

APPENDIX 10 – Environment Agency Response



ENVIRONMENT
AGENCY

Our Ref: DC/2005/004222-1/1
Your Ref: 7/22/03/P1900/00791

Date: 24 March 2005

Corporate Director - Environment
East Devon District Council
Council Offices
Knowle
Sidmouth
Devon
EX10 8HL

Dear Sir

ENV. AGENCY REF. NO: DE/2000/001460
NEW COMMUNITY ON LAND TO THE NORTH OF ROCKBEARE BETWEEN THE
FORMER A30 & THE EXETER-HONITON RAILWAY LINE, EAST DEVON

I refer to the above proposal and amended details which were received on 14th March 2005.

The Agency has no objections in principle to the proposed development as set out in the Environmental Statement (ES) - Further information, dated March 2005. It should be stressed however, that from a Flood Defence perspective there are still many important issues that need to be agreed in detail and we look forward to agreeing these matters in due course. These include (a) detailed schemes for the disposal of surface waters serving each development block, highway, etc, (b) agreement on minimum floor levels for those new dwellings, buildings etc, that border areas that are at risk of flooding, (c) the treatment of the minor ditch courses on the site, many of which border the hedgerows on the site and (d) assurances on the maintenance regime for the drainage systems etc.

On a matter of detail, it should be highlighted that reference is made in paragraph 4.2.1 of the submitted Flood Study (page 9 of Chapter 6, Appendix 6/2) to Figure 6/2.4. This figure appears to have been omitted from Appendix 6 however.

Concerning foul drainage, your Council should be aware that the Agency has received correspondence from South West Water regarding the Water Company's position on this matter. A preliminary view (provided in October 2003 by the Director of Operations) is that *'in the longer term, probably post 2010, a new treatment works could be provided to treat flows from the new town and for a proportion of the Clyst Valley system'*. While the Foul Drainage Strategy laid out in Appendix 6/5 of the ES mentions the need for off-site foul drainage capacity improvements, no reference appears to be made specifically to the treatment works in this regard. With this in mind and given the contents of a recent statement on Drainage and Flooding (dated December 2004 and signed by this Agency, the Water Company, your Council and East Devon New Community Partners) which pertain to the need for wastewater treatment works capacity improvements (and the possibility of a new wastewater treatment works), the ES may need to be revised. Regardless, it is clearly important that adequate foul drainage is secured and in this respect, it is recommended that any outline planning permission be conditional on the need for satisfactory foul drainage details to be submitted and approved prior to development commencing.

With respect to contamination, several sources for potential contamination of the environment have been identified in the desk study (see paragraph 4.25, page 24 of Chapter 4 of the ES). It is difficult to comment on the outcome of the preliminary site investigation that has been carried out however, due to its limited extent. The Agency therefore looks forward to receiving details of the outcome of the "main investigation". This investigation should not only scope the potential risks to human health but also to controlled waters. To secure this and any necessary remediation, the following formal conditions are sought on any planning permission that your Council grants:

CONDITION:

No development approved by this planning permission shall be commenced until an investigation has been carried out to establish the extent and impacts of potential contaminated soils and groundwater at the site. This investigation should be based on the findings in the desk study and will include development and refinement of the conceptual model, site investigation, risk assessment, remediation proposals and method statement. This work will be carried out in a phased approach with each phase informing and determining the need to carry out later phases. This work will be carried out in accordance with current good practice and agreed by the Local Planning Authority.

Remediation, if required, will be carried out according to the above, agreed documents.

REASON:

To protect the water environment.

CONDITION:

If, during redevelopment, contamination of ground or groundwater is encountered, then an investigation and assessment shall be carried out and submitted to the Local Planning Authority. This work will detail how contamination will be managed. Further work on site will be carried out according to the results of this work.

REASON:

To protect the water environment.

It should be highlighted that it remains the responsibility of the applicant to ensure that the development does not affect any existing legal water interests in the area.

Turning to ecology, the Agency appreciates the extra work that has been carried out to improve the quality and detail of the associated ecological chapter of the ES. An opportunity to comment on any draft Landscape and Biodiversity Management Plan (paragraph 7.69, page 69 of Chapter 7 of the ES) would be welcomed. With respect to specific paragraphs of the ecological chapter of the ES, the Agency has the following comments to make:

Paragraphs 8.66 and 8.87/8:

The approach taken with regards the watercourses is now acceptable from an ecological point of view. The Agency will seek to ensure that the statements here are translated into design in submitted applications for Land Drainage Consent.

Paragraphs 8.67 and 8.89-91:

With respect to wet ditches and ponds, the comments made above in relation to paragraph 8.66 are repeated. We look forward to agreeing detailed design of these features in time.

Paragraph 8.70:

It is understood that English Nature has further information on bats that may be pertinent to the application.

Paragraph 8.82:

The Agency is pleased to see that the cumulative built impacts of the series of developments planned for East Devon (Skypark/Airport and the Intermodal Freight Terminal) have been considered. The main 'in-combination' concern over these developments that has been raised at meetings with David Lock Associates regards the possibility of these developments being built at

the same time. This Agency and the Devon County Ecologist considers that the in-combination effect on the Exe Estuary Special Protection Area should be considered because of the River Clyst pathway and possible risks to water quality. This does not seem to have been considered in this paragraph of the ES. Consequently, your Council may wish to request the carrying out of such a study.

Further to the above, and in relation to protecting areas identified as Country Park and Informal Open Space, it is considered important that the Development Framework Plan is agreed upon. Such areas should be delivered and remain free of any future development pressure. With this in mind, your Council may wish to condition any planning permission accordingly. A condition on any planning permission to secure agreement on a Landscape and Biodiversity Management Plan for the site (with responsibilities being identified for the long term) is also sought.

With respect to submitted information on the 'Existing Strategic Landscape', it is considered important that retained hedges and trees are protected from future destruction once the site is developed. Again, appropriate planning conditions are sought to secure this.

On the subject of waste it is noted that with regards waste that is generated during the development phase, targets for re-use on site are provided. Moreover, the submitted information states that environmentally friendly working practises "will be considered". While the Agency encourages such an initiative, it is felt that a condition on any planning permission that your Council grants would be appropriate in order to guarantee specifically, that a Construction and Environmental Management Plan (CEMP) is implemented. The Agency would welcome the opportunity to comment on any such CEMP.

