

Phil Norrey
Chief Executive

To: The Chairman and Members of
the Cabinet

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

(See below)

Your ref :
Our ref :

Date : 6 December 2016
Please ask for : Rob Hooper, 01392 382300

Email: rob.hooper@devon.gov.uk
:

CABINET

Wednesday, 14th December, 2016

A meeting of the Cabinet is to be held on the above date at 10.30 am in the Committee Suite - County Hall to consider the following matters.

P NORREY
Chief Executive

AGENDA

PART I - OPEN COMMITTEE

- 1 Apologies for Absence
- 2 Minutes

Minutes of the meeting held on 9 November 2016 (previously circulated).
- 3 Items Requiring Urgent Attention

Items which in the opinion of the Chairman should be considered at the meeting as matters of urgency.
- 4 Chairman's Announcements
- 5 Petitions
- 6 Question(s) from Members of the Council

FRAMEWORK DECISION

None

KEY DECISIONS

- 7 Target Budget 2017/18 (Pages 1 - 2)
Report of the County Treasurer (CT/16/81) on the preparation of the Council's Budget for 2017/18, the Provisional Local Government Settlement for forthcoming year and on proposed service expenditure targets, attached.
Electoral Divisions(s): All Divisions
- 8 Axminster Millbrook Flood Improvement Scheme (Pages 3 - 8)
Report of the Head of Planning, Transportation & Environment (PTE/16/65) seeking scheme and estimate approval to a flood improvement scheme, attached.
Electoral Divisions(s): Axminster
- 9 A30 Honiton to Devonshire Inn Improvement (Pages 9 - 30)
Report of the Head of Planning, Transportation & Environment (PTE/16/66) on preparatory work undertaken and upon the outcome of consultations on a preferred route for a scheme of improvement to the A30/A303 between Honiton and the Devonshire Inn, attached.
Electoral Divisions(s): Axminster; Honiton St Michaels; Honiton St Pauls

MATTERS REFERRED

- 10 Development Management Committee: Minerals and Waste Development Framework: Devon Minerals Plan: Inspector's Report and Adoption (Pages 31 - 36)
The Development Management Committee on 23 November 2016 (Minute 28) considered the Report of the Head of Planning, Transportation and Environment (PTE/16/57) on the adoption of the Devon Minerals Plan in light of the findings of the Inspector and resolved:
- (a) that the conclusions and recommendations of the Inspector's report on the Examination of the Devon Minerals Plan be noted;*
- (b) that the Devon Minerals Plan and associated Policies Map be endorsed for consideration by Cabinet on 14 December 2016 and adoption formally by the County Council on 16 February 2017, respectively, which incorporate the main modifications recommended by the Inspector and the additional modifications that were consulted upon by the Council;*
- (c) that the Head of Planning, Transportation and Environment be authorised to make further additional modifications prior to adoption of the Devon Minerals Plan and Policies Map that may be required to address factual errors, minor updates and formatting matters; and*
- (d) that the additional documents proposed in 6.1 of Report PTE/16/57 to assist implementation of the Devon Minerals Plan and the provision for further reports to the Committee be noted.*

Recommendation: that the advice of the Development Management Committee (Minute 28/23 November 2016 refers) be accepted and the Devon Minerals Plan and associated Policies Map be endorsed and adopted formally by the County Council on 16 February 2017.

11 Scrutiny Committee: Model of Care Task Group (Pages 37 - 46)

The Health & Wellbeing Scrutiny Committee at its meeting on 8 November 2016 (Minute 31) received and commended the Report of this Joint Task Group (comprising representatives of the County Council's Health & Wellbeing and People's Scrutiny Committees, Torbay Community Services Review Panel and the Plymouth Wellbeing Scrutiny Committee) convened as part of the on-going work to understand and scrutinise the activities in localities that followed the Sustainability and Transformation Plan. Report (CS/16/34) attached.

Recommendation: that the Task Group's Report be welcomed and endorsed as an helpful and informative piece of work.

STANDING ITEMS

12 Treasury Management Mid Year Stewardship Report (Pages 47 - 52)

Report of the County Treasurer ([CT/16/102](#)) outlining the Council's Treasury and Debt Management activities during the first half of the 2016/17 financial year previously considered and endorsed by the Corporate Services Scrutiny Committee on 28 November 2016, attached.

Electoral Divisions(s): All Divisions

13 Devon Adult's Annual Safeguarding Report (Pages 53 - 54)

The Annual Report of the Devon Safeguarding Adult Board charting progress within Devon of national expectations and safeguarding activity, which will also be presented to the Health & Wellbeing Board and the People's Scrutiny Committee on 15 December 2016 and 5 January 2017 respectively, is enclosed separately for information and discussion.

Ms Sian Walker, Independent Chairman of the DASB will attend to present the Annual Report and respond to any questions.

[NB: The Safeguarding Board Annual Report will also be available, in due course, at: <http://www.devonsafeguardingchildren.org/>.]

Electoral Divisions(s): All Divisions

14 Question(s) from Members of the Public

15 Minutes (Pages 55 - 60)

- (a) Devon Audit Partnership – 16 November 2016, attached;
- (b) Farms Estate Committee - 30 November, attached.

[NB: Minutes of County Council Committees are published on the Council's Website at: <http://democracy.devon.gov.uk/ieDocHome.aspx?bcr=1>]

16 Delegated Action/Urgent Matters (Pages 61 - 62)

The Registers of Decisions taken by Members under the urgency provisions or delegated powers will be available for inspection at the meeting in line with the Council's Constitution and Regulation 13 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012. A summary of such decisions taken since the last meeting is attached.

17 Forward Plan

In accordance with the Council's Constitution, the Cabinet is requested to review the list of forthcoming business (previously circulated) and to determine which items are to be defined as key and/or framework decisions and included in the Plan from the date of this meeting.

[NB: The Forward Plan is available on the Council's website at: <http://democracy.devon.gov.uk/mgListPlans.aspx?RPId=133&RD=0&bcr=1>]

PART II - ITEMS WHICH MAY BE TAKEN IN THE ABSENCE OF THE PRESS AND PUBLIC

None

MEMBERS ARE REQUESTED TO SIGN THE ATTENDANCE REGISTER

Notice of all items listed above have been included in the Council's Forward Plan for the required period, unless otherwise indicated. The Forward Plan is published on the County Council's website at <http://www.devon.gov.uk/cma.htm>

Notice of the decisions taken by the Cabinet will be sent by email to all Members of the Council within 2 working days of their being made and will, in the case of key decisions, come into force 5 working days after that date unless 'called-in' or referred back in line with the provisions of the Council's Constitution. The Minutes of this meeting will be published on the Council's website, as indicated below, as soon as possible.

Members are reminded that Part II Reports contain confidential information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s).

Members are also reminded of the need to dispose of such reports carefully and are therefore invited to return them to the Democratic Services Officer at the conclusion of the meeting for disposal.



Membership

Councillors J Hart (Chairman), B Parsons, S Barker, R Croad, A Davis, A Leadbetter, J McInnes, J Clatworthy and S Hughes

Cabinet Member Remits

Councillors Hart (Policy & Corporate), Barker (Adult Social Care & Health Services), Clatworthy (Resources & Asset Management), Croad (Community & Environmental Services), Davis (Improving Health & Wellbeing), S Hughes (Highway Management & Flood Prevention), Leadbetter (Economy, Growth and Cabinet Liaison for Exeter), McInnes (Children, Schools & Skills) and Parsons (Performance & Engagement)

Declaration of Interests

Members are reminded that they must declare any interest they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

Access to Information

Any person wishing to inspect the Council's / Cabinet Forward Plan or any Reports or Background Papers relating to any item on this agenda should contact Rob Hooper on 01392 382300. The Forward Plan and the Agenda and Minutes of the Committee are published on the Council's Website.

Webcasting, Recording or Reporting of Meetings and Proceedings

The proceedings of this meeting may be recorded for broadcasting live on the internet via the 'Democracy Centre' on the County Council's website. The whole of the meeting may be broadcast apart from any confidential items which may need to be considered in the absence of the press and public. For more information go to: <http://www.devoncc.public-i.tv/core/>

In addition, anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chairman or the Democratic Services Officer in attendance so that all those present may be made aware that is happening.

Members of the public may also use Facebook and Twitter or other forms of social media to report on proceedings at this meeting. An open, publicly available Wi-Fi network (i.e. DCC) is normally available for meetings held in the Committee Suite at County Hall. For information on Wi-Fi availability at other locations, please contact the Officer identified above.

Questions to the Cabinet / Public Participation

A Member of the Council may ask the Leader of the Council or the appropriate Cabinet Member a question about any subject for which the Leader or Cabinet Member has responsibility.

Any member of the public resident in the administrative area of the county of Devon may also ask the Leader a question upon a matter which, in every case, relates to the functions of the Council. Questions must be delivered to the Office of the Chief Executive Directorate by 12 noon on the fourth working day before the date of the meeting. For further information please contact Mr Hooper on 01392 382300 or look at our website at: <http://new.devon.gov.uk/democracy/guide/public-participation-at-committee-meetings/>

Emergencies

In the event of the fire alarm sounding leave the building immediately by the nearest available exit, following the fire exit signs. If doors fail to unlock press the Green break glass next to the door. Do not stop to collect personal belongings, do not use the lifts, do not re-enter the building until told to do so.

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Please switch off all mobile phones before entering the Committee Room or Council Chamber

If you need a copy of this Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Information Centre on 01392 380101 or email to: centre@devon.gov.uk or write to the Democratic and Scrutiny Secretariat at County Hall, Exeter, EX2 4QD.



Induction loop system available

Budget 2017/18 Report of the County Treasurer

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect

Recommendations:

It is recommended that:

- (i) The lack of clarity over the timing of the Provisional Settlement be noted;
- (ii) The revenue spending targets for 2017/18 as set out in paragraph 6 are approved;
- (iii) Members agree that the Capital Programme is determined by Cabinet on 10th February 2017.

Introduction

1. The Secretary of State for Communities and Local Government has yet to announce the Provisional Local Government Settlement for 2017/18. The exact date of the announcement is not known, but will need to be before the House of Commons rises for Christmas recess on the 20th December. Members may recall that last year the Government offered some certainty of funding for the four year period of 2016/17 to 2019/20 if Local Authorities submitted an Efficiency Statement. The Authority took up this offer and has received confirmation that our Efficiency Statement has been accepted and we have met the criteria for the four year settlement. What isn't known, and is why the provisional Settlement is still important, is whether the settlement figures provided by Government are the actual sums we will receive or have been amended due to the financial impact of recent events such as Brexit.
2. The level of Council Tax increase that will trigger a referendum is expected to remain at 2% but this has not yet been confirmed.
3. The timing of the Final Settlement is also not known but if events follow the same pattern as last year then the Final Settlement should be received in sufficient time for consideration at the scheduled budget meetings in February.

The Autumn Statement

4. Members will be aware that Phillip Hammond, the Chancellor of the Exchequer, presented his Autumn Statement to the House of Commons on the 23rd November. It was a very bland Autumn Statement compared to those we have seen in recent years with very little content for Local Authorities. There were no announcements on Adult Social Care funding or funding for local government services. There was no mention of council tax precept nor the Adult Social Care precept. Changes were made to increase the National Living Wage and National Minimum wage following recommendations by the

Agenda Item 7

Low Pay Commission. The National Living Wage will be £7.50 per hour from 1st April 2017.

2017/18 Targets

- As the Provisional Settlement has not been received there is inherent uncertainty. The proposed targets outlined below are based on the Provisional Settlement being broadly in-line with the indicative settlement received in February. If the provisional Settlement varies significantly from expectations there may be a need to bring a further report to the Cabinet meeting in January.
- The proposed targets are set out in the table below. The new management structure has meant we no longer have Strategic Directors and the Targets are therefore shown by Chief Officer.

	2016/17			2017/18	
	Adjusted	Inflation &	Savings &	Base	
	Budget*	Pressures	Initiatives	Budget	
	£000	£000	£000	£000	
Adult Care & Health	197,747	26,936	(8,190)	216,493	+9.5%
Children's Services	115,827	7,843	(5,539)	118,131	+2.0%
Communities, Public Health, Environment & Prosperity	33,311	2,468	(576)	35,203	+5.7%
Corporate Services	33,466	2,283	(2,397)	33,352	-0.3%
Highways, Infrastructure Development & Waste	58,437	3,496	(5,527)	56,406	-3.5%
	438,788	43,026	(22,229)	459,585	

* Adjusted for Permanent Virements

- The Capital Programme for 2017/18 to 2021/22 will be presented to Cabinet at the February meeting.

Mary Davis County Treasurer

Electoral Divisions: All
Cabinet Member: Councillor John Clatworthy
[Local Government Act 1972: List of Background Papers](#)
Autumn Statement 2014
[Contact for enquiries:](#)
Angie Sinclair
Tel. No. 01392 380711

PTE/16/65

Cabinet
14 December 2016

Axminster Millbrook Flood Improvement Scheme

Report of the Head of Planning, Transportation and Environment

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

Recommendation: It is recommended that Cabinet:

- (a) approve the Axminster Millbrook Flood Improvement scheme at an estimated cost of £998,000;**
- (b) increase the Planning, Transportation and Environment (PTE) 2016/17 capital programme by £490,000, funded £100,000 from the DCC revenue budget for flood prevention works, £50,000 from the PTE revenue flood risk management budget, £240,000 from external grants and £100,000 from external contributions. Also, increase the PTE 2017/18 capital programme by £371,000, funded £321,000 from external grants and £50,000 from the DCC revenue budget for flood prevention works.**

1. Summary and Purpose of Report

This report highlights the flooding experienced in Axminster in 2012, when over 40 properties suffered internal flooding and the ongoing risk to over 160 properties from the Millbrook ordinary watercourse. It also details the scheme proposals to significantly reduce the risk of this occurring again and recommends that Devon County Council (DCC) continues to support the delivery of these essential flood improvements through its capital programme.

2. Background

As a result of the severe storm event in July 2012 and the overtopping of the Millbrook ordinary watercourse, over 40 properties suffered internal flooding in Axminster. The main areas affected were The Cricketers and Willhay Lane, with flood water depths of up to 900mm recorded inside some properties. This had devastating consequences for some property owners who had to move out of their homes for over 6 months.

Detailed investigations and assessment work undertaken since 2012 have identified that over 160 properties are at risk of flooding from a 1 in 100 year event, which is the proposed standard of protection for the scheme design. Based on the criteria set out in the Local Flood Risk Management Strategy for Devon, the Axminster Millbrook catchment should be considered one of our highest priorities for flood improvements.

3. Scheme Proposals

The proposed scheme was split into 2 phases to suit funding and delivery opportunities. Phase 1 included the construction of a flood defence wall upstream of the Willhay Lane culvert to reduce the risk of any overtopping being conveyed towards the properties. This work was carried out and funded by DCC in 2015 and is included as an essential partnership contribution towards the overall scheme and the consideration of Defra Flood Defence Grant in Aid.

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Phase 2, now referred to as 'the scheme', includes upsizing of the existing culvert under Willhay Lane and, to avoid passing the flood risk on to others (i.e. Network Rail), the culvert is then extended to connect with the existing culvert arrangement under the London to Waterloo railway line. A tree catcher has been installed upstream of the culvert to prevent blockage and channel widening works downstream of the railway, towards the main River Axe, required to improve conveyance have both been carried out as advanced works to the scheme.

4. Consultations/Representations/Technical Data

Throughout the investigation and design process it has been necessary to liaise very closely with Network Rail to ensure the works do not have any negative impact on the railway. This has required significant additional works, including design checks, approvals, increased infrastructure and supervision, which has caused a considerable increase in scheme design and construction costs.

There has also been a close working relationship between DCC's Flood Risk Management team, the DCC Engineering Design Group, the Environment Agency, East Devon District Council, Axminster Town Council and relevant landowners. Public updates on the investigations and scheme development process have also been provided via the local media.

5. Financial Considerations

The additional works required to satisfy Network Rail and associated risks have significantly increased the cost estimates for this scheme. Early estimates were in the order of £490,000 and, on this basis, approval for £240,000 Flood Defence Grant in Aid (FDGiA) was granted from Defra. However, recent estimates, which take account of new requirements and assessment of risk, have increased to £861,000, including £100,000 for contingency. A funding variation has been submitted to the Environment Agency to request an additional £321,000 FDGiA and has been approved; an additional £50,000 has, also, been allocated from the DCC revenue budget for flood prevention. Despite the increased costs the scheme still attracts a very high cost benefit ratio, so ensuring its ongoing viability.

The full breakdown of funding sources for the scheme is shown below. Relevant revenue allocations will be capitalised and monitored through DCC's capital programme.

Funding Source	Prior to 2016/17	2016/17	2017/18
Prior costs incurred by DCC – including phase 1	£137,381		
DCC PT&E Flood Risk Management revenue budget		£50,000	
Flood Defence Grant in Aid		£240,000	£321,000
Local Levy		£50,000	
DCC revenue budget for Flood Prevention Works		£100,000	£50,000
East Devon District Council		£50,000	
Total	£137,381	£490,000	£371,000
		(including £100k contingency)	

6. Sustainability, Equality and Public Health Considerations

All of the flood improvements mentioned in this report will be developed in accordance with the Equality and Environmental Assessments produced in support of the Local Flood Risk Management Strategy. All elements of the scheme have been assessed at the appropriate stage using the corporate, integrated assessment tool, with relevant equality and environmental impacts identified and acted on as necessary.

