

TECHNICAL APPENDIX 12 COMMUNITY, PEOPLE AND TRAVELLERS ASSESSMENT

Appendix 12.1 - Extracts - East Devon Local Plan 2013-2023 Adopted January 2016:

Para 18.28 East Devon is blessed with landscape of exceptional quality, two thirds of the District falls within one of two AONBs:

- a) The East Devon AONB falls wholly within East Devon and roughly covers the Southern third of the District.
- b) The Blackdown Hills AONB includes land in both Devon and Somerset and roughly covers the North-Eastern third of East Devon.

Para 18.29 AONB's enjoy, with National Parks, the highest level of landscape protection in Britain. They are, therefore, a national asset. It should be noted that a very small part of the Dorset AONB also falls in East Devon.

Para 18.30 Under Section 85 of the Countryside and Rights of Way Act 2000 we have a statutory duty to produce a management plan for the AONBs in our District will use these plans alongside the Local Plan to deliver our responsibility for due regard to these special landscapes and to help support sustainable development in these areas.

On Development proposals in the Study Area

The Study Area falls within the Non Built Up Area of East Devon and future development is covered by Strategy 7: Development in the Countryside:

The countryside is defined as all those parts of the plan area that are outside the Built-up Area Boundaries and outside of site specific allocations shown on the Proposals Map. Development in the countryside will only be permitted where it is in accordance with a specific Local or Neighbourhood Plan policy that explicitly permits such development and where it would not harm the distinctive landscape, amenity and environmental qualities within which it is located, including:

- *Land form and patterns of settlement.*
- *Important natural and manmade features which contribute to the local landscape character, including topography, traditional field boundaries, areas of importance for nature conservation and rural buildings.*
- *The adverse disruption of a view from a public place which forms part of the distinctive character of the area or otherwise causes significant visual intrusions.*

On Travel in the District:

“Having access to employment, shops, schools, health care and other community facilities is essential for meeting people’s everyday needs. Many working residents commute out of the settlements in which they live and by far the most popular mode of transport is the private car. This adds to congestion, carbon emissions, increases demand for car parking and reduces demand for, and viability of, public transport.

Many car users could easily walk or cycle short distances and benefit from the associated health benefits and financial savings, but lack of pavements and traffic calming measures are often cited as reasons not to do so. Provision of safe footpath and cycle path routes will be an intrinsic planning consideration in larger applications and smaller developments may be required to contribute towards nearby schemes”.

On Agricultural Land:

EN13 - Development on High Quality Agricultural Land: “The best and most versatile agricultural land (Grades 1, 2 and 3a) will be protected from development not associated with agriculture or forestry. Planning permission for development affecting such land will only be granted exceptionally if there is an overriding need for the development and either: 1. Sufficient land of a lower grade (Grades 3b, 4 and 5) is unavailable or available lower grade land has an environmental value recognised by a statutory wildlife, historic, landscape or archaeological designation and outweighs the agricultural considerations. Or 2. The benefits of the development justify the loss of high quality agricultural land. If best and most versatile land needs to be developed and there is a choice between sites in different grades, land of the lowest grade available must be used except where other sustainability considerations, including intrinsic nature conservation value of a site, outweigh land quality issues.”

TC4 - Footpaths, Bridleways and Cycleways:

Para 26.10 As with walking, cycling is a particularly sustainable form of transport, and is a suitable alternative for motorised transport for short and medium journeys, particularly those less than 5km (3 miles). It is acknowledged that opportunities for improving cycling provision in rural areas are limited though it is stressed that quiet roads, unmetalled roads and bridleways can make excellent cycle routes. Much of East Devon is hilly but flat hill tops and valley floors can provide good cycling. Where opportunities arise the District Council will encourage measures to provide, improve and extend facilities for both cyclists and pedestrians. Such measures taken together with efforts to improve public transport can reduce the reliance placed on the private car.

Development which would result in the loss, or reduce the convenience or attractiveness of an existing or proposed footpath, cycleway or bridleway, will not be permitted unless an acceptable alternative route is provided

Development proposals will be required to include measures to provide, improve and extend facilities for pedestrians and cyclists commensurate with the scale of the proposal. Footways and routes for pedestrians and cyclists within and through new development schemes will be encouraged. These measures may include both shared and exclusive surfaces to provide safe, convenient and attractive routes, and must be designed to take account of the needs of persons with restricted mobility.