Regarding waste that is generated in the operational phase, reference is made to the waste hierarchy and the proximity principle as discussed in Planning Policy Guidance 10. To comply with these principles, mention is made of a community recycling facility. It is unclear however, what is envisaged as to the nature of the facility. The Agency would encourage an integrated community repair/reuse "shop" with recycling and composting on site. Strong support is also given to the provision of community composting facilities. To have these built into the community at design stage will make the facilities more viable and easier to use for local residents. The composting operation could consider running in partnership with East Devon Street scene to use some of the resulting product in local public space. With this point in mind, a condition on any planning permission that requires allocation of land for such a facility is encouraged. Your Council may also feel it is appropriate for the developer to contribute to the start-up of this operation.

It is unclear whether home compost bins will be included in dwellings at the build stage (where it is considered appropriate) or whether householders will be asked to purchase their own. The Agency recommends the former. For smaller dwellings, other options should be examined. For example, the use of wormeries or small anaerobic digestion units (kitchen waste digester) could be employed. The provision of home composting is even more sustainable than communal facilities and can deal with material that a community facility cannot accept (eg vegetable peelings and other low risk kitchen waste), whilst keeping down the volumes needing to be handled by the community scheme.

Inside the home, space should be provided for separate bins, especially in high use areas such as the kitchen (which will need some form of organic waste as well as dry recyclables and residual wastes collection). Including this early in the specification, rather than as a 'bolt on' will help the developer keep costs down for the householder.

The provision of "bring sites" for the collection of recycling is important to encourage the public to make use of them. Siting within or adjacent to important community facilities (such as the three schools) will help achieve this.

The development of a new community gives a great opportunity to introduce modern provision such as split litter bins to allow the separate collection of waste streams in municipal areas,

especially in the community centre and open spaces. This will need agreement with East Devon Street scene.

It is noted that the prediction for wastes arising from a business assumes that the business/office is well run and sustainable (from Envirowise's Greening Efficiency document). The question is raised as to how the developer will ensure that such an assumption is met? Residential recycling is on the basis of 60% recycling. This is the target for set for 2020. Therefore, the question is also raised as to what measures will be put in place to ensure that this target is reached from the start of occupation?

Moving on to the subject of resource efficiency measures and energy in particular, the Agency welcomes the coverage regarding employment of high standards of insulation, energy efficiency measures and the passive solar heating available from south facing windows. It is felt however, that the design should go further as the current expectation is to facilitate 'bolt-on' schemes. It is unclear what measures this will include. It would appear sensible to include local renewable energy generation at the design stage. To miss this opportunity would go against the spirit of Planning Policy Statement 1. Your Council is a signatory of "The Devon, Plymouth and Torbay Declaration on Climate Change and Fuel Poverty" which states: *"We commit our Council to... promote and support opportunities for the supply of renewable heat and electricity within our area"*. This was signed by Cllr Miss Sara Randall Johnson, Leader of the Council on 2nd March 2005. With this in mind, it is recommended that your Council specifies by means of a condition on any planning permission that the viability of installing fully integrated energy generation (rather than 'bolt-on' schemes) should be fully investigated and, where shown to be viable, implemented. These schemes could include integral solar panels in roofing, combined boilers for flats and community housing and the possible inclusion of combined heat and power facilities in the schools and leisure facilities.

Concerning travel, the Agency welcomes the redevelopment of green lanes, which have important cultural and historical significance. They also provide wildlife corridors, especially important in urban areas. The standard of green lane restoration should allow access to full range of pedestrians, horse-riders, cyclists, and members of the public with disability. To encourage cycle use within the community will require the provision of secure, preferably covered cycle parking at key points, including the community centre, railway station and the schools and community facilities. The inclusion of such design at the detailed stage of any planning permission should therefore be encouraged.

On the matter of recreation facilities, it is clear that the community will be well equipped. The majority of such facilities appear to be related to team games (football, cricket and rugby). In addition to this, your Council may deem it appropriate to consider the inclusion of a Skate Park and outdoor basketball court linked to the provision of youth club. The benefits of similar developments in relation to limiting anti-social behaviour could also be examined.

Further to the above and with regards the earlier consultation on this application, it should be highlighted that there are a number of points of advice from this Agency that are still applicable. These relate to pollution prevention, gas protection measures, piling works and waste disposal, cemetery location and the protection of this Agency's operational interests. A copy of these comments (highlighted for ease of reference) is attached for your Council's attention.

I have sent a copy of this correspondence to the agent for information. A copy of the subsequent decision notice would be appreciated.

Yours faithfully

Miss J L Clarke
Planning Liaison Officer (extension 6185)
Att.

cc David Lock Associates Ltd (agent).

APPENDIX 11 – South West Regional Development Agency Response

Mrs J Algate
East Devon District Council
Knowle
Sidmouth
Devon EX10 8HL

30 March 2005

Dear Mrs Algate

Proposed Development: East Devon New Community, amended proposal

At: Land north of Rockbeare between former A30 and the Exeter-Honiton Railway Line

Application Number: 03/P1900

I am writing in response to the formal consultation from yourselves on the amendments to the above planning application dated 09 March 2005. Thank you for consulting the South West of England Regional Development Agency (SWRDA) with regard to this proposed development.

The SWRDA responded to East Devon District Council in relation to the original planning application for the East Devon New Community in our letter to you dated 26 January 2004 (A copy of which is attached for your information).

In the response the SWRDA recognised that the new community proposals, within their wider context of the east of Exeter proposals (including SkyPark, the Airport terminal, the inter-modal freight terminal and the science park), will help to develop the role of Exeter as a Principal Urban Area and a main centre for economic, cultural and academic activity in the Region. However, in order to achieve sustainable development there needs to be a clear relationship between the housing market and supply, economic welfare, competitiveness and growth.

In summary in January 2004 the SWRDA considered that the proposals helped to deliver a number of the key regional activities identified in the Region's Economic Strategy (RES). Consequently, SWRDA supported the proposals subject to:

1. Co-ordinated determination of all four major proposals to the east of Exeter, such that individual and cumulative impacts of those proposals can be fully understood, and
2. Confirmation that, in itself, the proposal will not have a negative impact on the economic performance of Exeter due to congestion on the road network around Junction 29 of the M5.

Since this date the SWRDA and partners have been involved in the commissioning of the 'New community and Exeter Area of Economic Activity: Phase 1 Access Strategy and Options for Phase 2' (September 2004). The study was commissioned to ensure a comprehensive approach to the provision of infrastructure requirements in order to achieve balanced growth to the east of Exeter. It was considered important by all partners to ensure that one project would not hamper the delivery of the wider vision of the new community, Sky Park, the Airport terminal, the inter-modal freight terminal and the science park. The outcome of the study identifies that a phased approach will be required for all of the developments to the east of Exeter and that the developments will be phased with the appropriate infrastructure provisions.

