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To: The Chair and Members
of the Cabinet

County Hall
Topsham Road
Exeter
Devon
EX2 4QD

Date: 4 June 2024

Contact: Karen Strahan, 01392 382264

Email: karen.strahan@devon.gov.uk

CABINET

Wednesday, 12th June, 2024

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

Donna Manson
Chief Executive

A G E N D A

PART I - OPEN COMMITTEE

- 1 Apologies for Absence
- 2 Declarations of Interest

Members of the Council will declare any interests they may have in any item to be considered at this meeting, prior to any discussion taking place on that item.

The other registrable interests of Councillors of Devon County Council, arising from membership of City, Town or Parish Councils and other Local Authorities will automatically be recorded in the minutes.

For details of District and or Town and Parish Twin Hatters – please see here - [A list of county councillors who are also district, borough, city, parish or town councillors](#)

3 Minutes

Minutes of the meeting held on 8 May 2024, (previously circulated).

4 Items Requiring Urgent Attention

Items which in the opinion of the Chair should be considered at the meeting as matters of urgency.

5 Announcements

6 Petitions

7 Question(s) from Members of the Council

FRAMEWORK DECISION

NIL

KEY DECISIONS

8 Okehampton Interchange Railway Station at Okehampton Business Park (Pages 1 - 28)

Report of the Director of Climate Change, Environment and Transport (CET/24/40) seeking necessary approvals to deliver a new railway station at Okehampton Business Park, attached.

An Impact Assessment has been prepared, is attached, and also available on the website at [Okehampton Interchange Station - Impact Assessment \(devon.gov.uk\)](https://www.devon.gov.uk/transport/okehampton-interchange-station-impact-assessment)

*Electoral Divisions(s): Okehampton
Rural*

9 Amendments to the South West Exeter Housing Infrastructure Fund Project (Pages 29 - 56)

Report of the Director of Climate Change, Environment and Transport (CET/24/39) on proposed South West Exeter Housing Infrastructure Fund Project amendments, attached.

An Impact Assessment has been previously prepared, is attached, and also available on the website at [South West Exeter Housing Infrastructure Fund \(HIF\) - Impact Assessment \(devon.gov.uk\)](https://www.devon.gov.uk/transport/south-west-exeter-housing-infrastructure-fund-hif-impact-assessment).

*Electoral Divisions(s): Alphington &
Cowick; Exminster & Haldon*

MATTERS REFERRED

NIL

STANDING ITEMS

10 Question(s) from Members of the Public

11 Minutes

Minutes of the bodies shown below are circulated herewith for information or endorsement as indicated therein (i.e. any unstarred minutes):

[NB: Minutes of [County Council Committees](#) are published on the Council's Website:

a Farms Estate Committee - 13 May, 2024 (Pages 57 - 62)

12 Delegated Action/Urgent Matters

The Register of Decisions taken by Members under the urgency provisions or delegated powers is available on the website in line with the Council's Constitution and Regulation 13 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012. The decisions taken and associated information can be found [here](#).

13 Forward Plan (Pages 63 - 78)

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.

The [Forward Plan is available on the Council's website](#).

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

14 Exclusion of the Press and Public

Recommendation: 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, 3 and 4 of Schedule 12A of the Act namely, information relating to an individual or likely to reveal the identity of an individual, the financial or business affairs of a third party and information relating to consultations or negotiations, 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 outweighs the public interest in disclosing the information.

15 CSW Group Ltd (Pages 79 - 102)

(An item to be considered by the Cabinet in accordance with the Cabinet Procedure Rules and Regulation 5 of the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, no representations having been received to such consideration taking place under Regulation 5(5) thereof)

Report of the Director of Performance and Partnerships (CX/24/2) on proposals for the CSW Group, attached.

An Impact Assessment is also attached for the attention of Members at the meeting.

Electoral Divisions(s): All Divisions

Members are reminded that Part II Reports contain exempt information and should therefore be treated accordingly. They should not be disclosed or passed on to any other person(s). They need to be disposed of carefully and should be returned to the Democratic Services Officer at the conclusion of the meeting for disposal.

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Committee Terms of Reference

For the terms of reference for any Committee, please [visit the Committee page](#) on the website and click on the name of the Committee. Under purpose of Committee, the terms of reference will be listed. Terms of reference for all Committees are also detailed within Section 3b of [the Council's Constitution](#).

Access to Information

Any person wishing to inspect any minutes, reports or background papers relating to an item on the agenda should contact the Clerk of the Meeting. To find this, [visit the Committee page](#) on the website and find the Committee. Under contact information (at the bottom of the page) the Clerk's name and contact details will be present. All [agenda, reports and minutes of any Committee are published on the Website](#)

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In relation to Highways and Traffic Orders Committees, any member of the District Council or a Town or Parish Councillor for the area covered by the HATOC who is not a member of the Committee, may attend and speak to any item on the Agenda with the consent of the Committee, having given 24 hours' notice.