Wherever possible the opportunity should be taken to join, upgrade and extend existing or proposed networks.

On Cycling and Equestrian:

It is acknowledged that opportunities for improving cycling provision in rural areas are limited though it is stressed that quiet roads, unmetalled roads and bridleways can make excellent cycle routes. Much of East Devon is hilly but flat hill tops and valley floors can provide good cycling. Where opportunities arise the District Council will encourage measures to provide, improve and extend facilities for both cyclists and pedestrians. Such measures taken together with efforts to improve public transport can reduce the reliance placed on the private car.

Development which would result in the loss, or reduce the convenience or attractiveness of an existing or proposed footpath, cycleway or bridleway, will not be permitted unless an acceptable alternative route is provided

Appendix 12.2 – National Policy Statement for National Networks (NN NPS)

Paragraphs 3.2-3 recognise that for development of the national road network to be sustainable it should be designed to minimise social and environmental impacts and improve quality of life. In delivering new schemes the Government expects applicants to avoid and mitigate environmental and social impacts in line with the principles set out in NPPF and the Government's planning guidance. Applicants should also provide evidence that they have considered reasonable opportunities to deliver environmental and social benefits as part of schemes.

Paragraph 3.17 recognises that there is a direct role for the national road network to play in helping pedestrians and cyclists. In the design of new schemes that Government expects applicants to use reasonable endeavours to address the needs of cyclists and pedestrians. In addition the design needs to identify opportunities to invest in infrastructure in locations where the national road network severs communities and acts as a barrier to walking and cycling and ensuring that it is easy and safe for cyclists to use junctions.

Paragraph 3.22 recognises that severance can be a problem in some locations. Where appropriate applicants should seek to deliver improvements that reduce community severance and improve accessibility.

Paragraphs 4.79-80 and 4.82 recognise that the national road network has that potential to affect the health, well-being and quality of life of the population. The network has a direct impact on health because of traffic, noise, vibration, air quality, and emissions, light pollution, community severance, dust, odour, polluting water, hazardous waste and pests. The new network may have indirect health impacts; for example if it affects access to key public services, local transport, opportunities for cycling and walking or the use of open spaces for recreation and physical activity. The applicant should consider the cumulative impact on health and should identify measures to avoid, reduce or compensate for adverse health impacts as appropriate.

Paragraph 5.168 states that applicants should take account of the economic and other benefits of the best and most versatile agricultural land (defined as grades 1, 2 and 3a of the Agricultural Land Classification). Where significant development of agricultural land is demonstrated to be necessary applicants should seek to use areas of poorer quality land in preference to that of higher quality.

Paragraph 5.180 states that where green infrastructure is affected, applicants should aim to ensure the functionality and connectivity of the green infrastructure network is maintained and any necessary works are undertaken, where possible, to mitigate any adverse impact and where appropriate to improve that network and other areas of open space, including appropriate access to National Trails and other public rights of way.

Paragraph 5.184 notes that public rights of way, National Trails and other rights of access to land (e.g. open access land) are important recreational facilities for walkers, cyclists and equestrians. Applicants are expected to take appropriate mitigation measures to address adverse effects on National Trails, other public rights of way and open access land and, where appropriate, to consider what opportunities there may be to improve access.

Paragraph 5.216 states that where development would worsen accessibility such impacts should be mitigated as far as reasonably possible. There is a very strong expectation that impacts on accessibility for non-motorised users should be mitigated.

