposed for deletion	Current Local Plan policy	Reason for deletion
Bampton	Stone crushing works (Scotts Quarry)	BA1	Development is almost complete. Final phase has planning permission and is retained as an option.
Bampton	Former school / School Close, Bampton	AL/BA/1	Development is almost complete. Final phase has planning permission and is retained as an option.
Exhibition Road	Land off Bassett's Close	AL/CO/1	Achievable number below threshold for allocation

Table 25

Existing site allocations proposed for deletion

3.110 A small number of employment sites have been allocated in rural areas under the existing Local Plan, but these have not all been successful in coming forward. While economic conditions may have been partly responsible, the evidence shows that employment in rural areas is more likely to come forward on unallocated sites, permissible under development management policies where planning permission is required at all. This is discussed further under Policy S7.

3.111 Eight sites in rural areas have been identified with potential to deliver employment up to 2033. These include both existing allocations and newly identified land. The floorspace for existing site allocations may already be known, but for new potential sites the floorspace is calculated on the basis of the whole site area. This does not take account of potential mixed use development or environmental constraints. Therefore the amount of land identified is often in excess of what would be allocated in reality.

Parish/ location	Site ('AL' denotes existing allocation, 'PP' denotes planning permission)	Gross site area (ha)	Net site area (ha)	Potential floorspace (sq.m)
Bampton	Bourchier Close AL	2.4	1.11	4,000
Bampton	Stone crushing works (Scotts Quarry), Bampton AL PP	0.45	0.36	355
Bow	South of Iter Cross AL	0.5	0.4	1,700
Bow	South West of Junction Road AL	0.6	0.48	2,100
Junction 27	Land E of M5 at Junction 27	96	57.6	201,600
Kentisbeare	Village Hall AL	0.8	0.64	500
Sampford Peverell	Morrells Farm	30.9	18.54	64,890
Willand	Willand Industrial Estate AL PP (part)	9.6	5.88	20,580
Willand	Lloyd Maunder	4.2	2.52	8,820
Total		145	88	304,545

Table 26

Potential commercial sites in rural areas

3.112 The Council is considering which rural employment sites are likely to be deliverable, and it is possible that some existing allocations will not be retained when further information is known about their availability and realistic chances of being developed. In the case of the Scotts Quarry allocation in Bampton, the Council is proposing to retain the remaining part of the allocation which was recently granted planning permission on appeal.

3.113 In view of the number of sites that have been put forward in rural areas, especially with regard to housing development, the Council is not consulting on detailed policy wording at this stage, with the exception of a strategic option for development between Junction 27 and Willand. Consultation responses are sought on the principle of allocating sites in and around villages, and the Council will carefully consider local infrastructure capacity and impacts to the character of rural settlements.

Junction 27 and Willand

3.114 A site of approximately 200 hectares has been put forward for consideration between Junction 27 of the M5 motorway and Willand, comprising a range of commercial development and housing. Approximately 96 hectares closest to Junction 27 are proposed for mixed commercial development, including:

- Employment (B1-B8 uses), north of the A38 adjoining Swallow Court
- Leisure and community uses (D1, D2 and 'sui generis' uses) including a major outdoor and indoor leisure attraction, regionally focused visitor centre and a cinema and conference/performance venue
- Retail (A1 and 'sui generis' uses) focused on non-high street retailing connected to leisure and tourism attractions, and an upgraded travel service area
- Restaurants and cafes (A3-A5 uses)
- Hotel (C1 use)

3.115 The principle of a new community is discussed under Policy S3, with possible sites being considered either at Junction 27/Willand or Junction 28/East Cullompton. If pursued through the Local Plan Review, the option of a new community is likely to be long-term, as the Council's preference is to focus development according to the established hierarchy of towns. This would see Tiverton receiving the most development in recognition of its existing size and role, as discussed under Policies S3 and S11. However, Tiverton's capacity to provide for long-term growth is limited and the Council is considering how best to accommodate long-term housing need.

3.116 Commercial development is being promoted at Junction 27 which, if allocated, might come forward reasonably early in the plan period. The Council must engage fully with neighbouring councils, the Highways Agency and other relevant public bodies in considering this site.

3.117 The following option for a site allocation policy is being considered, and should be read in conjunction with Policy S3 Option 2 and the policies map accompanying this document.

Policy J27

Land at M5 Junction 27 and adjoining Willand

OPTION

A site of approximately 200 hectares between M5 Junction 27 and Willand could be allocated for mixed commercial and residential development as follows:

- a) 3,000 dwellings with 35% affordable housing, to commence after 1st April 2026 or the completion of 5,460 dwellings elsewhere, whichever is the sooner.
- b) 96 hectares for mixed commercial floorspace subject to an impact assessment which demonstrates no adverse impact on town centre vitality and viability. Development might comprise:
 - 1) 25 hectares for B8 storage and distribution/logistics development
 - 2) 13 hectares outdoor leisure destination
 - 3) 8 hectares for designer retail outlet/village
 - 4) 4.5 hectares Devon produce promotion centre
 - 5) 3.3 hectares for sports and activity centre including associated retail
 - 6) 3 hectares for plant/horticulture centre
 - 7) 2.4 hectares for cinema
 - 8) 1.9 hectares for motorway service area, parking and refuelling services
 - 9) 1.8 hectares for hotel, conference venue and concert hall
 - 10) 0.8 hectares for regional visitor centre
- c) Transport provision to ensure appropriate accessibility for all modes, improvement to Junction 27 of the M5 motorway and provision of a dedicated pedestrian and cycle route to the Tiverton Parkway railway station
- d) Environmental protection and enhancement including strategic green infrastructure which delivers multiple environmental benefits
- e) Community facilities to meet local needs arising from housing development
- f) Carbon reduction and air quality improvements
- g) An agreed phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development
- h) A public Masterplanning exercise to be undertaken before any planning application is made.

3.118 Any development of this scale would require considerable investment in masterplanning, including cooperation among landowners, public consultation and phasing of infrastructure delivery. If this option is progressed through the Local Plan Review, the Council will work with Devon County Council and other organisations to identify the community needs that would arise from the development. The Council is reviewing the Infrastructure Plan and Community Infrastructure Levy Charging Schedule alongside the Local Plan Review, which may redefine the types of development liable to pay the Community Infrastructure Levy in Mid Devon, and at what rate per square metre.

3.119 Similar to existing urban extension policies, a suite of policies would be developed to provide more detail on subjects such as:

- Transport provision
- Environmental protection and green infrastructure
- Community facilities
- Carbon reduction and air quality
- Phasing
- Masterplanning

3.120 If the Local Plan Review pursues the new community option, housing would not be permitted to come forward until later in the plan period, while commercial development at Junction 27 is considered deliverable and could come forward earlier, according to market demand. Therefore, any policy requiring a masterplan for the site would need to be flexible to allow this work to be carried out in two phases. The Council would also wish to consider specialist accommodation for older people as part of the strategic masterplanning of this site.

Managing Development

Introduction to development management policies

4.1 The generic policies for managing development in Mid Devon are set out in the Local Plan Part 3: Development Management Policies (LP3). LP3 was adopted by Council on 30th October 2013. However, planning policy has not stood still since the Inspector produced his report on LP3 in July 2013. LP3 is included in this document without modification, but this introduction sets out those areas where the Council considers that modifications will be required during the production of the 'submission' version of the Local Plan later in 2014 so that comments can be made on the Council's suggested approach.

Potential changes to LP3

4.2 In relation to policy DM1 'Presumption in favour of sustainable development' it will be replaced by Policy S1 in the strategic section of the new Local Plan.

Applying local standards

4.3 The Department of Communities and Local Government (DCLG) consulted on the 'Housing Standards Review' from August to October 2013. The aim of this consultation was to seek views on the results of the appraisal of Building Regulations and housing standards which strived to rationalise the large number of codes, standards, rules, regulations and guidance to reduce bureaucracy and costs to house builders whilst still delivering good quality, sustainable, safe and accessible homes.

4.4 The consultation set out strategic options to implement the outcomes of the review, all of which lead to the rationalisation of housing standards. In the longer term, the government's preferred option is to develop nationally described standards as a stepping stone en route to integrating standards into Building Regulations at a future date. As the government is keen to realise the benefits of this rationalisation exercise as quickly as possible, subject to consultation, the government proposes to group the standards into a simple and short 'nationally described standards' document that will reduce cost and complexity for housebuilders.

4.5 When finalised, each standard will carry with it a needs test i.e. the evidence criteria which local planning authorities would have to demonstrate to Planning Inspectors if they wish to apply a particular standard in their area. The aim of this test is to ensure that authorities will only be able to adopt standards that are strictly necessary and justifiable and will not default to adopting them all because they are seen as 'nice to have'. The local application of each standard will also need to be costed, as per the local plan viability test set out in the National Planning Policy Framework.

4.6 The consultation proposes a clear differentiation between standards which can be asked for subject to viability – which will be set out in a ‘nationally described standard set’ under the National Planning Policy Framework, and areas where voluntary, market led approaches are to be encouraged but cannot be mandated through policy.

4.7 The Code for Sustainable Homes is also considered as part of the review. Where there are significant issues to be carried forward, these have been reflected in the consultation proposals. In the light of that, and the outcome of the consultation, the Government proposes to wind down the role of the Code. Transitional arrangements will be put in place to ensure that contractual commitments under the Code can be properly covered.

4.8 The Government proposes that a policy statement will be issued alongside the outcome of the consultation which will set out a national policy expectation that local planning authorities will limit the use of discretionary standards in future to those which are proposed by the ‘Housing Standards Review’. Local planning authorities will be encouraged to bring their local plans up to date to align with the new standards and they will be a material consideration that local planning authorities should take into account when granting planning permission.

4.9 Whichever option is supported in the consultation document it appears that the outcome will be a rationalisation of housing standards. The consultation document suggests that this is likely at first to be realised in a ‘nationally described standards’ document which will be accompanied by a policy statement. Once adopted the ‘Housing Standards Review’ will be a material consideration when considering planning permission for development and can be imposed on dwellings by condition. Transitional arrangements will be put in place to ensure that contractual commitments under the Code for Sustainable Homes can be properly covered.

4.10 In the Mid Devon context, this will impact on Local Plan policies which have reference to specific standards such as ‘Lifetime Homes’ and ‘Code for Sustainable Homes’. In particular:

AIDPD:

AL/IN/6 Carbon Footprint Reduction (Merton Rule)

Local Plan Part 3: Development Management Policies:

DM2 High Quality Design (Building for Life)

DM3 Sustainable Design (Code for Sustainable Homes and BREEAM)

DM14 Design of Housing (Lifetime Homes)

DM15 Dwelling sizes

4.11 The Local Plan Review provides an opportunity to update these policies and any supporting text, to ensure that the 'nationally described standards' will be adopted in replacement of previously specified housing standards. The Government's consultation document states that local planning authorities will have to demonstrate to a Planning Inspector if they wish to apply a particular standard from the 'nationally described standards' in their area. In the case of Mid Devon, the inclusion of any standard as part of the Local Plan Review can be tested by the Planning Inspector as part of the examination process. The standards that will be sought will depend on the outcomes of the 'Housing Standards Review' consultation which will set out a range of standards to be considered.

Renewable energy

4.12 Policy DM5 'Renewable and low carbon energy' needs to be revised to reflect the Government guidance produced in July 2013 entitled 'Planning practice guidance for renewable and low carbon energy'. This new guidance means that the policy will need to be revised to specifically refer to the impacts on the local community and agricultural land in the area around a proposed renewable energy development. Also, the reference to 'through Environmental Impact Assessment' will need to be removed from the policy, as impacts may not be determined through an EIA, and the phrase 'similar developments' will need to be more clearly defined.

Rural 'exception sites' for affordable housing

4.13 Policy DM9 will be replaced by a new 'Rural exception sites' as follows:

Rural exception sites

The development of a site for predominantly affordable housing to meet proven local need in rural areas will be permitted where:

- a) **There is up to date evidence secured through a housing need survey of households in need of affordable housing who have strong local connection to the parish**
- b) **The site adjoins a settlement and is in a suitable location which takes account of the potential for any visual impact and other relevant planning issues**
- c) **The type and scale of affordable housing is appropriate to the proven need**
- d) **Arrangements will be put in place to ensure the affordable housing remains affordable for and available to local people in perpetuity**

The inclusion of a proportion of market housing within exceptions sites will be permitted where the proportion of market housing will be less than the provision of affordable housing and the market housing will be at the lowest level to ensure that the development is deliverable.

4.14 This policy is set out to replace DM9 'Cross subsidy of affordable housing on exception sites' and AL/DE/6 'Exceptions Policy' in the existing Local Plan. The National Planning Policy Framework (NPPF) sets out at paragraph 54 that in rural areas local planning authorities should "plan housing developments to reflect local needs particularly for affordable housing, including through rural exception sites where appropriate". The previous Local Plan included a policy which reflected the requirement set out in the NPPF in relation to exception sites and, as the Council still has the provision of affordable housing as a priority, it is appropriate that the policy is retained. This will allow a flexible response to meeting local need for affordable housing in rural areas on sites which would not normally be granted planning permission.

4.15 Also arising from paragraph 54 of the NPPF is the potential for exception sites to contain some market housing to facilitate the provision of significant additional affordable housing to meet local needs. Such 'cross-subsidy' is expected to increase the likelihood of development taking place on exception sites and hence improving the supply of affordable housing in rural areas. Following the publication of the NPPF, Part 3 of the previous Local Plan contained a policy to address the inclusion of market housing on rural exception sites and it is proposed to add such a proviso to the overall policy for rural exception sites. The proportion of affordable housing will always be larger than the provision of marketing housing on exception sites and developers will be expected to submit evidence to demonstrate the level of market housing proposed is the lowest level needed to deliver significant affordable housing. Evidence of local need will also be required in relation to exception sites.

4.16 The definition of what amounts to a local connection is kept under review and as such it is appropriate that it is contained in supporting guidance rather than determined through a local plan policy. For instance the recent Government initiatives to elevate the potential for former members of the armed forces to gain access to affordable housing are reflected in the latest revision to the criteria. However, in broad terms, there should be a long term residential, family or employment connection to the parish where the affordable housing will be located. The criteria will be operated in a cascade to ensure those with the strongest connection are considered first. A planning obligation will normally be required to ensure that the affordable housing remains available for local people in perpetuity.