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The proceedings of any meeting may be recorded and / or broadcasted live, apart from any confidential items which may need to be considered in the absence of the press and public. For more information [go to our webcasting pages](#)

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 Chair. Filming must be done as unobtrusively as possible without additional lighting; focusing only on those actively participating in the meeting and having regard to the wishes of others present who may not wish to be filmed.

Anyone wishing to film proceedings is asked to advise the Chair or the Democratic Services Officer in attendance.

Members of the public may also use social media to report on proceedings.

Declarations of Interest for Members of the Council

It is to be noted that Members of the Council 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.

WiFi

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Fire

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Contact Main Reception (Extension 2504) for a trained first aider.

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Alternative Formats

If anyone needs a copy of an Agenda and/or a Report in another format (e.g. large print, audio tape, Braille or other languages), please contact the Customer Service Centre on 0345 155 1015 or email: committee@devon.gov.uk or write to the Democratic and Scrutiny Secretariat in G31, County Hall, Exeter, EX2 4QD.

Induction Loop available



CX/24/40
Cabinet
12 June 2024

Okehampton Interchange Railway Station at Okehampton Business Park Report of the Director of Climate Change, Environment and Transport

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.

1) Recommendation

That the Cabinet be asked:

- (a) pursuant to s.122 of the Local Government Act 1972, to approve the appropriation of land at Okehampton Business Park such that it be held for planning purposes under s226(1)(a) of the Town and Country Planning Act 1990;
- (b) to delegate to the Director of Climate Change, Environment and Transport power to negotiate and authorise compensation payments and agreements which may be required pursuant to s.122 of the Local Government Act 1972 as a result of the appropriation of the land.
- (c) to approve the construction of a new railway station with walking, cycling and public transport improvements and a station car park at Okehampton Business Park within the Levelling Up Fund cost envelope of £14.95m, subject to securing the necessary planning consent and resolution of recommendations a) and b) of this report;
- (d) the Director of Climate Change, Environment and Transport, in consultation with the relevant Cabinet Member and Local Member, be given delegated authority to make minor amendments to the scheme design.

2) Introduction

This report seeks to obtain the necessary approvals to deliver a new railway station, with step-free access, improved cycle links, bus stop infrastructure and a car park with EV charging points and disabled parking bays at Okehampton Business Park. The project will be funded through the Government's Levelling Up Fund programme, with match funding from Devon County Council and West Devon Borough Council. These contributions were confirmed by Cabinet at its 11th May 2022 meeting. The report also seeks approval for the appropriation of land for planning purposes, with delegated powers to the Director of Climate Change, Environment and Transport to negotiate and authorise any compensation payments, which may be required.

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3) Proposal

3.1 The Context

A new railway station is proposed at Okehampton Business Park on the east side of the town (see Figure 1). It builds upon the success of the Dartmoor Line reopening in November 2021, which runs hourly frequency trains daily between Okehampton, Crediton and Exeter and has seen patronage far exceed business case predictions in its business case with over 250,000 passengers using the line in its first year. The Levelling Up Fund Business Case submission anticipates opening year demand of approximately 164,000 passengers using the new Interchange station.

Map produced by Devon & Cornwall Rail Partnership
(www.dartmoorline.com)