The works outlined in this report are all designed to improve the protection afforded to the community and individual properties currently at particular risk of flooding and, thereby, support health and wellbeing. More than just protecting the properties alone, it should be noted that flood water has the potential for transporting contaminants, such as sewage; so, reducing flood risk has clear health benefits.

7. Legal Considerations

All works will be carried out in accordance with the powers and duties assigned to DCC under the Flood and Water Management Act 2010, the Land Drainage Act 1991 and any other relevant legislation. The lawful implications and consequences of the proposals and relevant actions will be taken into account through their development.

8. Risk Management Considerations

Flooding is already identified as a high risk in the corporate risk register and these works are intended to address that. All works will be assessed to ensure that all necessary actions are carried out to safeguard the Council's position.

The current standard of protection is estimated to be up to the 1 in 5 year event and this scheme aims to improve this standard up to the 1 in 100 year scenario.

The need to gain approvals from Network Rail could delay the start of the scheme and increase costs.

9. Discussion

The delivery of these essential flood improvements will provide a significantly greater standard of protection and reduce the frequent risk of flooding to over 160 properties in The Cricketers / Willhay Lane area of Axminster.

Further considerations regarding the flood risks associated with the main River Axe are under review by the Environment Agency and will not compromise the benefits from these flood improvements.

10. Options/Alternatives

Through the initial investigations, an initial long list of options to reduce the level of flood risk emanating from the Millbrook watercourse was identified and considered. In view of the ongoing threat of flooding and the growing expectation of assistance, the option to do nothing was discounted.

The currently proposed works were deemed to provide the most advantageous and cost beneficial scheme, which will maximise protection and resilience for the community. This process was scrutinised by the Environment Agency's National Project Assurance Service (NPAS) to justify and approve the allocation of Defra grant in aid.

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11. Reason for Recommendation/Conclusion

The severity of flooding experienced in Axminster in 2012 and the extent of ongoing threat to a large number of residential properties justify this as a high priority catchment for attention and investment. It is, therefore, recommended that the proposed scheme is approved for delivery through the DCC capital programme to secure these essential flood improvements and, thereby, reduce the risk of flooding to this community within Axminster.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: All

Cabinet Member for Highway Management and Flood Prevention: Councillor Stuart Hughes

Chief Officer for Communities, Public Health, Environment and Prosperity: Dr Virginia Pearson

Local Government Act 1972: List of Background Papers

Contact for enquiries: Martin Hutchings

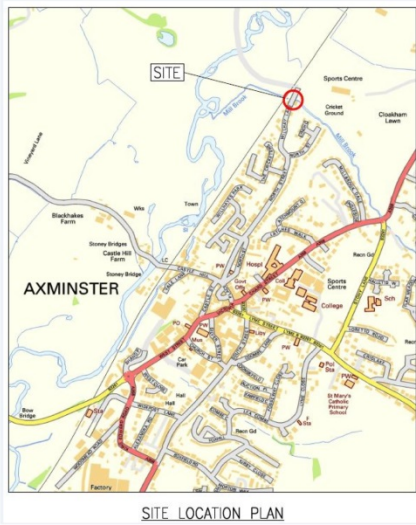
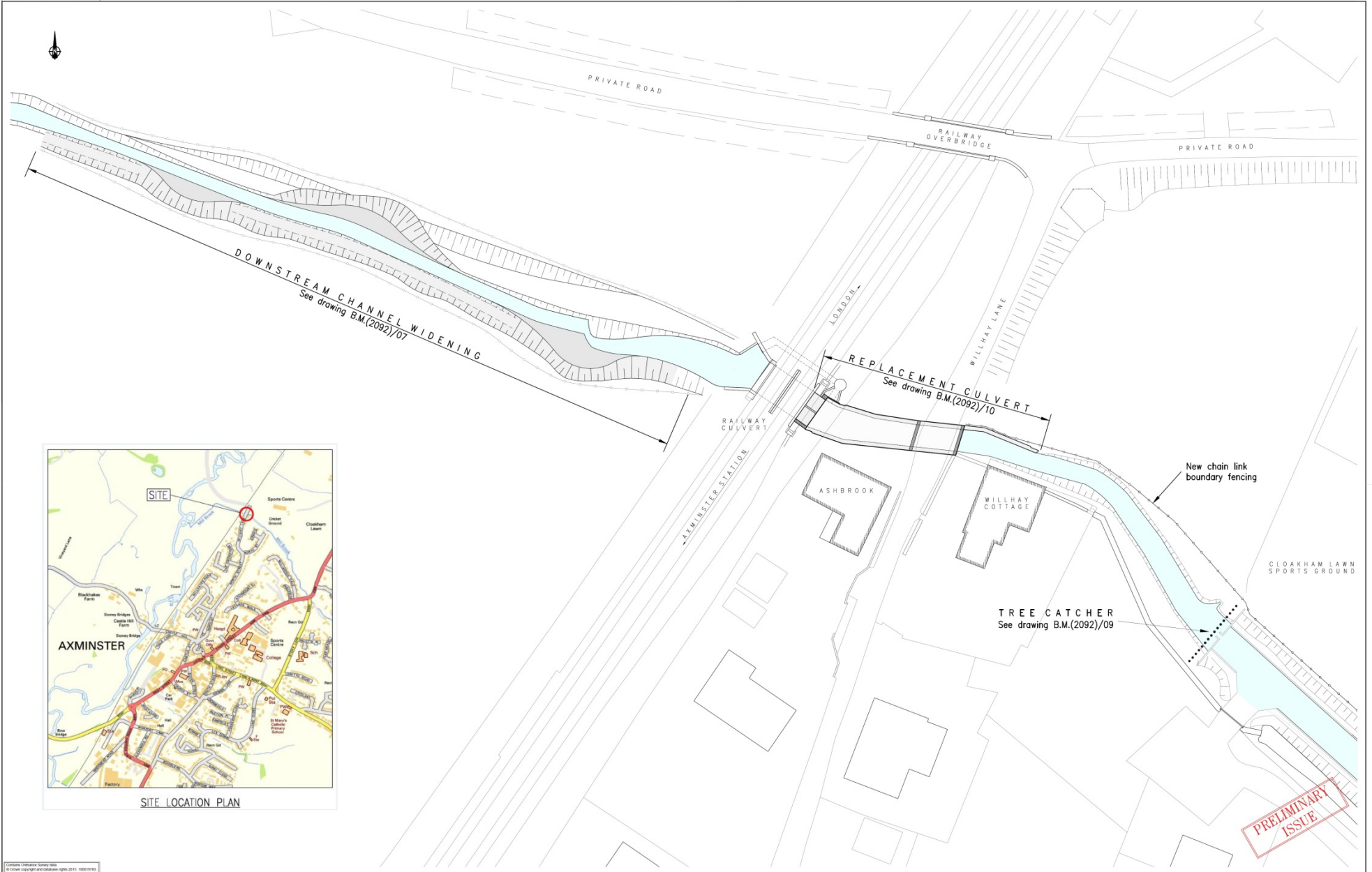
Room No. Lucombe House, County Hall, Exeter. EX2 4QD

Tel No: (01392) 383000

Background Paper	Date	File Reference
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Nil

mh161116cab Axminster Millbrook Flood Improvement Scheme
hk 03 301116



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JOB
**MILLBROOK CULVERT
AXMINSTER
(2092)**

DRAWING TITLE
SCHEME KEY PLAN

Rev	Date	Drawn	Revisions	CHK
P0	04.11.15	A.J.M		

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Drawing Number	Revision
B.M.(2092)/02	P0
Scale(s)	Sheet
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PTE/16/66

Cabinet
14 December 2016

A30 Honiton to Devonshire Inn Improvement

Report of the Head of Planning, Transportation and Environment

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

Recommendation: That the Cabinet resolves to propose the Orange Route to the Secretary of State, as the preferred route for the scheme of improvement works to A30/A303 comprising the creation of a 60mph wide single carriageway standard 2+1 from Honiton to Devonshire Inn, for his view and potential implementation by the Secretary of State.

Informative:

This resolution proposes a preferred route option for highway improvement works only, and does not adopt or approve (for the purposes of Part VI of, and Schedule 13 to, the Town and Country Planning Act 1990, or otherwise) any highway or other land that may be intended to be improved by the Secretary of State.

1. Summary

This report summarises the work undertaken over the last year and the outcome of a public consultation held from 3 August 2016 to 30 September 2016 to consider options for the A30 highway improvement between Honiton and Devonshire Inn and proposes approval of a preferred route to be taken forward in an Outline Business Case to be submitted to the Department for Transport. It is anticipated that the Department for Transport will make a final decision in respect of the specification, location and scope of the improvement works, and that the Department for Transport will carry out the improvement works. Further, it is anticipated that Highways England will apply for any relevant development consent orders.

2. Background/Introduction

The A30/A303 Honiton to Ilminster improvement is based upon achieving the following:

- Encourage economic growth in the south west peninsula and particularly the large scale planned development East of Exeter
- Improve journey speed and reliability
- Improve journey quality
- Increase the resilience of the strategic road network whilst recognising that RIS1 announced the intention to upgrade the A303 between the M3 and the A358 to dual carriageway standard, together with creating a dual carriageway link from the M5 at Taunton to the A303
- Improve safety for road users and road operators
- Minimise adverse environmental impacts through exemplary approaches to design and mitigation and adoption of sustainable and innovative solutions
- Ensure that unavoidable impacts on the character and special qualities of the Blackdown Hills AONB are offset through a significant programme of compensatory measures and the inclusion of opportunities for environmental enhancement in line with AONB Management Plan objectives.

Agenda Item 9

Current Issues and Background

The A30/A303 is one of the two main routes from London to South West England; it is the trunk road between London and Penzance. It provides the most direct road link between the southwest peninsula and London and the South East.

In order to raise the profile of the poor quality of the existing route, a consortium of local authorities undertook an initiative to identify the economic gain that could be achieved if the route was improved. This resulted in a report: “The A303 Corridor Improvement Programme Outline Economic Case and Proposed Next Steps”, submitted to government and identifying the need for a dual carriageway improvement to the A303/A358 plus further smaller scale improvements to the section of A30/A303 between Ilminster and Honiton.

As a consequence, the government commissioned the “A303/A30/A358 Corridor Feasibility Report”, which aimed to identify a potential programme of improvements. This included both the A358 and the section of the route between Honiton and Ilminster. Parallel to this, DCC undertook a Strategic Outline Business Case for improvements to the A30/A303 Honiton to Ilminster section. This identified the most appropriate smaller scale improvements to be an improved 60mph single carriageway three lane wide road, making best use of the existing road where possible.

In December 2014, the government announced three schemes would be included in the Road Investment Strategy (RIS) 2015-2020, as illustrated by Figure 1. This did not include the Honiton to Ilminster section but it did recognise that some smaller scale improvements were necessary.

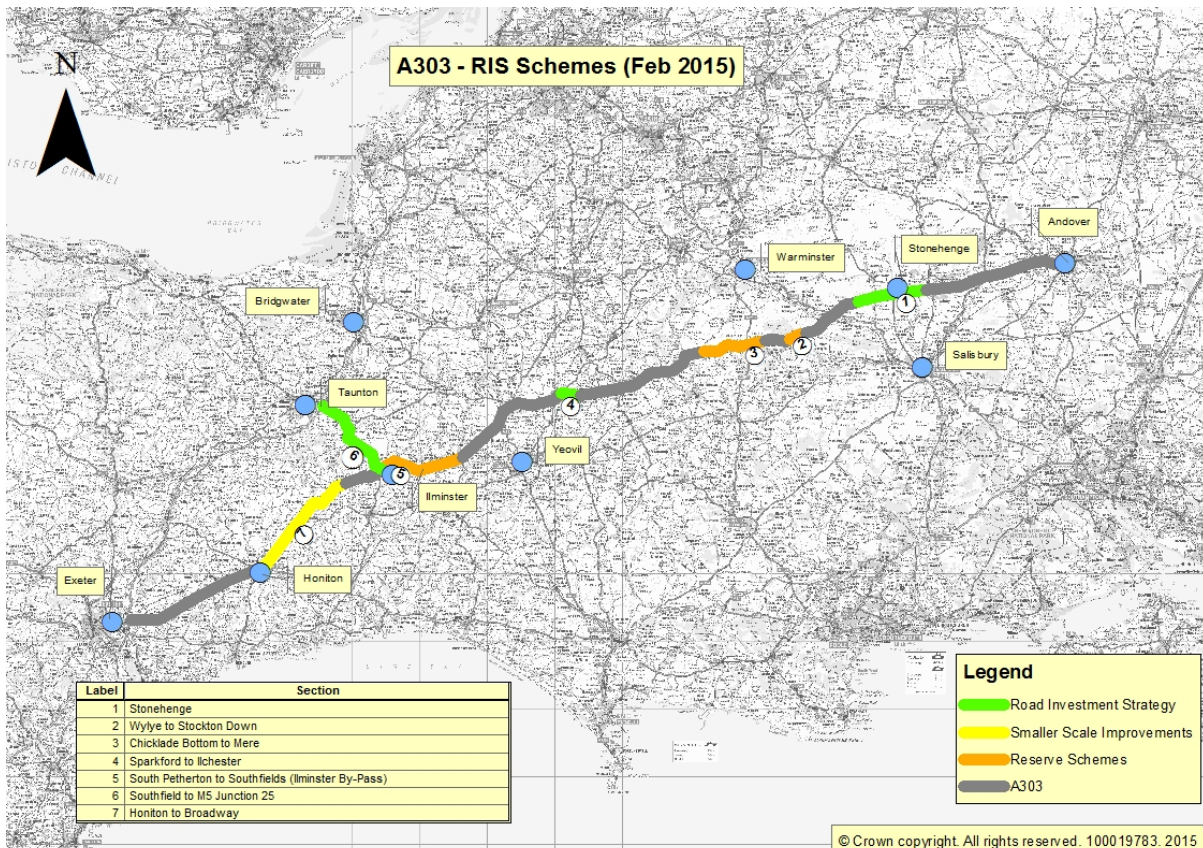


Figure 1: Road Investment Strategy (RIS) A303 Corridor Schemes (2015)

As a result of the government not including the Honiton to Ilminster section in the current RIS and the need to ensure that the scheme was included in the next RIS, the Council allocated funds to allow for consideration of potential improvement options as a first stage to getting the whole section improved with a view to proposing these options to the Department for Transport to progress. This study would build on the previous Strategic Outline Business Case for a 60mph single carriageway three lane wide road, making best use of the existing road where possible; a much smaller scale than a dual carriageway option.

The February 2015 DfT Feasibility Study report identified that the most beneficial solution to the section of road between Ilminster and Exeter was to take forward a combination of improvements to the A358 and A30/A303 Ilminster to Honiton, as summarised below:

A303 Corridor the Stage 2 report Section 8 Paragraph 8.2.2 – Summary

The assessment identifies that dualling of the A358 scores better than the options to improve the A303 directly. However, whilst improvement of the A358 is likely to enable the delivery of extra capacity; improvements to the A303 on the section between Honiton to Ilminster are still desirable and it is unlikely that simply the selection of one option alone from Ilminster to Exeter will achieve all of the aims of the study.

Following publication of the Feasibility Study, a meeting held in February 2015 with the Minister was arranged where discussion focused on three sections of improvements to the A30/A303 between Honiton to Ilminster. At the meeting, it was suggested by the Minister that Devon County Council focus on the section from Honiton to Devonshire Inn. This was followed by a letter from the Minister of State for Transport on 26th March 2015 which included the following extract:

I have therefore agreed that the Highways Agency will work in collaboration with Devon County Council to develop potential propositions and designs for the A303/A30 which will maximise the beneficial opportunities such improvements can have within the landscape, giving priority to the Honiton to Devonshire Inn section. We need to provide the best opportunity for fitting improvements within the existing landscape, minimising costly tie-ins and enabling incremental staging as necessary.

It was agreed to proceed with the development of an improvement of the section of the A30/A303 route through the Blackdown Hills between Honiton and Devonshire Inn. It was intended that DCC would consider possible options, and recommend their preferred option to the Department for Transport, who would implement it. This section was thought to have the potential to deliver the biggest positive impact to the local community, particularly as this section travels through a designated 40mph zone through the village of Monkton, as well as several stretches with significantly substandard existing alignments; this section also carries the highest flows. When combined, these elements represent good potential for a strong economic case.

Furthermore the Minister went onto to say:

In respect of the A303/A30 section between Ilminster and Honiton, I am very interested in the smaller scale improvements outlined by Devon County Council for the Blackdown Hills Area of Outstanding Natural Beauty (AONB). These could provide an opportunity to deliver an exemplar proposal in keeping with their important environmental status. As you know I want roads to be based upon principles of good design, rather than just a utility and we should be aiming to maintain the right proportions in construction taking into account the use of lighting, signage and other road 'furniture'. The challenges on this section of the A303/A30 provides an opportunity for innovation and design good practice to take account of landscape and biodiversity.