Gypsies and Travellers

4.17 Government guidance on 'Planning policy for traveller sites' was produced in March 2012. As the matter was already addressed by allocations and a criteria based policy in AIDPD LP2 no policy was included in LP3. However it is considered that policy AL/DE/7 in the AIDPD needs to be revised to reflect the latest guidance as follows:

Gypsies and travellers

Planning applications for gypsy and traveller pitches, including pitches for travelling showpeople, will be permitted where:

- a) **The need cannot be met on another suitable site in Mid Devon**
- b) **Local services can be accessed without the use of a car**
- c) **Suitable on site facilities will be provided including space for children's play**
- d) **The proposal will have suitable environmental quality for residents including non-isolating boundary treatments**
- e) **Occupation will be limited to those who meet the Government's published definition of gypsies and travellers, including travelling showpeople.**

Sites with associated employment or storage elements may be permitted where there is specific justification and the location will not have harmful impacts on local amenity or the local environment.

4.18 To ensure that sites will meet the needs of the travelling communities and the settled community a criteria based policy will be operated as set out above to determine applications for traveller sites. In order to ensure that users of sites will have access to facilities national policy indicates that local planning authorities should strictly limit new traveller site development in countryside that is away from existing settlements or outside allocations in the development plan. Sites will therefore only be permitted where facilities will be accessible without recourse to a car either by walking, cycling or utilising public transport. However, sites must also be in locations where the local environment is of satisfactory quality, so locations adjacent to noisy or polluting land uses or in areas of floodplain will not be suitable.

Local Green Space

4.19 An element introduced by the National Planning Policy Framework which does not feature in LP3 is the designation of Local Green Space. The designation is intended to preserve smaller open areas within or near to settlements for the long term because of the special associations that a place has for the local community. Currently the Council has had the spaces listed below suggested for designation. It is likely that the Council will receive further nominations in response to the Local Plan review consultation.

Bickleigh:

Bickleigh Recreation Ground
 Joan's Orchard
 Church Green
 Land to the north of Highfield

Bradninch:

Nick's Farm field between
 Hele Road and West End Road

Cullompton:

Meadow Lane Land to the south of
 the leisure centre and adjacent to the skate park

Self-build housing

4.20 Self-build housing, also known as custom build housing, typically involves individuals physically building a house for themselves or commissioning the construction of a new house from a builder, contractors or package company. It can also include community-led housing projects to provide affordable homes for the benefit of the community, either individually or in cooperation with a builder or housing provider or the conversion of disused buildings for residential use. The need to cater for those whose who wish to self-build is specifically recognised in paragraph 50 of the NPPF and the Government is actively promoting self-build as part of the solution to the shortage of financially accessible new housing. Other councils, such as Cornwall and Teignbridge, are including policies in their Local Plans to encourage self-build housing and Mid Devon is considering including such a policy in the new Local Plan. Currently the following options for a self-build policy are being considered:

- a) Requiring larger allocations to include a percentage or fixed number of plots for self-build which would return to normal plots after a marketing period if they are not taken up, and/or
- b) Allowing self-build housing development on a single plot basis adjacent to settlement limits with a local occupancy condition as a form of affordable housing where the builders/occupiers are in housing need.

Minor changes

4.21 In relation to policy DM16 'Town centre development' the intention is to remove Bampton from the list and remove the defined town centre for Bampton to reflect its revised status. Bampton will also be removed from policy DM17 'Development outside town centres'. This reflects Bampton's change of status as set out earlier in paragraph 2.70.

Local Plan Part 3

Development management policies

Adopted October 2013



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The Mid Devon Local Plan

Mid Devon District Council is required by legislation to produce a development plan for Mid Devon. The Mid Devon Local Plan is made up of three parts:

Part 1: Core Strategy (adopted 2007)

Includes strategic policies such as targets for housing, employment and retail development.

Part 2: Allocations and Infrastructure Development Plan Document (adopted 2010)

Allocates land for development and sets strategic policy on affordable housing and infrastructure provision.

Part 3: Development management policies

This document forms Part 3 of the Local Plan and provides detailed policies to manage individual development proposals in a way that meets local needs, both economic and social, while also protecting the environment.

This document has been prepared in accordance with the National Planning Policy Framework (NPPF) and operates a 'presumption in favour of sustainable development' (see Policy DM1). The NPPF states that the pursuit of sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- Making it easier for jobs to be created in towns and villages;
- Moving from a net loss of biodiversity to achieving net gains for nature;
- Replacing poor design with better design;
- Improving the conditions in which people live, work, travel and take leisure; and
- Widening the choice of high quality homes

The policies within this document have undergone Sustainability Appraisal and Strategic Environmental Assessment, running parallel to policy formulation. A screening assessment under the Habitats Regulations has also been carried out. These documents were published alongside the Local Plan Part 3.

The Local Plan Part 3 underwent examinations in 2013. An independent inspector determined that the plan was sound subject to specified modifications. The Council adopted the modified plan in October 2013.

Superseded policies

The Local Plan Part 3 replaces and supersedes the remaining policies of the previous Local Plan that was adopted in 2006. Only two of these previous policies are retained unaltered in the Local Plan Part 3.

Table 1: Schedule of 2006 Local Plan policies

2006 Local Plan Policy	Subject	Notes
S5	General development requirements	Replaced by topic-based policies: DM2 High quality design DM7 Pollution DM11 Conversion of rural buildings DM20 Rural employment development DM23 Equestrian development DM24 Tourism and leisure development DM26 Protection of recreational land and buildings DM27 Development affecting heritage assets DM28 Green infrastructure in major development DM29 Protected landscapes DM30 Other protected sites
S6	Design of new development	Replaced by: DM2 High quality design DM3 Sustainable design DM14 Design of housing DM15 Dwelling sizes DM28 Green infrastructure in major development
S7	Vehicle parking	Replaced by: DM8 Parking
S9	Agricultural land	Deleted Replaced by National Planning Policy Framework paragraph 112
S11	Surface water drainage	Replaced by: DM2 High quality design
H4	Extensions	Replaced by: DM13 Residential extensions and ancillary development
H9	Flats	Replaced by: DM2 High quality design DM14 Design of housing

2006 Local Plan Policy	Subject	Notes
H10	Subdivision of dwellings - non self-contained accommodation	Delete Unnecessary
H11	Town centre housing	Replaced by: DM16 Town centre development
H12	Replacement rural dwellings	Replaced by: DM12 Replacement dwellings in rural areas
E1	Town centres	Replaced by: DM16 Town centre development
E2	Out-of-centre developments	Replaced by: DM17 Development outside town centres
E3	Town centre changes of use	Replaced by: DM16 Town centre development
E5	Shop fronts	Replaced by: DM18 Fronts of shops and business premises
E6	Local and rural shopping	Replaced by: DM19 Rural shopping
E7	Shopping outside settlements	Replaced by: DM19 Rural shopping
E8	Expansion of existing business	Replaced by: DM20 Employment rural development
E9	Loss of employment land	Replaced by: DM21 Protection of employment land
E10	Employment in residential areas	Replaced by: DM2 High quality design DM7 Pollution
E11	Rural employment development	Replaced by: DM20 Employment rural development
E12	Rural employment conversions	Replaced by: DM11 Conversion of rural dwellings

2006 Local Plan Policy	Subject	Notes
E13	Farm diversification	Replaced by: DM19 Rural shopping DM20 Employment rural development DM24 Tourism and leisure development
E14	Agricultural buildings	Replaced by: DM22 Agricultural development
E15	Tourism proposals within settlements	Replaced by: DM24 Tourism and leisure development
E16	Tourism proposals outside settlement limits	Replaced by: DM24 Tourism and leisure development
E17	Advertisements	Delete Separate legislation and the National Planning Policy Framework (paragraph 67) apply
C1	New community facilities	Replaced by: DM26 Community facilities
C2	Protection of existing community facilities	Replaced by: DM26 Community facilities
C3	Protection of open space	Replaced by: DM26 Protection of recreational land and buildings
C6	Horse riding and riding establishments	Replaced by: DM23 Equestrian development
C7	Golf courses and driving ranges	Delete Unnecessary
C8	Allotments	Replaced by: DM25 Community facilities
ENV1	Areas of Outstanding Natural Beauty	Replaced by: DM29 Protected landscapes
ENV2	Renewable energy	Replaced: DM5 Renewable and low carbon energy

2006 Local Plan Policy	Subject	Notes
ENV4	Telecommunications	Delete: Replaced by National Planning Policy Framework paragraphs 43-46.
ENV5	Nationally important archaeological sites	Replaced by: DM27 Development affecting heritage assets
ENV6	Sites of regional or county significance	Replaced by: DM27 Development affecting heritage assets
ENV7	Archaeological investigation	Replaced by: DM27 Development affecting heritage assets
ENV8	Buildings of special architectural or historic interest	Replaced by: DM27 Development affecting heritage assets
ENV9	Demolition of listed buildings	Replaced by: DM27 Development affecting heritage assets
ENV10	Historic parks and gardens	Replaced by: DM27 Development affecting heritage assets
ENV11	Conservation areas	Replaced by: DM27 Development affecting heritage assets
ENV12	Demolition of unlisted buildings in conservation areas	Replaced by: DM27 Development affecting heritage assets
ENV14	Sites of Special Scientific Interest	Replaced by: DM30 Other protected sites
ENV15	Other protected sites	Replaced by: DM30 Other protected sites
ENV16	Protected species	Partially replaced by: DM11 Conversion of rural buildings DM30 Other protected sites Separate legislation applies
ENV17	The wider countryside	Replaced by: DM1 Presumption in favour of sustainable development DM3 Sustainable design DM28 Green infrastructure in major development

2006 Local Plan Policy	Subject	Notes
TIV2	Primary shopping frontages	Replaced by: DM16 Town centre development
TIV8	West of Park Road	Delete Unachievable
CRE1	East Town	Delete Recent supermarket development in Crediton supersedes this allocation and includes permission for additional mixed uses
CRE2	Primary shopping frontages	Replaced by: DM16 Town centre development
CRE5	Bow Belle	Delete Employment element of the allocation has not come forward. No evidence of demand. Long-term protection of the allocation would be contrary to paragraph 22 of the National Planning Policy Framework
BA1	Bampton stone crushing works	Retain A small part of the employment element of the site has not yet been implemented. Review allocation alongside review of Allocations and Infrastructure Development Plan Document (Local Plan Part 2)
TP1	Motorway service area	Delete Permitted
WI1	Willand Industrial Estate	Retain Part of the site has been developed and demand remains for employment land in the area. Review alongside review of Allocations and Infrastructure Development Plan Document (Local Plan Part 2)

1.0

Sustainable development principles

08

DM1

Presumption in favour of sustainable development

When considering development proposals the Council will take a positive approach in favour of sustainable development. It will work proactively to find solutions which allow proposals to be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in the Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without unnecessary delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against national policy taken as a whole; or**
- b) Specific national policies indicate that development should be restricted.**

- 1.1 Sustainable development has been defined as “meeting the needs of the present without compromising the ability of future generations to meet their own needs.” National policy requires local authorities to operate a ‘presumption in favour of sustainable development’ throughout Local Plan policies and decision-making. This means the Council must take a positive approach to development that meets the needs of the area and improves economic, social and environmental conditions. Policies and decisions should be based on objectively assessed evidence of development needs, but be flexible enough to adapt to any rapid change in circumstances. Opportunities for development are to be sought and facilitated without delay unless there would be adverse impacts that significantly and demonstrably outweigh the benefits, taking into account all national policy. National policy recognises that development affecting protected habitats and species, Areas of Outstanding Natural Beauty, designated heritage assets, flood risk areas or sites designated as Local Green Space should be restricted. Mitigation measures will be sought where appropriate, to achieve neutral or positive effects on the environment. For example, ecological measures may have a positive impact on local water bodies, helping to deliver Water Framework Directive objectives.

- 1.2 Applications for planning permission must be determined in accordance with the development plan unless material (including relevant financial) considerations indicate otherwise. This Local Plan has been prepared in accordance with national policy and is the starting point for decision-making. The plan should be read as a whole. In many cases a planning application will be assessed against a range of policies that manage various aspects of sustainable development.

High quality design

Designs of new development must be of high quality, based upon and demonstrating the following principles:

- a) Clear understanding of the characteristics of the site, its wider context and the surrounding area;
- b) Efficient and effective use of the site, having regard to criterion (a);
- c) Positive contribution to local character including any heritage or biodiversity assets and the setting of heritage assets;
- d) Creation of safe and accessible places that also encourage sustainable modes of travel such as walking and cycling;
- e) Visually attractive places that are well integrated with surrounding buildings, streets and landscapes, and do not have an unacceptably adverse effect on the privacy and amenity of the proposed or neighbouring properties and uses, taking account of:
 - i) Architecture
 - ii) Siting, layout, scale and massing
 - iii) Orientation and fenestration
 - iv) Materials, landscaping and green infrastructure
- f) Appropriate drainage including sustainable drainage systems (SUDS) and connection of foul drainage to a mains sewer where available.

Major residential development proposals will be required to achieve 'green' status under at least 8 of the 12 Building for Life criteria.