Following on from the conclusion of this strategy a Memorandum of Agreement was made between the Church Commissioners "Church Commissioners", Persimmon Homes, Hallam Land, Taylor Woodrow, Westbury, Redrow Homes "the New Community Partners", Devon County Council, the Highways Agency and East Devon District Council in respect of the delivery of the Clyst Honiton Bypass. In this parties agreed to work together to deliver the construction of the

proposed Clyst Honiton Bypass as part of the strategic developments planned for the East of Exeter.

Having regard to the above, the SWRDA have reviewed the amendments that have been made to the new community planning application and welcome the inclusion of reference to 'The Way Ahead' document (The South West's response to ODPM's Sustainable Communities Plan). The document recognises the significant role that Exeter, including the new community, has in helping to deliver regional objectives and accelerated growth. The ability of the new community to help to deliver these wider objectives is specifically mentioned.

In addition the SWRDA welcome the inclusion of the Chapter in the Revised Planning Statement that considers the deliverability of the new community. The SWRDA specifically welcome the identification of the 'Consortium's' role in:

- developing a programme for the provision of all common infrastructure
- commissioning the design of infrastructure
- constructing all common infrastructure according to an agreed programme, and
- holding land required for the delivery of elements of common infrastructure at a later stage in the development process.

However, the SWRDA note that the revised application for the new community continues to propose 2,900 dwellings. Phase One of the infrastructure study identifies that only 2,200 dwellings can be achieved in the first phase of development, if the other projects are not to be compromised.

In this regard the SWRDA consider that the new community is only part of the comprehensive balanced growth of Exeter, to the east of the city, and would have serious concerns if the new community were to hamper the delivery of the other initiatives such as SkyPark, the Airport terminal, the inter-modal freight terminal and the science park. The proposals should therefore be assessed in their ability to accord with the access strategy and memorandum of agreement.

Therefore, the SWRDA reiterate the support for the new community proposals subject to the appropriate measures being put in place to ensure that:

- 1. An agreed programme is put in place to ensure that the appropriate infrastructure is provided, and secured for the future, for the benefit of the wider east of Exeter proposals (that includes Sky Park, the Airport terminal, the inter-modal freight terminal and the science park) and**
- 2. The development is phased to ensure the successful delivery of the wider east of Exeter proposals (that includes Sky Park, the Airport terminal, the inter-modal freight terminal and the Science Park).**

The SWRDA consider that balanced growth will only be achieved when a comprehensive approach is taken to the development proposals.

Should you wish to discuss this matter further please do not hesitate to contact Pat Steward, planning manager, or myself.

Yours sincerely

**Alice Ordidge MRTPI
Senior Planner**

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APPENDIX 11 – South West Regional Development Agency Response

Mrs Kate Little
Head of Planning and Countryside Services
East Devon District Council
Knowle
Sidmouth
Devon
EX10 8HL

26th January 2004

Our Ref: EDNC/OPP/PS/01/04
Your Ref:

Dear Kate

Proposed Development: Outline Planning Permission for the development of a new community comprising residential development, live-work units, employment development, community uses (including two primary schools and one secondary school), retail facilities, leisure facilities, sports and recreation facilities, country park, a new railway station, (including car parking spaces), landscaping, engineering works (including compensatory flood plain works), cemetery, allotments and related infrastructure.

At: Land North of Rockbeare, between former A30 and the Exeter-Honiton Railway Line.

Application Number: 03/P1900

I am writing in response to formal consultation from yourself on the above planning application and your letter of the 9th September. Thank you for consulting the South West of England Regional Development Agency (SWRDA) with regard to this proposed development. Please accept my apologies for the slight delay in providing a formal response. However, as you appreciate, the Agency has already provided significant input into the planning framework and delivery mechanisms for the major sites to the east of Exeter.

The Agency's response is detailed below. It is, in effect, divided into two sections. The first reflects the Agency's formal view, as a statutory consultee for major planning applications of regional economic significance, of the wider economic impacts of the outline application. The second part relates to the Agency's 'enabling' role in helping to promote a sustainable economic future for Exeter, specifically in relation to the provision of major developments to the east of the city.

The Agency's response is set in the context of a strong and supportive national, regional and emerging local strategic planning framework in the form of PPG3, RPG10, the Devon Structure Plan to 2011 and subsequent revisions to 2016, together with the emerging local plan. The Agency makes no further detailed comment about the 'adopted' planning framework, but does provide broad comment on the Sustainable Communities Plan, the recent EIP Panel Report for the Devon Structure Plan to 2016 and, in detail, on the ability of the proposal to help deliver the Region's Economic Strategy (RES).

1. The Agency's advice on the proposed new community

Overview

The proposal helps to deliver a number of the key regional activities identified in the Region's Economic Strategy. Consequently, **SWRDA supports the proposal subject to:**

3. Co-ordinated determination of all four major proposals to the east of Exeter, such that individual and cumulative impacts of those proposals can be fully understood, and

4. Confirmation that, in itself, the proposal will not have a negative impact on the economic performance of Exeter due to congestion on the road network around Junction 29 of the M5.

The proposal accords with a number of the key regional activities identified in the Region's Economic Strategy. These include developing the role of the Principal Urban Areas as the main centres for economic, cultural and academic activity in the region and concentrating major development in and around Bristol, Exeter, Plymouth and Bournemouth/Poole. There is a clear relationship between the housing market, and supply, and economic welfare, competitiveness and growth.

The new community, if approved, will form an essential part of the future development of the Exeter Principal Urban Area. It is vital, in order to maximise the contribution to the achievement of sustainable development, that the new community integrates effectively with the other major proposed developments to the east of Exeter and does not have a negative impact on the main road network. A decision on the application should be informed by the outcomes of the infrastructure study commissioned by the Agency and guided by the production and publication of Supplementary Planning Guidance.

National Context

The national context for the Agency's response is provided by the Sustainable Communities Plan and the on-going Barker Review of Housing Supply.

The Sustainable Communities Plan was published in February 2003. It consists of several key elements, including:

- Addressing the housing shortage by supporting the development of sustainable communities,
- Ensuring consistency with strategies for land use, transport and economic development,
- Building on opportunities for increased prosperity by taking account of areas of high economic growth when planning new housing provision, and
- Accelerating the provision of housing in sustainable locations.