Agenda Item 9

Synergy with A358 Improvement

One of the schemes included in the government's Road Investment Strategy (RIS) is the dualling of the A358. There exists some uncertainty as to the specifics of the scheme being proposed by Highways England, however, some assumptions have had to be made in order to progress the A30 Honiton to Devonshire Inn scheme. It has been assumed that the alignment of the A358 dualling will be close to the existing road and link M5 Junction 25 with Southfields roundabout. This assumption is supported by the wording in the Road Investment Strategy, which states it will create "a dual carriageway link from the M5 at Taunton to the A303". This is also in line with the LEP scheme for Junction 25 improvements which show a dual carriageway link to the existing A358. At present, there is no consultation material available for the A358 improvements which contradict these assumptions.

Given the inclusion of the A358 dualling in the Road Investment Strategy, it has also been assumed that it will be delivered before the A30 Honiton to Devonshire Inn scheme. Critically, the proposed A358 improvement, as detailed in the RIS, will not solve the problems on the A30/A303 which is why the A30 improvement scheme is needed.

The A358 improvement is a critical scheme for Taunton, northern Somerset and northern Devon. The A30 and A358 routes complement each other, serving different, but equally vital, needs.

3. Proposal

Current Road Layout

The existing road from Honiton to Ilminster through the Blackdown Hills does not meet modern standards throughout much of the route. In particular, the A30 between Honiton and Devonshire Inn suffers from a poor horizontal alignment, with many bends of substandard radius, a poor vertical alignment with steep gradients and similarly poor forward visibility distances. It has a 50mph speed limit (40mph in some sections) with virtually no opportunities for safe overtaking. The carriageway widths are mostly inadequate and verges are often entirely absent or inadequate. There is property with frontage access and many side road junctions.

The combination of this road layout results in slow speeds and a poor safety record. This part of the route is inadequate for road users and incapable of performing its dual functions of strategic route and local connectivity. Consequently, the corridor is frequently congested during peak periods and viewed by businesses as highly unreliable.

The low design standard of the road coupled with frequent high flows, results in the road operating close to capacity. It is anticipated that these issues will be of ever increasing concern over time if no improvements are made. Congestion and resilience issues in particular are expected to worsen due to the large scale development taking place at the East of Exeter Growth Point and forecast increases in traffic demand.

Proposed Road Standard

The current scheme is for a Wide Single Carriageway standard (2+1). This is a significant improvement. It will be a National Speed Limit 60mph design and have continual overtaking opportunities alternating by direction.

In considering various options, a dual carriageway solution was considered but rejected because traffic volumes do not warrant it. Daily flows are approximately 15,000 vehicles; there is evidence that a wide single carriageway road can carry 30,000 vehicles, giving a traffic growth allowance of approximately 100%. A dual carriageway would also incur a large adverse environmental impact, with the road width increasing from 13.5 metres to 21.1 metres; approximately 50% wider. The February 2015 DfT Feasibility Study considered this

to be unacceptable given the scale of impact on the highly sensitive environment of the Blackdown Hills AONB. Finally, the cost would increase substantially. For the 8.3km section from Honiton to Devonshire Inn the cost would increase by £87m and for the whole length between Honiton and Ilminster the cost could increase by £340m.

Environment

Due to the high sensitivity of the Blackdown Hills AONB, environmental considerations figure prominently in the defined objectives for the project. A decision was also taken to adopt an environmentally-led approach to the scheme development. In practice, this has involved the establishment of a team of environmental specialists, comprising relevant DCC staff, supported by external consultants, who have worked closely with engineering staff in all stages of the option identification, scheme design and assessment process. In addition, a range of environmental bodies, particularly the relevant statutory agencies, have been identified as 'key stakeholders' and engaged through the scoping of the required environmental studies and an accompanying 'Value Management' process.

The starting point for this process was to carefully define and assess a wide range of environmental risks, which have guided the subsequent development of the project. At the same time, extensive desk and field-based environmental studies have been undertaken to identify and plot a wide range of environmental constraints, which were used in determining assessment procedures. Such assessments included detailed work to address ecological, landscape, heritage, water, geology, air/water quality issues, as well as the consideration of materials, and the effect on people and communities. In each case, relevant baseline information has been gathered and the likely effects of the defined route options have been considered, along with required mitigation and enhancement measures.

The results of this environmental work were embedded within the specific route alignments presented through the public consultation process, along with defined mitigation and enhancement measures. The information was scrutinised through two Value Management workshops attended by the defined stakeholders. The detailed outputs from each specific discipline were reported in an 'Environmental Assessment Report', including detailed technical appendices, which forms one element of the overall Technical Appraisal Report.

Optioneering

Initial route options were examined as discrete 'links', each with individual options. A preliminary link option assessment was undertaken by all disciplines to identify the impacts of each link, record conclusions and to capture opportunities for mitigation and compensation. Each discrete link option was allocated a high, medium and low risk to determine any 'no go' link options.

The results of the preliminary link option assessment were presented to the Key Stakeholders at a Value Management Workshop held on 2 March 2016, at which conclusions were reached on options to take forward and options that should be discarded.

The options discarded included a north of Monkton bypass following advice from the Environment Agency, which confirmed that such an option would fail the Sequential Test, due to its incursion into flood zone 2, in the event of there being a reasonably available alternative. In addition to this, it would also have other significant impacts, such as cutting the village off from the river valley: increased severance on the community of Monkton; adversely affect the setting of a listed building; directly affect buried remains of a medieval village; be highly visible in the valley and difficult to screen from either distant or near views. Another option discarded was an online option, which would have highly significant impacts on the landscape and ecological interest, which could not be fully mitigated, and engineering difficulties, particularly in forming earth retaining structures in unstable ground and in construction adjacent to live traffic.

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There followed a period of further development and assessment, which included the identification of avoidance, mitigation, compensation and enhancement measures and any monitoring requirements.

The outcome of this further work was presented to a second Value Management Workshop held on 8th June 2016, at which it was concluded that two route alignments, together with a variation of one between Honiton and Monkton, should be presented for views at Public Consultation.

Options Considered at Consultation

Two route alignments have been consulted on, shown in Figure 2.

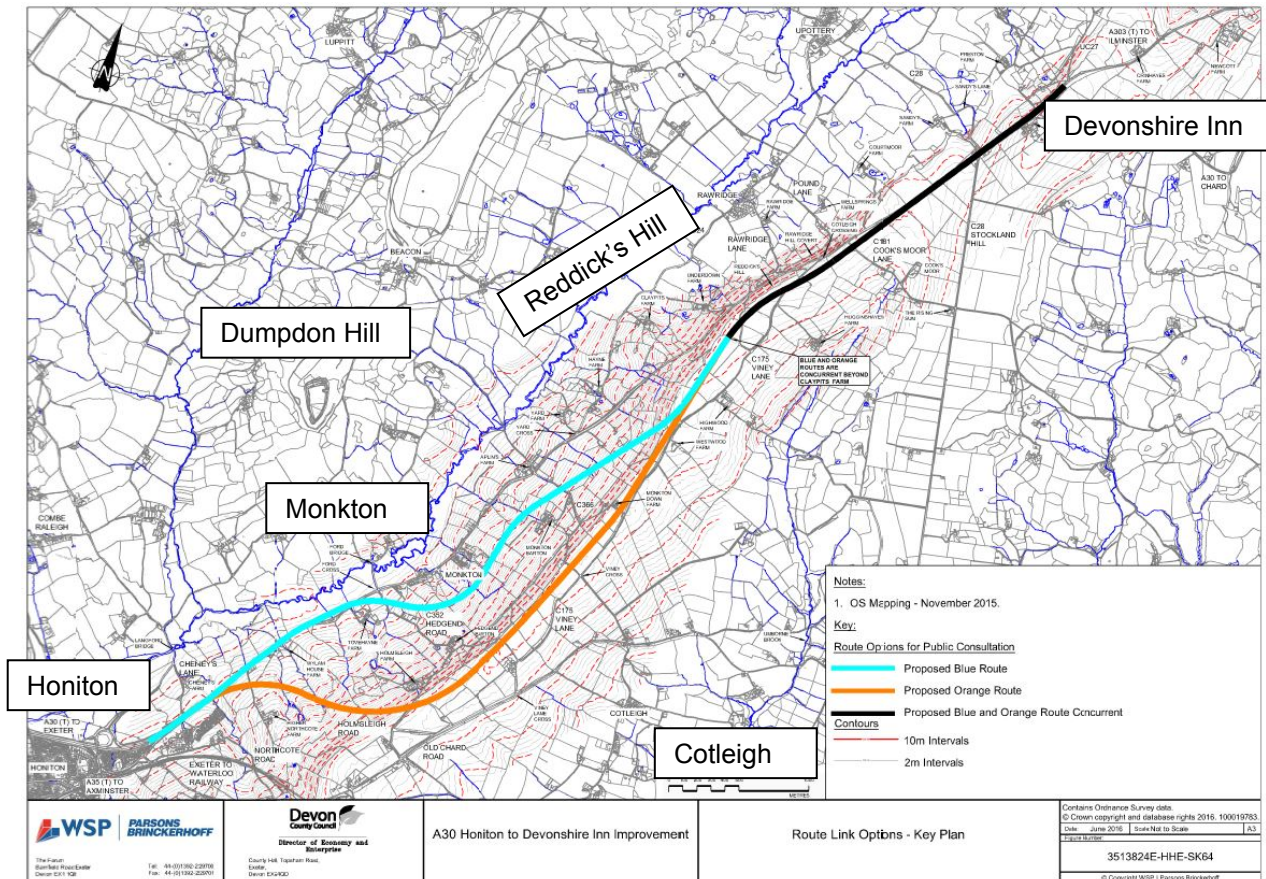


Figure 2: Option Alignments

All the routes bypass Monkton and Reddick's Hill to the east of the existing road. The Blue Routes (Blue North and Blue South) remain closer to the existing road, with the Orange Route being located on top of the plateau following a climb soon after the Honiton bypass. Two options for the Blue Route were consulted on; the Blue Route North widens the initial section of road between Honiton bypass and Monkton to the north, with Blue Route South widening to the south.

4. Consultations/Representations/Technical Data

Consultations with key stakeholders commenced at the start of the scheme including meeting with individuals, seeking comment on the Environmental Scoping Report and attendance at Value Management workshops held on 2 March 2016 and 8 June 2016. A number of other environmental stakeholders were also engaged through early meetings. Immediately prior to the launch of the public consultation, efforts were made to contact and meet with all known and directly affected land/property owners.

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The public consultation period started on 3 August 2016 and ended on 30 September 2016. Due to the August start date and the 2-month duration of the public consultation, key stakeholders and consultees were contacted in advance to inform them of the start date and determine whether they had adequate time to comment. All stakeholders and organisations were content that responses could be returned within the consultation period.

Public Exhibitions

Exhibitions were held in 4 of the parishes (Monkton, Honiton, Upton and Cotleigh) and all local parishes were notified by email at the start of the consultation. The consultation started with an exhibition at the Honiton show. This was very successful as it enabled a wide audience to be targeted and provided good opportunities for press coverage. Following feedback received during the public consultation period, an additional exhibition not previously advertised, was added to the schedule at Cotleigh Village Hall. The exhibition dates, times and locations were as follows:

Date	Location	Time
Thursday 4 th August, 2016	Honiton Show	8am – 6pm
Friday 5 th August, 2016	Upton Village Hall	2pm – 8pm
Saturday 6 th August, 2016	Upton Village Hall	10am – 6pm
Tuesday 16 th August, 2016	Monkton Court Hotel	12pm – 8pm
Saturday 20 th August, 2016	Mackarness Hall, Honiton	10am – 6pm
Tuesday 6 th September, 2016	Cotleigh Village Hall	5pm - 8pm
Saturday 10 th September, 2016	Upton Village Hall	10am – 6pm

All exhibitions were attended at all times by at least 4 members of the project team. These included representatives from Devon County Council and the consultants' team providing expertise from different environmental, engineering and transport disciplines. All staff were available to answer questions from members of the public.

Consultation Materials

The public consultation material included a comprehensive leaflet and exhibition panels charting the evolution of the chosen options as well as scheme plans, an environmental constraints plan and panels explaining mitigation and enhancement measures and next steps.

As part of the consultation process, an extensive library of reports on the scheme was made available on the scheme website. These reports included the Technical Appraisal Report, the Environmental Assessment Report and traffic and economics reports, as well as illustrative design plans for the scheme.

The public consultation leaflet contained information on the scheme proposals, as well as details of the exhibition dates and venues. A total of 770 leaflets were distributed to local councils and libraries as well as distributing leaflets at each public consultation event.

Alongside the leaflet, a questionnaire was also available. The public consultation questions were such that they offered an opportunity for the public to provide any information that may help in the further scheme development, allow modifications to be suggested and aid the determination of the route to be submitted to the DfT. The questions also met corporate requirements and were aligned to questions commonly asked in DCC public consultations. The leaflet was available as both a hard copy and online.

Consultation Responses

A total of 887 questionnaire responses were received. A summary of the responses received is detailed below, and a complete analysis of these responses is detailed in the Public Consultation Report.

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- There was a general agreement amongst stakeholders such as MPs, East Devon District Council, Monkton Parish Council, Cotleigh Parish Council, Upottery Parish Council, Honiton Town Council, CPRE (Devon) and Devon & Cornwall Business that the route needs improvement.
- The Blackdown Hills AONB and CPRE (National) expressed their concern with the environmental impact of both routes. They conclude further work is needed to test less intrusive options. Furthermore, they have provided comments for potential improvement and enhancement opportunities.
- Respondents generally fell into five categories:

Approximate Category	%
Agreed the need for the scheme and supported any of the route option	45
Supported the need for the scheme but suggested alternative alignments	8
Did not support the need for the scheme, but selected one of the options	4
Unsure of the need for the scheme	8
Did not support the need for the scheme	35

- The main reasons for agreeing the need for the proposed improvements were based upon the current road standard and safety. Of the 53% that agreed there was a need for the proposed improvements, 44% preferred the Orange route, 23% wanted any of the options, 16% wanted none of the options and Blue Route North and Blue Route South contributed just 12% and 5% respectively.
- The main reasons for disagreeing with the need for the proposed improvements were alternative strategies and the environmental impact. The alternative strategies that were mentioned included online improvements, A358 improvements, dualling and do nothing. This could, in some cases, be interpreted that some of these may agree that there is a need for an overall improvement, but do not agree with the proposals considered in the public consultation.
- The reasons provided for selecting 'none of the options' were largely based on alternative options, in particular online improvements, safety improvements, A358 improvements and a north of Monkton bypass. The other predominant factor was the environmental impacts of the routes.
- The reasons given for selecting the Orange route were due to elements of the design such as limited accesses and the best overtaking opportunities, as well as the perceived lower environmental, land, property and local communities impact. The main reasons for selecting the Blue route options seemed to be due to the perceived greater impacts of the Orange route on noise, landscape and land.

The questionnaire responses also provided the project team with a number of suggested improvements, concerns, mitigation measures and enhancement opportunities. These have been given further consideration, as outlined below in 'Discussion'.

Key Stakeholder Responses

A number of responses were received from key stakeholders:

Blackdown Hills Area of Outstanding Natural Beauty Partnership: The Partnership has focused their response on key landscape issues which arise from the route options and expressed their concern with the environmental impact of both routes. They have outlined their concerns with the Blue option, particularly along the section of road between east of

Monkton up the escarpment, whereas their concerns on the Orange option focuses primarily on Otter Valley and Cotleigh Valley. They conclude further work is needed to test what work is required to secure a segregated route in association with either of the two proposed routes to reduce their landscape effects. Furthermore, they have provided comments for potential improvement and enhancement opportunities.

East Devon District Council: East Devon District Council considered the A30 Honiton to Devonshire Inn proposals at their Strategic Planning Committee on 12 September 2016. Their report produced for the committee meeting indicates that *“Proposals for road improvement are welcomed as is the manner in which they have been developed taking into account the very specific environmental constraints and challenges that highway provision in an Area of Outstanding Natural Beauty and through an area of great biodiversity impose”*. The recommendation within their report comprises of four elements:

1. Support is given, in principle, for proposals for improvements to the A30 from Honiton to Devonshire Inn.
2. The approach adopted by Devon County Council, developing a scheme within the context of the environmental constraints at and along the length of the route, is welcomed and that with this in mind a preference for the proposed Orange route be expressed.
3. That the final road scheme should be developed in a manner that ensures the highest levels of environmental mitigation and should avoid adverse impacts on residences and businesses.
4. That the detailed observations and comments highlighted in this report are presented to Devon County Council in particular the need to discuss with Officers the potential to accommodate new playing pitch provision on the former showground site and provision of gypsy and traveller stopping places along the proposed route.