DM2

- 1.3 National policy recognises that good design is a key aspect of sustainable development, is indivisible from good planning, and ensures that new development contributes positively to making places better for people. The Core Strategy (Local Plan Part I) sets out the Council's strategic objectives for locally distinctive, high quality development, including design which reinforces the character and legibility of the built environment and creates attractive places. Policy DM2 builds on this by setting out detailed criteria to guide high quality design on individual development sites.
- 1.4 The Mid Devon Town and Village Character Assessment identifies and evaluates the settlement character of the district, including patterns and similarities, distribution of land use, materials and key features of interest. The Devon and Mid Devon Landscape Character Assessments provide the equivalent information pertaining to landscape in the district. While the level of information expected to accompany a planning application will vary depending on the development being proposed, applications for new buildings within or adjacent to towns and villages should demonstrate an understanding of the surrounding built environment. Where available, Conservation Area Appraisals will also provide an essential source of information for proposals within conservation areas. In addition to an understanding of local character and heritage, development proposals must respect the needs of neighbouring residents and the community, through the design of safe, accessible and attractive places that preserve general quality of life.
- 1.5 In creating visually attractive places that incorporate landscaping and green infrastructure, applicants are advised to consult *Biodiversity by Design*, published by the Town and Country Planning Association (www.tcpa.org.uk) for examples of how green infrastructure has been used to enhance the quality of development.
- 1.6 Designs should maximise opportunities for the use of sustainable transport modes for the movement of goods or people. National policy states that developments should be located and designed where practical to accommodate the efficient delivery of goods and supplies; prioritise pedestrian and cycle movements; have access to public transport; deliver safe and secure layouts that minimise conflicts between cars and pedestrians/cyclists; incorporate facilities for plug-in and other ultra-low emission vehicles; and consider the needs of people with disabilities by all modes of transport.
- 1.7 Major development can have a significant effect on the visual quality, character and long-term function of a place. Major residential applications will be expected to demonstrate a well thought out design process, taking account of all the principles in Policy DM2 and the detailed design criteria of the Design Council's Building for Life standard. This standard allows development to be assessed against categories of 'integrating into the neighbourhood', 'creating a place' and 'street and home'. The Council will define which criteria are relevant according to different categories of development, and will expect development to achieve 'green' status against all categories wherever possible.

Sustainable design

Development proposals involving the construction of new buildings must demonstrate how sustainable design and construction methods will be incorporated to achieve energy and water efficiency and resilience to climate change. Designs must use landform, layout, building orientation, massing and landscaping to minimise energy consumption.

Major housing developments will be required to meet Level 3 of the Code for Sustainable Homes from 2013, rising to Level 5 from 2016.

Major commercial development will be required to achieve BREEAM 'Very Good' standard from 2013 and 'Excellent' from 2016.

If evidence demonstrates that meeting the minimum standard under the Code for Sustainable Homes or BREEAM would render the development unachievable, the Council will balance the overall benefits of the development against the objectives of this policy.

- 1.8 The construction and use of buildings has major implications for the use of non-renewable resources. 50% of the UK's carbon emissions come from the construction and operation of the built environment. As the population increases and climate changes, there is a clear need to mitigate and adapt to climate change through effective carbon reduction, protection of biodiversity and landscape, water and flood management, and urban design.
- 1.9 The most common method of assessing the sustainability of non-residential buildings is the Building Research Establishment Environmental Assessment Method, known as BREEAM. This assesses development against various criteria and gives an overall rating of Pass, Good, Very Good, Excellent or Outstanding. The requirement for a BREEAM rating will apply to major commercial development, comprising use classes A1-A5 (retail), B1-B8 (employment), C1-C2a (hotels and residential institutions), D1-D2 (non-residential institutions and leisure) and 'sui generis' uses which do not fall within any other use class.
- 1.10 The Government's Code for Sustainable Homes achieves the equivalent rating for dwellings, with a six-star rating (Code Level 6) representing the highest achievement.

- 1.12 Changes to the Building Regulations in 2013 and 2016 will reduce the energy use and carbon emissions associated with new development. From 2016 the emissions from regulated sources such as heating, hot water and lighting should be reduced to zero in new housing developments. Policy DM3 supplements the transition to zero carbon development by employing additional sustainability criteria under the Code for Sustainable Homes or BREEAM, such as categories for water management, ecology and materials. Policy DM3 matches the Government's timetable for revisions to the Building Regulations and will be implemented from the date on which revised Building Regulations come into effect. In the event that revisions to the Building Regulations are delayed, the implementation of Policy DM3 will be postponed to ensure the planning policy and Building Regulations are aligned.
- 1.13 The Council will require a BREEAM or Code for Sustainable Homes pre-assessment to be submitted with any relevant planning application. Planning permission will be subject to a condition requiring that a design stage assessment BREEAM or Code for Sustainable Homes is submitted to the Council before the development is started. For non-major development proposals BREEAM or Code for Sustainable Homes assessment will not apply, but general compliance with Policy DM3 should be demonstrated as part of the Design and Access Statement where one is required.
- 1.14 There is flexibility within Policy DM3, to allow for cases when the strict application of the BREEAM or Code for Sustainable Homes requirement would render the development unachievable. In these cases the Council will require the applicant to provide detailed information to demonstrate any alleged impact to development viability or feasibility.
- 1.15 Major developments must also take account of Policy AL/IN/6 of the Allocations & Infrastructure Development Plan Document (Local Plan Part 2), which states:

Carbon Footprint Reduction

Development of 10 or more dwellings or 1000 square metres or more of non-residential floorspace will make provision for at least 10% of the 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 outlining this and other methods to reduction development carbon footprint will need to accompany planning applications.

Waste management

Development proposals must demonstrate that the construction and operation of the development will accord with sustainable waste management principles. A waste audit statement will be required for all major development proposals, to set out how waste will be managed according to the following hierarchy (in descending order of preference):

- a) Prevention
- b) Preparing for re-use
- c) Recycling;
- d) Other recovery
- e) Disposal

1.17 The long-term behaviour of occupants with regard to waste management cannot be controlled by the planning system but it can be influenced. The construction process will be expected to minimise waste as much as possible, and the design of the proposal should enable and encourage the most sustainable methods of waste management. Development proposals should demonstrate this as part of the Design and Access Statement, where applicable. This is an essential step in the district's transition to more sustainable resource management, with the long-term aim of zero-waste or resource-neutral construction.

DM5

Renewable and low carbon energy

The benefits of renewable and low carbon energy development will be weighed against its impact. Proposals for renewable or low carbon energy will be permitted where they do not have significant adverse impacts on the character, amenity and visual quality of the area, including cumulative impacts of similar developments within the parish or adjoining parishes. Where significant impacts are identified through Environmental Impact Assessment, the Council will balance the impact against the wider benefits of delivering renewable and low carbon energy. Development must consider:

- a) Landscape character and heritage assets;
- b) Environmental amenity of nearby properties in accordance with Policy DM7;
- c) Quality and productivity of the best and most versatile agricultural land (grades 1, 2 and 3a);
- d) Biodiversity (avoiding habitat fragmentation).

1.18 Policy DM5 is designed to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts. Examples of development considered under this policy include wind turbines, hydropower or solar installations, and energy systems associated with other development such as combined heat and power (CHP) or district heating. Major developments must also take account of Policy AL/IN/6 of the Allocations and Infrastructure Development Plan Document (Local Plan Part 2), which states:

Carbon Footprint Reduction

Development of 10 or more dwellings or 1000 square metres or more of non-residential floorspace will make provision for at least 10% of the 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 outlining this and other methods to reduce development carbon footprint will need to accompany planning applications.

The Council will support community-led initiatives for renewable and low carbon energy where possible.

- 1.19 These developments, especially when they are of commercial scale, have the potential to cause harm through degradation of landscape character or heritage, impact to neighbouring properties and loss of productive agricultural land and biodiversity. Long-term climate change is likely to put additional pressure on water resources and food supply, with associated changes to biodiversity and landscape. Renewable and low carbon energy development mitigates the effects of climate change by reducing carbon emissions, but should not be approved at the expense of essential ecosystem services. Evidence will be required to support planning applications where appropriate, such as Landscape and Visual Impact Assessments, or ecological reports evaluating any biodiversity impact. These will only be required where there is a potentially significant impact.
- 1.20 In some cases, Devon County Council will act as the Local Planning Authority in dealing with an application for planning permission. For instance, the County would determine an application for waste-to-energy development involving the movement of waste from one site to another.

DM6

Transport and air quality

Development proposals that would give rise to significant levels of vehicular movement must be accompanied by an integrated Transport Assessment, Travel Plan, traffic pollution assessment and Low Emission Assessment. The traffic pollution assessment must consider the impact of traffic-generated nitrogen oxides on environmental assets including protected sites listed in Policy DM30, and propose mitigation measures where appropriate. The Low Emission Assessment shall include the following:

- a) **Assessment of the impact on existing Air Quality Management Areas, or an impact likely to result in the declaration of an additional Air Quality Management Area, in cases where a demonstrable negative impact on ambient concentrations of air pollutants is considered likely;**
- b) **Modelling of local residual road transport emissions from the development without mitigation measures; and**
- c) **Onsite mitigation measures to reduce negative impacts on local air quality.**

1.21 A Transport Assessment is a comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures should be taken to deal with the anticipated transport impacts of the development.

1.22 A Travel Plan is a long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives. Travel plans should encourage the use of alternatives to single-occupancy car use by prioritising pedestrian and cycle movements through the site, providing appropriate facilities, and implementing initiatives that encourage sustainable travel. Clear outcomes should be set out that link to an appropriate package of measures which should where suitable, include the promotion of:

- Walking and cycling
- Rail services
- Eco-driving such as low emission vehicles
- Car clubs
- Public transport
- Car sharing
- Motorcycle safety
- Flexible working practices

Travel plans should include details of how the progress of the travel plan will be monitored and reported.

- 1.23 Applicants are advised to engage in pre-application discussions with the Council and Devon County Council as Highway Authority if the development is likely to generate significant levels of vehicular movement, to discuss the scope and detail of the information required. Whether or not an application's traffic impact is considered 'significant' will depend on a range of factors such as the location of the development, its relationship to an Air Quality Management Area, its intended use and the capacity of the road network. The requirement will not usually apply to small-scale development, but occasionally a development not classed as 'major' may still have a significant impact. Where an integrated assessment is required, the Council will usually require an analysis of traffic flows at key periods and the 'mass emissions' or total emission footprint to be expected from the development. Where criterion (a) of the policy applies, the assessment should also focus on key road links. The Council will require development proposals to demonstrate that they will not cause significant harm to people or the environment through an increase in traffic-related pollutants. A traffic pollution assessment should consider the effects that additional emissions from vehicles will have on any environmental assets, including important wildlife habitats. This may be combined with an assessment under Policy DM7, if appropriate. In particular, development that increases traffic along the A361 will have an impact on the Special Area of Conservation at Rackenford, which adjoins the Mid Devon boundary. Where a development would cause significant harm to this site and adequate mitigation would not be possible, planning permission will be refused.
- 1.24 Developments affecting the Special Area of Conservation could include:
- Intensive farming
 - Commercial riding stables
 - Employment development
 - Tourism
 - Gypsy and traveller sites
 - Any other developments that increase cross-traffic along the A361

- 1.25 The Transport Assessment should identify the boundaries of the Low Emission Assessment, which evaluates the effect of the development on local air quality. The main routes of travel will be assessed for their residual road transport emissions after development, with and without mitigating measures to reduce emissions. The Low Emission Assessment must also take account of existing Air Quality Management Areas (Cullompton and Crediton), and include air quality exposure modelling for specified residential properties or other sensitive properties either within or adjoining an Air Quality Management Area or in a location at risk of being designated as one if a demonstrable harm has been identified. There are a number of standard models used for air quality exposure modelling, which should be carried out by a suitably qualified person. Procedural guidance for carrying out a Low Emission Assessment is contained in Annex II.
- 1.26 Tiverton is at risk of being designated an Air Quality Management Area. Any relevant development proposal in or adjoining Tiverton, Cullompton and Crediton should consider the significance of its impact on the most congested routes within the town and the properties most directly affected by the development. Where mitigation measures are necessary, these should be designed to reduce both the direct impacts to nearby properties and an Air Quality Management Area, and indirect impacts to local road transport.
- 1.27 Mitigation measures might include:
- Use of low-emission vehicles and fuels during construction
 - Onsite infrastructure for charging and fuelling low emission vehicles
 - Parking management (differential rates, priority or dedicated parking for low emission vehicles)
 - Low emission vehicle or bicycle rental/purchase schemes
 - Car clubs
 - High quality public transport services
- 1.28 Some measures to reduce emissions and encourage sustainable modes of travel may be designed and built into the development. Other measures are less straightforward and refer to activities and choices made by residents. To ensure that the measures included in a Low Emission Assessment and Travel Plan are implemented and continued in the long-term, the Council may require the applicant to enter into a planning obligation under Section 106 of The Town and County Planning Act 1990. The obligation would require the establishment of a management company which would administrate differential charging levies, rental/purchase schemes or car clubs, as appropriate. Where rental or purchase schemes for bicycles or electric vehicles are proposed, the developer would be expected to pay a financial contribution as a start-up fund, which would be transferred to the management company to subsidise low emission transport for the people living or working at the site. The basis for calculating any such developer contribution will be set out in a Supplementary Planning Document.

Pollution

Applications for development that risks negatively impacting on the quality of the environment through noise, odour, light, air, water, land and other forms of pollution must be accompanied by a pollution impact assessment and mitigation scheme where necessary. Development will be permitted where the direct, indirect and cumulative effects of pollution will not have an unacceptable negative impact on health, the natural environment and general amenity.

- 1.29 When the location or characteristics of a proposed development give rise to concern that the development would cause pollution or nuisance to surrounding people, properties or the environment, the Council will require an appropriate impact assessment to be undertaken by a suitably qualified person so that the potential effects can be properly understood. This may include cases where the site is already unstable or contaminated due to its former use, requiring mitigation or remediation to be carried out so as not to harm the health and wellbeing of future occupiers of the development. The Council will also have regard to the River Basin Management Plan (RBMP) and, where appropriate, seek to achieve measures which will achieve the objectives of the RBMP and the Water Framework Directive (WFD). Under the WFD there should be no deterioration in the status of a water body. If planning permission is granted, a planning condition should be used to ensure that any mitigation measures set out in the assessment are implemented.
- 1.30 The subject and scope of assessments will vary depending on the scale and type of development being proposed. For instance, where there is concern regarding the effect of additional traffic emissions on nearby residential properties, a Low Emission Assessment should include air quality exposure modelling for affected properties, and any mitigating measures that would reduce the impact. In this case the Council would discuss with the applicant or agent the level of information required and the methodology to be used.
- Assessments required under this policy include:
 - Contamination and subsidence reports
 - Noise assessments
 - Low Emission Assessments
 - Hydrological or drainage reports
 - Any other technical assessment required to enable sustainable development

DM8

Parking

Development must provide an appropriate level of parking, taking into account:

- a) The accessibility of the site, including the availability of public transport;
- b) The type, mix and use of development;

Design must enable and encourage the maximum use of sustainable modes of transport, including provision for cyclists and low-emission vehicles. Within the towns of Tiverton, Cullompton and Crediton, infrastructure for electric vehicles should be built into development. The Council will seek parking provision and electric vehicle infrastructure according to the following standards, the variation of which must be justified on a case-by-case basis.