This Plan was further reinforced by the publication of the 'Planning for Housing Statement' by the Minister of State for Housing and Planning (2003). This Statement concerns the planning system's role in providing sufficient, and better designed, homes to meet the variety of needs in England. It states that the 'planning system must enable the provision of new homes in the right place and at the right time, whether through new development or the conversion of existing buildings. This is important not only to ensure that everyone has the opportunity of a decent home but also to avoid constraining economic growth and the delivery of quality public services'.

The economic significance of the housing market is also recognised in the interim report of the Review of Housing Supply being undertaken by Kate Barker (2003). This states that 'the housing market also has a major effect on the economy. An inadequate housing supply, or a poorly functioning housing market, constrains economic growth'. Reduced housing supply damages the flexibility and performance of the UK economy and has a negative impact on business location decisions and competitiveness. Restricting supply also leads to a loss of economic welfare.

Regional and Sub Regional Context

The regional context for the Agency's consideration of the proposed development is provided by the Regional Economic Strategy (RES). The RES was published in 2003 and it operates within and alongside the long term spatial context for the region provided by Regional Planning Guidance for the South West (RPG10). RPG in turn complements and assists the RES in achieving the government's goals of raising productivity and competitiveness in every region.

Further context at the sub-regional level is provided by the adopted Devon Structure Plan to 2011 and the review and rolling forward of this Plan to 2016 including the recent publication of the Examination in Public (EiP) Panel's report. Equally the Agency's response has been influenced by the ongoing preparation of the East Devon District wide Local Plan. This includes the Agency's responses to both the initial and revised Deposit editions of the Plan.

In considering the proposed new community to the east of Exeter the EiP Panel also considered the relationship with the other major strategic developments proposed for this area. This includes the new airport terminal, the Intermodal Freight Terminal and Sky Park, a major strategic employment site. In their recommendations the Panel highlighted the need to consider and assess the cumulative impact of these proposals particularly in terms of transport infrastructure.

The Agency considers that the relationship between the proposed new community and the other strategic development proposals is critical to the successful delivery of them all. For instance the relationship between Sky Park and the new community offers the opportunity to balance the creation of residential and employment opportunities, a key plank of sustainable development. Equally the provision of key transport infrastructure, such as the new rail station, creates the opportunity for sustainable modes of travel that will benefit all of the proposed developments.

Regional Economic Strategy

The RES outlines a number of key regional activities that are pertinent to the Agency's consideration of the new community proposal. These are considered in detail below.

Strategic Action 3.2:	Promote the South West in order attract businesses, employees and investment
Priority:	Promote the renaissance of the region's largest urban areas as dynamic international cities
Regional Activity:	Develop the role of the 11 PUAs as the main centres of economic, cultural and academic activity in the region. Concentrate major development in and around Bristol, Exeter, Plymouth and Bournemouth/Poole.

The South West needs to compete with other successful economies around the world to attract funding, people and companies to the region. The perception of the South West, as well as its ability to deliver people's high expectations, is critical to business and investment decisions. The region as a whole has to market the dynamism of our cities, the quality of our natural environment and the opportunities for business growth throughout the region.

It is well known that the outstanding quality of the environment creates the perception of the South West as a 'great place to live and work'. However, efforts to 'keep the region as it is' may inhibit plans to respond to global trends and increasing competition. Additionally, exaggerated external perceptions of remoteness and a lack of coherent regional identity, with few big cities as engines of growth, may undermine efforts to achieve the above Strategic Action.

A competitive region will necessarily maximise use of its resources and reduce poor utilisation of capital – whether people, communities or environment. However, in the South West the issue of affordable housing combined with a low wage economy is a barrier to economic inclusion and restrains growth. As such, alongside actions to accelerate economic participation, by stimulating employment and business start-ups for example, it is crucial to ensure the provision of appropriate land release for housing and encourage higher proportions of social and affordable housing on all new developments.

The proposed new community will form a significant part of the future growth strategy for the Exeter PUA in the period to 2016 and, importantly, beyond. When considered alongside Exeter and other proposed major developments to the east of the City, the new community offers further opportunity for:

- Businesses to re-locate to the South West,
- An enhanced urban area to stimulate development and balance the growth in the north of the region,
- Transport improvements, to help reduce congestion and ease the flow of traffic in and around Exeter, and
- Enhancement of links to Exeter, and it's City centre, to provide major benefits for the wider economy,
- The renaissance of Exeter as a main centre of economic, cultural and academic activity within the region, and
- Social and economic inclusion through the provision of affordable housing (including social rented and low cost market housing), community facilities and infrastructure, such as is indicated in the Planning and Design Statement for the New Community.

Strategic Action 1.3: Deliver a supply of appropriate sites and premises for business needs	
Priorities:	Develop incubators and science parks Ensure regionally significant sites are brought forward Ensure there is a range of workspace to support needs of developing companies
Regional Activity:	Develop mixed use and sustainable approaches where opportunities and the market allow

All businesses need appropriate premises for their operation – whether a small office or a major development site. In particular, the South West has to develop property that can support the needs of technology businesses and needs to develop strategic sites that provide major opportunities for investment and growth.

The RES identifies three priorities, as listed above. Although all three are pertinent to Exeter and the proposed new community, the new community itself can facilitate the provision of a regionally significant employment site and provide a range of workspace units.

Employment sites, such as Skypark, that are of strategic significance to the regional economy must be brought forward for development. These major strategic employment sites are generally large in scale and provide the latest communications infrastructure, a quality landscape setting, good quality buildings (meeting BREEAM requirements), a range of support facilities (such as hotels, restaurants and leisure) on or close to the site, and are accessible by a variety of transport modes including public transport. Skypark has the potential to meet those criteria, with the assistance of the new community proposal and other major developments to the east of Exeter.

As such, it is vital that the new community proposal is not considered in isolation. Its relationship with the other proposed strategic developments, to the east of Exeter, is critical. Consideration needs to be given to future infrastructure requirements, phasing and delivery mechanisms. This will help to ensure the maximum possible contribution to the achievement of sustainable development as well as helping to exploit any economies of scale.

The second point of the vision for the new community highlights the need to provide residential opportunities which are closely related to the employment growth that has taken place to the east of Exeter and which is due to take place at Skypark. The relationship between residential and employment opportunities is a key plank of sustainable development. It is critical therefore that the Skypark major strategic employment site and the new community are delivered to the same time scales.

The Agency also welcomes the objective of the sustainability strategy to provide a full range of employment opportunities within the new community itself, helping to deliver RES Strategic Action 1.3. Provision for small scale employers and local workshops, as well as live-work units, will help to complement opportunities at Skypark. The Agency also supports the proposed mixed use nature of the development and the intention for it to be an exemplar for future development

in the region. The vision for the new community, as set out in the Planning and Design Statement, is welcomed. This helps to establish the principles that will guide the future development of the new community and will help ensure that it is economically successful.