Natural England: Natural England has reviewed the consultation document, met with officers of Devon County Council and the Blackdown Hills AONB Partnership to fully understand the proposals. On this basis, Natural England confirmed that it endorsed the approach taken to the environmental assessment and indicated that the Orange Route is to be preferred. Specifically, Natural England agreed with Devon County Council EAR report paragraph 7.11.10 stating ‘In landscape and visual terms, the Orange route has the least impact over the blue route’. However, it did identify two areas where there are key environmental challenges which will need to be carefully addressed in developing proposals for the proposed scheme.

Historic England: Historic England confirmed that neither the Blue or Orange routes would have any direct impact on designated heritage assets within their remit. Both routes appear to provide improvements to the setting of the Church of St Mary Magdalene, Monkton, which is a Grade II* listed building. However, they also fall into the wider setting of the Scheduled Monument at Dumpdon camp. Although Historic England noted that the Orange route may have a more sustainable impact on the setting of Dumpdon camp, it was stated that a comparative setting and visual impact assessment would be required to fully understand the relative impacts of both options. Further to this, Historic England believe that although the two options would have different effects upon Dumpdon Camp, in neither case would the option be likely to be seriously harmful to the significance of the heritage asset when considered against Historic England’s own setting guidance. It has been agreed with Historic England that further detailed assessment of this sort should be undertaken through future stages of the development of the proposed scheme.

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Other stakeholder responses

A number of responses were received from other stakeholders:

MP Support: Five south west MP's have responded to the consultation, all stating their support for the scheme.

Honiton Town Council: There was concern that the Orange route would have the greatest impact on the AONB and that it was least favourable as it had an impact on land which has been proposed as a suitable site for additional sport play pitch facilities by East Devon District Council. The Blue route was felt to be a more sensible option and the Blue Route North would be Honiton Town Council's preference.

Monkton Parish Council: The parish confirmed they are in favour of a new road scheme for Monkton as the current road is not fit for purpose and a new road scheme is needed for the wider benefit of the area. They feel Monkton is a sensible place to start due to the danger of the road through the village. The council will work with contractors once a decision is made, but request they and their parishioners are kept informed. Overall, Monkton Parish Council feel a new road is a necessity and will back East Devon District Council in whatever route they choose.

Cotleigh Parish Council: Overall, the parish supports the fact that improvements are needed to the A30/A303 but felt neither route proposed would be the best way to achieve that. In particular, the parishioners have concerns regarding the junction design at Devonshire Inn. Further to this, they felt there was not an adequate reason as to why the agreed route north of Monkton was not investigated further. They felt this route appears to improve the road with minimal impact on the AONB by following the route of the existing A30/A303 closer. The parish would support the implementation of the north of Monkton dual carriageway, as proposed in 1995, to ensure the road is future proofed. They have raised concern that WS2+1 may cause more congestion at peak times, such as on the Ilminster bypass.

Upottery Parish Council: Upottery Parish Council expressed their dislike of both proposed routes and felt instead that the 1995 route north of Monkton would be a suitable alternative. When the road improvements were initially discussed, it was suggested reducing entrance roads onto the A30. However, they felt that nothing has happened regarding this. Regardless of which route is chosen, the parish do feel the road needs to be future proofed to meet the demands of increasing volume of traffic and some shorter term improvements are needed to improve road conditions.

Further information and supporting documents detailing the outcomes of the public consultation and subsequent work can be found on the scheme website: <https://new.devon.gov.uk/a30-blackdownhills/>

5. Financial Considerations

A recommendation of this report is the submission of an Outline Business Case that incorporates approval of a route to the DfT in early 2017 with the aim of securing RIS2 (RIS2 – DfT Road Investment Strategy 2, 2020 – 2025) funding for the scheme. It is expected that if the submission is successful, then DfT would commission the further development of the scheme. It is not anticipated that DCC would progress the scheme beyond proposal of the preferred route.

The estimated total cost of the scheme including land, mitigation works, main contract works, preparation, service diversions, supervision and maintenance is approximately £180m. The

estimates include allowances for inflation, optimism bias and VAT, are estimated in accordance with the Treasury Green Book Rules and have been verified against data from other schemes.

6. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people’s needs; and
- foster good relations between people by tackling prejudice and promoting understanding, taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/ new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

This may be achieved, for example, through completing a full Equality Impact Needs Assessment/Impact Assessment or other form of options/project management appraisal that achieves the same objective.

In progressing this particular scheme, an Impact Assessment following DCC procedures has been prepared which has been circulated separately to Cabinet Members and also is available alongside this Report on the Council’s website at: <https://new.devon.gov.uk/impact/a30-honiton-to-devonshire-inn-highway-improvement-scheme/> which Members will need to consider for the purposes of this item/meeting. This provides a summary of how impacts and issues relating to equality, environmental and economic have been appropriately and adequately addressed through the development of the scheme proposals. However, far more detail is provided on the majority of these issues through the formal documentation produced in accordance with Highways England processes.

7. Legal Considerations

The many legal implications of a project of this type have been appropriately considered and complied with throughout the development of the scheme proposals and taken into account in the formulation of the recommendations set out above. Relevant aspects are described in the formal scheme documents supporting these proposals. One specific issue to highlight is a risk of blight applications from owners of properties that are potentially affected by the scheme.

The Town and Country Planning Act describes “blighted land” in relation to highway schemes as:-

Circumstance	Advice
Land in a development plan on which a highway is to be constructed or improved	It will not be in a development plan, at the moment
Land on or adjacent to the line of a highway proposed to be constructed or improved under an order or scheme under Part II Highways Act 1980	There is currently no order or scheme, as defined in the Act
Land shown on plans approved by resolution of the local highway authority as land on which a	This is a Secretary of State road and there is no written notice of the proposal

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highway is to be constructed or improved or where the Secretary of State has given written notice of the proposal and plans	and plans
Land which the local highway authority or the Secretary of State has resolved to CPO	There is no CPO at the moment
Land prescribed in a New Street Order.	Not applicable

The advice is that currently none of the above applies to the scheme. In any event, as DCC is proposing a preferred route only, and any further progression of the scheme will be carried out by the Department for Transport/Highways England, DCC is unlikely to be liable for blight. The advice is that any such blight applications should be directed to the Department for Transport/Highways England.

8. Risk Management Considerations

This proposal has been assessed and all necessary safeguards or actions have been taken/included to safeguard the Council's position.

The scheme is subject to the normal engineering and assessment risks.

Key risks identified include:

- Applications for blight for properties that could be affected
- Following Cabinet Decision, protester action and action groups challenge need and process
- Insufficient level of support and/or increased resistance to scheme proposals from Stakeholders
- Outline Business Case is not submitted in time for inclusion in RIS2, thus DCC miss opportunity for funding next stage
- Should funding be granted, there is a delay or difficulties in taking the scheme forward.

9. Public Health Impact

The scheme will be subject to a Stage 1 Road Safety Audit, which will be undertaken prior to the completion of Preliminary Design, in accordance with Highways England's Project Control Framework. A Safety Review has been completed.

The scheme provides the opportunity to benefit the village of Monkton in a positive way, enabling the currently severed community to be reconnected following the removal of the trunk road through the middle of it. This will have both air quality and noise benefits in the immediate vicinity of the existing road, although the proposed route alignments would result in noise implications in other areas.

10. Discussion

The following sections discuss the main factors raised during the Public Consultation.

Need for the Scheme

The main reasons the respondents agreed the need for the scheme were largely related to the existing road standard and safety. In particular, the existing accident problems and the need for extra capacity were frequently mentioned. The poor connections to the South West, existing journey delays and the effect of traffic through Monkton were also commonly mentioned.

The main reasons that respondents weren't convinced of the need for the scheme were driven by the environmental impacts and suggested alternative strategies. The impact on the AONB was the most commonly cited reason, along with the impact on land and property. It is recognised that there is an impact on the AONB and their concerns have been noted and will be actioned where they can be, in line with the scheme objectives.

There was a high level of consensus with the majority of key stakeholders that a scheme is required and the majority of the public also agree with this. The converse of this is that any scheme will impact on certain individuals or communities. These communities need further reassurance that all options have been considered.

Environmental Impact

In addition to the issues raised by stakeholders (as noted above), there were a number of specific environmental concerns raised during public consultation, such as the width of the proposed road, lighting in an AONB, downgrading the existing road through Monkton and Reddick's Hill and signage on the new route.

Although significant work has been undertaken to minimise the impact of the scheme on the AONB, further identification of mitigation and compensatory measures will be undertaken as the scheme progresses. The process of doing this should be guided by the Minister's comments and sentiments, referred to in Section 2 of this report. These are that the principles of good design should not rely on utility and highway design standards but should maintain the right proportions. This could involve reviewing road width, lighting (if any), signage and other road furniture. There is further opportunity for innovative design to minimise impact on landscape and biodiversity. The detailed design stage of scheme development would look to address these issues with a commitment to minimising and offsetting the effect in the AONB, as per the scheme objectives.

Dual Carriageway

A key issue that emerged from both the exhibitions and questionnaire results was that a dual carriageway would be more appropriate in order to future proof the road, taking into account future demand. Historical routes, which were also of dual carriageway standard, were frequently mentioned and referred to. However, a dual carriageway is not being proposed due to a number of reasons.

The traffic flows on the route, despite the expected growth in the local area, would not require a dual carriageway. Instead, a wide single 2+1 (WS2+1) standard would provide the necessary additional capacity. This would be a modern alignment, 60mph road with overtaking opportunities, in the centre lane, alternating along the route. The 2014 automatic traffic count data on the A30 at Devonshire Inn shows that the Annual Average Daily Traffic (AADT) on the road is 14,000 vehicles. Traffic flows on the A30 have been compared to traffic flows on a WS2+1 section of the A303 on the Ilminster Bypass, 10km east of Broadway, which has an AADT of 26,000 – 80% higher than the AADT on the A30. Traffic modelling indicates that the A30 between Honiton and Devonshire Inn will have an AADT of 20,000 vehicles in 2040. Upgrading the A30 between Honiton and Devonshire Inn to a WS2+1 would be sufficient to meet the needs of future traffic flows, providing robust headroom.

A dual carriageway option was originally rejected in the 'A303/A30/A358 Corridor Feasibility Study' dated February 2015, which was prepared for the DfT and is available on the 'gov.uk' website. This details that a dual carriageway was discounted due to it being "very harmful to the Blackdown Hills AONB". This reflects the much greater road width required (as noted in Section 3 above) and the associated environmental implications.

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A358 Improvement

Dualling of the A358 was included in the Road Investment Strategy (RIS) and forms part of Government's Expressway vision. The A30 public consultation material highlights that DCC believes this improvement will not solve the problems experienced on the A30 and that both improvements are needed.

There were several comments within the questionnaire responses which suggest that the A30 improvements should be deferred until the A358 dualling has been delivered in order to establish whether there is still a need for the scheme.

Traffic modelling shows that the implementation of the A358 dualling does little to alleviate the levels of traffic on the existing A30; those travelling along the A30 will continue to do so due to the shorter distance. The M5/A358 route between Southfields and Exeter is 14km longer than the 47km A30/A303 route. In addition, the A30/A303 is dual carriageway between Honiton and Exeter, and improved single carriageway between Southfields and Broadway. As a result, it is likely that traffic will use this route during non-peak periods. During peak periods, traffic forecasts show the M5 would be approaching capacity and would not be an attractive route between Southfields and Exeter.

The A30 and A358 currently serve very different trip purposes. The A30 currently carries longer distance traffic, with the A358 serving more local traffic around Taunton. Of the vehicles currently travelling from east of Southfields to Exeter and beyond, 85% currently remain on the A303/A30 corridor, with only 15% switching to the A358. This is largely due to the additional mileage and deteriorating conditions on the M5. The M5 is predicted to approach capacity in the peak hours and therefore will be unable to accommodate a large transfer of traffic away from the A30. The A30 improvements are necessary to ensure acceptable levels of service under the additional pressure placed by higher future demand.

Therefore, in order to solve the problems currently experienced on the A30 and those that will occur in future, improvements to both the A30 and A358 are needed. The A30 and A358 routes complement each other, serving different, but equally vital needs. The A303/A30/A358 Corridor Feasibility Study Stage 2 Report prepared for the Highways Agency in February 2015 recognised and confirmed this.

Online and Smaller Scale Improvements

Some respondents suggested improvements that would have been more acceptable to them, including improving the existing road and that only a shorter Monkton bypass is needed. These have been considered as a single option but would not meet the objectives of a 60mph route with better overtaking opportunities. This combined with the environmental impact of such a solution and the construction difficulties in widening the existing road have led to this option being rejected.

The definition of 'smaller scale improvements' as mentioned in the RIS1 has led to confusion during the public consultation, with some assuming that this refers to minor improvements, such as the provision of laybys and speed enforcement. However, the reference to 'smaller scale improvements' in RIS1 is describing the same scale of works that were illustrated in 2014 in the Strategic Outline Business Case and that was discussed with the Minister in February 2015. This is, through evolution of an environment led approach, the same scale of improvement as was presented at public consultation.

In order to consider a low cost alternative, a 'localised improvements' solution has been designed for Honiton to Broadway which is based on a previous route strategy considered by Highways England in 2010. This includes several different elements, including a shorter Monkton bypass, as suggested through the public consultation:

- Improve taper from Honiton Bypass
- Monkton bypass
- Improvements to drainage and stability at Reddick's Hill
- Devonshire Inn compact grade separated junction and Stockland Hill junction improvement
- Further widening and climbing lanes
- Junction improvements including a grade separated in one location

These improvements are based upon a strategy for improving road safety and asset protection. However, despite being of a lesser scale than the proposed WS2+1 solution, this strategy does not meet the scheme objectives of a continuous national speed limit route with safe opportunities to overtake and improved resilience, capacity and connectivity to the South West. This option retains numerous accesses, provides little increase in capacity, maintains a 50mph speed limit and provides no local alternative route for farm vehicles. In addition to this, these localised improvements would result in significant environmental impacts in certain areas. A key example, of this is the widening at Reddick's Hill, which would involve significant engineering works, including extensive removal of the tree canopy, resulting in unavoidable and enduring disruption to the sensitive environment in the area.

Safety

A key concern that was regularly mentioned during the public consultation exhibitions was that of safety. In particular, the safety of the Ilminster bypass and the nature of its overtaking lanes causing accidents at the merges were often mentioned. Some attendees of the exhibitions did not wish to see the proposed A30 Honiton to Devonshire Inn as the same standard as the Ilminster bypass. This concern is also reflected in the questionnaire results, being cited as a reason for choosing 'none of the options' as a preferred route, though it is not mentioned as frequently.

It is recognised that the concept of a Wide Single Carriageway (2+1) scheme with continuous alternating overtaking is unusual and is of cause for concern to some respondents. As a result, research has been carried out on the operation of existing roads of this standard. The research evidences that the accident rates on these roads are not of concern and can result in good safety performances, particularly if introduced in conjunction with an average speed camera system.

1995 Option

An option considered at public inquiry in 1995 was mentioned during the consultation in a number of responses. This option includes a bypass of Monkton to the north of the village. This option was recommended by the inspector's report, though orders were never made by the Secretary of State and it was not taken any further. Since 1995, new and significantly strengthened policy has been introduced which requires a sequential test to be made before developing within a floodplain. Due to the location of the 1995 route within flood zone 2 and 3, this would now be rejected on the grounds of failing the sequential test due to the existence of a reasonably available alternative. In addition to this, the 1995 option included an alignment up Reddick's Hill through the trees, which is a landslip area and very costly due to the ground conditions. This would also present significant environmental concerns, particularly for landscape and ecology, due to the removal of woodland. The impact on the cultural heritage assets would also be significant, due to the impact on the setting of a Listed Building and directly affecting buried remains of a medieval village. The alignment north of Monkton would be highly visible in the valley and difficult to screen from either distant or near views. Further to this, there would be additional safety concerns due to the location of junctions being located at the bottom of a climbing lane east of Monkton. This route alignment would also present a difficulty in designing an appropriate side road strategy, given that it crosses from north of Monkton to south of Reddick's Hill, causing the existing road to be dissected.

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Monkton North Bypass

One of the options discarded at the Value Management workshops with key stakeholders prior to the public consultation was route that bypassed Monkton to the north. However, this option was suggested by local residents at the exhibitions and in their questionnaire responses. This was further supported by those who preferred none of the options suggesting that the north of Monkton bypass should be revisited.

A bypass located to the north of Monkton has been explored following feedback from the public consultation; this would be similar to the bypass element of the 1995 option. As its alignment is constrained by the proximity of houses and the presence of a Listed Building, it is not possible for a Monkton North bypass to avoid some intrusion into the floodplain (flood zone 2). This makes it necessary to apply the 'sequential test', which aims to steer development to areas with the lowest probability of flooding. However, it is not possible for the alignment of the Monkton North bypass to pass this test, due to there being a readily available alternative which avoids this flood risk.

In addition, many of the other issues related to historic environment, landscape and impact on Monkton village, as previous identified for the 1995 option, would apply.

Split Carriageways

A suggestion has been made to make use of the existing road for eastbound traffic whilst providing a separate new westbound route around Reddick's Hill. This was originally discarded during the Value Management process.