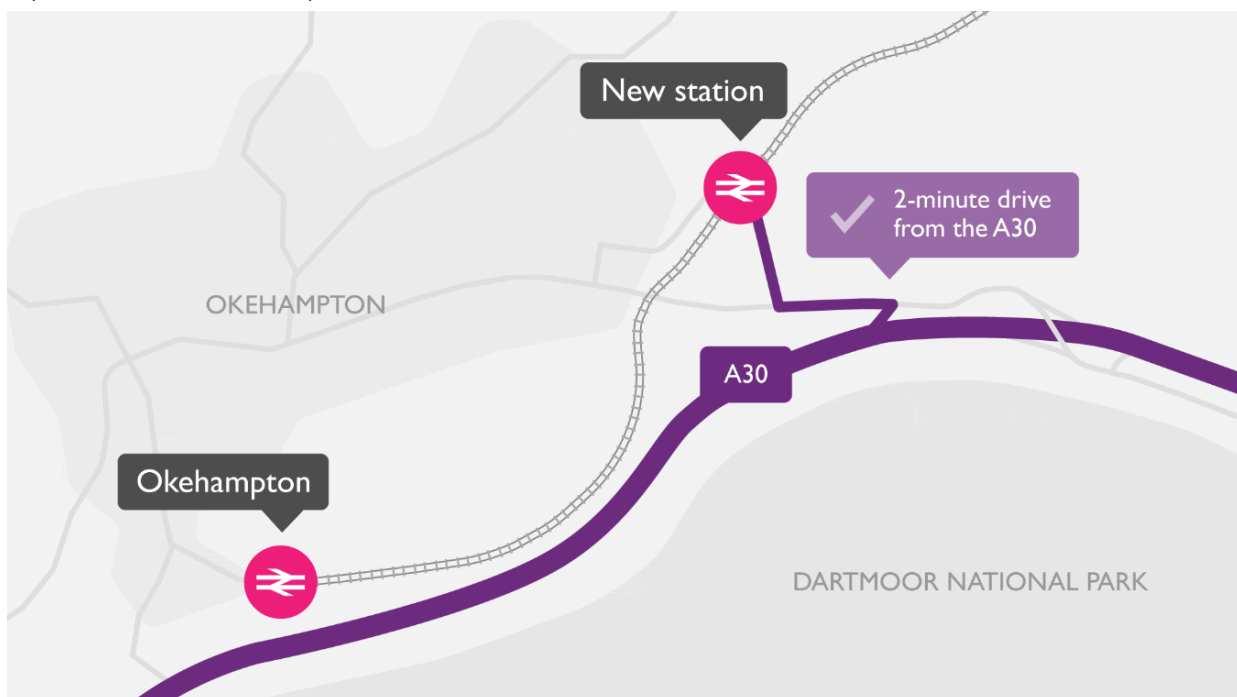


Figure 1: location of new railway station

The new station will serve the eastern side of the town where much of the residential growth and employment land is located. Better cycle links are planned, with a local bus service integrated with the new rail station improving travel choices and connectivity to Exeter and the wider rail network for education, retail, leisure and work journeys. As a key interchange, close to the A30 junction, it will also serve the wider rural catchment of West Devon, Torridge and North Cornwall which are outside reasonable walking or cycling distance or have limited options to use public transport. The station is expected to reduce vehicle kilometres travelled and therefore have a positive impact on carbon emissions. It will also reduce the number of car journeys travelling through the town centre to access the existing 'Town' station, easing congestion and improving the pedestrian environment.

3.1 The Scheme

The scheme itself (shown in Appendix 1) will be approximately 2.2km east of Okehampton Town Station and will provide a single, 100m long, 3.3m wide platform offering an hourly

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frequency service to Crediton and Exeter in one direction and an hourly frequency to Okehampton Town Station in the other.

The station will be unstaffed but will meet GWR's new station requirements with appropriate furniture and public information points to offer an inclusive, accessible experience for passengers. Step-free pedestrian access can be gained either from Hameldown Road or from Okehampton Business Park via a lift and a bridge, which will connect to a new c.200-space car park. The car park will include 5% disabled parking bays and 10% electric vehicle charging points. The car park and part of the bridge are located on land currently owned by DCC and shown edged blue on the plan at Appendix 3 ("the Site").

For local connectivity, there will be a series of cycle improvements to provide attractive routes to the station from nearby residential areas on the east of the town, including a pedestrian and cycle crossing on Hameldown Road (see Appendix 2). A new Toucan crossing on Exeter Road will also improve access to / from the station as well as walking and cycling leisure opportunities to the Dartmoor Way. Conveniently located, sheltered cycle parking will be provided on both sides of the station (in the car park and in close proximity to the platform). A bus shelter will be conveniently located immediately outside the station on Hameldown Road. To provide a fully integrated multi-modal transport offer, it is proposed that the following services will be extended to Okehampton Interchange Station:

Service No	Key locations served	Frequency (per day)	Town Route
6	Bude – Holsworthy – Okehampton	8-10 journeys	Via Exeter Road
6A	Exeter – Okehampton	5-6 journeys	Via Crediton Road / Kellands Lane
118	Tavistock – Okehampton	5-6 journeys	Via town centre and Exeter Road

The existing 306 service between Launceston and Okehampton, which has 4 journeys per day will continue to operate to Okehampton Town Station.

The proposed station works will be submitted by Network Rail to the local planning authority (West Devon Borough Council) under a prior approval application under Part 18 of the General Permitted Development Order (GPDO). Network Rail and their supply chain, supported by Devon County Council has committed to produce a number of supporting technical reports (i.e. flood risk, lighting, noise, landscaping, ecology and transport) to support the prior approval application alongside the design drawings and plans. The required ecology surveys have been completed and Devon County Council will be separately submitting a Dormice Licence to Natural England to enable works to commence later in the year.

3.3 Appropriation of Land

The Site identified for the station car park forms part of Okehampton Business Park. This report seeks appropriation of the Site so that it can be used as a car park and bridge to support bringing the railway station development forward in line with aspirations of the Plymouth and South Devon Local Plan and the Levelling Up Fund programme.