Appendix 12.3- Extracts Blackdown Hills AONB Management Plan 2014 - 2019:

<p>TH 1</p> <p>The impact on the AONB landscape and environment is considered in the planning and provision of transport networks and services.</p>	<p>TH 1/A</p> <p>Work to ensure road and transport schemes (including road design, maintenance, signage, landscaping and safety measures) within or affecting the AONB have regard to the purpose of AONB designation and conserve and enhance the area's special qualities.</p>
<p>TH 2</p> <p>Public transport services and community transport schemes are maintained and improved and provide an integrated service throughout the AONB.</p>	<p>TH 2/A</p> <p>Support and promote initiatives that provide sustainable solutions to local transport needs.</p>
<p>TH 3</p> <p>Manage the minor road network to encourage the use of sustainable forms of transport.</p>	<p>TH 3/A</p> <p>Work with highways authorities to implement agreed traffic management techniques to reduce traffic volume and speed on minor roads to provide a safer environment for walking, cycling and horse riding.</p>

Devon County Council and Somerset County Council, as the highway authority, are responsible for the repair and maintenance of most roads in the AONB. Budget cuts will continue to affect their ability to effectively manage the rural road network. County council local transport plans (currently LTP3) play a key role in developing opportunities to address many of the identified transport issues, setting priorities for delivery and identifying actions.

Traffic speed and volume are a real concern in many communities, as evidenced by the *Blackdown Hills Community Plan* (2011). Routes across the AONB are frequently used as short cuts by through traffic, affecting both tranquillity and the environment. Although necessary, lorries and other large vehicles travelling to and from farms and small businesses along narrow lanes cause noise, risk to other users and damage to the roads, verges and hedgebanks.

The availability of public transport is limited in the AONB, which can leave those without access to a car at a serious disadvantage. Where there are bus services, they can be expensive, infrequent and do not operate at off-peak times. Also services are often supported financially by the highway authority and vulnerable to budget reductions. Nevertheless, certain routes that cross the area could provide better opportunities for tourism and recreation. In some places voluntary community transport schemes provide a valuable service. Rail services can be accessed at the nearby towns of Taunton, Tiverton, Honiton and Axminster.

In reality most people in rural areas need a car for accessing employment, services and other opportunities. 94% of households in the Blackdown Hills have at least one car (Census 2011). Nevertheless, reduction of unnecessary car use will contribute to both quality of life and conservation of the area's natural beauty. Much of the road

network is made up of rural roads and lanes, not built or maintained for the volume, traffic size and use which they now have to sustain.

Both county councils have an approach of reducing unnecessary road signage where possible, which will have a positive impact on the landscape. However loss of traditional roadside features, like fingerposts and milestones, and urbanising changes to the streetscape of villages, are detrimental to the AONB's local character and distinctiveness.

The AONB is likely to see increases in road traffic from the expansion of nearby towns and the growth of the new community at Cranbrook, east of Exeter.

There is a continued need for an efficient, affordable and reliable public transport network, complemented by community transport solutions, which is integrated with tourism and recreation destinations and provides for rural commuters.

Increase in both traffic volume and vehicle size on minor roads reduces their suitability and safety for other more sustainable uses, such as walking, cycling and horse riding.

Appendix 12.4 – Likely Local Journeys interacting with the A30

Parish in Study Area	Journeys West to Honiton	Journeys East	Journeys North	Journeys South
Monkton/Rawridge	Via A30	Via A30	A30 to Honiton Junction C	A30 to Stockland Hill Hedgend Road
Cotleigh	Via Old Chard Road	Old Chard Road/ Stockland Hill onto A30	Old Chard road to Stockland Hill	Old Chard Road to Honiton or via Stockland Hill
Upottery	Via Rawridge/ Yard Cross to A30 Via Sandy Lane/ Stockland Hill / Old Chard Road	Sandy Lane to A30 Via Churchinford	Via Churchinford	Via Rawridge/ Yard Cross to A30 Via Sandy Lane/ Stockland Hill
Stockland	Via Old Chard Road		Stockland Hill	Stockland Hill to Axminster
Luppitt	Via Langford Road	Via Smeatharpe	Via Dunkeswell	Via Beacon/ford Cross to A30