Providing a separate uphill and downhill carriageway, making use of the existing A30 for uphill traffic and a new road for downhill traffic, would, additionally, impose environmental impacts on the two separate corridors. Use of the existing road on Reddick's Hill is not suitable for a safe 60mph road and would require significant and environmentally damaging improvements. There are junctions and accesses onto to existing road; traffic using these would have to traverse a complex one way system to undertake a local trip. There would also be access difficulties for the severed agricultural land. The scale of work required to the existing road and the resulting impact on the woodland together with the work necessary for the offline (westbound carriageway) means the split carriageway option does not fulfil its purpose. The longer duration construction programme and consequent increase in cost would also be significant.

For these reasons, it is considered that the split carriageway solution is not suitable and would not meet the scheme objectives.

Devonshire Inn Junction

There was significant local concern over the design of the junction arrangement at Devonshire Inn. The plans for public consultation showed a priority junction with a kerbed 10m wide island provision for right turn vehicles. A roundabout at this junction was rejected through the Value Management process due to the requirement for lighting, which would be unacceptable in an AONB.

As well as general concern about the Devonshire Inn junction, there were also several comments about the neighbouring underbridge from Stockland Hill to Upton. Local feedback highlighted that this is a frequently used junction, with a heavy right turn from Stockland Hill joining the A30, which would be closed and shifted to Devonshire Inn under the arrangement shown at consultation. This is reflected in the questionnaire results, with several responses highlighting the need for a redesign of the eastern end of the scheme within their suggested improvements. In response to these concerns, alternative junction and side road arrangements at Devonshire Inn have been developed for assessment. These

include a compact grade separated junction with connections to Stockland Hill and the old A30 and a compact grade separated junction arrangement with just one underbridge.

It has been concluded that an at-grade solution will not work due to unacceptable safety issues and access problems. A roundabout has also been rejected due to the requirement for lighting, which would be unacceptable in an AONB. Therefore, the alternative will be a compact grade separated junction, though further design will need to be undertaken to confirm the specific arrangements at this junction.

Gradients and Hills

Some comments were made that referred to the gradient of the consultation routes, particularly in reference to the Orange Route's climb from Honiton bypass to the top of the plateau. However, these gradients are common and would not require a departure from standards. The gradient of the Orange route reaches a maximum of 8% over a length of 800m. The length between points where the gradient is relatively flat (i.e. 2%) is 1.8km. The gradient of Haldon Hill is 6% and Telegraph Hill is 8%. The length of Telegraph Hill where it is 8% is approximately 1.3km.

Weather

There were also some concerns regarding extreme weather that the Cotleigh Plateau experiences. However, there are many roads within the network which are on high ground and experience localised weather conditions. There is technology available to monitor and predict weather patterns and a bespoke maintenance strategy could be developed.

Side Road Severance, Underpasses & Agricultural Connections

Refinements to side roads and underbridges - A number of responses to the consultation, particularly from local landowners, have advised improvements to the proposed side roads and underbridges. These suggestions have been reviewed in order to produce an optimised side road network which minimises severance whilst ensuring that the scheme objectives are not negatively impacted.

A35 Connection

There were a number of queries raised during public consultation about whether an A35 improvement would be considered as part of the design for the A30 Honiton to Devonshire Inn scheme. There is no current plan to make a connection to the A35. Any connection to the Blue route or the Orange route would encounter difficult constraints including the steep topography, junction provisions crossing of the rail line. This is unlikely to be viable in economic or environmental terms for the foreseeable future.

Route Choice

There were a number of concerns raised about the presence of accesses onto the improved A30 at the western end of the Blue Route. There was a consensus that this could cause an accident blackspot and would prove very difficult to use due to the increase in traffic and speeds. In response, an alternative alignment for the western end of the Blue route has been developed for assessment. This moves the Blue alignment further north and allows the accesses to be combined onto an access road that runs parallel to the A30, resulting in just one junction rather than seven accesses on the mainline. Whilst this resolves the concerns about safety, it does result in additional consequences, such as a severance to the properties on the access road to Honiton.

It is recognised that the Blue Route has the greatest negative impact on Monkton, particularly with respect to impact on land and properties and severance, and there are difficulties with junctions and accesses, although it does stay close to the existing alignment. The Blue route is the slightly better in noise terms due to the area in which the route affects and there being fewer properties in it.

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The main factors for the respondents choosing the Orange Route relate to the design of the new road, as well as the environmental impact and impact on local communities. Numerous other comments mentioned that the route has minimal property and land impact, as well as benefitting the village of Monkton.

It is recognised that the Orange route strays away from the existing alignment into the countryside closer to villages currently unaffected by the A30 and will have slightly greater effects on agricultural. However it has significant advantages in that there is a reduced impact on properties, has no junctions or frontage access and will be the easiest and least intrusive to construct.

A key concern of local landowners was the noise impact that each of the routes might result in. Due to the nature of the noise mapping methodology advising a 600m study area from the proposed route, the village of Cotleigh was not included in the analysis. Given the nature of the Orange Route lying on top of the plateau, the potential for noise and associated tranquillity implications was identified. This was mentioned numerous times at the public consultation exhibitions, particularly at the exhibition held in Cotleigh Village Hall. Further noise studies were undertaken post-consultation to better understand the noise implications for the village of Cotleigh. This concludes that, due to the level of background noise at Cotleigh, the increase in noise levels generated from the Orange route would be significantly less than originally anticipated. Based on standard assessment methodologies used by Highways England, the anticipated magnitude of impact would be classed as negligible to minor.

The Orange route presents a number of environmental benefits when compared to the Blue route. Predominantly, it is the better route for landscape, as well as biodiversity and cultural heritage. These are all key concerns given the location of the route in the Blackdown Hills AONB. The reduced impacts on these environmental concerns have led the Orange route to be the preferred route of both East Devon District Council and Natural England. At the most recent Value Management Workshop, the Environment Agency also highlighted its strong preference for the Orange route, in line with the sequential test, as this will avoid an incursion into flood zone 2 along a short stretch of the Blue route. The Orange route is therefore beneficial in flood risk terms due to its location falling wholly within Flood Zone 1.

The impact on local communities was a key factor mentioned several times as a reason to justify the preferred route choice of respondents to the questionnaire. In particular, it was felt that the Orange route would affect the local community of Cotleigh negatively due to the reduced tranquillity from road noise, potential water source impacts and land take. On the other hand, the Blue routes were considered to affect the village of Monkton negatively, with many considering the bypass to sever the village and the associated land take affecting landowners in the area.

Comparing the Blue to Orange, the Blue route has a significant impact on the village of Monkton whereas the Orange route is approximately 1 kilometre from the centre of Cotleigh. It is recognised that both routes have the potential to negatively impact one community. However, the greatest benefits can be realised by removing the severance currently experienced in Monkton, which can be best achieved through the implementation of the Orange Route.

There is no significant difference in cost or highway terms, despite the Orange route having a gradient of 8%. The traffic and economics analysis also showed no significant difference between the two routes. Therefore, the evidence provided in this report and the Public Consultation Report shows that the Orange route should be the route to be taken forward in an Outline Business Case to be submitted to the Department for Transport to progress.

Summary and Conclusion

The Orange route fulfils the objectives set for the A30/A303 Honiton to Ilminster improvement as demonstrated below:

Objective	Proposed Route
Encourage economic growth in the south west peninsula and particularly the large scale planned development East of Exeter	The Orange route provides a major improvement to a poor section of road facilitating improved access to the South West and East of Exeter developments
Improve journey speed and reliability	Journey times over the 8km section reduce as the current speeds are restricted by the poor geometry of the road and it goes through a 40mph speed limit. The Orange route has a consistent 60mph speed limit and overtaking opportunities.
Improve journey quality	The Orange route has a straight alignment with no junctions or access. In additional there are consistent overtaking opportunities. There is a hill on the western end but this is not dissimilar to other similar roads in the south west.
Increase the resilience of the strategic road network whilst recognising that RIS1 announced the intention to upgrade the A303 between the M3 and the A358 to dual carriageway standard, together with creating a dual carriageway link from the M5 at Taunton to the A303	The WS2+1 carriageway has a significant amount of extra capacity than the existing road and headway to accommodate any increase in traffic. In addition the WS2+1 width allows greater opportunities for traffic to continue when accidents or minor road maintenance takes place. The new design will be such that the likelihood of flooding is most unlikely.
Improve safety for road users and road operators	There are no junctions and direct accesses on the Orange route. Accidents are predicted to reduce significantly. An assessment of other similar roads shows can result in good safety performances, particularly if introduced in conjunction with an average speed camera system.
Minimise adverse environmental impacts through exemplary approaches to design and mitigation and adoption of sustainable and innovative solutions	The Orange route emanated from the environmentally led scheme development and incorporates design features to limit adverse impacts. Further refinement of the design and mitigation is recommended through the detailed design process.
Ensure that unavoidable impacts on the character and special qualities of the Blackdown Hills AONB are offset through a significant programme of compensatory measures and the inclusion of opportunities for environmental enhancement in line with AONB Management Plan objectives.	Strategies to mitigate and compensate for impacts upon the AONB are inherent within the current scheme design and the recommended approach to its refinement. Any adopted scheme would also need to incorporate investment in new approaches to the positive management and enhancement of environmental interests in the scheme corridor and wider AONB.

Based on the information outlined by this report, DCC believes there are exceptional circumstances which justify the need for the scheme, with the anticipated benefits, both nationally and locally, outweighing the costs, including the unavoidable impacts upon the

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Blackdown Hills AONB. It is further concluded that the Orange route offers the solution which best meets the scheme objectives, in a manner which accords with national policy, so justifying its promotion for inclusion within the RIS.

11. Options/Alternatives

Given that the project is for an improvement scheme on a trunk road managed by Highways England, the work has been progressed through Stage 1 (Option Identification) of the major projects lifecycle as set out in the Highways Agency Project Control Framework. The scheme is currently in Stage 2 (Option Selection), which includes public consultation.

Stage 1: Option Identification

An Environmental scoping report was produced to document the extent of effort necessary to determine impacts and the methodologies for an appropriate level of assessment.

Work was undertaken to collect and assimilate data to develop initial options. The route was divided into 4 links and a number of options for each were examined; the proposed locations being developed at Design Team Workshops and based upon suggested alignments from the Environmental team.

A preliminary link option assessment was undertaken by all disciplines to identify the impacts of each link, record conclusions and to capture opportunities for compensation. Each option was allocated a high, medium and low risk to determine any 'No Go' Link Options.

The results were presented to the Key Stakeholders at the Value Management Workshop held on 2nd March, 2016.

Following the Value Management Workshop two route alignments were selected for further development and assessment including the identification of avoidance, mitigation, compensation and enhancement measures and any monitoring requirements. The magnitude of the impacts and significance of effects were considered.

A second Value Management Workshop was held on 8th June 2016 to validate and confirm project objectives were still valid.

Stage 2: Option Selection

Feedback from the public consultation determined whether the development of further revised options and assessment of these options was required. This resulted in a number of revisions being assessed. This included revisiting the north of Monkton bypass option as well as refining the side road network and junction arrangements.

The results of the public consultation and the additional work undertaken following this was presented to the Key Stakeholders at the Value Management Workshop held on 17th November 2016. No objections to the conclusions of the public consultation and subsequent design work were raised by the key stakeholders present.

12. Reason for Recommendation/Conclusion

In order to raise the profile of the poor quality of the existing A30/A303/A358 route, a consortium of local authorities undertook an initiative to identify the economic gain that could be achieved if the corridor was improved. This resulted in a report: "The A303 Corridor Improvement Programme Outline Economic Case and Proposed Next Steps". In December 2014, the government announced three schemes would be included in the Road Investment

Strategy 2015-2020. This did not include the Honiton to Ilminster section but it did recognise that some improvements were necessary.

In order to ensure that the Honiton to Ilminster section had the best chance of being included in the next Government Road Investment Programme, the Council allocated funds to progress potential improvement options as a first stage to getting the whole section improved. This study built on the previous Strategic Outline Business Case for a 60mph single carriageway three lane wide road.

The study has followed the process for the development of roads on the Strategic Road Network and has resulted in the recommendation to select the Orange route which should be taken forward in an Outline Business Case to be submitted to the Department for Transport.

It will be for the Department for Transport to carry out steps to implement and progress DCC's preferred option, including:

- Decision as to whether or not the preferred route will be progressed
- If it will, progression of development and design of the preferred route
- Consultation will be held on the detailed design and final plans of the preferred route
- Development Consent Order (DCO) will be sought.

The information provided in this report details why the recommendation of the Orange route is deemed to be the most suitable. The benefits of the scheme outweigh the anticipated environmental effects, particularly on the AONB, as required by national policy, so justifying our promotion of this for inclusion within the RIS. As a result, this allows the progression of the scheme to submission to the Secretary of State as a preferred route.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: Honiton St Pauls, Axminster and Honiton St Michael's

Cabinet Member for Economy, Growth and Cabinet Liaison for Exeter: Councillor Andrew Leadbetter

Chief Officer for Communities, Public Health, Environment and Prosperity: Dr Virginia Pearson

Local Government Act 1972: List of Background Papers

Contact for enquiries: Dave Black

Room No. Lucombe House, County Hall, Topsham Road, Exeter, EX2 4QD

Tel No: (01392) 383000

Background Paper	Date	File Reference
1. A30 Public Consultation Scheme Documentation	August 2016	https://new.devon.gov.uk/a30-blackdownhills/
2. Post Consultation Scheme Documentation	November 2016	https://new.devon.gov.uk/a30-blackdownhills/
3. Impact Assessment	December 2016	https://new.devon.gov.uk/impact/a30-honiton-to-devonshire-inn-highway-improvement-scheme/

db011216cab A30 Honiton to Devonshire Inn Improvement hk 04 061216

PTE/16/57

Development Management Committee
23 November 2016

Minerals and Waste Development Framework Devon Minerals Plan: Inspector's Report and Adoption

Report of the Head of Planning, Transportation and Environment

Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

Recommendation: It is recommended that:

- (a) the Committee note the conclusions and recommendations of the inspector's report on the examination of the Devon Minerals Plan;**
- (b) the Committee endorse the Devon Minerals Plan and associated Policies Map for consideration by Cabinet on 14 December 2016 and adoption by the County Council on 23 February 2017, respectively, which incorporate the main modifications recommended by the inspector and the additional modifications that were consulted on by the Council;**
- (c) the Head of Planning, Transportation and Environment be given delegated authority to make further additional modifications prior to adoption of the Devon Minerals Plan and Policies Map that may be required to address factual errors, minor updates and formatting matters; and**
- (d) the Committee note the additional documents proposed in 6.1 to assist in implementation of the Devon Minerals Plan and the provision for further reports to the Committee.**

1. Summary

- 1.1 This report outlines the previous stages in the preparation of the Devon Minerals Plan, explains the findings of the inspector's report and proposes the adoption of the Plan. Copies of the modifications consultation report, inspector's report, the Minerals Plan as proposed to be adopted and relevant background documents are available online¹.

2. Background

- 2.1 Preparation of the Devon Minerals Plan has involved several rounds of county-wide and local consultation, culminating in the pre-submission consultation in August to November 2015, following which the Plan was submitted to the Secretary of State in February 2016.
- 2.2 An inspector appointed by the Secretary of State to undertake examination of the Minerals Plan held hearings in May 2016 to consider its soundness and legal compliance. The County Council, in submitting the Plan, had invited the inspector to recommend any modifications required to make the Plan sound and, prior to and during the hearings, the Council proposed draft modifications for discussion. Consultation on these modifications was approved by this Committee and the Cabinet Member for Economy, Growth and Cabinet Liaison for Exeter in July 2016.

¹ <https://new.devon.gov.uk/planning/planning-policies/minerals-and-waste-policy/devon-minerals-plan>

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3. Outcomes of the Modifications Consultation

- 3.1 The County Council undertook consultation on the proposed modifications from 1 August to 23 September 2016. Substantive responses indicating objections or support were received from 28 organisations and individuals, and these were forwarded to the inspector for his consideration. Responses from a further 23 organisations and individuals were made on matters falling outside the scope of the consultation. A summary of the consultation responses received and officer comments on these is provided in the consultation report that is available online through the link provided in 1.1.
- 3.2 The modifications attracting most objections were those concerning Straitgate Farm, with the site's change in designation from 'specific site' to 'preferred area' questioned in view of questions over the processing location and point of access, and 13 objections were made to removal of reference to a one metre unsaturated zone above the maximum water table. On the latter point, the Environment Agency indicated its satisfaction with the wording proposed through modification MM58.
- 3.3 A total of 22 responses were submitted by organisations and residents from Plympton concerning the lateral extension of Drakelands Mine. However, only two of these made any comment on the proposed modifications relating to this site, and the remainder were objecting to the principle and impacts of the lateral extension that were not being consulted on at this stage.