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Devon County Council acquired Okehampton Business Park from the Rural Development Agency (RDA) in 2011 in order to bring forward a Business Park on the site and aid economic growth in Okehampton. The Council exercised its powers under s.120 of the Local Government Act 1972 in order to acquire the land, however the precise statutory power pursuant to which the land was acquired and is currently held is not revealed by Council records. The Site forms part of the Business Park and at the time the Site was acquired it was intended to be used for commercial development. The Site is currently allocated in the Local Plan for employment use so it is assumed that the Site was acquired by DCC for employment purposes. The Local Plan does however reference the need to support and not prejudice the provision of a new railway station on the Site.

Since acquiring the land for Okehampton Business Park, all plots with the exception of plot C shown on Appendix 4 have been sold on for employment use to enable the establishment of a Business Park within the site. Plot C was most recently developed by the County Council to increase Special Education Needs school places to serve the educational need in the area - the Promise School opened in September 2022. The masterplan identifies that the remaining land, being the Site, is not planned for further development other than the provision of a rail station and associated car parking.

Before proposals for development of a station car park with a connecting accessible bridge on the Site can be progressed, it is necessary for the County Council to ensure that it holds the Site for a purpose which is consistent with its intended development and which would allow that development to proceed. Given the lack of certainty as to the statutory power pursuant to which Okehampton Business Park was acquired and the fact that it appears that it was acquired and is held for development for employment purposes, it is considered that appropriation of the Site to a purpose which is consistent with the proposed development and so as to allow that development to proceed is required. This is the same process that was followed for the development of the Promise School on plot C.

Okehampton Business Park is subject to a restrictive covenant which, if it remains enforceable, could prevent development of the Site for the station car park and associated bridge without the consent of the party/parties with the benefit of that covenant. The covenant was attached to Okehampton Business Park when it was sold to the RDA and it may remain enforceable against the Council as the current owner. The Covenant requires that Okehampton Business Park be used only for uses falling within B1 B2 or B8 of the Schedule to the Town and County Planning (Use Classes) Order 1987 or as a site for an electricity sub-station to supply electricity to the Property. Use of the Site as a railway station car park would be in breach of this Covenant as it falls outside of the specified Use Classes.

The potential for this covenant to be enforced so as to prevent the development proceeding is relevant to the identification of the holding power to which the Site is to be appropriated.

Under s.226 of the Town and Country Planning Act 1990 the Council has power to acquire land for "planning purposes" which include where it thinks that the acquisition "will facilitate the carrying out of development/re-development or improvement on or in relation to the land". The Council can also appropriate land which it already holds to such a planning purpose. However, before acquiring or appropriating land for such a purpose the Council must also be satisfied that the development will contribute to the achievement of one or more of the following well-being objectives, namely the promotion or improvement of

economic, social and environmental well-being of the area. Where land is appropriated to planning purposes, and subject to meeting other requirements set out in s.203 of the Housing and Planning Act 2016, the land can be developed notwithstanding that to do so would interfere with a restrictive covenant which affects the land.

Before land can be appropriated from one purpose to another, the requirements of s.122 of the Local Government Act 1972 must be met, namely that the Council must be satisfied that the land is no longer required for the purpose for which it is presently held and that the Council can acquire by agreement land for the purpose to which the land is to be appropriated.

These requirements can be met in relation to the proposed railway station car park use, with further detailed consideration explained in section 8 legal considerations.

4) Options / Alternatives

To not pursue the appropriation of the land for planning purposes has the potential for the restrictive covenant on the land to be enforced, which would prevent the development from proceeding. With strong support for the station (see section 5) and funding secured through the Government's Levelling Up Fund programme, seeking approval to appropriate the land minimises the risk of the station's delivery being prevented or the cost of delivery increasing.

During the works on the Dartmoor Line, Devon County Council commissioned Network Rail to undertake feasibility work to consider alternative options for the station design. This considered the need to serve access from both sides of the railway and delivering a minimum viable product – a station pared down to minimal complexity and cost to deliver the project objectives and fulfilling the core functions for passengers that will use it. This work concluded that a platform on the Hameldown Road (up side) of the railway would offer the best solution due to the curvature of the track and some of the topographical constraints on the Okehampton Business Park side of the railway. Alternative options with ramps instead of a lift to minimise cost were considered; however, latest railway design standards do not support this approach.

5) Consultations

The adopted Plymouth and South Devon Local Plan was subject to a full statutory consultation process with opportunities for stakeholders and members of the public to comment on land use proposals in Okehampton. Through this process there was support for the development of a rail station on the east of the town as part of the TTV13 allocation (see Figure 2). Specifically, Policy TTV13 states that development on the land should provide for the following:

“Support and not prejudice the provision of a new railway station and associated facilities in the east of the town and the potential to reintroduce a full rail passenger service from Okehampton”.