Residential					
Use class	Description	Location	Minimum car parking standard	Minimum cycle parking standard	Electric vehicle infrastructure (Tiverton, Cullompton, Crediton)
C3, C4	Dwellings	General	1.7 per dwelling	1 or 2 beds – 2 per dwelling 3+ beds – 4 per dwelling	1 charging point per 10 units
Non-residential					
Use class	Description	Location	Car parking standard	Cycle parking standard	Electric vehicle infrastructure (Tiverton, Cullompton, Crediton)
			Per sqm gross floor area unless otherwise stated		
A1	Non-food retail	General	1 per 20	1 per 200	2 charging points per 200
A1	Food retail	General	1 per 14	1 per 140	2 charging points per 200

Non-residential					
Use class	Description	Location	Car parking standard	Cycle parking standard	Electric vehicle infrastructure (Tiverton, Cullompton, Crediton)
A2	Financial and professional	Within Tiverton, Cullompton, Crediton & Bampton	1 per 30	1 per 300	2 charging points per 200 (exc. Bampton)
		Elsewhere	1 per 20	1 per 200	N/A
A3	Restaurants	General	1 per 5.5sqm of eating area	1 per 55sqm of eating area	2 charging points per 200
A4	Public houses	General	1 per 3sqm of drinking area	1 per 20sqm of drinking area	2 charging points per 200
B1, B2	Business and general industry	General	1 per 30	1 per 300	2 charging points per 200
B8	Warehousing and distribution	General	1 per 46.5	1 per 46.5	2 charging points per 10 parking spaces (employees visitors)
C1	Tourist accommodation	General	1 per bedroom	1 per 10 bedrooms	2 charging points per 30 rooms or per 10 parking spaces
C2	Residential institutions	General	1 per bedroom	1 per 10 bedrooms	2 charging points per 30 rooms or per 10 parking spaces
D1	Non-residential institutions (exc. Schools and health facilities)	General	1 per 40	1 per 400	2 charging points per 200
D2	Indoor and outdoor sports	General	1 per 2 players and 1 per 10 spectator seats	1 per 20 players and 1 per 100 spectator seats	2 charging points per 200
	Indoor entertainment	General	1 per 5 seats	1 per 50 seats	2 charging points per 200

- 1.31 Road transport accounts for over a third of end-user carbon emissions in Mid Devon, at a time when European and national policies set increasingly challenging targets for reduction of carbon emissions. However, research by the RAC in 2009 showed that, while car usage is reducing, this does not correspond to a reduction in car ownership. Research carried out on behalf of the Department of Communities and Local Government in 2007 forecast an increase of approximately 18% in car ownership between 2001 and 2026. In view of local levels of car ownership and the rural nature of the district, there is clearly a need for development in Mid Devon to provide sufficient parking.
- 1.32 Accepting that people will continue to own cars, there is a need to make the transition to a low carbon economy through the promotion of low emission transport. Policy DM6 refers to transport and low emissions. Policy DM8 introduces a minimum standard for provision of electric vehicle infrastructure. These standards are recommended by the Low Emission Strategies Partnership, and set out the necessary infrastructure for single, 3-phase or accelerated electricity supply. The necessary infrastructure will depend on the prevailing vehicle technology requirements, but capacity should also be built into new development to allow for upgrading and advances in technology. Cabling to 40/50% of parking space provision is recommended, to allow for future requirements. Known as ‘future proofing’, this sort of provision allows for long-term climate change mitigation as well as improvements in local air quality. Within housing developments, it is expected that individual properties will often have their own charging points. Where electric vehicle infrastructure serves shared areas, long-term maintenance should be carried out by a management company established by the developer. The Council will be flexible about the ways in which infrastructure for electric vehicles should be incorporated.
- 1.33 Policy DM8 applies a minimum residential parking standard of 1.7 spaces per dwelling based on car ownership levels in Mid Devon. This figure will be used to calculate the minimum number of parking spaces for the whole development site, with a minimum of one parking space to be allocated for the sole use of each property. The remaining parking provision (and more if preferred) should be distributed appropriately throughout the development, in accordance with principles set out in the Council’s Supplementary Planning Document (SPD) on the provision of parking in new development. Other principles in the SPD should also be adhered to when drawing up development proposals, including the allocation of appropriately located motorcycle, visitor and disabled spaces with sufficient manoeuvring space. For developments comprising one or two dwellings the standard will be rounded up to two spaces per dwelling. For non-residential development, parking should be provided in accordance with Policy DM8 except where alternative provision can be justified on the basis of existing parking provision or other factors.

Cross subsidy of affordable housing on exception sites

DM9

The Local Planning Authority will consider the inclusion of some market housing within exception sites where there is evidence of local need for affordable housing. The amount of market housing must be lower than the amount of affordable housing and at the lowest proportion that will ensure the delivery of significant affordable housing.

- 2.1 To encourage the delivery of affordable housing in rural areas exceptions can be made to the normal restrictions on housing development outside specified settlements. Several exception sites are allocated in the Allocations and Infrastructure Development Plan Document (Local Plan Part 2) and policy AL/DE/6 allows for other unallocated sites to come forward where evidence of need has been established. As set out in the policy and supporting text exception sites will adjoin a settlement and be of a scale proportionate to the scale of local need for affordable housing. However, the funding and land for exception sites can be difficult to secure, given the low values of affordable housing land compared to that for market housing. National policy allows the inclusion of some market housing on exception sites to facilitate the provision of significant additional affordable housing to meet local needs. This means that the proportion of affordable housing on a site will need to outweigh the amount of market housing which is only being included to secure much needed affordable housing. Developers will be expected to submit financial evidence to demonstrate that the proportion of market housing proposed is the lowest proportion required to deliver significant affordable housing. This is to ensure that the principle of resisting open market housing development outside specified settlements is not overridden without securing the delivery of significant amounts of much needed affordable rural housing. Evidence of local need for the affordable housing will also be required for cross-subsidy exception sites. The Council will have regard to any up-to-date local housing needs surveys, and information from Devon Home Choice. The new policy overrides the reference in AIDPD policy AL/DE/6 to achieving 100% affordable housing on exception sites.

DM10

Rural workers dwellings

Applications for rural workers dwellings will be permitted where:

- a) It can be demonstrated that the nature and demands of an existing rural business are such that a full time worker has an essential need to be permanently resident at or near their place of work so they are available at most times;
- b) The need cannot be met within a nearby settlement, or by existing housing at or near the site or through the conversion of a suitable redundant or disused rural building at the site;
- c) The size and scale of rural workers dwellings will be commensurate with the scale of the operation and designed to reflect the location and setting of the proposed site.
- d) The rural enterprise has been established for at least three years, is currently financially sound, and has a clear prospect of remaining so.

Where a rural business is not yet established a mobile home may be permitted for a temporary period, on the basis of criteria b) and c) above, and evidence of:

- (i) An essential need for one or more workers to be readily available at most times
- (ii) A firm intention and ability to develop the enterprise
- (iii) Sound financial planning

Permissions for rural workers dwellings will be subject to an occupancy condition. Removal of such a condition will only be permitted where there is clear evidence that there is no need for the condition to remain in place.

- 2.2 With the majority of Mid Devon's population living outside its main towns the contribution of rural areas is a very important part of the district's overall economy. Therefore, it is important that the Council's planning policies support rural enterprises. To promote sustainable patterns of development rural workers will usually be expected to find housing in existing rural communities. However, an exception to this approach can be justified where it can be shown that a rural worker has an essential need to be available at most times as part of the operation of a rural business in accord with national policy. Essential need means a specific management activity or combination of activities which require the ready presence of a worker at most times if the proper functioning of an enterprise is not to be prejudiced and which cannot be achieved by any other practical means such as electronic surveillance. Such need would relate to any particular event or combination of events that could lead to adverse animal welfare, crop or product quality, or health and safety consequences which might threaten the stability and economic well-being of an enterprise. In all cases, these would be events which could not be properly managed within normal working hours. Security concerns on their own will not be sufficient to justify a new dwelling. On working family farms, the Council recognises that retired farmers may continue to live on the farm and there could be a need for additional accommodation to meet the needs of the next generation. In these cases the existing dwelling will not be treated as available alternative accommodation pursuant to criterion b) of the policy, though the Council may require a Section 106 Agreement to ensure the existing dwelling remains occupied by agricultural workers.
- 2.3 Applications for rural workers dwellings will need to be accompanied by evidence which conclusively demonstrates the essential nature of the need and that suitable accommodation can only be provided through the construction of a new dwelling. In order for such dwellings to remain affordable for rural workers and to protect the intrinsic beauty of the countryside proposed dwellings will need to be of a size which matches the scale of the operation and other buildings on the site. As such development will take place in areas where the development of new houses would not normally be permitted, it will also be important to ensure that its design reflects its immediate context and its wider rural setting. Permitted development rights may be removed to prevent further enlargement of the dwelling without planning permission, to keep the dwelling at a size and value that will be affordable for rural workers.

- 2.4 Where a rural business is not yet established, the Council will consider granting a temporary mobile home, subject to appropriate evidence of essential need, a firm intention to develop the enterprise and sound financial planning. A 'firm intention' and sound financial planning might be demonstrated by the construction of new buildings; the purchase of stock needed to operate a rural business; appropriate agricultural or rural business training and qualifications; work experience; and evidence of sufficient finances to establish the enterprise.
- 2.5 Consent is granted for rural workers dwellings as an exception to normal policy to support the rural economy. Therefore such planning permissions will be made subject to an occupancy condition which ensures the dwelling remains tied to the agricultural or other appropriate occupational use and is not sold or rented to unsuitable occupants. To prevent abuse of the exception for rural workers dwellings the removal of such conditions will need strong evidence to show that the occupancy by a rural worker is no longer justified, such as evidence of marketing at an appropriate price for a period of at least 18 months and an assessment of the demand for rural dwellings in the area.
- 2.6 In appropriate circumstances the Council will also seek Section 106 Agreements to ensure that a temporary dwelling is not put in place until associated development or infrastructure has been completed, and to tie the rural workers dwelling to the operation and associated land which has the essential need to prevent the splitting of the dwelling from the operation.

Conversion of rural buildings

The conversion of redundant or disused rural buildings of substantial and permanent construction which positively contribute to an area's rural character for residential, tourism or employment uses will be permitted where:

- a) A suitable access to the building is in place or can be created without damaging the surrounding area's rural character and the road network can support the proposed use;**
- b) The building can be converted without significant alteration, extension or rebuilding;**
- c) The design will retain the original character of the building and its surroundings;**
- d) The development will retain any nature conservation interest associated with the site or building, and provide net gains in biodiversity where possible.**

2.7 The buildings within Mid Devon's countryside are an essential part of its character and when they become redundant or disused they can provide a useful resource to allow the delivery of sustainable economic or residential development. Such developments can support the expansion of employment in rural areas or in the case of residential conversions they can help to meet the housing needs of rural areas without increasing new development in the countryside. It is, however, important to ensure that such conversions take into account their rural setting and the need to deliver good design.

2.8 National policy supports the sustainable re-use of rural buildings for economic and residential uses, requiring development to be sustainable and recognise the intrinsic beauty of the countryside. Development must be well designed and achieve a good standard of amenity for all existing and future occupants of land and buildings. Specifically in relation to residential conversions national policy states that they should lead to an enhancement to the immediate setting.

- 2.9 To ensure a conversion does not have an impact on the countryside and is sustainable, it is important that its development does not involve works that will have a harmful impact. Negative impacts could include the creation of a new access across an open field or light pollution in areas away from existing development. In order to ensure highway safety it is also important that a suitable access can be provided and the road network can support the proposed use. The rural nature of Mid Devon's highway network means that traffic intensive uses such as distribution or the movement of heavy and or bulky goods will not be appropriate in many locations. Further, rural buildings' role in the character of the countryside means that buildings in a ruinous state should not be re-used, the visual impact of the converted building should be no greater than that of the original building and local vernacular architecture should be retained. The Council will require a structural survey to be submitted to demonstrate that the building can be converted without significant alteration, extension or rebuilding, and may impose a planning condition which restricts permitted development rights for subsequent extensions and alterations.
- 2.10 Redundant rural buildings often serve as bat roosts or habitats for other protected species. The Countryside and Rights of Way Act 2000, the UK Biodiversity Action Plan and a number of other Regulations and Directives designate 'protected species' with legal protection. It is an offence recklessly or deliberately to kill, injure, capture or disturb protected species, which includes carrying out works which obstruct, damage or destroy access to that species' habitat. The Council will require a habitat survey to accompany any planning application for the conversion of a rural building, to identify protected species within the application site, set out any mitigation measures where appropriate and include recommendations for the enhancement of biodiversity.

Replacement dwellings in rural areas

The construction of replacement dwellings outside defined settlement limits will be permitted where the replacement dwelling's floorspace will be no greater in size than the existing dwelling, taking into account any unspent permitted development rights.

- 2.11 Situations can arise where a replacement dwelling is sought because the cost of repairing or altering an existing building exceeds the cost of its total replacement. As the principle of development is established by the existing dwelling its replacement will generally be acceptable. However, to ensure that the character and amenity of the area are not harmed, and the rural dwelling stock remains affordable for local residents, the size of the new dwelling should be restricted to that of the previous dwelling except where there are any unspent permitted development rights. In all circumstances, the permitted development rights for the replacement dwelling will be removed. The relocation of a building within a plot will generally be acceptable provided it is in keeping with the placement of nearby houses in their plot. Policy DM12 refers to the replacement of existing dwellings, the use of which has not been abandoned.