4. The Inspector's Report

- 4.1 The inspector's report was issued on 17 October 2016, and has been published on the Council's website and made available for public inspection. With regard to matters of legal compliance, the inspector concludes that the County Council has met the statutory Duty to Cooperate, and has also complied with all other relevant legal and procedural requirements.
- 4.2 On the matter of soundness, the inspector concludes that, subject to inclusion of the main modifications that he recommends, the Devon Minerals Plan is 'sound' and therefore capable of adoption.
- 4.3 The main modifications cover a range of issues, including a more concise focus for the vision and spatial strategy, refinement of the approach to mineral safeguarding, increased emphasis on secondary and recycled aggregates, consistency of the approach to aggregates and development management policies with national policy, and improvements to the monitoring framework. A significant proportion of the objections made to the Minerals Plan concerned the three site-specific proposals, and these are considered below.

Drakelands Mine

- 4.4 The inspector concluded that the proposals to enable the extension of the mine's timescale and its lateral extension would be "fully justified", subject to inclusion of modifications addressing mitigation measures including impacts on Dartmoor National Park and the relationship with other development in the Plymouth area.

Straitgate Farm, Ottery St Mary

- 4.5 The inspector acknowledged uncertainties with deliverability of the site, notably the access arrangements, and endorsed the change from a Specific Site to a Preferred Area. While detailed issues remain to be resolved on the means of access to the site, the inspector sees “no reason in principle why a safe access could not be constructed”. On the matter of the location of processing plant, the inspector noted the nature conservation and highway constraints for Blackhill Quarry, but “would not rule out the possibility of an acceptable solution”. He also noted the potential availability of an alternative location at Rockbeare Hill Quarry as “a matter to be debated...at the application stage”.
- 4.6 With regard to hydrogeological matters, the inspector acknowledged the presence of sensitive receptors including nature conservation features and water supplies, but concluded that, with dry working, he could “see no reason why water supplies would be materially affected”. He also noted the variety of other concerns put forward by objectors, but concluded that “no matters of overriding importance are raised”.
- 4.7 To ensure that the Minerals Plan is justified and effective in respect of the Straitgate Farm allocation, the inspector recommends that modifications are made to address the status, area and resource of the site and to reflect the changed site access and groundwater protection arrangements.

West of Penslade Cross, Uffculme

- 4.8 The inspector recognised the concerns that were raised over existing traffic movements associated with existing minerals and waste operations, and recommended modification of the Plan to make specific reference to the widening of Clay Lane to accommodate two-way lorry traffic. However, in terms of the wider traffic network including M5 Junction 27 and the A38, he had “no overriding concerns with regard to the safety or free flow of traffic”. He concluded that “there is nothing that should rule out selection of the...site” but recommended modifications to strengthen the Plan’s requirements for highway improvements and mitigation.

5. Adoption of the Devon Minerals Plan

- 5.1 Under the provisions of Section 23(3) of the Planning and Compulsory Act 2004, the County Council must, in adopting the Devon Minerals Plan, incorporate the main modifications recommended by the inspector. In addition, it is entitled to include any additional modifications that do not cumulatively have a material effect on the Plan’s policies. Since the main modifications recommended by the inspector reflect those proposed by the County Council (subject to minor alterations to improve clarity and consistency with the National Planning Policy Framework) and have been subjected to public consultation, it is considered that the Council should proceed to adoption of the Devon Minerals Plan, together with the associated Policies Map that illustrates the spatial implications of policies.
- 5.2 Following adoption, a period of six weeks is allowed for legal challenge on the grounds that the Plan is not within the appropriate power or that a procedural requirement has not been complied with.
- 5.3 On its adoption, the Devon Minerals Plan will wholly supersede the currently saved policies of the Devon County Minerals Local Plan that was adopted in 2004.

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6. Implementation of the Devon Minerals Plan

6.1 To ensure effective implementation of the Minerals Plan by delivery partners following its adoption, and to address matters that emerged during the Plan's preparation, three further documents are envisaged:

- (a) a review of mineral planning permissions within the Bovey Basin under the Habitats Directive and associated regulations is an outstanding requirement to which the Minerals Plan commits the Council as a matter of priority. In the event of this review resulting identification of a need to modify or revoke any existing permissions, a further report will be made to the Committee;
- (b) to inform future planning applications in the Bovey Basin, and to take account of the outcomes of the review proposed above, the Minerals Plan commits the Council to the preparation of a masterplan for the Bovey Basin to be undertaken in partnership with relevant stakeholders and published within two years of adoption of the Minerals Plan. Local members will be engaged in preparation of a draft masterplan, which will be reported to the Committee prior to consultation being undertaken; and
- (c) the Minerals Plan introduces extensive Mineral Safeguarding Areas that will require district councils and applicants for non-mineral development to take greater account of the scope for sterilisation of mineral resources. In a similar manner to guidance provided for the Waste Plan, it is proposed to prepare a Supplementary Planning Document to provide advice on the mineral safeguarding process, and a draft document will be reported to the Committee prior to consultation.

7. Reasons for Recommendation/Alternative Options Considered

7.1 The Devon Minerals Plan has been subject to extensive consultation and Member engagement and, subject to relatively minor changes by the inspector, has been endorsed as 'sound' following its rigorous examination and should therefore proceed to adoption. The only alternative option statutorily available to the County Council would be to resolve not to adopt the Plan, but this would be strongly inadvisable in the context of the inspector's positive report and leave the Council reliant on out of date 'saved' policies that, as they pre-date the National Planning Policy Framework, would carry relatively little weight.

Dave Black
Head of Planning, Transportation and Environment

Electoral Divisions: All (with site-specific proposals for Bickleigh & Wembury, Ottery St Mary and Willand & Uffculme)

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Local Government Act 1972: List of Background Papers

Contact for enquiries: Andy Hill

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Background Paper	File Ref	Date
Report on Modifications Consultation		September 2016
Devon Minerals Plan Inspector's Report		October 2016
Devon Minerals Plan – Proposed Adoption Version		November 2016
Draft Adoption Sustainability Appraisal Report		November 2016
Draft Devon Minerals Plan Policies Map		August 2016

ah171016dma
sc/cr/devon minerals plan inspectors report and adoption
02 141116

Health and Wellbeing Scrutiny Committee

Sustainability and
Transformation Plan
Model of Care
Joint Spotlight Review



November 2016

1. Introduction

- 1.1 The Health and Wellbeing Scrutiny Committee and the People's Scrutiny Committee from Devon County Council met with the Torbay Community Services Review Panel and the Plymouth Wellbeing Scrutiny Committee on the 5th October for a spotlight review. The review forms part of the on-going work to understand and scrutinise the activities that make up the Sustainability and Transformation Plan (STP) and the changes in localities that follow this plan.
- 1.2 The STP is a nationally required plan to set the future direction for local health services. Across the Country there will be 44, one covering each area as determined by Central Government. In Devon this area covers the North, East and West Clinical Commissioning Group and the South Devon and Torbay Clinical Commissioning Group. It also spans the areas covered by Devon County Council, Torbay Council and Plymouth City Council. To take this into consideration the spotlight review had all three authorities and both the CCGs present.
- 1.3 This spotlight review was set up to enable greater understanding of principles that underpin the changes that are anticipated. The focus of the session was to further explore the rationale for change and to openly explore what the positive and negative aspects of change might be. The stated objectives of the meeting were to:
 - Members of all three authorities to clearly establish what the new model of care is.
 - Members to ascertain what will be the impact of changes to the person receiving care.
 - Scrutiny to undertake a 'SWOT' analysis of the model of care to be used as required in each authority.
- 1.4 This spotlight review does not constitute a joint committee. It is the intention that a short report will be produced following the spotlight review which can then be considered by each authority's relevant Scrutiny Committee. This investigation has not undertaken a detailed review of the consultation process or reviewed changes from the Success Regime, CCGs or STP including looking at specific hospitals. This is anticipated to be considered on a local level.
- 1.5 The format of this one-off meeting was designed to create the conditions for a more generative conversation. Balancing the need for input with the need for questions and exploration. The first part of the session was mainly input from Angela Pedder and clinicians on what the new model of care will mean for individuals. Members across the three committees listened to understand the objectives and potential of the new model of care. The second part of the meeting involved table discussions with everyone present to conduct a SWOT analysis where members were able to voice the positives and negatives that they had heard about the system. This part of the session in turn also involved listening, so clinicians could hear first-hand what the concerns of the members of public were. The final part of the session involved a feedback summary on the strengths, weaknesses, opportunities and threats that were discussed. The session concluded with a question and answer session to enable any outstanding questions or points to be discussed.

2. What is the 'new model of care' and the evidence base?

- 2.1 The model of care builds upon many aspects of service planning and delivery that have been developed over time. The 'Success Regime' was invoked to work with the North, East, West (NEW) Devon CCG, along with two other areas in the Country, to change the trajectory of spending. Part of this support requires a credible plan to match demand with allocated resources. This does not cover the area of South Devon and Torbay CCG but crucially the STP does. This means that preparatory work for the NEW Devon CCG under the auspices of the Success Regime will be included in the final plan which will also include South Devon and Torbay. The STP builds on the work of the CCGs and case for change for each area; it sets out how local services will evolve and become clinically and financially sustainable in the next 5 years.
- 2.2 The STP will provide a framework. It details the principles and strategy which will then be applied across Devon. This has been developed over the summer with more than 80 clinicians and social care staff using feedback from previous public and patient engagement work. The result will be a shared view of how to meet the health and care needs of our communities.
- 2.3 There is compelling evidence that current ways of delivering care harm patients and wastes money. This is a consequence of failing to intervene early to help patients remain at home or return home from hospital as early as possible. The long term impact of this is significant, to both individuals and the wider health and social care system.
- 2.4 Staying any longer than necessary in hospital causes harm to patients – muscle function reduction, reduced independence & risk of infection. It particularly affects people who are frail and people who have dementia:

Frailty and Hospitalisation	Dementia
<ul style="list-style-type: none"> • Frailty is a health condition related to the ageing process in which multiple body systems gradually lose their in-built reserves. • Around 10% of people aged over 65 years have frailty, rising to between a quarter and a half of those aged over 85 years • Older people living with frailty are at risk of adverse outcomes such as dramatic changes in their physical and mental wellbeing after an apparently minor event which challenges their health, e.g. an infection or new medication. • For older people in particular, longer stays in hospital can lead to worse health outcomes and can increase their long-term care needs. • Older people can quickly lose mobility and the ability to do everyday tasks such as bathing and dressing; loss of muscle strength is up to 5% per day • Prolonged hospital stays increase the risk acquiring infections or other avoidable complications 	<ul style="list-style-type: none"> • Dementia is a common in older people admitted to hospital - around 42% of older patients in hospital have some degree of dementia. • People with dementia face additional risks through prolonged admission, over and above those posed to frail and elderly patients • The combination of a physical illness and a change in environment can be very distressing and confusing for the patient • People with dementia may have difficulty communicating their needs • In the hospital setting there is a high prevalence of delirium (66%) and also of other psychological symptoms: depression (34%), anxiety (35%), delusions (11%) and hallucinations (15%). • The impact of admission to hospital on someone with dementia may not be reversible, and the level of care they need may be permanently increased as a consequence

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2.5 To build a picture of the usage of hospital beds in Devon, Public Health Devon undertakes an Acuity Audit. This is a measure of the use of beds on a particular day. Audits were carried out by Public Health at the Devon PCT in 2010, 2011 and Devon Public Health in 2015. The results show that approximately 40% of people in a community hospital bed have no medical need to be there. This means that they are receiving care that they do not need, and in the worst case scenario the stay itself could be harmful to their health.

The model of care

- ⇒ Comprehensive assessment to identify and support those most at risk of being admitted to hospital in an emergency
- ⇒ Single point of access and rapid response service - front and back end of the pathway - admission avoidance and expedited discharge
- ⇒ Building on what is already taking place; each intervention is an extension of work that is already happening in parts of Devon
- ⇒ Changing how we think and act - changes in system & process only part of the change – ‘doing the same, better’.
- ⇒ Leading to changing the focus to prevention, population health & wellbeing. New focus & roles that span health, care and rehabilitation = ‘doing things differently’.
- ⇒ Trust, mutual understanding of risk and ability to share information are essential for successful integration.

2.6 The model of care is built upon the premise that people should be treated in their own homes where ever possible and that conditions that had previously required hospitalisation may no longer need it, or may not need it for as long. To achieve this change in culture, organisations will need to work together beyond boundaries. Culture in organisations and in society in general will need to be challenged. The spotlight review was informed that the proposed model addresses the issue of unnecessary and harmful hospital stays for the frail, elderly and those with dementia. It is based on three key interventions

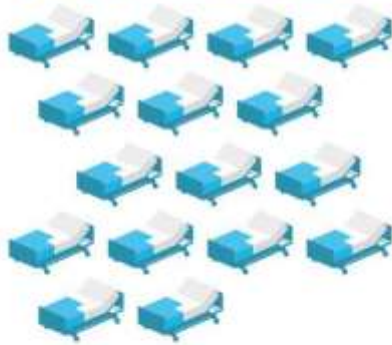
Comprehensive Assessment	Single point of access	Rapid response
<ul style="list-style-type: none"> • Identifies people who are frail or becoming frail and more likely to be admitted to hospital • Puts plans in place that help people to be supported and remain well at home • Assessors act as 'community connectors' to support resilient communities 	<ul style="list-style-type: none"> • Makes organising care at home as easy as care in hospital - and 24/7 • Referral can be made by any care service - with a clinical conversation based on patient need • A home-based 'first responder' service available within 2 hours to help support people to stay at home 	<ul style="list-style-type: none"> • Multi-disciplinary team to respond to the needs of people at home and in residential and nursing homes • An initial assessment of need undertaken and a package of care at home applied • Rapid Response Team has access to additional capability and input - including through the acute sector

2.7 The model also enables improved use of resource by transferring resource and workforce from the provision of community hospital beds to the provision of enhanced home based care services more people can be supported. The case for the model of care is illustrated below.

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A 16 bedded community hospital unit costs £75k per month to staff for nursing



In one month, a unit like this cares for around 21 people



For £75k, the same level of care can be offered to clinically-assessed patients in their homes by 12 nurses, 8 therapists, 7 support workers plus some night sits



In one month, this could care for around 82 people



3. Strengths/Weaknesses/Opportunities/Threats

- 3.1 In the spotlight review the general tenor was one of support for the theoretical model. Members welcomed person-centred-care which was individually tailored for the individual. However they did have concerns over how this was going to be achieved in every case across Devon in such a short timescale. The discussions in the spotlight review are represented over the page on the SWOT table. Whilst the SWOT tool gave an accessible mechanism for discussion with the nature of complex change there were, unsurprisingly, several issues that demand more discussion and explanation. These are detailed below.
- 3.2 Funding was raised as an issue across the session. This was in several parts. The initial driver for change was funding and sustainability concerns. Concerns were voiced about whether the new model of care could actually deliver the scale of changes required. The issue of transition funding was also raised. The spotlight review was informed that the Success Regime has already been able to agree a higher deficit total that is acceptable to Central Government. This is £50 million bigger than Devon would otherwise be able to have. Whilst this is still in the form of borrowing, it does provide liquidity and transition funding.
- 3.3 Members felt that in general the model de-medicalised treatment and viewed people as people. This heralds a culture change from 'what is the matter with me' to 'what matters to me'. The approach was also extended to thinking about how people are situated in their community against the backdrop of a strong prevention agenda. There is a future for social prescribing further to enable independence and community level interventions that make a difference to individuals.
- 3.4 The governance and the pace of change were both mentioned more than once in conversations. The answer was that the architecture will be developed as the process develops, that it is important to get the service right first then work on the structure. That releasing the resources first in a phased programme is the way forward. Some of these changes are already in place for example in Torbay, and some are yet to be developed. The model recognises that outcomes for people are the same, but population needs may be different.
- 3.5 Property ownership and disposal is a complex issue that has recently come to the fore. Questions over who owns what building and what might happen if the buildings are deemed to be surplus to requirements is a thorny issue. The estates strategy that is being prepared will be something that scrutiny takes an interest in. In the meantime understanding the precise ownership arrangements for each hospital may be very useful.
- 3.6 Several agencies working across traditional organisational boundaries for the best outcomes for a patient is going to be challenging. For a start the professional languages of social care when compared to the NHS are markedly different. Blending teams may mean that one skilled person comes to visit and takes account of all the care, rather than several specialists doing the same on a number of visits. Lone working might be a concern, yet currently there are eleven thousand care workers who currently visit people's homes on their own. In complex cases there are provisions for double handed care, but this is very much done on a case-by-case basis.

Strengths

- **Better outcomes for people.**
- **Value for money** for tax payer.
- **Patient centred approach** with a single point of access, considering the family with wrap-around services and a holistic approach.
- Potential **integration of Health and Social Care.**
- **Reduce pressure** on planned hospital treatments.