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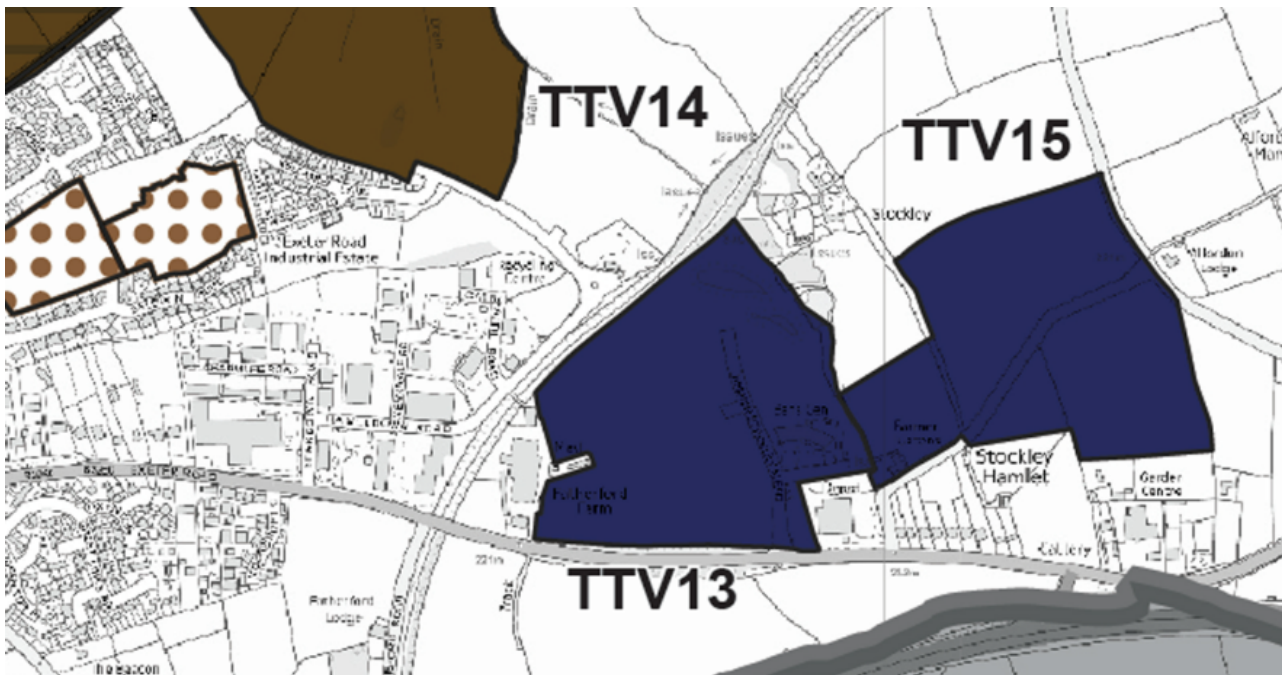


Figure 2: Plymouth and South Devon Local Plan Policy TTV13 - Land at Exeter Road, Okehampton

More recently, the Levelling Up Fund submission received letters of support from a variety of stakeholders including the local MP, Peninsula Transport Sub National Transport Body, Okehampton Town Council, Network Rail, Great Western Railway, Stagecoach and the Heart of the South West Local Enterprise Partnership. Community-based organisations including OkeRail and the Devon and Cornwall Rail Partnership also indicated strong support for the new station.

6) Strategic Plan

The table below summarises how the proposals would impact achievement of relevant Strategic Plan actions according to a seven-point scale, whereby -3 represents a large negative impact and +3 represents a large positive impact.

Strategic Plan Priority	Strategic Plan Action	Alignment
Responding to the climate emergency	Support a green recovery from COVID-19	+2 (Moderate positive)
	Prioritise sustainable travel and transport	+3 (Large positive)
	Encourage sustainable lifestyles	+3 (Large positive)
Investing in Devon's economic recovery	Secure investment in transport infrastructure to stimulate economic growth, improve accessibility, increase travel choices and improve road safety	+2 (Moderate positive)
Improving health and wellbeing	Give people greater opportunities for walking and cycling to increase their physical activity	+1 (Slight positive)
Helping communities to be safe, connected and resilient	Enable a range of transport options, including public transport	+3 (Large positive)

Being ambitious for children and young people	Make sure there are more apprenticeships and better access to employment and learning, including digital skills	+1 (Slight positive)
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There will be environmental and public health benefits achieved through the delivery of a new rail station, including associated walking and cycling improvements, which will encourage more sustainable lifestyles for all ages and abilities. People will benefit from improved safety and better connectivity through increased travel choices, unlocking future education, leisure and work opportunities for residents in Okehampton and the wider rural catchment. It is expected to reduce vehicle kilometres through mode shift, with associated carbon benefits.