DM13

Residential extensions and ancillary development

Extensions to existing dwellings and other ancillary development will be permitted provided that they:

- a) Respect the character, scale, setting and design of existing dwelling;**
- b) Will not result in over-development of the dwelling curtilage; and**
- c) Will not have a significantly adverse impact on the living conditions of occupants of neighbouring properties.**

2.12 Rather than moving house to gain extra space many people extend their existing property and permitted development rights allow many extensions to be built without the need to apply for planning permission. However, there are still situations where planning permission is required and where extensions needing planning permission are proposed it is important that the design of the extension is suitable for the building it will extend and for its immediate surroundings. For example it would not be acceptable for an extension to dominate the existing dwelling or to block light into principal rooms in an adjacent dwelling. The living conditions of neighbours should not be significantly harmed, and the Council will have regard to a number of factors affecting living conditions, such as light, privacy and overbearing or over-dominating effects. However, there is no right to a view across someone else's land, so the loss of a view will not in itself be a reason for refusal of planning permission. There are also occasions where ancillary development to a dwelling may need planning permission and in such cases it will also be important to ensure that the design and location of ancillary development is acceptable.

2.13 Policy DM2 will also be applied.

Design of housing

New housing development should be designed to deliver:

- a) **High quality local places taking into account physical context, local character, density and land use mix;**
- b) **Adequate levels of daylight, sunlight and privacy to private amenity spaces and principal windows;**
- c) **Suitably sized rooms and overall floorspace which allows for adequate storage and movement within the building together with external space for recycling, refuse and cycle storage;**
- d) **Adaptable dwellings that can accommodate a range of occupiers and their changing needs over time which will include the provision of a stairway suitable for stairlift installation or space for the provision of a lift in homes with more than one storey;**
- e) **Private amenity space that reflects the size, location, floorspace and orientation of the property;**
- f) **Sustainable forms of development that maximise the natural benefits of the site through design, materials, technology and orientation;**
- g) **On sites of 10 houses or more the provision of 20% of dwellings built to the lifetime homes standard;**
- h) **Car parking in accordance with Policy DM8.**

2.14 National policy states that planning should always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings. This is particularly important for the design of the homes that people live in and the spaces that surround those homes. The aim in Mid Devon is to deliver high quality buildings and spaces that meet the needs of users, taking account of an aging population whilst ensuring compatibility with surrounding development and uses. The implementation of this policy will require interpretation of its requirements in relation to individual planning applications. Therefore this policy will be supplemented by a Supplementary Planning Document (SPD) on housing design which will provide guidance on such matters as garden sizes, garage sizes, parking, density and layout.

DM15

Dwelling sizes

Newly constructed dwellings should meet or exceed the following minimum internal floorspace requirements.

Bed spaces that can be accommodated in bedrooms	Internal floorspace of property (excluding garages)
1 bed space	30 to 35 sq m
2 bed space	45 to 50 sq m
3 bed space	57 to 67 sq m
4 bed space	67 to 75 sq m
5 bed space - 1 storey	75 to 85 sq m
5 bed space - 2 storey	82 to 85 sq m
5 bed space - 3 storey	85 to 95 sq m
6 bed space -1 storey	85 to 95 sq m
6 bed space - 2 storey	95 to 100 sq m
6 bed space - 3 storey	100 to 105 sq m
7 bed space - 2+ storey	108 to 115 sq m
7+ bed space	108 to 115 sq m plus 10 sq m per bed space over 7

* Source -

Housing Quality Indicators (HQI) Form Version 4 updated April 2008

2.15 Homes should be designed so that there is sufficient space for activity, privacy, circulation and storage for the expected number of occupants. The Homes and Communities Agency (HCA) operates a set of standard floorspaces for affordable housing. Often market housing is built to lower floorspace standards. It is not considered to be equitable that occupiers of open market housing are expected to accept a lower standard than that required for affordable housing. Therefore the above standards which are drawn from the HCA standards will be used when assessing the adequacy of internal space under criterion c) of Policy DM15 (Housing Design). Bed-spaces do not equal bedrooms but the number of beds that a dwelling's bedrooms are designed to contain. For example a 3 bed semi with two double bedrooms and a single bedroom would be defined as a five bed space over two storeys. Further details on how the standard will be applied will be contained in a Supplementary Planning Document which will be based on the provisions applied by the Homes and Communities Agency when it assesses affordable housing. In the event that HCA standards are updated, or adapted as part of a comprehensive national standard, the Council will review the implementation of this policy and apply the most up-to-date standard.

3.0

Retail, business and tourism

DM16

Town centre development

The Council will promote the sustainable growth and regeneration of Tiverton, Cullompton, Crediton and Bampton. Within defined town centres, development proposals for retail, leisure, commercial, office, tourism, cultural, community and residential development will be supported where they:

- a) Retain or enhance the town centre's historic character and appearance, vitality and viability;
- b) Sustain or enhance diverse town centre uses and customer choice, incorporating residential accommodation above ground floor level where possible; and
- c) Are readily accessible by public transport, walking and cycling.

Within defined primary shopping areas, the shopping function will be safeguarded and enhanced. Development and change of use of ground floor premises to alternative uses will not be permitted where:

- i) The primary retail role and character is undermined, causing unacceptable fragmentation and isolation of the remaining shops;
- ii) The proposed use would harm the vitality and viability of the primary shopping area;
- iii) There would be a detrimental effect on the visual character and amenities of the surrounding area.

Within primary shopping frontages, at ground floor level the proportion of A1 retail uses will not be permitted to fall below 65% of all units.

- 3.1 The town centre is at the heart of a market town's community. The Core Strategy (Local Plan Part I) distributes development according to the relative size, role and function of the towns of Tiverton, Cullompton, Crediton and Bampton. Other Local Plan policies will also apply as appropriate, for instance Policy DM2 on high quality design.

- 3.2 Retail markets change quickly and it is important that local planning policies are flexible enough to respond to rapid change. For this reason, Policy DM16 sets out a wide range of permissible uses in town centres, seeking to diversify customer choice while protecting and enhancing the viability of the town centre, its historic character and its accessibility by the most sustainable modes of transport. This applies to change of use applications as well as new-build development.
- 3.3 Primary shopping frontages have been defined within Tiverton and Crediton town centres, showing where retail development is concentrated. The primary shopping frontage (identified on the Proposed Policies Map) should include a high proportion of retail uses which may include food, drinks, clothing and household goods. These are the core town centre retail uses and should be protected, while other uses such as takeaways and professional services may be located elsewhere in the town centre.
- 3.4 Planning applications within the primary shopping areas will be not be permitted if any of criteria i-iii of Policy DM16 apply. The assessment of such applications will include consideration of:
- The location and prominence of the premises within the shopping frontage
 - The floorspace and length of frontage of the premises
 - The number, distribution and proximity to other premises within use classes A2-A5, or within planning permissions for such use
 - The particular nature and character of the use proposed, including the level of pedestrian activity associated with it
 - The level of vacancies in ground floor properties
 - Whether the proposed use would give rise to noise, smell or other environmental problems

DM17

Development outside town centres

Within Tiverton, Cullompton, Crediton and Bampton the Council will apply a sequential approach to planning applications for main town centre uses, according to the following descending order of preference:

- a) Town centre
- b) Edge of town centre
- c) Out of town centre

Edge of centre and other out of centre proposals must be well related to the town centre and accessible by public transport, walking or cycling. Proposals in these locations must also demonstrate that no suitable sites are available in a more sustainable location according to the order of preference given above.

The Council will require an impact assessment to be submitted for any proposals for retail and leisure development outside of town centres, where the proposed gross floorspace would exceed 500 square metres. The impact assessment must include an assessment of:

- i) The impact of the proposal on existing, committed and planned public and private investment in the town or other centres in the catchment area of the proposal; and
- ii) The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and wider area, up to five years from the time the application is made, or ten years in the case of major development, taking into account the cumulative impact of recently completed developments, planning permissions and development plan allocations.

3.5 National policy requires local authorities to apply a sequential approach to retail development in towns, to ensure the vitality and viability of town centres are not harmed by out-of-centre development. A proportionate, locally set threshold may be applied to retail floorspace proposed outside of town centres, over which an impact assessment should be required. The Mid Devon Retail Study recommends a threshold of 500 square metres gross floorspace.

3.6 In considering development proposals in edge of centre or out of centre locations, the Council will assess whether there are suitable sites in a more sustainable location according to the order of preference and apply a flexible approach where justified. The nature, scale, car parking requirements and market demands of the proposal will be taken into account.

3.7 National policy defines 'edge of centre' as follows:

For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

3.8 A retail impact assessment submitted in accordance with Policy DM18 should have regard to the findings of the Retail Study 2012. The assessment should consider the effect on existing stores and centres of committed and allocated developments and the development being proposed, based on:

- (i) the turnover of existing facilities in the catchment area (including any completed since the Retail Study 2012)
- (ii) the expected trade diversion from these facilities to any retail sites under construction, with planning permission or allocated for development
- (iii) the trade diversion resulting from the proposed development

Applications for leisure development over 500 square metres floorspace should use a similar approach based on the Tourism Study and any other appropriate evidence.

Where proposals are predicted to have a likely adverse impact (including cumulative) on town centre health, planning permission should be refused. The Mid Devon Retail and Tourism Studies are available at <http://www.middevon.gov.uk/evidence>.

3.9 Other Local Plan policies will also be applied as appropriate, such as:

- Policy DM2 High Quality Design
- Policy DM3 Sustainable Design
- Policy DM6 Transport and Air Quality
- Policy DM7 Pollution
- Policy DM8 Parking
- Policy DM18 Fronts of shops and business premises
- Policy DM28 Green infrastructure in major development

DM18

Fronts of shops and business premises

Proposals for the alteration, replacement or construction of fronts for shops or business premises must be well proportioned and suited to the character of the building, adjacent buildings and the surrounding street scene. Where security measures such as grilles or shutters are proposed, these should be designed as an integral part of the building's front, maintaining the visibility of the building's interior and minimising visual impact. Independent ground floor access to the upper floors must be retained.

- 3.9 The fronts of shops and business premises visually dominate town centres and have a considerable impact on the town centre's character and appearance. Attractive shop fronts that respect their surroundings have a positive effect on the overall quality and attractiveness of a town centre. This policy should be read in conjunction with Policy DM2 on high quality design and Policy DM27 on heritage assets.
- 3.10 National policy emphasises the importance of residential development in bolstering the vitality of town centres. Policy DM16 therefore promotes residential development in town centres where possible, and Policy DM18 supports this further by ensuring that access to accommodation above ground floor commercial units is not lost through redevelopment of the building's ground floor front.
- 3.11 Advertisements including fascia and projecting signs often go hand-in-hand with the design of shop fronts and other business premises. Applications for Advertisement Consent are determined outside of the Development Plan, under the 'Control of Advertisements' regulations. Such applications are determined on the basis of public amenity and highway safety. National policy provides additional guidance.

Rural shopping

Retail development will be permitted within defined villages, where it will meet local needs and is accessible by a range of transport modes.

Adjacent to defined villages and elsewhere in the open countryside, proposals for retail development must demonstrate that:

- a) The location and scale of the development would not harm the vitality and viability of town centre or village shopping facilities;**
- b) The development would not lead to an unacceptable impact on the local road network; and**
- c) There would not be an unacceptable adverse impact to the character and appearance of the countryside.**

3.12 The Core Strategy (Local Plan Part 1) defines the villages in Mid Devon that are considered suitable for limited growth, due to their physical characteristics and the availability of a range of facilities and services. The Council supports the sustainable growth and expansion of business and enterprise in rural areas, while protecting the predominance of town centres for meeting the district's retail needs. Policy DM19 refers only to retail development, while Policy DM20 will be applied to non-retail business development. Policy DM2 (High quality design) also applies.

Employment development within settlement limits

- 3.13 The Core Strategy (Local Plan Part 1) sets out the amount of employment development to be expected in Tiverton, Cullompton, Crediton, Bampton and elsewhere in the district. While employment development has traditionally been taken to mean use classes B1 (business), B2 (general industry) and B8 (storage and distribution), there is also scope for other uses to be considered as 'employment' if they provide jobs. The Council will take a flexible approach towards the meaning of employment within Mid Devon.
- 3.14 Employment development on allocated sites and within defined settlement limits is acceptable in principle, including change of use and expansion of existing businesses. However, the Council will require high quality development that does not have an unacceptable adverse impact through loss of residential amenity, pollution, degradation of air quality or traffic safety. Proposals for employment development will be considered as appropriate against the following policies:
- Policy DM2 High Quality Design
 - Policy DM3 Sustainable Design (for major developments)
 - Policy DM6 Transport and Air Quality
 - Policy DM7 Pollution
 - Policy DM8 Parking
 - Policies DM16 and DM17 for retail proposals in and outside town centres
 - Policy DM28 Green infrastructure in major development

Rural employment development

In countryside locations, planning permission will be granted for new-build employment development or expansion of existing businesses, provided that the development is of an appropriate use and scale for its location. Proposals must demonstrate that:

- a) The development would not lead to an unacceptable impact on the local road network;**
- b) There would not be an unacceptable adverse impact to the character and appearance of the countryside; and**
- c) There are insufficient suitable sites or premises in the immediate area to meet the needs of the proposal.**

3.15 The Council recognises the importance of retaining and providing rural employment opportunities outside settlement limits as a means of ensuring a diverse and healthy rural economy. There is a range of employment activities, particularly those associated with tourism, recreation and rural diversification that can be accommodated in countryside locations, without any adverse effects upon the character of Mid Devon's rural areas or existing development. It is important that the various indirect consequences of employment development such as security fencing, lighting, advertising material, open storage and vehicle parking and manoeuvring provisions do not harm the visual environment. It is also important that development outside settlement limits only occurs where there are insufficient alternatives available otherwise such development would not be sustainable. The policy is not intended to relate to large scale strategic development which would be contrary to policy COR 12 in the Core Strategy.