Strategic Action 3.1:	Improve the strategic communications infrastructure to support business needs
Priority:	Improve the region's transport network
Regional Activity:	Increase the availability of public transport Establish multi modal transport links

The South West is a peripheral region and so the need to improve our national and international links is vital – without destroying the special qualities of our environment. Establishing and improving communications networks will help reduce peripherality, encourage businesses to locate and invest in the region, as well as strengthening our national and international links. It is particularly important to the SWRDA that infrastructure improvements are provided as part of urban and rural regeneration; that, where possible, new developments reduce the need to travel by car; that improvements to transport routes, such as the Waterloo to Exeter rail line and the A30/A303 and M4/M5 corridors, are supported. In addition, the Agency supports direct access to improved air services.

Consequently, the Agency fully supports the statements within the overall concept that the new community is designed to reduce the environmental impact of travel;

- by reducing the need to travel in the first place; and
- by encouraging more journeys on foot, by cycle and by public transport than is typical in East Devon

It is essential that the public transport strategy seeks to link the new community with Skypark and the east of Exeter, where there are, and will be considerable additional, employment opportunities. Ultimately this should continue to link with the City Centre.

It is also important that the development of the new community and other strategic proposals are supported by the provision of commensurate transport infrastructure. The revised deposit edition of the East Devon Local Plan refers to a programme of works being prepared in this respect.

Relevant conditions and planning obligations should be attached to any grant of planning permission to ensure that contributions, which are fairly and reasonably related to the new community, are made to the full package of transport improvements. This should include both hard infrastructure as well as service improvements. In terms of the former this should include the early provision of the proposed station so it can play its part in helping to influence the choice of mode of transport from an early stage. 'Soft' measures should include enhanced bus service provision that will link the new community with Sky Park, the east of Exeter and the City Centre.

The position of the new community is in close proximity to Exeter Airport. The Agency considers that the Airport serves an important role in satisfying demand for charter and scheduled services in the sub-region and beyond. In the recent Airports White Paper the government recognises the potential for additional growth at airports in the South West. In the case of Exeter Airport this growth will be facilitated by the proposed new terminal development that is also the subject of a current planning application.

It is important that the development of the new community does not compromise or threaten the evolving sub-regional and regional role of Exeter Airport. This must be balanced by the desire to maximise the linkages and interactions between the new community and Sky Park by minimising their physical separation. The Agency is aware that a critical area of concern relates to the testing of aircraft engines following maintenance, particularly at night. Equally the Agency notes that Proposal AEA1 (New Community) of the Revised Deposit Local Plan stipulates that part of the New Community area will only be appropriate for development following relocation of the

testing activities. Before determining the planning application the Council must be satisfied that the proposed new community will not compromise the ongoing operational development of the Airport. Sufficient safeguards, including phasing arrangements, must be applied in this respect.

2. Other Issues

Infrastructure Study

The Agency is currently involved in undertaking a study to understand the cumulative impact of the proposed developments. This will consider the costs of the infrastructure associated with the four proposals, the apportionment of these costs and the necessary delivery mechanisms. The ultimate objective is to ensure that the sum of the parts is greater than the whole. In this respect it is vital that the effective integration and co-ordination of the new community with the other strategic development proposals in the East Devon part of the Exeter AEA is secured as part of the determination of the relevant planning applications.

Timing and Phasing

The Agency considers that the preparation and publication of a programme of works to achieve the delivery of a co-ordinated package of developments east of Exeter to be fundamental as a pre-cursor to, and success of, those developments. If, at the time of determination of this application, the proposal is not consistent with such a programme of works the Agency would object to the proposal.

At present there is no evidence from the details accompanying the planning application that the new community proposal will be compatible with a programme of works, or indeed that such a programme exists. The Agency believes that the formulation and publication of such a programme should be an urgent priority and should be informed by the outcome of ongoing studies, including the one with which the Agency is currently involved. This will allow the impacts of the proposed developments, both individually and cumulatively, to be assessed and subsequent infrastructure requirements detailed, apportioned and provided.

In considering the new community planning application it is vital that, as well as considering the individual as well as cumulative impacts of the proposal, the relative timing of infrastructure provision in relation to housing completions is also considered. This includes accommodation for retail, health and advisory services and other services to support community cohesion. It is important that this continues to be refined including, perhaps, the production of a schedule of stepped provision related to dwelling numbers which covers the full gamut of infrastructure and community services.

In terms of transport services and infrastructure it is important that car dependent modes of travel are not allowed to develop from the outset. The requirement for the proposed new station to become fully operational within the first phase of development of the new community is welcomed by the Agency and should be a requirement of any planning permission. Equally the early provision of public transport services linking with the other major developments as well as Exeter and surrounding towns is also welcomed.

The Clyst Honiton Bypass is an essential ingredient of the transport infrastructure improvements that need to be made in order to support the sustainable development of the area and to address issues of cumulative impact. The Agency considers that the new community should, if necessary, make appropriate and proportionate contributions to the provision of this link and it is important that this followed through in to the final determination of the planning application. Equally this provision should apply to the wider infrastructure requirements that are currently being finalised with the Highways Agency and others.

Finally it is vital that the provision of necessary infrastructure and community facilities is secured through appropriate conditions and legal agreements. Where infrastructure requirements are due to cumulative impact, and therefore relate to each of the four major development proposals,

it is essential that any such legal agreements are robust and allow the developments to be delivered in an integrated and comprehensive manner.

Supplementary Planning Guidance

The Agency considers that the production of Supplementary Planning Guidance, as proposed in the emerging Local Plan, must inform the determination of this planning application in the context of the East Devon part of the Exeter AEA. It should pick up and provide further detailed guidance on the matters raised in this response including employment, community infrastructure, transport, urban design, phasing and timing. It would also be helpful if it could be informed by the outcome of the study currently being undertaken by the Agency.

Thank you for consulting the Agency with regard to this planning application. Please do not hesitate to contact me should you wish to discuss this matter further.

Yours sincerely

Pat Steward
Planning Manager

APPENDIX 12 – Highway Authority Report

To ED/05/99/HQ

Strategic Planning Authority Requirements

Should East Devon District Council be minded to grant planning permission, the following conditions and/or obligations are recommended for incorporation. For the development to be acceptable it is considered that all of the following are required.