From an economic recovery perspective, the new rail station could make the area a more attractive place to live and work due to improved rail connectivity and better travel choices. It has potential to encourage new businesses on adjacent Local Plan allocated employment land and it will provide increased opportunities for access to jobs locally. The station will support improved outcomes and ambitions for young people, with improved access by public transport to education and work opportunities in Exeter.

7) Financial Considerations

Devon County Council worked closely with West Devon Borough Council on round 2 of the Levelling Up Fund and secured £13.455 million grant towards the West Devon Transport Hub project, which included the new Okehampton Interchange rail station at Okehampton Business Park and associated facilities including a new car park, bus stop, cycle parking facilities and wider active travel linkages.

Devon County Council has agreed to deliver this scheme and accept the financial risk with the terms of the grant funding agreeing that any shortfall in funding, will be financed by the Local Transport Plan grant. The total approved project value is £14.95 million, of which £110,000 was land value. The funding also includes internal borrowing of £1.2 million and contributions of £120,000 from West Devon Borough Council towards the project.

As the station will be part of Okehampton Business Park, it will need to contribute towards service charges for the wider estate. A Management Company will be responsible for landscaping, maintenance etc and there will be a nominal annual fee payable. This has been estimated at c.£5,000 per annum based on other plots and Devon County Council will seek this to be negotiated with GWR as part of the leasing arrangements for the train operating company to manage and operate the car park.

8) Legal Considerations

In order to appropriate the Site for planning purposes, the Council must be satisfied that:

1. The Site is no longer required for the purpose for which it is currently held and the purpose to which the Site is to be appropriated is one for which the Council can acquire land by agreement;
2. The appropriation facilitates the development of the Site; and

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3. That development will likely contribute to the promotion and / or improvement of the economic, and/or social and / or environmental well-being of the area.

The determination as to whether land is “required” for the purpose for which it is presently held is a matter of judgement for the Council and may involve evaluating, by reference to the public interest, the relative importance of competing needs (see *R (Maries) v Merton LBC* (2014) EWHC 2689 Admin; *Dowty Boulton Paul Ltd. V Wolverhampton Corporation* (1976) CH 13).

In respect of 1, save for the school which has been covered above, Okehampton Business Park has been developed out in line with DCC’s Master Plan (see Appendix 4). When DCC acquired Okehampton Business Park in 2011 it seems the acquisition was on the basis that the whole of the site was intended for employment. However, the planning permission obtained by DCC in 2015 for the development of the Business Park made it clear that, by that time, in fact only plots marked A-G on DCC’s master plan were required to meet the employment need in that area. The Site was clearly identified in the planning application as being earmarked for use as a Railway Station Car Park making it clear that the Site has not been considered as necessary for employment purposes for some time. In addition to this, Plymouth and South Devon Local Plan identifies the Site as being important to support and not prejudice the provision of a new railway station and associated facilities. It is therefore clear that the test in 1 is satisfied and the Site is not required for employment purposes. Moreover, the Council is entitled to acquire land by agreement for planning purposes.

In respect of 3, the development of the Site as a railway station car park, connecting to a new station via a bridge to support the development of the railway station will promote and improve the social wellbeing of the area, with improved opportunities to access education, employment, retail and leisure by public transport. Furthermore, research indicates that a new station can increase land value and make the area a more attractive place to live and work due to improved rail connectivity and better travel choices. It has the potential to encourage new businesses on adjacent allocated employment land to the area and it will provide increased opportunities to attract employees to access jobs locally as well as reduce the reliance on the private car for journeys towards Exeter.

In respect of 2, the Plymouth and South Devon Local Plan identifies the need for the allocated site to support and not prejudice the provision of a new railway station and associated facilities in the east of the town and so appropriation for planning purposes will provide a clear basis for the Council to develop the Site for these purposes. Moreover, appropriation to planning purposes will operate definitively to override the restrictive covenant referred to above and which may be enforced so as to prevent the development proceeding. Therefore, subject to obtaining planning permission and meeting the other requirements set out in s.203 of the Housing and Planning Act 2016 (which it is anticipated can be met), appropriation to planning purposes will facilitate the carrying out of development on the Site for a railway station car park as part of the wider Okehampton Interchange station project, as proposed. In summary, it is considered that the legal tests which must be met for appropriation to planning purposes have been met.