3.16 Policy DM20 refers to new-build developments and expansion of existing businesses. Proposals for conversion of existing buildings to an employment use will be assessed against Policy DM12. Other policies in the Local Plan will also be applied as appropriate, including:

- Policy DM2 High Quality Design
- Policy DM3 Sustainable Design (for major developments)
- Policy DM6 Transport and Air Quality
- Policy DM7 Pollution
- Policy DM8 Parking
- Policy DM19 Rural shopping
- Policy DM23 Equestrian development
- Policy DM24 Tourism and leisure development
- Policy DM28 Green infrastructure in major development

DM21

Protection of employment land

Non-employment use or development of employment land or buildings, including sites that are established, allocated or have planning permission, will be permitted where it can be demonstrated that there is no reasonable prospect of the site being used for employment purposes. Alternative uses will be permitted where it is demonstrated that:

- a) Firstly, there is a sufficient range of suitable and available employment sites in the local area; then**
- b) There is no commercial interest in the re-use of the site for employment, demonstrated by suitable marketing at an appropriate price for at least 18 months;**
- c) A sequential viability test has been applied following the unsuccessful marketing of the site, based on the following sequence of testing:**
 - i) Mixed use of the site that incorporates an employment-generating use, then**
 - ii) Non-employment use**

3.17 One of the Council's five key objectives is a thriving economy. The Allocations and Infrastructure Development Plan Document (Local Plan Part 2) provides significant allocations of employment land to address a long standing shortfall of developable employment land in Mid Devon. Employment land is therefore a scarce and valuable resource which needs to be retained to ensure that the Council can deliver one of its key objectives. National planning policy discourages the long-term protection of allocated employment sites where there is no reasonable prospect of a site being used for that purpose, and requires local planning authorities to have regard to market signals. Policy DM21 sets out local requirements that help to establish whether individual sites can provide employment. In assessing the range of suitable and available alternative employment sites in the local area (Criterion a), the Council will have regard to the specific and wider conclusions of the Employment Land Review (ELR), which describes a shortage in small employment allocations in Mid Devon and suggests the retention of the majority of allocated employment sites. All employment allocations will be reconsidered as part of the

forthcoming review of the Core Strategy and Allocations and Infrastructure Development Plan Document (Local Plan Parts 1 and 2) in co-operation with other local planning authorities. The Local Plan review will utilise the current ELR and further ELRs will be undertaken as part of future reviews. For the purposes of Policy DM21, the 'local area' means the Mid Devon district and, if an application site is in a parish adjacent to the district's boundary, a neighbouring district.

- 3.18 Applicants will also be required to demonstrate that there is no commercial interest in the re-use of the site for employment purposes. In view of the on-going fluctuations in the national economy, an 18 month marketing period is considered appropriate and will be kept under review in subsequent local plans. In relation to the appropriate price referred to in criterion (c) the price should reflect the price of similar employment sites or buildings which have been marketed within the previous two years or result from an independent assessment of the value of the land or buildings where this is not feasible. If there is no interest in the site as a result of marketing, the potential of the site for mixed use development including employment must be considered in preference to the total loss of employment. This will involve determining whether the site still has the potential to be developed viably for mixed use development or can only be viable if the whole site is developed for non-employment uses. In all cases, the proposed use must not significantly harm any other existing uses in the area, or be harmed by those uses. For example, housing development may not be acceptable in close proximity to general industry, depending on the nature and scale of the industrial use.

Agricultural development

Agricultural development will be permitted where:

- a) **The development is reasonably necessary to support farming activity on that farm or in the immediate agricultural community;**
- b) **The development is sensitively located to limit any adverse effects on the living conditions of local residents and is well-designed, respecting the character and appearance of the area; and**
- c) **The development will not have an unacceptable adverse impact on the environment.**
- d) **The development will not have an unacceptable traffic impact on the local road network.**

- 3.18 Agriculture is an important element of the Mid Devon economy. Agricultural development is essential to support modern farming and ensure a sustainable rural economy. This policy permits new agricultural development outside of the defined settlements, whilst seeking to balance the needs of modern farming with protecting the countryside and residential amenity.
- 3.19 Proposals for the development of new buildings for livestock need to take account of waste product storage or removal, and the effect this can have on the amenity of local residents and the environment. Such proposals will need to be accompanied by a Waste Management Plan, which sets out how the development limits any adverse effects. Where the development is likely to cause demonstrable harm to the environment, for instance where drainage from the site threatens the ecological integrity of a water body, a hydrological or drainage report will be required in accordance with Policy DM7. A planning condition may be imposed to ensure that appropriate mitigation measures are implemented.

Equestrian development

Horse-related facilities and equestrian enterprises in the countryside will be permitted where they are well integrated with their surroundings, being of appropriate location, scale, design and materials so as not to harm the character and landscape of the rural area or the amenity of nearby residents.

Equestrian development must not result in an unacceptable increase in traffic on the local highway network.

- 3.20 The use of land for horse keeping is a common feature of the Mid Devon landscape. Equine activities are an established part of the rural economy, providing opportunities for recreation and employment. Equestrian activities are typically located in the open countryside, away from settlements, where most forms of development are restricted.
- 3.21 New equine facilities can have a negative impact on the rural nature of an area, adversely affecting landscape character and natural beauty, by their appearance, scale, materials or design. Individually, equestrian developments may seem inconsequential, but cumulatively they may, over time, significantly alter the character of an area. It is therefore important that any new developments are designed and located as to minimise their impact, taking account of local character and landscape. Where proposals are part of an existing agricultural development, any new facilities should be integrated with, or located near to existing farm buildings or structures.
- 3.22 Commercial establishments or large scale domestic including racing stables, horse riding centres and liveries will have a greater impact on a local area, through their size, associated traffic generation and greater use of local roads for exercising of horses. Such establishments should demonstrate how they will not result in an unacceptable increase in traffic on local roads.

DM24

Tourism and leisure development

Proposals for new or expanded tourism, visitor or leisure facilities will be supported within or adjacent to defined settlements. Elsewhere, the nature of the proposed development must justify a countryside location and minimise environmental impacts, avoiding an unacceptable traffic impact on the local road network. Development proposals must:

- a) Respect the character and appearance of the location;**
- b) Where possible, involve conversion or replacement of existing buildings; and**
- c) Demonstrate that the need is not met by existing provision within nearby settlements.**

3.23 Tourism plays an important role in generating income for local residents. Devon is a very popular tourist destination, providing leisure and recreation activities for its own residents and those visiting the county. Despite a number of small scale attractions and places to stay across Mid Devon, tourism is less developed than within other parts of the county, partly reflecting the district's inland location and distance to the coast.

3.24 Tourism and leisure development, therefore, is generally welcomed, providing employment and a means of supplementing rural incomes. However, it can have negative impacts on the surrounding area if located insensitively, being out of scale with its context or by failing to take account of local character and appearance. The policy seeks to locate most development within or close to defined settlements, where local shops and facilities are most accessible and stand to benefit the most. Sustainable development will be approved in accordance with Policy DM1.

3.25 Applications for tourism and leisure development in the countryside will need to be fully justified by the applicant. The Council will require a marketing strategy and business plan to be submitted, to explain how the development will achieve a high quality tourism product that meets demand. Proposals must demonstrate that their benefits outweigh any harm and that they do not cause an unacceptable impact to traffic on the local road network. Tourism and leisure development should benefit local businesses, the environment, communities and visitors in the long-term, so the Council will seek the right form of development in the right location, with evidence that the need is not already being met by existing provision. In demonstrating unmet need for tourism proposals outside settlement limits, applicants should have regard to the Council's Tourism Study, available at <http://www.middevon.gov.uk/evidence>. Evidence supporting a countryside location should be proportionate to the scale and nature of the tourism proposal being considered. For instance, the conversion of a barn to tourist accommodation is permissible in principle under Policy DM11 and is often dependent on an agricultural character which would not be found in a nearby town or village. Larger tourism attractions such as animal sanctuaries, museums, outdoor activity centres or hotels may have a significant impact on the countryside and the local road network, so in these cases more comprehensive supporting evidence will be required.

DM25

Community facilities

The development of new community facilities providing a local community benefit or environmental enhancement will be permitted where they are easily accessible by the local community and well related to a settlement. Proposals for the redevelopment of existing community facilities that enables them to modernise, remain viable and continue to be retained for the benefit of the community will be supported.

Proposals involving the loss of community facilities such as local shops, public houses, allotments, cultural and recreational facilities and other important local services will not be permitted where this would damage the settlement's ability to meet its day to day needs or result in the total loss of such services to the community. Only in circumstances where the facility is proven to be no longer economically viable, including for alternative community uses, will applications for alternative use be considered acceptable.

- 4.1 Community facilities provide for the health and wellbeing, social, educational, spiritual, recreational, leisure and cultural needs of the community. They include pubs, post offices, shops, village halls, allotments, places of worship and various recreational facilities. National policy seeks to retain and develop local services and community facilities and guard against their unnecessary loss. Policy DM26 therefore builds on this guidance and seeks to protect those existing services whilst permitting some redevelopment where it is necessary to ensure viability.
- 4.2 The Council will guard against the unnecessary loss of valued community facilities and services. In circumstances where a community facility is proved to be no longer economically viable in a particular location, the Council will consider an alternative use. Assessment of viability will require the submission of detailed evidence relating to trading accounts, valuation considerations and the marketing of the business or property at a reasonable price for a minimum of 12 months.
- 4.3 The Localism Act 2011 introduced the provision of 'community assets', whereby local communities can nominate buildings of community value to be added to a register held by the Council. Once on the register the owners of a facility will need to notify the Council if they intend to sell the asset, at which point the community will be offered the opportunity to purchase it. Mid Devon District Council will compile this list as community assets are brought forward. Applicants should contact the Council for further advice should they wish to apply for planning permission or change of use on a community facility that has been included on the register. The Council cannot refuse planning permission purely on the basis that a community asset is on the register.

Protection of recreational land and buildings

Open space, sports and recreational buildings and land, including playing fields, will be protected from alternative development unless:

- a) An assessment has been undertaken which demonstrates that the site is surplus to requirements; or**
- b) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location, prior to the commencement of the development; or**
- c) The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.**

4.4 The Green Infrastructure Assessment identifies known sites of public open space, sports and recreational land in the district, with sites amended or added as information becomes available.

4.5 This policy aims to protect all open space, sport and recreational land or buildings from redevelopment, with the exception of any sites allocated for alternative use in a strategic local plan policy. Sites which are particularly important to local communities may also be designated as Local Green Space. These sites may be designated through local or neighbourhood plans, during the preparation or review of those plans. Local Green Space must be reasonably close to the community it serves; have demonstrable local significance and interest; be local in character and not cover an extensive tract of land. National policy sets out the criteria for designating Local Green Space, and applies a level of protection equivalent to Green Belts.

5.0

Environment

50

DM27

Development affecting heritage assets

Heritage assets and their settings are an irreplaceable resource. Accordingly the Council will:

- a) Apply a presumption in favour of preservation in situ in respect of the most important heritage assets
- b) Require development proposals likely to affect heritage assets and their settings, including new buildings, alterations, extensions, changes of use and demolitions, to consider their significance, character, setting and local distinctiveness, and the opportunities to enhance them.
- c) Only approve proposals that would be likely to substantially harm heritage assets and their settings if substantial public benefit outweighs that harm or the requirements of paragraph 133 of the National Planning Policy Framework are met.
- d) Where a development proposal would lead to less than substantial harm, that harm will be weighed against any public benefit, including securing optimum viable use.
- e) Require developers to make a proportionate but systematic assessment of the impact on setting as set down in the guidance from English Heritage: “The Setting of Heritage Assets”.

5.1 The historic environment is an asset of great cultural, social, economic and environmental value. It contributes significantly to our quality of life and to the character of the district, representing a non-renewable resource that once lost is gone forever. Heritage assets are defined as those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest over and above their functional utility and covers both designated and non-designated assets.

- 5.2 A heritage asset is defined as a building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. This includes designated heritage assets such as listed buildings, scheduled monuments, registered parks and gardens and Conservation Areas, and undesignated sites that can include archaeological sites, locally listed assets and any asset included on the County Historic Environment Record.
- 5.3 Where proposed development will have the potential to impact upon a heritage asset or its setting, the Council will require the applicant to submit sufficient information to enable a description of a heritage asset affected and a consideration of the impact of the development upon it. This may take the form of an appropriately detailed desk-based assessment and, where necessary, a field evaluation. The level of detail required should be proportionate to the asset's importance and no more than is sufficient to understand the potential impact of the proposal on its significance. If physical preservation of a heritage asset in situ is not appropriate or feasible, "preservation by record" may be acceptable and implementation required by a condition attached to planning permission. Non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to a scheduled monument, will be considered subject to the policies for designated heritage assets.
- 5.4 Proposed development that would lead to substantial harm or total loss of significance of a designated heritage asset will be assessed against national policy, which requires that such proposals should be refused unless there are substantial public benefits that outweigh the harm, or all of the following considerations apply:
- The nature of the heritage asset prevents all reasonable uses of the site
 - No suitable viable use of the heritage asset can be found in the medium term through appropriate marketing
 - There is no possibility of conservation as a result of grant-funding or charitable or public ownership
 - The harm or loss would be outweighed by the benefit of bringing the site back into use

- 5.5 Balancing the importance of conservation with the challenge of tackling climate change represents a priority for the district. Proposals for measures to mitigate the effects of climate change that affect listed buildings or buildings in a conservation area can sometimes conflict negatively with the principles of conservation. Therefore prior to determination, the Council will work with applicants to identify feasible solutions that deliver climate change mitigation with less or no harm to the significance or setting of the heritage asset. Where conflict is unavoidable, the public benefit of mitigating the effects of climate change will be weighed against any harm to the significance of the heritage assets affected.
- 5.6 Further background information in relation to Mid Devon's historic environment can be found within the Town and Village Character Assessment and Conservation Area Appraisals. Where these are available, applications should make reference to how the proposed development contributes towards the priorities set out in these documents. Specific studies may also be relevant to development proposals depending on their location. For instance, where development would affect the setting of Knightshayes Court or Killerton Park, the Council will have regard to *The Setting of Knightshayes Park and Garden: A Historic Landscape Assessment* (The Parks Agency; Sept 2007), or the *Killerton Park Setting Study* (Land Use Consultants; final report, April 2013), as appropriate. These documents will be a material consideration when planning applications are determined. Applicants are encouraged to contact the Council or check the Public Access system on the website (<http://planning.middevon.gov.uk/online-applications>) to check if their site falls within the setting study areas surrounding Knightshayes or Killerton, and consider the implications of this at the design stage. It should also be noted that the areas covered by setting studies do not represent a finite limit of setting.
- 5.7 Details of Mid Devon's designated and non-designated heritage assets are held by a variety of national and local organisations, in particular in the Devon County Historic Environment Record held by the Historic Environment Service at County Hall. The Council will publish a local register of non-designated heritage assets. The register is not an exhaustive list of heritage assets, but will be regularly reviewed to take account of new information. A development proposal might draw attention to a heritage asset that had not previously been identified or assessed. The absence of an asset from the heritage asset register at the time an application is submitted does not indicate that the asset has no heritage value. The register will be published on the Council's website and made available for view in Council offices.