Weaknesses

- **Workforce**, are there enough staff and how will we recruit?
- Need to talk about **end of life care.**
- Current **capacity in nursing homes**, particularly for people with dementia.
- **Different agencies:** adult social care NHS commissioners/providers might mean that people fall between the gaps:
 - not integrated budget
 - not integrated technology
 - all agencies need culture change
- **Discharge** has been weak.
- Where is provision for **mental health?**

Opportunities

- Enhanced community role in wellbeing leading to more **resilient communities** .
- Act as a catalyst for **strong local leadership.**
- **Tackle health inequalities** by offering a uniform model of care.
- Using **councillors as ambassadors for change.**
- Focus effort on keeping people well and **prevention.**
- **Plan for the future workforce**, building on higher education offer in the region and cross skilling workforce.
- **Improve public health** across the life course to support self-directed care.

Threats

- **Rurality** and achieving the 2 hour response time.
- **How future-proof is the model** with further funding challenges, a continued increase in the age of the population and the complexity of conditions and further closure of local services like pharmacies?
- **Communication and understanding with the public.** There is great distrust around NHS change. There needs to be a change in attitude.
- **Implementation:** It is essential that interventions are timely. The new model will need to resolve delays to personal budgets.

4. Conclusion

Members in the room agreed that hard and difficult conversations need to happen. Change in the NHS is emotive and presents challenges for all who come into contact with the system. Fundamentally there was support for the model of care, for better outcomes for patients and for more intensive rehabilitation. However there are enduring concerns over exactly what this will mean in each location and whether the additional services and staff will be in place to make this happen in the short term.

One of the most insightful conclusions to come out of the meeting was the need for Councillors to be empowered with information in order to become ambassadors for change. This will require members to be well briefed and included as developments unfold. The three Scrutiny Committees will have an ongoing role as development of the STP continues and individual areas consult on changes. The three committees are the upper tier authorities and therefore will be statutory consultees on major change to the NHS. They will also have a role in ensuring that the voice of the public continues to be heard.

From now each authority's Scrutiny Committee can consider how they feed this collective piece of work into their scrutiny deliberations in the future.

5. Attendees

Members

The spotlight review was chaired by Cllr Richard Westlake with the following Members of the three Councils:

NAME	COUNCIL	ROLE
Cllr Frank Biederman	Devon	People's Scrutiny
Cllr Jerry Brook	Devon	Health Scrutiny
Cllr Rufus Gilbert	Devon	Health Scrutiny
Cllr Brian Greenslade	Devon	Health Scrutiny
Cllr Sara Randall Johnson	Devon	People's Scrutiny
Cllr Andy Boyd	Devon	People's Scrutiny
Cllr Margaret Squires	Devon	People's Scrutiny
Cllr Richard Westlake	Devon	Health Scrutiny
Cllr Claire Wright	Devon	Health Scrutiny
Cllr Debo Sellis	Devon	Health Scrutiny
Cllr Barbara Cunningham	Torbay	Community Services/STP Review Panel
Cllr Cindy Stocks	Torbay	Community Services/STP Review Panel
Cllr Neil Bent	Torbay	Community Services/STP Review Panel
Cllr Jane Barnby	Torbay	Community Services/STP Review

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		Panel
Cllr Jackie Stockman	Torbay	Community Services/STP Review Panel
Cllr Nick Bye	Torbay	Community Services/STP Review Panel
Cllr Mary Aspinall	Plymouth	Chair of Wellbeing Scrutiny
Cllr David James	Plymouth	Vice Chair of Wellbeing Scrutiny

Witnesses

The Spotlight review was well attended with officers from across Devon from Councils, the CCGs and the Success Regime/STP team. The Members of the spotlight review would like to express sincere thanks to the following for their involvement and the information that they have shared.

Officer	Organisation	Role
Angela Pedder	Your Future Care (Success Regime) & Devon STP	Lead Chief Executive
Dr. Phil Hughes	Plymouth Hospitals NHS Trusts/ Devon STP	Medical Director
Dr. Simon Kerr	NEW Devon CCG	Eastern Locality Vice Chair and GP Lead
Rob Sainsbury	Northern Devon Hospital Trust	Executive Operations Director
Jenny McNeil	NEW Devon CCG	Associate
Jo Andrews	Carnall Farrar	Principal
Teresa Widdecombe	Your Future Care (Success Regime) & Devon STP	Programme Manager
Dr David Greenwell	South Devon & Torbay CCG	Chair of Community Services Transformation Group
Rebecca Foweraker	South Devon & Torbay CCG	Head of Commissioning for Integration
Tim Golby	Devon County Council	Head of Adult Commissioning and Health
Fran Mason	Torbay Council	Head of Partnership, People's & Housing

Special Mention must be made of Kate Spencer and Ross Jago, Scrutiny Officers from Torbay and Plymouth respectively, for all of their assistance in co-ordinating and carrying out this piece of work.

6. Contact

For all enquiries about this report or its contents please contact

Camilla de Bernhardt Lane cam.debernhardtlane@devon.gov.uk

Treasury Management - Mid Year Stewardship Report 2016/17

Report of the County Treasurer

All recommendations contained in this report are subject to confirmation by the Committee before taking effect.

Recommendation: That the Committee consider whether it wishes to draw to the attention of the Cabinet any observations on the Treasury Management Mid Year Stewardship Report.

1. Introduction

The County Council has adopted the CIPFA (Chartered Institute of Public Finance and Accountancy) Code of Practice for Treasury Management in the Public Services. A revised Code of Practice was published by CIPFA in November 2011 and a revised Policy Statement and Treasury Management Practices (TMPs) were agreed by Council in February 2016. The Treasury Management and Investment Strategy for 2016/17 was also agreed by Council in February 2016 and forms part of the published budget book.

The purpose of this report is to inform members of any key matters arising from the Council's Treasury and Debt Management activities during the first seven months of the 2016/17 financial year. It is intended to enable members to ensure that agreed policy is being implemented.

2. Borrowing Strategy for 2016/17 – 2018/19

The overall aims of the Council's borrowing strategy are to achieve:

- Borrowing at the lowest rates possible in the most appropriate periods;
- The minimum borrowing costs and expenses;
- A reduction in the average interest rate of the debt portfolio.

The Medium Term Financial Strategy assumes that, over the three year period, no new long-term borrowing will be required, although this will be kept under review. This has been made possible by the change in the capital financing regime, whereby the Government now provides capital grants rather than supported borrowing, and prudent management of the capital programme.

If short-term borrowing is required to aid cashflow, this will be targeted at an average rate of 0.5%.

3. Implementation of the borrowing strategy in 2016/17

Active treasury management and the maintenance of levels of liquidity aim to avoid the need for short term borrowing. Cash positions are monitored daily and modelled over a monthly horizon to ensure that anticipated liquidity levels are forecast accurately. However, the identification of temporary shortfalls in available cash meant that short-term borrowing was required for brief periods at the end of June and October. Three short-term loans totalling £10m were undertaken from other local authorities, each for a period of less than 30 days and at an average rate of 0.31%.

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The total amounts borrowed were not required for the full term of each loan and we were able to invest the surplus funds at a higher rate resulting in a small net gain to the authority.

In accordance with the Medium Term Financial Strategy no long term external borrowing has been undertaken this financial year. Instead all borrowing required to fund capital expenditure has been funded by internal cash balances. This position will be kept under review, but the expectation remains that no new external borrowing will be required during the three year period.

At 31st October 2016 the level of long term debt is £507.85m as detailed in the table below.

Analysis of Long Term Debt

	Actual 31.03.16 £'m	Interest Rate %	Actual 31.10.16 £'m	Interest Rate %
Fixed Rate Debt				
PWLB	436.35	4.99	436.35	4.99
Money Market	71.50	5.83	71.50	5.83
Variable Debt				
PWLB	0.00		0.00	
Money Market	0.00		0.00	
Total External Borrowing	507.85	5.11	507.85	5.11

It should be noted that the long term debt figure presented in the Statement of Accounts will be different than the figure stated above. This difference is due to an accounting standard adjustment which requires us to record the value of our long term debt at its Net Present Value in the Statement of Accounts. The Money Market loans, or LOBOs (Lender Option Borrower Option), have stepped interest rates and are revalued annually based on the effective interest rate for the duration of the loan. This revaluation has the effect of smoothing the stepping of the interest over the life of the loans.

The majority of the Council's borrowing is from the PWLB; however, there are four outstanding LOBO loans, totalling £71.5 million, as shown in the above table. These are historic loans which were all taken out over twelve years ago, at an initial lower rate of interest that then stepped up to a higher rate after the initial period. There is no further stepping built into any of the loans, but the lenders have the option to increase the interest rate at each half year date. If the lender exercises this option, the Council would then have the option of repaying the loan in full, incurring no early repayment premium, or to continue making repayments at the higher rate of interest. Given the current level of interest rates it is unlikely that this will happen for many years. In June, Barclays notified us that they would be waiving their right to change the applicable rate of future interest payable on our LOBO loan (valued at £25m). As a result, this has now converted to a fixed rate loan, based on its current interest rate and maturity date.

No opportunities have arisen during this financial year to repay outstanding debt without incurring substantial premium penalties, which would negate any benefit of repaying the debt. The Public Works Loan Board (PWLB) sets premature repayment rates and, where the interest rate payable on a current loan is higher than the repayment rate, the PWLB policy imposes premium penalties for early repayment. With current low rates of interest these penalties would be of a significant cost. Therefore it will only make financial sense to repay debt early if the PWLB changes its current policy, or if interest rates rise and cancel out the repayment premiums.

4. Investment Strategy in 2016/17

The investment performance of the County Council's cash continues to be affected by the low interest rates currently available, and the returns on the County Council's cash investments are forecast to remain at low levels for the foreseeable future; however, the Treasury Management Strategy will continue to ensure a prudent and secure approach.

The overall aim of the Council's investment strategy is to:

- Limit the risk to the loss of capital;
- Ensure that funds are always available to meet cash flow requirements;
- Maximise investment returns, consistent with the first two aims;
- Review new investment instruments as they come to the Local Authority market, and to assess whether they could be a useful part of our investment process.

5. Implementation of the investment strategy in 2016/17

- (a) The following table shows the County Council's fixed and variable rate investments as at the start of the financial year and as at 31st October 2016:

Schedule of Investments

		Actual 31.03.16 £'m	Interest Rate %	Actual 31.10.16 £'m	Interest Rate %
Bank, Building Society & MMF Deposits					
Fixed Rates					
Term Deposits	< 365 days	45.00	0.84	48.45	0.89
	365 days & >	0.00		0.00	
Callable Deposits					
Variable Rate					
Call & Notice Accounts		73.80	0.60	35.00	0.51
Money Market Funds (MMF's)		0.00		43.34	0.46
Property Fund		10.00	4.67	10.00	4.50
All Investments		128.80	1.00	136.79	0.92

The figures as at 31st March 2016 and 31st October 2016 both include approximately £14.6m related to the Growing Places Fund (GPF). Devon County Council has agreed to be the local accountable body for the GPF, which has been established by the Department for Communities and Local Government to enable the development of local funds to address infrastructure constraints, promoting economic growth and the delivery of jobs and houses. The Council is working in partnership with the Local Economic Partnership, and interest achieved on the GPF funds, based on the average rate achieved by the Council's investments, will accrue to the GPF and not to the County Council.

- (b) Following the outcome of the EU referendum in June, the Bank of England was concerned about the impact of the result on the wider economy. They therefore decided to reduce the base rate from 0.5% to 0.25%. As a result of this and other global concerns that have impacted on banks, the rates that are now available have fallen further from the already low rates available in the market. This will have an impact on the future investment return that can be achieved. However, the Council has benefitted from higher rates achieved on four one year loans made in the months before the referendum. As a result, the average interest rate earned on investments, excluding the CCLA property fund, for the 7 months to 31st October 2016 was 0.71%, against a full year budget target return of 0.65%. The CCLA

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property fund has yielded an average rate of 4.68% for the same period against a full year budget target of 4.5%. The combined total return from all investments was 0.98%.

- (c) Revenue lending during the current year to date, including the use of term deposits, call accounts, money market funds and the CCLA property fund, has earned interest of £0.772m against a full year budget of £1.215m. It is estimated that the budget for investment income will be achieved for the full financial year.
- (d) The average interest rate earned on investments (excluding the CCLA property fund) for the 7 months to 31st October 2016 was 0.71%, against a full year budget target return of 0.65%. The CCLA property fund has yielded an average rate of 4.68% for the same period against a full year budget target of 4.5%. The total return from all investments was 0.98%.
- (e) The County Council continues to adopt a very prudent approach to counterparties to whom the County Council is willing to lend. As a result only a small number of selected UK banks, building societies and money market funds and Non-Eurozone overseas banks in highly rated countries have been used, subject to strict criteria and the prudent management of deposits with them. A longer-term investment of £10m has also been made in the CCLA (Churches, Charities and Local Authorities) Property Fund.
- (f) The lending policy is kept under constant review with reference to strict criteria for inclusion in the counterparty list. Following a recent review it is proposed to add Goldman Sachs International Bank, a regulated bank with a UK banking licence (therefore a UK bank), to the Council's approved counterparty list.
- (g) All lending has been carried out in accordance with the Council's Treasury Management Strategy and with institutions on the list of approved counterparties.
- (h) There have been no breaches of credit limits.

6. Minimum Revenue Provision (MRP)

Each year the Council has a statutory obligation to charge to the revenue account an annual amount of Minimum Revenue Provision (MRP), which is a charge to make provision for the repayment of the authority's external debt and internal borrowing. The charge is based on the historic borrowing required to fund the Council's capital programme.

The current policy, following a review in 2015/16 is to charge MRP in equal instalments over the life of the asset benefiting from the capital spend. The current forecast MRP for 2016/17 is in line with the budgeted figure of £20.0m.

7. Prudential Indicators

Linked to its Treasury Management Strategy, the County Council is required to monitor its overall level of debt in line with the CIPFA Code of Practice. Part of the code requires consideration of a set of Prudential Indicators in order to allow the Council to form a judgement about the affordable, prudent and sustainable level of debt.

The purpose of the indicators is to demonstrate that:

- Capital expenditure plans are affordable;
- All external borrowing and other long term liabilities are within prudent and sustainable levels;

- Treasury management decisions are taken in accordance with professional good practice.

Three Prudential Indicators control the overall level of borrowing. They are:

- **The Authorised Limit** - this represents the limit beyond which any additional borrowing is prohibited until the limit is revised by the County Council. Revision may occur during the year if there are substantial and unforeseen changes in circumstances, for example, a significant delay in achieving forecast capital receipts. In normal circumstances this limit will not require revision until the estimate for 2017/18 is revised as part of the 2017/18 budget process.
- **The Operational Boundary** – this indicator is based on the probable external debt and other long term liabilities during the year. Variations in cash flow may lead to occasional, short term breaches of the Operational Boundary that are acceptable.
- **The Underlying Borrowing Requirement to Gross Debt** - the Council also needs to ensure that its gross debt does not, except in the short term, exceed the total of the Capital Financing Requirement.

During the Budget process, the following Borrowing Limits were set for 2016/17

- Maximum borrowing during the period (**Authorised Limit**) - £838.86m
- Expected maximum borrowing during the year (**Operational Boundary**) - £813.86m
- Maximum amount of fixed interest exposure (as a percentage of total) - 100%
- Maximum amount of variable interest exposure (as a percentage of total) - 30%

Members are asked to note that for 2016/17 to date, the Council has remained within its set Borrowing Limits and has complied with the interest rate exposure limits.

8. Prospects for 2017/18

Economic forecasting remains difficult with so many external influences weighing on the UK. Most economists slashed their predictions for UK economic growth immediately after the result of the EU referendum, but these forecasts have gradually increased over recent months as stronger economic data is published.

Business investment is likely to be flat next year, followed by a possible fall in 2018, as companies wait for the outcome of the EU negotiations before investing.

The forecast for future changes in the UK Bank Rate will depend on how economic data and developments in financial markets transpire over the next year. Whilst short term rates are generally linked to the Bank of England's Base Rate, long term rates are determined by other factors, e.g. the market in Gilts.

The County Council retains an external advisor, Capita, who forecast future rates several years forward. Similar information is received from a number of other sources. The general consensus among the market commentators is that any future interest rate rises will not happen for some time. Capita's view is that the Bank of England is likely to maintain the current rate of 0.25% for the duration of 2017/18, in order to promote growth and employment.

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The recovery remains volatile, but on the right track, and this should continue into 2017/18; however, the prospect of any increase in the Bank of England base rate any time soon now appears to be limited.

In view of this, it is likely that the target investment return for 2017/18 will be set at no more than 0.50% for bank, building society and money market deposits. If the Bank of England reduces the rate, as per Capita's forecast, then this target return will need to be reviewed accordingly. We expect to achieve a higher rate of return in the region of 4.0% to 4.5% for the CCLA property fund, depending on market conditions at the time the budget is finalised.

9. Summary

- i. No long term borrowing has been undertaken to date in 2016/17. The expectation is that no new borrowing will be required during the remainder of the 2016/17 financial Year.
- ii. Three short-term loans totalling £10m were undertaken from other local authorities, each for a period of less than 30 days and at an average rate of 0.31%. The surplus borrowing was reinvested at a higher rate resulting in a small net gain to the authority.
- iii. Investment income is forecast to achieve the budget target of £1.215m in 2016/17.
- iv. It is proposed to add Goldman Sachs International Bank to the approved list of counterparties.