Where a restriction such as a restrictive covenant is overridden through appropriation (and by operation of s.203 of the Housing and Planning Act 2016), compensation is payable to the person or persons with the benefit of the covenant pursuant to s.204 of the 2016 Act. Compensation is payable on an injurious affection basis. It is considered that the amount of

compensation which would be payable (if claimed) would be minimal and covered within the available budget. The Proposal is therefore subject to Cabinet's approval that the Site is appropriated for planning purposes as recommended in this Report.

9) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

All environmental impact considerations associated with the recommendations of this report will be picked up through the subsequent planning process and during the design and technical work. This will include assessment of flood risk, lighting, noise, landscaping, ecology and biodiversity net gain. The site and available land is considered sufficient to provide the necessary environmental mitigation and enhancement to support the delivery of the project.

Once completed, there will be a requirement for the Station to join the Management Company for contributions towards the service charges for the business park landscape maintenance, including the Sustainable Urban Drainage System (SUDS).

10) Equality Considerations

Where relevant, in coming to a 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

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation).

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

In progressing this particular scheme, an Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at <https://www.devon.gov.uk/impact/okehampton-interchange-station>.

11) Risk Management Considerations

Monthly Project Boards take place between Devon County Council, West Devon Borough Council, Network Rail and Great Western Railway, with separate steering groups held separately to oversee the detailed work and manage risks during the development of the project. Risks are reviewed at the Project Boards on a risk register and any issues reported quarterly to the Department for Transport in line with the requirements of the Levelling Up Fund process.

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The key risk in relation to the report recommendations is initially not appropriating the land for planning purposes, which has the potential for the restrictive covenant on the land to be enforced. This would prevent the development from proceeding. The timescales of the Levelling Up Fund grant requires all funding to be spent by 2025/26, by exception. One of the key risks to delivering to these timescales is securing the necessary ecological licences by autumn 2024. The proposed approach to planning set out in this report gives the project the best opportunity to achieve these timescales.

Although the report seeks delegated powers to negotiate and authorise payments for compensation, the railway station proposals are expected to increase the value of the land and so this is considered a low financial risk to the project.

12) Reasons for Recommendations

The recommendations of this report will enable the Site to be developed for a new station car park with connecting bridge to a new Okehampton Interchange railway station at the east of the town, with associated facilities to support access for all, including walking, cycling and bus stop infrastructure. The County Council is satisfied that the appropriation of the land satisfies the legal tests and can therefore override the restrictive covenant on the land. It is included in policy TTV13 of the Plymouth and South Devon Local Plan and there is strong local support for the new railway station. Funding has been secured through the Government's Levelling Up Fund in partnership with West Devon Borough Council and the necessary governance arrangements are in place to support its future delivery in partnership with Network Rail and their supply chain.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: Okehampton Rural

Cabinet Member for Climate Change, Environment & Transport: Councillor Andrea Davis

Cabinet Member for Highway Management: Councillor Stuart Hughes

Local Government Act 1972: List of background papers

Nil

Contact for enquiries:

Name: Jamie Hulland

Telephone: 01392 383000

Address: Room 120, County Hall, Topsham Road, Exeter EX2 4QD

Appendix 1: Okehampton Interchange Station Scheme



- Legend**
1. All dimensions are in millimetres.
 2. Confirmation of all survey data must be obtained from the Network Rail survey team.
 3. All coordinates are in the project grid.
 4. All dimensions are in metres unless specified otherwise.
 5. All angles are in degrees unless specified otherwise.
 6. For project file: "173238-01-WST-DAC-DRG-EMF-00001"
 7. For Existing General Arrangement: "173238-01-WST-DAC-DRG-EMF-00001"
 8. For Existing Station Building: "173238-01-WST-DAC-DRG-EMF-00001"
 9. For Existing Footbridge: "173238-01-WST-DAC-DRG-EMF-00001"
 10. For Proposed Station: "173238-01-WST-DAC-DRG-EMF-00001"
 11. For Existing General Arrangement: "173238-01-WST-DAC-DRG-EMF-00001"
 12. For Existing Station Building: "173238-01-WST-DAC-DRG-EMF-00001"
 13. For Existing Footbridge: "173238-01-WST-DAC-DRG-EMF-00001"

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KEY TO SYMBOLS:

- PROPOSED ELEMENTS
- MODIFIED ELEMENTS
- VARIES NOT AS PER OS MASTERMAP

Rev	Issue	Description of Revision	Drawn	Checked	CRK	Appr
01	1	Issue for tender				



Authorised: _____ Signed: _____ Date: _____

Contract No: **173238**

Contract Title: **Okehampton Parkway Station**

Drawing Title: **Proposed Station Building & Carpark General Arrangement**

Discipline	Author	Checked	Date
Design	T.Deniszynski	Signed	28/02/2020
Drawn	T.Deniszynski	Signed	28/02/2020
Checked	T.Deniszynski	Signed	28/02/2020
Approved		Signed	