Green infrastructure in major development

Major development proposals must demonstrate that green infrastructure will be incorporated within the site as follows:

- a) Biodiversity mitigation where warranted, resulting in a net gain in biodiversity;
- b) Flood and water resource management;
- c) Green corridors and public rights of way to link the site to the wider GI network, provide walking and cycling opportunities and avoid habitat fragmentation;
- d) New green infrastructure such as the creation of native woodland where possible;
- e) Public open space within housing developments.

Where evidence demonstrates that meeting these criteria would render the development unachievable, the Council will consider offsite provision in lieu of one or more of the policy criteria. The Council will balance the benefits of the development against the objectives of this policy. Housing proposals that do not include public open space within the application site must demonstrate that this will be in the public interest, have no significant adverse impact on the amenity of residents within or adjoining the development, and provide appropriate compensation through design, such as the provision of larger private gardens.

5.8 Green infrastructure is a network of multi-functional green space with recreational, visual and ecological value. It includes:

- Natural and semi-natural green spaces such as grassland and nature reserves
- Green corridors such as hedgerows, verges and public rights of way, or 'blue infrastructure' such as watercourses and other water bodies
- Public or private spaces such as gardens, parks, village greens and allotments

- 5.9 Biodiversity is in long-term decline, with habitats becoming increasingly fragmented and degraded as a result of changing land use and agricultural practices. National policy seeks to reverse this trend, halting overall biodiversity loss and reintroducing well-functioning and coherent ecological networks for the benefit of all. There is an opportunity for development in Mid Devon to play its part in improving the quality and connectivity of green infrastructure.
- 5.10 Major applications (defined in the glossary) should be accompanied by a habitat survey describing what flora and fauna are present on the site, with particular regard to protected species. In permitting the development, the Council must be satisfied that onsite biodiversity mitigation, where required, is sufficient to make the development acceptable in planning terms.
- 5.11 Green infrastructure provided within major development sites should normally serve a variety of purposes such as flood attenuation, leisure and recreation, provision of natural habitats, and shading and cooling of buildings and public areas. Green infrastructure functions can co-exist in one place, so the land coverage does not have to be extensive in every case. Green infrastructure within the site should be achieved as part of the broader objectives for sustainable design contained in Policy DM3 and high quality design (Policy DM2). Applicants should have regard to the Town and Country Planning Association document, *Biodiversity by Design*, and should explore opportunities for green infrastructure to deliver wider environmental measures, such as those set out in the SW River Basin Management Plan.
- 5.12 There is no set standard for the amount of green infrastructure to be provided, but the policy should be read alongside Policy AL/IN/3 of the Allocations & Infrastructure Development Plan Document (Local Plan Part 2), which states:

Public Open Space

New housing developments will provide at least 60 square metres of equipped and landscaped public open space per market dwelling, to include children's play areas, sports areas, informal open space and allotments in appropriate proportions, with safe and convenient access on foot or cycle.

Where it would be more appropriate for open space to be located off the site, contributions from development will be sought per dwelling based on the normal cost of providing public open space elsewhere, in accordance with the Council's Supplementary Planning Document. The application of this paragraph will be reviewed upon implementation of the Community Infrastructure Levy.

- 5.13 Policy DM28 replaces the second paragraph of Policy AL/IN/3, allowing for off-site provision when clearly justified. Generally speaking, it will always be preferable for green infrastructure, including public open space, to be provided within the development. This will be the Council's default position, and only in exceptional cases will offsite provision be considered to better serve the public interest.
- 5.14 The Council will expect public open space provision within an application site to be maintained by a Management Company, set up by the developer and funded in perpetuity by residents of the development. A planning obligation will be required to control this matter before planning permission is granted.
- 5.15 Most housing developments must contribute to offsite infrastructure through the Community Infrastructure Levy. In exceptional cases or where development is not subject to the Community Infrastructure Levy, a planning obligation may be required to deliver an offsite green infrastructure project in exchange for onsite provision. In these cases the project would be specifically excluded from the list of relevant infrastructure that might be funded by the Community Infrastructure Levy. Such a project must be identified, costed and agreed between the Council, the applicant and any relevant landowner before planning permission is granted. The developer should demonstrate that the cost of delivering the project would be broadly equivalent to the cost of onsite provision. Each planning obligation of this sort will relate to a standalone project, as the Community Infrastructure Levy regulations prohibit the pooling of monies from multiple planning obligations to pay for a single green infrastructure project or type of green infrastructure. The Council will only pursue this option if it is necessary to make the development acceptable in planning terms, provides a form of green infrastructure that is directly related to the development site (such as a replacement habitat in a connected location), and is fairly and reasonably related in scale and kind to the development.

Protected landscapes

Development proposals within or affecting the Blackdown Hills Area of Outstanding Natural Beauty, Dartmoor National Park, Exmoor National Park and the North Devon Biosphere Reserve must demonstrate that:

- a) Cultural heritage and the character, appearance, setting and other special qualities of the landscape will be conserved or, where possible, enhanced; and**
- b) Biodiversity will be conserved and enhanced where possible through improved linking of habitats, appropriate landscaping and habitat creation.**

Major developments within or adjoining the Area of Outstanding Natural Beauty and Dartmoor or Exmoor National Parks will only be permitted in exceptional cases.

- 5.16 National policy accords the highest status of protection to the landscape and scenic beauty of Areas of Outstanding Natural Beauty (AONB) and National Parks. The Mid Devon district incorporates a very small part of Dartmoor National Park in the Cheriton Bishop parish, for which Dartmoor National Park Authority is the Local Planning Authority. The district shares boundaries with both Dartmoor and Exmoor National Parks.
- 5.17 The Blackdown Hills Area of Outstanding Natural Beauty (AONB) is a nationally important landscape designation, aiming to preserve and enhance the natural and historic landscape features, flora and fauna of the AONB. The Blackdown Hills Management Plan outlines measures for the protection and management of this landscape. Development should not in any way undermine the special qualities that led to the designation of this landscape as AONB.

- 5.18 Part of the western side of the district falls within the transition area for the North Devon Biosphere Reserve. Biosphere Reserves are areas nominated by national governments and designated under UNESCO's 'Man and Biosphere Programme.' These areas are recognised for their high biodiversity value combined with sustainable use of natural resources for the benefit of local communities. The purpose of the biosphere reserve is to reconcile the conservation of biodiversity with human development needs. The part of the reserve within Mid Devon is known as a 'transition area'. This does not benefit from the very high level of environmental protection found in the 'core area' at Braunton Burrows, but contains agricultural activities and local communities that are recognised for their progress towards achieving this environmental and economic balance.
- 5.19 Further information on the cultural heritage, character, appearance and setting of the district's landscapes may be found in the Mid Devon Landscape Character Assessment, the Devon Landscape Character Assessment and Devon County Council's Historic Environment Record, which the Council may use as a background to decision-making. Where a development proposal would have potentially significant landscape impact, a Landscape and Visual Impact Assessment and ecological report will be required. For applications not supported by specific studies, such as small-scale proposals with no likely significant effects on the landscape or biodiversity, the requirements of the policy should be met through the Design and Access Statement where one is required.
- 5.20 Where major developments are proposed within protected landscapes or adjoining the National Parks, it must be demonstrated that they are sufficiently in the public interest to overcome any detriment to the landscape in question. National policy criteria will be applied.

DM30

Other protected sites

Where development proposals would lead to an individual or cumulative adverse impact on Sites of Special Scientific Interest, ancient woodland, ancient trees, Regionally Important Geological Sites, County Wildlife Sites and Local Nature Reserves, the Council will balance the overall benefits of the proposal against the impact. Sufficient information must be provided for the Council to assess the significance of the impact against the importance of the protected site and the species which depend upon it. Planning permission will be granted only where:

- a) The benefits of and need for the development clearly outweigh the direct and indirect impact to the protected site and the ecosystem services it provides;
- b) The development could not be located in an alternative, less harmful location; and
- c) Appropriate mitigation measures have been put in place.

Where development proposals would lead to an individual or cumulative adverse impact on Natura 2000 sites, planning permission will be refused unless the proposal complies with criteria b) and c) above, and the fundamental integrity of the features of the Natura 2000 site would not be affected.

5.21 Natura 2000 sites include habitats protected under European Legislation, such as Special Areas of Conservation and Special Protection Areas for birds. There are no sites in Mid Devon that are designated at European level for wildlife protection or special conservation. However, there is a European-designated Special Area of Conservation (SAC) adjacent to the district's boundary on the A361 road near Rackenford, within North Devon district. While the development management policies in this plan incorporate counter-acting measures to reduce effects on the SAC, the protection of European sites is of the utmost importance. Development that would adversely affect a Special Area of Conservation will not normally be permitted.

- 5.22 Within the Mid Devon district, the Council accords the highest degree of importance to Sites of Special Scientific Interest, as these are sites of national importance with regard to flora, fauna, geological and physiographical (landform) features. They are statutorily protected from harmful operations under the Wildlife and Countryside Act 1981. Proposed development that has an adverse effect on a Site of Special Scientific Interest, whether individually or in combination with other developments, will not normally be permitted.
- 5.23 Ancient woodland will be accorded the same level of importance as Sites of Special Scientific Interest, as it comprises a number of woodland habitats that are a national priority for improvement under the UK Biodiversity Action Plan. Ancient woodland and trees are irreplaceable. As such, the opportunities for mitigation under criterion c) of the policy are limited, and planning permission is likely to be refused for development that would result in the loss of ancient woodland or trees unless the need for, and benefits of, the development in that location clearly outweigh the loss. Where the Council becomes aware of ancient trees not previously identified and under threat from development, a Tree Preservation Order will be considered.
- 5.24 Regionally Important Geological Sites, being of regional significance, are also accorded a high degree of importance. Mid Devon only has six such sites, within the parishes of Crediton, Crediton Hamlets, Zeal Monachorum, Kentisbeare and Uffculme. More information is available in the glossary. Any development proposal that impacts upon one of these sites would need to be extremely well justified.
- 5.25 County Wildlife Sites are undesignated sites selected because of the presence of important habitats or species. There are over 200 such sites in Mid Devon, representing a variety of habitats. Development proposals adversely affecting a County Wildlife Site will be considered on a case-by-case basis, according to the amount of information available about the site and its significance, relative to the type, scale and benefits of the development being proposed. The same position will be taken on proposals that impact on Local Nature Reserves.
- 5.26 Where adverse impacts are likely, planning permission will be refused unless there is particular justification that clearly outweighs the impact in that case. The Council will consider the wider implications of any adverse impact to a protected site, such as its role in providing a vital wildlife corridor, attenuating flood risk or ensuring good water quality in a catchment. National policy criteria will be applied.

- 5.27 Policy DM30 affords protection to specific sites of significant wildlife or geological importance. The Council will also have regard to whether the application site is a priority habitat as defined in the UK Biodiversity Action Plan, including certain classifications of grassland, heathland, woodland or marsh. While the loss of irreplaceable habitats will not normally be permitted, the Council will seek the replacement of a priority habitat where it is significantly affected and its replacement can be achieved, through a planning obligation as appropriate. The Countryside and Rights of Way Act 2000, the UK Biodiversity Action Plan and a number of other Regulations and Directives also designate particular 'protected species' with legal protection. It is an offence recklessly or deliberately to kill, injure, capture or disturb protected species, which includes carrying out works which obstruct, damage or destroy access to that species' habitat. These provisions are set out in law and apply in addition to relevant policies in the Local Plan.
- 5.28 The protected sites listed in Policy DM30 are identified on the Proposed Policies Map where they are within or adjoining a defined settlement. Larger sites are also identified on the district-scale map. Up-to-date mapping and information for County Wildlife Sites are held by Devon Biodiversity Record Centre (DBRC). Applicants are advised to contact DBRC when the full extent of a County Wildlife Site is in question.

Planning enforcement

DM31

The Council will investigate unauthorised development, acting proportionately to the scale of the suspected breach of planning control. Enforcement action will be taken where it is appropriate to do so and in the public interest.

- 6.1 Investigating suspected breaches of planning control is an important function of a Local Planning Authority. Unauthorised development can be detrimental to the local environment and be a source of social tension. Failure to enforce planning conditions or address unauthorised development can reduce the effectiveness of a Local Planning Authority and undermine public confidence in the planning system.
- 6.2 When undertaking investigations, the Council will act in proportion to the scale of the suspected breach to which it relates. The Council will then take enforcement action where it deems such action to be appropriate, having regard to the scale of the breach and the impact on public amenity.
- 6.3 To ensure that enforcement is managed proactively and in a way that is appropriate to Mid Devon the Council will publish a Local Enforcement Plan. This document will set out the Council's approach to enforcement, including timescales for action and stating in detail how the Council will respond to suspected breaches of planning control.

The following site allocations are retained from the 2006 Local Plan. These will be reviewed when the non-strategic allocations of the Allocations and Infrastructure Development Plan Document (Local Plan Part 2) are reviewed. Since their allocation, parts of these sites have been developed. Reasons for their retention are outlined in Table 1 in the Introduction. The following policies represent the original wording from the 2006 Local Plan.