Conditions

1. safeguarding access to adjoining land for potential community expansion
2. Detailed Design Codes in accordance with previously agreed Strategic Design Code and Sustainability Strategy
3. compliance with Development Framework Plan as submitted
4. provision of appropriate mix of housing to achieve the needs of a balanced community
5. implementation of landscaping schemes – details to be agreed
6. retention and maintenance of important trees and hedgerows and new planting
7. approval of a Construction and Environmental Management Plan – to include construction waste audit
8. implementation of previously agreed nature conservation mitigation and enhancement measures
9. implementation of previously agreed archaeological evaluation and mitigation strategy (including investigation and recording) prior to each phase or sub-phase of development (PPG16 standard condition)
10. railway station (see Local Highway Authority Requirements in Appendix 2)
11. submission of reserved matters/details in respect of detailed design of buildings, materials, landscaping, boundary treatments, foul and surface water drainage, lighting (including measures to reduce light pollution), waste management facilities
12. no dwelling to be commenced in the airport noise affected area until a noise control scheme has been submitted and approved
13. conditions as identified by the Environment Agency

Obligations

1. delivery of the services, facilities and infrastructure identified below:

Education, etc

- Educare - Pre-school/Day care/Wraparound care
- Primary Sch.1/Nursery
- Primary Sch.2/Nursery
- Secondary School
- Library and Information services
- Youth Centre/services

Indoor community leisure

- Small Sports Hall
- Health & Fitness Studio
- Changing accommodation for outdoor pitches
- Large Sports Hall
- Arts space/Gallery
- Theatre/Performing Arts
- Community Centre

Health & Wellbeing Centre

- 4 GP practice, Dentist practice, Pharmacy, Café, Fitness Room, Staff facilities
- Ambulance Services
- Extra Care Housing scheme
- Community Care Support Centre

Waste/Depot/Country Park

- Re-use/Repair/Recycling / Community Composting facility
- Nature reserve/greenspace with depot/office/education facility
- Public Open Space-Depot/Storage
- Public Open Space-General Grounds
- POS-Play areas/Informal play space
- POS-Formal gardens
- POS-Formal sports pitches/facilities
- POS-Allotments
- Street furniture/amenity facilities
- Cemeteries
- Public conveniences

Community Support

- Site for place of worship
- House for church worker
- Office space
- Police station
- Community & Voluntary sector support facilities - incl.
 - Community Hall 150 people
 - Meeting room for 50 people
 - 2 training rooms for 20 people
 - 2 interview rooms for 6 people
 - Internet Café/Community Intranet office for 30 people
 - Community Office to support voluntary groups and Community Development Worker
- Community Development Worker
- Arts strategy

Affordable Housing

2. offsite strategic landscaping and maintenance informed by the Landscape Strategy to secure buffer areas (including areas outside the application boundary)
3. long term management of open spaces, parks, etc. to achieve nature conservation and mitigation and enhancement measures

APPENDIX 12 – Highway Authority Report Cont'd...../

To ED/05/99/HQ

Local Highway Authority Requirements

Should East Devon District Council be minded to grant planning permission, the following conditions and/or obligations are recommended for incorporation. For the development to be acceptable it is considered that all of the following are required.

Conditions

1. No occupation of any dwelling after the construction of the first 2,200 dwellings shall take place until one of the "Phase 2" options in the "Access Strategy for Proposed Developments to the East of Exeter in the Exeter Area of Economic Activity" or an equivalent is in place.
2. Before the occupation of the first dwelling in the proposed development a contract shall have been let for the whole of Clyst Honiton Bypass, and works shall have been commenced.
3. Clyst Honiton Bypass shall be completed and open to traffic before occupation of the 500th dwelling.
4. A bus lane under the M5 and Junction 29 shall be provided (if acceptable to the Highways Agency) and this bus lane shall be extended to Moor Lane Roundabout before occupation of the 500th dwelling.
5. A segregated cycleway/footway and facilities for dedicated bus movements shall be provided along the former A30 from the western access of the development as far as the eastern access to Skypark, together with safe signalled crossings of Station Road and the former A30 as appropriate, at an occupation level to be agreed.
6. A shared cycleway/footway shall be provided along the former A30 to Hand and Pen and Devon Smithy with appropriate safe crossings of the former A30, before occupation of the 500th dwelling.
7. Improvements to Station Road including traffic signals and a footway at Station Road Bridge to assist pedestrians and cyclists between the former A30 and Broadclyst Village shall be agreed with the Local Planning Authority and provided before occupation of the 500th dwelling.
8. A Construction Environmental Management Plan shall be prepared which covers lorry routeing, and manner of construction such that minimum impedance is caused to public transport.
9. Phasing shall be agreed with the Local Planning Authority such that all occupied dwellings can be served by public transport in an efficient manner; that the spine road is introduced in such a manner as to cause minimum diversion of public transport; that the form of junctions at each end of the settlement are such that appropriate volumes of traffic use the spine road compared with the former A30 at each stage of development; and that convenient pedestrian/cycle routes are available to local internal destinations at all times.

Obligations

1. If required by the Highways Agency, a contribution shall be made toward mitigating the effect of extra traffic on Junction 30 slip roads by improving the circulatory roundabout beneath Junction 30.
2. A contribution shall be made to fund fully the seeking of appropriate Traffic Orders for Crannaforde Lane and Southbrook Lane north of the railway line and their imposition if approved including any minor works within the highway in order to restrict excessive traffic use of them.
3. A contribution shall be made to fund fully the introduction of an appropriate Traffic Order and its implementation, if approved, together with minor improvements within highway to Elbury Lane.
4. A contribution shall be made to fund fully the provision of school transport buses between Broadclyst and the development until the occupation of the secondary school.
5. A contribution shall be made to fund fully and sufficient land shall be set aside for the provision of a railway station and associated infrastructure in accordance with the requirements of Structure Plan Policy ST12 and District Local Plan Proposal AEA1. The phasing of such funding shall cover the County Council's costs at each stage of the procurement process.
6. A contribution shall be made toward the improvement of Honiton Road Public Transport Interchange.
7. A comprehensive bus service shall be provided to serve the development, according to a service specification which covers phasing of provision, times of operation of the bus service, frequency, routeing, destinations served, integrating ticketing and quality of bus provided. The details of this are as set out in Appendix 9/2 of the Environmental Statement and the quality of the bus shall be subject to further agreement in accordance with high quality public transport as described in Section 7.4 of this report. The obligation shall ensure such a bus service is available until 5 years after completion of the development.
8. The developer shall prepare a Travel Plan to include all the elements listed in the Highways and Transportation Section of this report, and that the measures resulting from application of this Travel Plan shall be fully funded to ensure maximum potential non-car modes of travel are available to residents and employees of the development. The Travel Plan shall also include a requirement that occupiers of non-residential premises in the town centre co-ordinate and concentrate deliveries to a common point, possibly accessed off the former A30, from where the loads are broken up for delivery to individual premises.
9. The developer shall fund the provision of monitoring equipment and the cost of data collection until 5 years after completion of the development in order to measure the number of vehicles entering or leaving at the boundary of the new community.
10. After the occupation of 1,500 dwellings the developer shall make a contribution to fund further public transport service enhancements to attract further trips away from the private car in the event that either of the targets of 0.53 trips per dwelling external to the development in the a.m. peak or the daily [12 hour] target of 5.5 trips per dwelling external to the development are exceeded.