Mary Davis

Electoral Divisions: All

Local Government Act 1972

List of Background Papers – Nil

Contact for Enquiries: Mark Gayler

Tel No: (01392) 383621 Room G97

- Embedding Care Act 2014 in Practice and through multi-agency working, ensuring that Safeguarding is understood widely.
- Developed an Assurance Framework for Safeguarding Adults to ensure quality services can be provided to the people of Devon.
- Ensured that information and learning from the Devon Safeguarding Adults Board is disseminated to all Primary Care practitioners to improve Safeguarding practice.

NORTH DEVON HEALTH CARE NHS TRUST

- Updated and reviewed its Safeguarding Adult and Deprivation of Liberty Safeguards policy to ensure it is compliant with the Care Act 2014.
- Safeguarding training has been reviewed and attendance has met standards.
- Safeguarding Adult Lead chairs the MCA sub-group and led on the organisation of a MCA awareness week and conference in February 2016 on behalf of the Devon and Torbay SAB.
- Safeguarding Adult Nurses support the education and investigation into concerns about whole services which are led by Devon County Council. These supported investigations are beneficial in ensuring the health and wellbeing of people in residential and nursing care is Safeguarded.

SOUTH DEVON & TORBAY CLINICAL COMMISSIONING GROUP

- The joint safeguarding adults and children team was created at the beginning of the year, this has

gone from strength to strength and continues to develop.

- Created new role of Designated Nurse for Safeguarding Adults to give a greater focus and integration for Safeguarding across whole organisation.
- Designated Nurse for Safeguarding Adults chairs the Devon and Torbay Learning and Improvement Group to develop shared working and learning across the area.

SOUTH WESTERN AMBULANCE SERVICE NHS FOUNDATION TRUST

- Analysis and Review of Safeguarding Referral Process for efficiency and Demand Management.
- Development of a standardised audit tool to review 20 cases completed with CCG Adult Lead to improve how we manage Safeguarding cases.
- Received positive safeguarding feedback from 111 CQC inspection.
- All Non-Emergency Patient Transport Service (PTS) staff completed Safeguarding training and training has been quality assured.

TORBAY & SOUTH DEVON NHS FOUNDATION TRUST

- Production of a multi-agency self-neglect tool to improve awareness and
- The co-location of the Children and Adults Single Point of Contact via the Multi Agency Safeguarding Hub to improve how we work together.
- Adoption of the ADASS self-assessment tool for learning and improvement.

Devon Safeguarding Adults Board

Annual Report 2015–2016



WELCOME FROM THE CHAIR

2015/16 was my last year as Independent Chair for the Board. It has been a privilege to see the work that goes on throughout the year; while the individual tragedies make the news coverage, I have seen the reality of caring, professional people, giving of their best in challenging circumstances. Much of what we have achieved has been based on the ability of all our constituent agencies to work together for the benefit of adults at risk. I would like, through this Annual Report, to express my appreciation and acknowledge all the staff and those who use the service and their families involved in the safeguarding of people at risk and handover to the new Chair.

Bob Spencer



NEW CHAIR

I am delighted to have been appointed to the role of Independent Chair for Devon Safeguarding Adults Board and look

forward to working with all partners. I have a background with 40 years' experience of working in social care, housing and health services and I welcome the opportunity to be working again in Devon. I am driven by a passion for ensuring all services to vulnerable people are person-centred, easy to access and importantly promote independence, whilst ensuring people are safe. Ensuring that people are supported to keep themselves safe is important, as it is to ensure that people are able to express what outcomes they wish to achieve. This is described as 'Making Safeguarding Personal' and I am personally committed to ensure that this is rooted throughout and across all partner organisations and that front line staff are supported to have the confidence in working alongside people to deliver this. **Siân Walker**

Executive Board

Key decisions have been made at this Board. It was attended by all member organisations and took place four times.

Themed Workshops

These are workshops that were held four times a year to look at key issues within Safeguarding. In 2015/16 these were used to develop the Business Plan for the Board and discuss how organisations share and manage information about safeguarding people.

Mental Capacity Act (MCA) Sub-Group

This group ensured that organisations have a good understanding of the MCA and also the Deprivation of Liberty Safeguards. This group discussed any information and key issues, and organised an MCA Awareness Week and conference in February 2016.

Operational Sub-Group

This is where people who work in all the different organisations across Devon agree how they work together. The group work together to Safeguard and Protect Devon's citizens. Different organisations bring important updates on their work to share with the partners

Safeguarding Adults Review Group

This group gathers information and makes recommendations to the Chair on whether a review needs to take place and how that review is delivered. The group has a key role in organising and delivering the Reviews and then ensures outcomes are passed to the Board for dissemination of key learning and review amongst all

partner organisations. In 2015/16 Devon Safeguarding Adults Board completed one Safeguarding Adult Review.

Learning and Improvement Group

This group makes sure that all organisations are completing the right kinds of training and that this training is being used to improve how to Safeguard people.

Business Plan

2016-19

For the next three years, some of the main areas of work for the Board will be:

- 1 Improving people's experience of safeguarding and delivery of 'Making Safeguarding Personal' across all partners.
- 2 Prevention of harm and neglect in care and health services, whilst promoting independence.
- 3 Improving awareness and application of MCA and Best Interests for people.
- 4 Protecting people from harm by proactively identifying people at risk, whilst promoting independence.
- 5 Increasing awareness and support routes for Self-Neglect cases.
- 6 Reducing Financial Abuse and Scams.
- 7 Improving Support for Families at risk by building family dimension into everything we do.
- 8 Significantly reducing the prevalence of Modern Slavery & Human Trafficking.
- 9 PREVENT (Protecting vulnerable people from being exploited by violent extremism).

Partner key achievements

DEVON & CORNWALL POLICE

- Increased resources in Sexual Offences and Domestic Abuse Investigation Teams (SODAIT's) and improved working between investigators and safeguarding officers to provide better support to victims of domestic abuse and sexual violence.
- Training and awareness to improve safeguarding investigations for victims experiencing modern day slavery, human trafficking and radicalisation.
- Central safeguarding teams in place in Devon with additional resources and improved working practices to provide a better service for the public.
- There have been a number of police operations where adults at risk have been identified and safeguarded as a result of our actions.

DEVON COUNTY COUNCIL

- Delivered comprehensive training programme for all care management staff. This increased understanding and knowledge of the Care Act 2014 in practice.
- Implemented decentralised model for screening Safeguarding concerns, including identifying when a Safeguarding enquiry is required. This is located within front door Care Direct Plus service. This has been positively evaluated in terms of sharing knowledge and practice experience more widely. This ensures a more timely response to safeguarding concerns.

- The Quality Assurance & Improvement Team works collaboratively with NHS colleagues to proactively support care providers. In the last 12 months whole service safeguarding proceedings have nearly halved and there has been a 12% increase in the proportion of services rated overall by CQC as "good" or "outstanding".
- Developed improved approach to the quality assurance of Safeguarding practice with a focus on Making Safeguarding Personal.

DEVON PARTNERSHIP TRUST

- Developed a Street Triage Service fully operational which responded to 1,178 referrals, providing support and advice to safeguard vulnerable people.
- Working with Devon and Cornwall Police to share information on people who are receiving services from the Trust to improve and inform safety planning and appropriate resources for individuals.
- 3 Place of Safety Suites in place across Devon which have helped reduce people placed in Police custody under section 136.
- Launched a Think Family Toolkit to ensure that the impact of any mental health difficulties are considered within assessments in the context of individual's family lives and roles whether as a carer for others themselves or those caring for them.

NEW DEVON CLINICAL COMMISSIONING GROUP

- Training on Adult Safeguarding, Mental Capacity Act and Deprivation of Liberty Safeguards was delivered to GPs. Successful in raising awareness and confidence in Primary Care.

DEVON AUDIT PARTNERSHIP COMMITTEE

16 November 2016

Present:

Devon County Council
Councillors J Clatworthy and R Edgell

Torbay Council
Councillors A Tyerman and J O'Dwyer

Plymouth City Council
Councillor Dr J Mahony

Torridge District Council
Councillor P Hackett

* **8** **Minutes**

RESOLVED that the Minutes of the meeting held on 31 August 2016 be signed as a correct record.

* **9** **Six month Update Report 2016/17**

The Committee received the Report of the Head of Devon Audit Partnership (CT/16/94) summarising the Partnership's activity in the first six months of 2016/17.

The Head of Service and Members discussed and noted, in particular:

- the new draft Partnership Agreement which was currently with Legal Officers at Plymouth and Torbay for approval;
- Torridge District Council would join the Partnership, as a non-voting member, for 2016/17;
- the possibility of varying the terms of membership and quorum of the Committee, on which the Head of Service advised he would report further to the next meeting;
- disappointment at the unsuccessful bid to provide audit services to the Council of the Isles of Scilly; the bid being only £1,500 (over the five year period) more than the successful tenderer.

* **10** **Budget Monitoring 2016/17 - Month 6**

The Committee received the Report of the Head of Devon Audit Partnership (CT/16/95) monitoring the Budget of the Partnership at month 6, indicating a potential small underspend at year-end due to increased income from partners and clients.

The Head of Partnership undertook to investigate the availability of insurance to cover the cost to the Partnership of lost sickness days.

* **11** **Risk Register - October 2016**

The Committee considered the Report of the Head of Devon Audit Partnership (CT/16/96) setting out the updated Strategic and Operational risks currently facing the Partnership including the future of the Partnership post March 2017; the change in priorities or dissatisfaction of one of the founding partners resulting in a partner leaving; and failure to

Agenda Item 15

deliver an agreed audit plan in line with current targets resulting in increased control risk to clients and a lack of confidence in Devon Audit Partnership as a provider.

The Partnership's Management were continuing to put mitigating actions in place to manage the risks effectively.

It was **MOVED** by Councillor Tyerman, **SECONDED** by Councillor Clatworthy and

RESOLVED that Managing Sickness be added to the Risk Register; and that the Report be noted.

* 12

CIPFA Benchmark Exercise Results 2015/16

The Committee received the Report of the Head of Devon Audit Partnership (CT/16/97) outlining the results from the CIPFA benchmarking exercise for 2015/16. The Partnership had chosen to use data from Plymouth City Council in the exercise, being seen as representative of the Partnership overall.

Results showed that the Partnership performed very well in 2015/16 and was below average in the majority of areas; particularly in relation to mainline audit cost per million pounds gross turnover; net cost to local authority per chargeable day and cost per auditor.

The Head of Partnership advised that:

- staff sickness levels were comparatively high and this had impacted on the number of audit days delivered;
- although training days were showing to be low in number, the training budget had not been reduced.

* 13

Future Meetings

Wednesday 15 March 2017 and Wednesday 21 June 2017.

[NB: Dates of future meetings are shown in the County Council's Calendar of Meetings at: <http://democracy.devon.gov.uk/ieListMeetings.aspx?Committeeld=175>]

***DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 10.30 am and finished at 11.40 am

FARMS ESTATE COMMITTEE

30 November 2016

Present:

County Councillors:

Councillors C Chugg (Chairman), J Berry, J Brook, A Dewhirst, R Julian and R Rowe

Co-opted Members:

C Latham (Tenants Representative) and E Quick (Devon Federation of Young Farmers Clubs)

Members Attending in accordance with Standing Order 25:

Councillor M Squire

Apologies:

Councillor J Yabsley

* 31

Minutes

RESOLVED that the minutes of the meetings held on 15 September 2016 and 9 November 2016 be signed as a correct record.

32

Items Requiring Urgent Attention

There was no item raised as a matter of urgency.

* 33

Revenue Budget 2016/17 (Month 7)

The Committee received the Report of the County Treasurer (CT/16/107) on the County Farms Estate Month 7 Revenue Monitoring Statement 2016/17, noting the target surplus of £362,000 and detailing income and expenditure to date.

* 34

Capital Monitoring 2016/17 (Month 7)

The Committee received the Report of the County Treasurer (CT/16/108) on the County Farms Estate Month 7 Capital Monitoring Statement 2016/17, noting that:

- the approved Capital Programme for 2016/17 included schemes totalling £1,671,000, which included £271,000 and £900,000 respectively for existing and additional Nitrate Vulnerable Zone compliance schemes, with the remaining £500,000 relating to additional scheme priorities for Decent Homes standards, Energy Act and other associated infrastructure projects;
- scheme slippage of £771,000 together with land acquisition costs of £150,000 resulted in a capital programme of £2,592,000 for 2016/17;
- expenditure and commitments to date was £1,099,000 with a forecast year-end spend of £1,704,000.

* **35** **Management and Restructuring Issues**

(Mr Latham (Tenants Representative) declared a personal interest in this matter in relation to (b) below).

The Committee considered the Report of the Head of Business Strategy and Support (BSS/16/18) on the County Farms Estate management and restructuring issues.

It was **MOVED** by Councillor Brook, **SECONDED** by Councillor Dewhirst and

RESOLVED

(a) Part Lower Parks Farm, Crediton

that 1.78 acres or thereabouts of land comprising part OS 1600 at Lower Parks Farm, Crediton be declared permanently surplus to the operational requirements of the Estate and sold on the open market;

(b) Part Middle Winsham, Braunton

(i) that Minutes *FE/100(a) (i) and (ii)/19 February 2016 be rescinded;

(ii) that, subject to the tenant of the 46.02 acres of land forming part Middle Winsham Farm, Braunton surrendering his tenancy of the holding at 25 March 2017, consideration of amalgamating the 77.30 acres and the 46.02 acres or thereabouts of bare land forming part Middle Winsham Farm with the principal holding (Middle Winsham), subject to terms being agreed, be deferred pending the submission by the tenant of Middle Winsham Farm of a business plan (supported by cashflows and budgets) for the land involved and the tenant being interviewed by the Committee at its next meeting on 22 February 2017.

* **36** **Exclusion of the Press and Public**

RESOLVED that the press and public be excluded from the meeting for the following items of business under Section 100(A)(4) of the Local Government Act 1972 on the grounds that they involve the likely disclosure of exempt information as defined in Paragraphs 1, 2 and 3 of Schedule 12A of the Act, namely information relating to, and which was likely to reveal the identity of, tenants and information relating to the financial or business affairs of tenants and the County Council and, in accordance with Section 36 of the Freedom of Information Act 2000, by virtue of the fact that the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

* **37** **Holdings and Tenancies etc.**

(An item taken under Section 100A(4) of the Local Government Act 1972 during which the press and public were excluded, no representations having been received to such consideration under Regulation 5(5) of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012.)

The Committee considered the Report of the Head of Business Strategy and Support (BSS/16/19) on the monitoring of tenants on an initial Farm Business Tenancy.

It was **MOVED** by Councillor Brook, **SECONDED** by Councillor Dewhirst and

RESOLVED that the tenant of Thorndon Farm be notified of the current and satisfactory level of competency attained to date.

***DENOTES DELEGATED MATTER WITH POWER TO ACT**

The Meeting started at 2.15 pm and finished at 2.40 pm

1. *The Minutes of this Committee are published on the County Council's Website.*
2. *These Minutes should be read in association with any Reports or documents referred to therein, for a complete record.*
3. *Members of the Council have been granted a dispensation to allow them to speak and vote in any debate as a consequence of being a representative of the County Council on any County Council wholly owned, controlled or joint local authority company or Joint Venture Partnership unless the matter under consideration relates to any personal remuneration or involvement therein.*

SCHEDULE OF CABINET MEMBER DECISIONS TAKEN SINCE PREVIOUS MEETING		
Cabinet Remit/Officer	Matter for Decision	Effective Date
Children, Schools and Skills	Approval to enlarge Barley Lane School from 60 to 72 places for boys and girls aged 7 to 16 with Behavioural, Emotional and Social Difficulties, with effect from November 2016, following previously agreed consultations and to no significant objections having been received.	22 November 2016
	Approval to consultations being held on a proposed change of age range at Caen Community Primary School, Braunton.	30 November 2016
Resources & Asset Management	Approval to variations in the approved capital programme for 2016/17 and other property matters	2 December 2016
	Approval to declaring an area of land at Roundswellsurplus to requirements	8 Decemebr 2106
Highway Management and Flood Prevention	Approval to Torbay Council undertaking works at Kings Ash Road and Churscombe Cross Roundabout.	23 November 2106
Economy, Growth & Cabinet liaison for Exeter	Approval to grant of £30,000 to Dartington School for delivery of an Entrepreneur Development Programme for the 3 rd Sector and Social Enterprises in Devon	10 November 2016
	Approval to grant of £27,500 to the Devon Community Foundation to act as a partner in a collaborative bid to ' <i>Solutions to an Ageing Society</i> '	10 November 2016

The Registers of Decisions will be available for inspection at meetings of the Cabinet or, at any other time, in the Democratic Services & Scrutiny Secretariat, during normal office hours. Contact details shown above.

In line with the Openness of Local Government Bodies Regulations 2014, details of Decisions taken by Officers under any express authorisation of the Cabinet or other Committee or under any general authorisation within the Council's Scheme of Delegation set out in Part 3 of the Council's Constitution may be viewed at <https://new.devon.gov.uk/democracy/officer-decisions/>