BA1 – Bampton Stone Crushing Works

A site of 3.4 hectares at the former Stone crushing Works, Bampton is allocated for a mixed use development to include the following elements;

- I) Housing – up to 35 dwellings, 25% of which should be affordable housing, and all being appropriately protected from any noise and other nuisance from employment uses.
- II) Employment – B1, B2 and B8 uses on the remaining 0.45 hectares of land. Any proposals for mixed use development on this land will be determined using Policy DM21
- III) A pedestrian and cycle link across the disused railway bridge to Station Road
- IV) Extensive strategic landscaping

WI1 – Willand Industrial Estate

A site of 11.7 hectares is allocated for Business, General Industry and Storage and Distribution uses (classes B1, B2 and B8), subject to the provision of;

- I) Adequate access into the site for existing units immediately adjacent to the proposal; and
- II) Provision of a cycle link from Muxbeare Lane to the existing Industrial state; and
- III) Provision of a footbridge along the north side of the South View Road bridge over the former railway line.

Adopted Policies Map (Proposals Map):

A map showing the areas or sites to which local plan policies and proposals apply. It will contain Inset Maps, showing particular areas in more detail.

Affordable Housing:

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, may not be considered as affordable housing for planning purposes.

Allocations:

Proposals that a certain site or area of land should be developed for particular uses and/or buildings. They are shown on a Policies Map, contained within the Local Plan or Local Development Framework. There will be a related policy setting out any parameters and criteria for the site, contained within the local plan.

Building for Life:

A national standard for housing and neighbourhood design. Development projects are scored against Building for Life criteria covering social wellbeing, quality of life through reducing crime, improving public health, easing transport problems and increasing property values.

Building Research Establishment Environmental Assessment Method (BREEAM):

An environmental assessment method and rating system for buildings, to evaluate a building’s specification, design, construction and use.

Car Club:

An organisation that owns cars that are shared by its members. People arrange in advance when they want to use a car, and pay to use it. The advantage is that members do not have to pay the whole cost of owning a car, but are able to use one when they need to.

Code for Sustainable Homes:

A national standard to guide industry in the design and construction of sustainable homes. The code includes minimum standards for energy and water efficiency, with increasing efficiency requirements as the code levels rise. The highest standard is Code Level 6.

Community Infrastructure Levy:

A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Core Strategy:

A local plan which sets out the vision and strategy for the district, including the amount and distribution of new housing, employment and retail development. The Core Strategy is a Development Plan Document.

Curtilage:

The extent of the land around a property (particularly a dwelling) that often, but not always, delineates the amount of land associated with the property. For larger, particularly country properties, the curtilage may often only refer to an immediate cultivated garden and associated forecourt, rather than any other land included within the overall 'planning use'.

Development Plan Document:

A local plan which forms part of the Development Plan and is therefore a primary consideration in decisions on a planning application. It forms part of the Local Development Framework.

Devon Biodiversity Record Centre (DBRC):

An online database of over two million wildlife records, hosted by the Devon Wildlife Trust.

Ecosystem services:

The products of natural systems from which people derive benefits, including goods and services, some of which can be valued economically and others which have a non-economic value. Ecosystem services include: provisioning services (products from land and water); regulating services (processes such as pollination; water purification and climate regulation); cultural services (heritage, recreation, health and wellbeing); and supporting services (essential functions such as soil formation and nutrient cycling).

Embodied carbon:

The amount of CO₂ emitted during a product's entire lifecycle, including raw material extraction, transport, manufacture, assembly, installation, maintenance, disassembly or demolition and decomposition. A complete assessment of embodied carbon is often termed 'cradle to grave', while an assessment limited to the early phases (up to the point the product leaves the factory) is called 'cradle to gate'.

Lifetime Homes Standard:

A national standard for homes whereby design features are incorporated into new buildings that allows for later flexibility and adaptability. Homes are designed so that they can be altered or adapted as people's circumstances change, for example to help with raising small children, or coping with mobility later in life.

Local Development Framework:

A suite of planning policy documents which together cover the whole of a district (except for any areas within a National Park) and give comprehensive policy coverage at a detailed level. They include the Local Development Scheme, Statement of Community Involvement, local plans (Development Plan Documents) and Supplementary Planning Documents.

Local Development Scheme:

A project plan for the preparation of local plans.

Local Green Space:

The designation of locally important land for special protection, ruling out development other than in exceptional cases. Local Green Space is designated when a local or neighbourhood plan is prepared or reviewed. It must be reasonably close to the community it serves; have demonstrable local significance and interest; be local in character and not cover an extensive tract of land.

Low Carbon technologies:

Includes energy for heating and cooling as well as generating electricity. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Major development:

Applications for residential development with a minimum of 10 dwellings or a 0.5 hectare site area, and planning applications for non-residential development with a minimum of 1000 square metres gross floor area, or a 1 hectare site area.

Minor development:

Planning applications which are not any of the following types: a major application, a change of use application or a householder application.

Neighbourhood plans:

Plans and Development Orders produced by parish councils or other designated neighbourhood forums with the support of the local community, including Community Right to Build Orders.

Planning obligation:

A legal agreement or undertaking under Section 106 of The Town and Country Planning Act 1990. Planning obligations provide a means of ensuring that developers contribute towards the infrastructure and services that are necessary to facilitate proposed development. The use of Section 106 Agreements is affected by the Community Infrastructure Levy Regulations.

Primary shopping area:

Defined area where retail development is concentrated (generally comprising the primary and secondary shopping frontages which are adjoining and closely related to the primary shopping frontage).

Primary and secondary frontages:

Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses. Mid Devon towns do not have defined secondary frontages but these are generally located within the primary shopping area, outside of the primary shopping frontage (see Policies Maps).

Priority habitat/species:

Priority species and habitats are those that have been identified as being the most threatened and requiring conservation action under the UK Biodiversity Action Plan.

Regionally Important Geological Sites (RIGS):

These are the most important sites for geology and geomorphology outside of statutorily protected land such as Sites of Special Scientific Interest. They are designated according to criteria set at regional or county level. The following table details the six Mid Devon RIGS:

Grid_Ref	Parish	Description
SS789022	Crediton Hamlets	Quarry with exposures of Permian volcanic lava
SS714032	Zeal Monachorum	Quarry with exposure of Upper Carboniferous Bude formation
SS820005	Crediton	Road cutting with exposure of Crediton Breccia
SS817002	Crediton Hamlets	Exposure of Newton St.Cyres Breccia on the sides of a deeply sunken lane
ST096090	Kentisbeare/Uffculme	Scarp hillside covered in bracken & woodland
SX823985	Crediton Hamlets	Quarry with volcanic lava resting on soft reddish Knowle sandstone

Renewable energy:

Includes energy for heating and cooling and electricity generation. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat.

River Basin Management Plan (RBMP):

A plan produced by the Environment Agency in order to meet the requirements of the EU Water Framework Directive. Each plan sets out the environmental objectives for all water bodies in the region and how they will be achieved. The South West RBMP can be downloaded at <http://www.environment-agency.gov.uk/research/planning/125027.aspx>.

Rural workers:

are people whose place of work is located within the countryside, typically comprising farm workers, forestry workers and others involved in rural-based enterprises.

Sites of Special Scientific Interest (SSSI):

SSSIs are the country's very best wildlife and geological sites. SSSIs are important as they support plants and animals that find it more difficult to survive in the wider countryside. The protection of SSSIs is a shared responsibility between landowners, local authorities and Natural England.

Statement of Community Involvement:

a statement within the Local Development Framework that sets out the Council's policies for the public involvement in the preparation of Local Development Documents and planning applications.

Supplementary Planning Document:

a document within the Local Development Framework that sets out more detailed policies in support of those contained in a local plan. It does not form part of the Development Plan, but is a material consideration on planning applications.

Sustainable Development:

is development which meets the needs of the present while not preventing future generations meeting their own needs. The sustainability of local plans must be assessed through Sustainability Appraisals and Strategic Environmental Assessment (SA/SEA).

Telecommunications development:

Operational development and change of use of land to provide buildings, instrumentation and other equipment necessary for telecommunications (telegraph, cable, telephone, radio, or television). The National Planning Policy Framework sets out the requirements for decision-making on telecommunications proposals.

Water Framework Directive (WFD):

European Union legislation that requires all countries throughout the EU to manage the water environment to consistent standards.

Zero carbon:

A set of standards prepared by the Government for the construction of new homes which are intended to ensure zero net carbon emissions from on-going use and maintenance from the building. Regulated emissions such as a building's energy efficiency and onsite renewable or low carbon heat and power supply will be controlled through the Building Regulations, while any remaining emissions may be offset through 'allowable solutions' (to be determined by Government).

Low Emission Assessments (LEA):

Procedural guidance

Policy DM6 sets out the requirement for development to provide an integrated Transport Assessment, Travel Plan, Environmental Statement and Low Emission Assessment, in cases where the development would lead to a significant increase in levels of movement.

The text supporting Policy DM6 provides some general information about Low Emission Assessments and what is required.

A Low Emissions Toolkit provides the basis for calculating residual road transport emissions from development. Produced by the Low Emission Strategies Partnership, this toolkit is available free of charge from the Council. Updated versions or equivalent toolkits will be provided as and when they become available.

The following procedure for carrying out a Low Emission Assessment is recommended.

Steps	Information required	Notes
Step 1	<ul style="list-style-type: none"> • Overview of development proposal. • Summary of pre-application discussions. • Identify boundaries of the assessment according to the proximity to an Air Quality Management Area, expected routes of travel, properties most affected and years of interest, to determine whether a concentrations-based air quality assessment is required under Policy DM6 criterion a). • Set out the assessment methodology used to comply with criterion a) of Policy DM6 if necessary, including sources of data and assumptions used. 	<p>Years of interest will be influenced by the anticipated operational commencement and lifespan of the development; the timescale to achieve specified national targets for emissions; and the availability of robust emissions data projected forward to 2020 or beyond.</p>

Steps	Information required	Notes
Step 2	<ul style="list-style-type: none"> Using the Low Emission Toolkit (or equivalent), calculate the baseline residual road transport emissions from the development, for the first operational year and specified future years after development trips have been reduced as far as possible. The calculation should be based on a 'without measures' scenario, i.e. not including any low emission mitigation measures. If an air quality assessment has been identified as necessary under Step 1, summarise: all impacts (during and post-construction) on identified properties or other local receptor locations; any exceedences of the air quality objectives resulting from the development; any effect on the delivery of the relevant Air Quality Action Plan; the significance of the results; and the options for measures to reduce, mitigate or compensate an air quality impact. 	Display data as annual emissions.
Step 3	<ul style="list-style-type: none"> Consider whether additional trip reduction measures can be incorporated. Using the Low Emission Toolkit (or equivalent), evaluate the impact on residual road transport emissions of applying low emission mitigation measures, both on and offsite, against 'business as usual' baseline levels, for the specified years of interest. Evaluate any trade-offs that occur as a result of mitigation measures, for instance where one pollutant would decrease but another increase, or where there is a net increase in the road traffic emissions in Mid Devon but a decrease within the Air Quality Management Area. If an air quality assessment is included (see Step 1), summarise the effect that mitigation measures will have on: identified properties or other local receptor locations; any exceedences of the air quality objectives resulting from the development; and any effect on the delivery of the relevant Air Quality Action Plan. 	Steps 2 and 3 may be combined as a site emissions mitigation plan, with clear links to the Travel Plan.

Steps	Information required	Notes
Step 4	<ul style="list-style-type: none"> Calculate the remaining residual road transport emissions after mitigation measures have been incorporated, using a 'mass emissions' approach (Low Emissions Toolkit) and in addition a concentrations-based approach in cases where criterion a) of Policy DM6 applies (see Step 1). 	<p>The Local Planning Authority may wish to negotiate further/ alternative mitigation measures, requiring a revised LEA to be submitted.</p>
Step 5	<ul style="list-style-type: none"> Translate the calculated remaining residual road transport emissions into damage costs for the pollutants of concern. (Information on calculating damage costs is available from DEFRA: http://www.defra.gov.uk/environment/quality/air/air-quality/economic/damage/) 	<p>If damage costs are significant, the Local Planning Authority will consider whether a Section 106 Agreement is required and feasible to make the development acceptable in planning terms, to deliver a cost-equivalent air quality improvement identified in the relevant Air Quality Action Plan. In this case the identified project would be excluded from the Council's list of infrastructure funded by the Community Infrastructure Levy (CIL). CIL would remain payable for all other generic offsite infrastructure. The Council may take legal advice before deciding on this approach, where a Section 106 Agreement would deliver off-site infrastructure.</p>

Local Plan Review

Options Consultation

Maps

Please click on the links below to see the map

Tiverton
Tiverton Central Area
Cullompton
Crediton

Bampton
Bickleigh
Bow
Bradninch
Burlescombe
Butterleigh

Chawleigh
Cheriton Bishop
Cheriton Fitzpaine
Colebrooke
Copplestone
Culmstock

Halberton
Hemyock
Holcombe Rogus

Kentisbeare

Lapford

Morchard Bishop

Newton St Cyres

Oakford

Sampford Peverell
Sandford
Shillingford
Silverton

Thorverton

Uffculme

Westleigh
Willand/Juntion 27

Yeoford

Next steps/getting involved

5.1 As part of the preparation of the Local Plan the Council's adopted Statement of Community Involvement requires a range of publicity and participation running over at least a six week period including exhibitions, meetings with town/parish councils and newspaper notices. The Council will also utilise its consultation database to inform all those who have expressed an interest in the preparation of the Local Plan that the consultation is taking place.

5.2 Responses to the consultation process will be used to inform the preparation of the submission Local Plan during 2014. It is therefore important that the Council hears from the wide range of people and organisations that the Local Plan will affect. It will be particularly important for the Council to have responses on the following matters:

- a) **The overall levels of development proposed for Mid Devon and its settlements;**
- b) **The suitability of the development options suggested and whether any other sites should be considered;**
- c) **The need for revisions to the policies in Local Plan Part 3 Development Management policies and the need for any new policies on such matters as self-build housing.**

5.3 Responses can be submitted via an online questionnaire at www.middevon.gov.uk/localplanreview. Alternatively they can be emailed to planningconsultations@middevon.gov.uk or posted/delivered to : Local Plan Review,
Forward Planning,
Phoenix House,
Phoenix Lane,
Tiverton,
Devon EX16 6PP

The deadline for written responses to this consultation is **24th March 2014**.