APPENDIX 13 – Highways Agency Response

Our ref: HA4/1/41662
Your ref: 03/P1900

Highways Agency
Ash House
Falcon Road
Exeter EX2 7LB

East Devon District Council
Knowle
Sidmouth
Devon
EX10 8HL

Direct Line: 01392 312502

Fax:

7 April 2005

For the attention of Janthia Algate

Dear Madam

A30(T) PLANNING APPLICATION FOR NEW COMMUNITY ON LAND NORTH OF ROCKBEARE BETWEEN FORMER A30 AND EXETER -WATERLOO RAILWAY LINE

Thank you for your letter of 9 March concerning the above.

The Highways Agency has no objections in principle to these proposals. It has always been our preference for this application and applications for the Skypark, IMFT and Exeter Airport developments to be considered together. However, in view of the achievements reached through the *Access Strategy for Proposed Development to the East of Exeter in the Exeter Area of Economic Activity: Local Planning Inquiry Reference No. CD3/8/6* and *Memorandum of Agreement* that relate to these proposals, I can confirm that the Highways Agency is content, in this case, for this application to be determined independently of those other major developments, subject to a number of conditions being attached to any permission your authority may be minded to grant. These conditions are set out in the accompanying form TR110.

While the Highways Agency cannot be party to agreements made under s106 of the Town and Country Planning Act 1990, we nonetheless request that three clauses be included in the s106 agreement that you are currently negotiating.

The reasons for directing these conditions, and requesting the inclusion of the planning obligations in the s106 agreement, are set out below. The suggested form of these obligations is also detailed.

Conditions

The first condition concerns the delivery of the Clyst Honiton Bypass (CHBP) and associated trunk road improvements at Airport Junction. The condition is intended to ensure that development on the site of the new community coincides with development of the CHBP, and that the CHBP and associated works to the trunk road are completed before the 500th dwelling is occupied. This condition is necessary to prevent unacceptably high traffic flows from the development using Blackhorse Junction on the A30 trunk road.

The second condition concerns the delivery of a bus lane under M5 J29. The condition is intended to ensure that development on the site of the new community coincides with development of the bus lane, and that the bus lane is open to traffic before the 500th dwelling is occupied. The condition is necessary to ensure that travel patterns for public transport use are set at the outset of the development, in the interests of the long-term sustainability of the site. Clearly, the bus lane will confer benefits onto the Skypark development as well as the new community and the Highways Agency would expect the applicant for Skypark to contribute to the

total cost involved. We will explore this further with the developer for Skypark over the coming months.

The condition concerning the production, implementation and monitoring of a green travel plan is in line with Government policy as set out in *Planning Policy Guidance Note 13: Transport* and is central to the principles of sustainable development. The measures included within this plan are aimed at ensuring that the level of modal switch necessary to achieve the trip rates for the development set out in the afore mentioned *Access Strategy*, included as Appendix 9/6 to the planning application for the new community, are achieved.

The condition dealing with the Construction Environmental and Management Plan is necessary to ensure that the impacts of construction traffic associated with the development are managed safely and efficiently as far as they affect the trunk road network.

The final condition concerns the delivery of infrastructure necessary to support Phase 2 of the development, from 2,200 – 2,900 dwellings. The Highways Agency has worked closely with the local highway authority, Devon County Council (DCC), in adopting this approach and has commissioned a study with both DCC and the South West Regional Development Agency to identify an appropriate Phase 2 option. This study is due to report by the end of April.

Obligations

If the Local Planning Authority is minded to grant the application then the following obligations are recommended for incorporation in the s106 agreement:

1. A contribution shall be made, on occupation of the 1,500th dwelling, towards work to mitigate the effect of traffic associated with the development at M5 Junction 30, as detailed in Figure 14 of the *Access Strategy for Proposed Development to the East of Exeter in the Exeter Area of Economic Activity: Local Planning Inquiry Reference No. CD3/8/6*.
2. Prior to the commencement of development, the applicant shall agree the terms of a bond and lodge this bond with the Local Planning Authority. The bond shall be for £250,000, available to be called in by the Highways Agency at any time between the occupation of the 1000th and 2900th dwellings, and used for appropriate mitigation works, in the event that trip rates for the new community as specified in the *Access Strategy for Proposed Development to the East of Exeter in the Exeter Area of Economic Activity: Local Planning Inquiry Reference No. CD3/8/6*, are exceeded.
3. The developer shall fund the provision of monitoring equipment and the cost of data collection until 5 years after completion of the development in order to measure the number of vehicles entering or leaving the boundary of the new community.

The first of these suggested obligations allows for financial contributions to be made to improvements at M5 Junction 30, as detailed in Figure 14 of the *Access Strategy*, payable on occupation of the 1,500th dwelling. The contribution is essential to mitigate against the impact of additional traffic entering Junction 30 to and from the new community and to safeguard the safety and free flow of traffic using the trunk road.

The second recommended obligation commits the applicant to entering into a bond for £250,000, available to be called in by the Highways Agency at any time between occupation of the 1000th and 2,900th dwellings in the event that trip rates observed at the new community prove to be higher than set out in *Access Strategy* and result in unacceptable congestion on the trunk road. The Highways Agency regards this bond, which would be used for appropriate mitigation works, as essential for ensuring that the free flow and safety of traffic using the trunk road are properly safeguarded. The amount and terms of the bond have already been agreed with the applicants and have also been discussed in detail with officials from East Devon District Council.

The third obligation concerns arrangements for monitoring trip rates at the new community. This obligation is needed so that trip rates can be accurately monitored, and the afore mentioned bond called in if appropriate, and in order to determine whether objectives set out in the green travel plan that the applicants will prepare have been met.