Appendix 12.5 – Properties/ farm with frontage/ access route onto existing A30

Properties/Farm	Frontage onto A30	Access route onto A30	Affected by the Blue Route	Affected by the Orange Route
Ottermere	Yes		Blue South Route regrading of Access	
The Grange, Broadmead, Higher Northcote Farm		Yes		Orange Route new access road
Little Chef	Yes		Blue South Route regarding of access	
Wylams House Farm, Northwood	Yes?			
			Blue South Route Demolition	
Newbery Metals Ltd	Yes		Blue South Route Workshop Demolition	
Dean's Cottage	Yes		Blue South Route Demolition	
Tovehayne Farm, Camomil Barn, Otter Barn			Blue Route New Ford Link Road	
Pugh's Farm	Yes			
Oaklands Farm	Yes			
Aplin's Farm	Yes			
Monkton Barton Farm Barton Lodge			Blue Route Underbridge C366	
Valley View	Yes?			
Yard Farm		Yes		
Underdown Farm, Reddick Cottage, Stonebarrow cottage		Yes		
Warren Cottage,		Yes		
Courtmoor Farm		Yes		
Long Fold				Orange Route new access road to C366
Monkton Down Farm				Orange Route new access road to Viney Lane C175
Cooks Moor North			Blue Route new link road	Orange Route New Link road
Windwhistle Cottage	Yes	No	Blue Route new link road	Orange Route New Link road Sandy Lane underbridge
Ottervale Motor Services	Yes		Blue Route new link road	Orange Route New Link road
Devonshire Inn Bungalow Devonshire Inn Farm	Yes		Blue Route new link road	Orange Route New Link road

Appendix 12.6 – Local Businesses Search Results

Parish	Businesses found:
Monkton	Aplins Ice Cream Monkton Court Hotel Oaklands Farm Shop Newbery Metals Ltd Little Chef Otter Valley Golf Course (closed) Otter Vale Wild Camping (Monkton Barton Farm) Alan Bright and Sons Sawmill
Upottery	Barking Mad Courtmoor Farm Holiday cottages Otter Rise Holiday Cottage Twistgate Farm Cottages
Stockland	Corrymoor Socks Colystock Antiques/ Bathrooms Royal Oak Farm Otter Vale Motor Services Goran Organics
Cotleigh	
Luppitt/ Combe Raleigh	Otter Brewery Woodhayes Enterprise Ltd (Accommodation & meeting space) Omnitron, Blackenfields Farm F J Jackson & Sons Trims Plants Wholesale Nursery Devon Ecoholidays Stonehayes Farm Holiday Cottages

Appendix 12.7 – Public Transport Routes in Study Area

Parish in Study Area	Dartline 387 Sidmouth to Taunton (Mon and Thurs) out and back journey only	Redwoods 682 Honiton to Marsh (Tues) out and back journey only	Stagecoach 20 Taunton to Seaton (Mon to Sat) 5 services daily
Honiton (A30 junction)			
Monkton			
Rawridge			
Upottery			
Cotleigh			
Stockland			
Luppitt			

Appendix 12.8 – School Bus Routes

School Bus	Vehicle Size	AM	PM	Details
HON001	16	08.15	15.00	Pick up points along the A30
HON004	8	07.55	15.25	Pick up points along the A30
HON006	16	07.40	15.40	Pick up points along and either side of the A30
HON009	16	08.10	15.15	Travels along a section of the A30
HON015	24	08.10	15.20	Travels along a section of the A30
HON028	20	08.15	16.00	Travels along a section of the A30
HON030	16	08.25	15.55	Travels along with pick up points either side of A30

Appendix 12.9 - Public Rights of Way in Study Area

Parish in Study Area	Footpath 19 - Honiton	Footpath 3 - Monkton	Footpath 54 - Cotleigh
Monkton	Monkton Road A30 to Langton Bridge, Langford Road	A 30 by Otter View to Monkton Barton Farm and C366	
Rawridge			
Upottery			
Cotleigh			Viney Lane to Stadbury Cross
Stockland			
Luppitt			

Appendix 12.10 – Likely Journeys to Primary School from Study Area

Schools in Area Parish in Study Area	Littletown Primary, Honiton	Honiton Primary	Upottery Primary	Stockland Primary	Offwell Primary
Monkton/ Rawridge					
Cotleigh					
Upottery					
Stockland					
Luppitt					

NB All above Primary schools are feeder schools for Honiton Community College

Appendix 12.11 – Likely journeys to Doctors/ Health Centres from Study Area

Schools in Area	Honiton Surgery	Blackdowns Practice Dunkeswell	Blackdown Practice-Churchinford	Axminster Medical Practice
Parish in Study Area				
Monkton/ Rawridge				
Cotleigh				
Upottery				
Stockland				
Luppitt				