I hope that you find these comments useful in determining the application. If you are unclear about the aim of any of the conditions or the suggested s106 clauses set out above, then please let me know. Similarly, I would be grateful for an opportunity to discuss the precise wording of any of the suggested s106 clauses set out above, or the conditions set out in the accompanying Form TR110, if you anticipate that any rewording may be required.

Yours faithfully

Sean Davies
Network Strategy South West
Email: sean.davies@highways.gsi.gov.uk

cc: Ian Parsons, Highways Agency
Dave Sledge, Highways Agency
Roger Stribling, Highways Agency

APPENDIX 14

To ED/05/99/HQ

REQUIREMENTS OF INFRASTRUCTURE AND SERVICE PROVIDERS

Service Requirement	Spatial Requirement
Education, etc	
Educare - Pre-school/Day care/Wraparound care	Building 450m ² Site as part of Primary School
Primary Sch.1/Nursery	Building 2,400m ² Site 2 Ha
Primary Sch.2/Nursery	Building 2,400m ² Site 2 Ha
Secondary School	Building 9,400m ² Site 9 Ha
Library and Information services	Building 350m ² Site 0.0415 Ha
Youth Centre/services	Building 450m ² Site 0.2 Ha
Indoor community leisure	
Small Sports Hall Health & Fitness Studio Changing accommodation for outdoor pitches Large Sports Hall Arts space/Gallery Theatre/Performing Arts Community Centre	Building 2,477m ² Site 0.56 Ha } Cost & area not } yet quantified
Health & Wellbeing Centre	
4 GP practice, Dentist practice, Pharmacy, Café, Fitness Room, Staff facilities	Building 1,048m ² Site area not supplied
Ambulance Services	Building 80m ² Site to include 2 parking spaces
Extra Care Housing scheme	Building 1750m ² Site 0.5 Ha
Community Care Support Centre	Building 800m ² Site 0.4 Ha
Waste/Depot/Country Park	
Re-use/Repair/Recycling/Community Composting facility	Building 1,560m ² Site 0.5 Ha
Nature reserve/greenspace with depot/office/ education facility	LNR / greenspace site 10 Ha allocated in Masterplan
Public Open Space-Depot/Storage	Building 240m ² Site 0.2 Ha
Public Open Space-General Grounds	No building or site required except depot above
POS-Play areas/Informal play space	
POS-Formal gardens	

POS-Formal sports pitches/facilities	
POS-Allotments	
Street furniture/amenity facilities	
Cemeteries	
Public conveniences	
Community Support	
Site for place of worship	Site 0.5 Ha
House for church worker	Building 200m ² Site 0.1 Ha
Office space	Building 30m ²
Police station	Building 648m ² Site 0.749 Ha
Community & Voluntary sector support facilities - incl. Community Hall 150 people Meeting room for 50 people 2 training rooms for 20 people 2 interview rooms for 6 people Internet Café/Community Intranet office for 30 people Community Office to support voluntary groups and Community Development Worker	Not yet calculated
Community Development Worker	Office space in Community Support Facility
Arts strategy	
Transportation	
Railway station	
Local bus services	
Cycling facilities	
Public rights of way/links to countryside	
Innovative approaches to reduce use of car	
East of Exeter Highways infrastructure	
Affordable Housing	

Appendix 14 – Trigger Points for Provision of Community Facilities

		← Approx Devt up to →			← Approx Devt 2008 to 2011 →				
Category	Facility	Provision	Up to 100 dwgs	Up to 500 dwgs	Up to 1000 dwgs	Up to 1500 dwgs	Up to 2000 dwgs	Up to 2500 dwgs	Up to 2900 dwgs
Education	Pre school Nursery and Day Care	104 children aged 0 to 4.5 years.	Temporary demountable facilities available for up to 26 children.	Permanent facilities completed to accommodate up to 26 children.		Permanent facilities completed to accommodate up to 52 children.	Additional temporary demountable facilities available as required up to 104 children		Permanent facilities completed to accommodate up to 104 children.
Education	Primary School No 1 and Nursery	450 places for 3 to 11 year olds	1 st Phase Development completed to accommodate 150 pupils.	2 nd Phase Development completed to accommodate 300 pupils.	Completion of development of school to accommodate 450 pupils.				
Education	Primary school No 2 and Nursery	450 places for 3 to 11 year olds	Starting point is subject to number of dwellings AND geographical pattern of development within the settlement ←----->			1 st Phase Development completed to accommodate 150 pupils.	2 nd Phase Development completed to accommodate 300 pupils.	Completion of development of school to accommodate 450 pupils.	
Education	Secondary School	600 places for new community residents & 550 for outside places: 11 - 18 year olds	Undertaking to provide temporary accommodation/ transport costs at/to Clyst Vale Community College	Temporary accommodation at, and transport to, Clyst Vale until new school buildings are available	1 st Phase Development completed to accommodate 800 pupils (300 from new development and 500 relocated from Clyst Vale)		2 nd Phase Development completed to accommodate 1150 pupils.		
	Youth Centre			Street based services	Increased street based facility	Further increased street based facility	Permanent building and continuing street based work		
	Further Education		Will be delivered within temporary accommodation at Clyst Vale			Delivered in new school buildings and subsequent school phasing plans			
	Adult Education		Will be delivered within temporary accommodation at Clyst Vale						
Devon	Library building	Library and	Mobile library	Increased mobile	Completion of				

Category	Facility	Provision	Up to 100 dwgs	Up to 500 dwgs	Up to 1000 dwgs	Up to 1500 dwgs	Up to 2000 dwgs	Up to 2500 dwgs	Up to 2900 dwgs	
Library & Information Services		Information provision to the new community	provision	library provision	development of new library building and available for use. Mobile library provision to cease.					
Soc Serv	Children's Centre		Repeat triggers for education Pre-school, Day Care Nursery & Primary school no 1							
Soc Serv	Youth Café		Repeat triggers for education youth centre							
Soc Serv	Meeting Room		Link to triggers for Soc Serv Community Care Support Centre.							
Soc Serv	Comm Care Support Centre	40 places for adults 65+ & younger adults with physical disabilities		Proposals for location & feasibility of centre complete	Design Work commenced	Design work completed	Phased development and implementation of centre/service			
Soc Serv	Supported Accommodation	25 units of mixed tenant supported accommodation		Planning & partner identification complete	Funding packages complete	Phased development of 25 units				
Soc Serv	Accessible transport	Transport infrastructure available to residents of community		Planning and organisation of full range of transport	Phased implementation to respond to "demand" as community develops.					
DCC Waste Management	Reuse/Repair/Recycling/Composting Centre	Manage & minimise waste arising. Facility for Cranbrook and local area			Operational Facility					