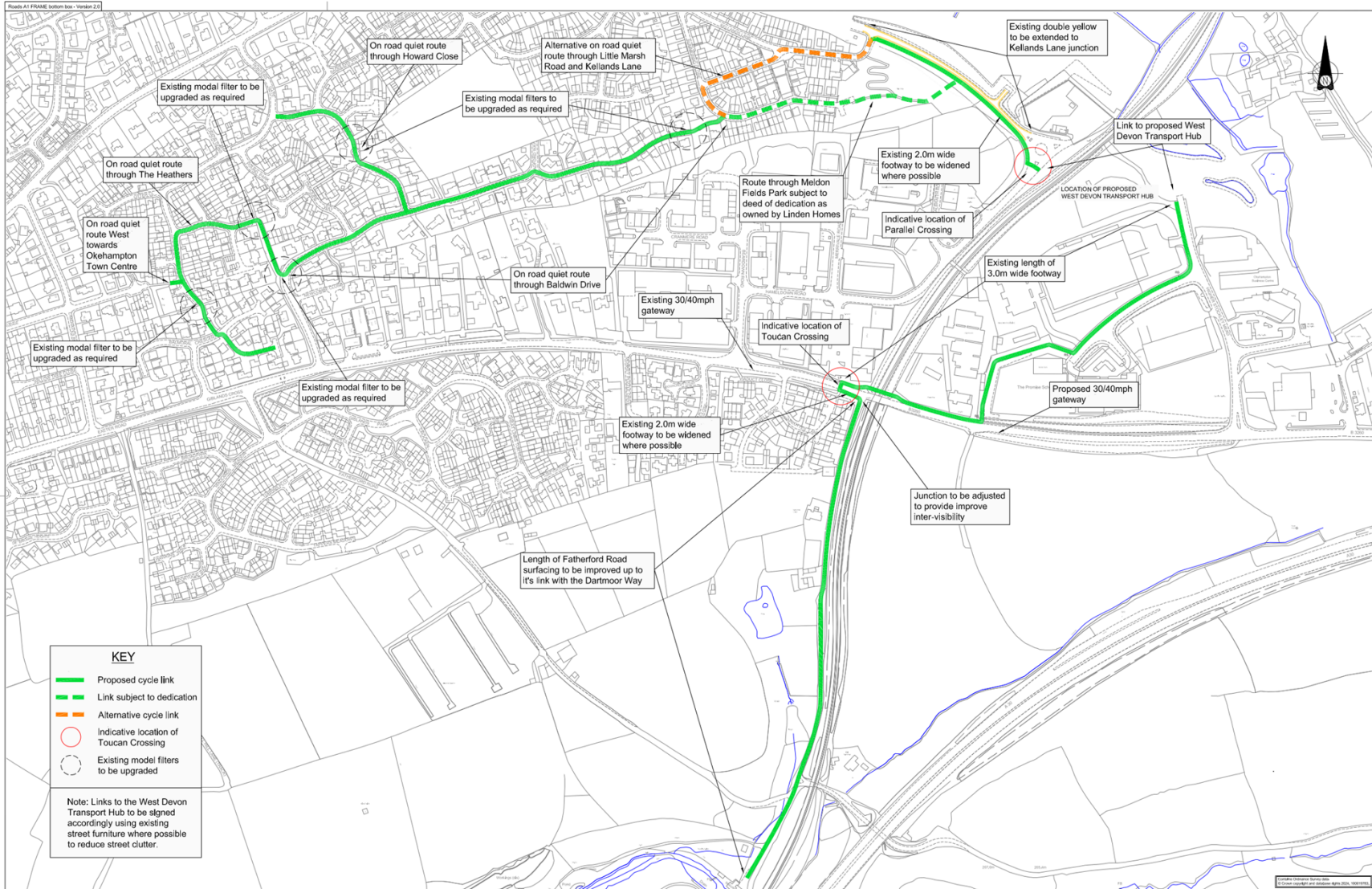
Scale: **1:500**

Sheet: **1 of 1**

Drawing Number: **173238-01-WST-DAC-DRG-EMF-00002**

Revision: **P01.1**

Appendix 2: Wider Walking and Cycling Connectivity Proposals



KEY

- Proposed cycle link
- - - Link subject to dedication
- - - Alternative cycle link
- Indicative location of Toucan Crossing
- Existing modal filters to be upgraded

Note: Links to the West Devon Transport Hub to be signed accordingly using existing street furniture where possible to reduce street clutter.



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 Crow Tor,
 Great Moor House,
 Bittorn Road,
 Exeter,
 EX2 7NL
 Tel. 0345 155 1004
 customer@devon.gov.uk
 www.devon.gov.uk

JOB
**OKEHAMPTON
 WEST DEVON TRANSPORT HUB**

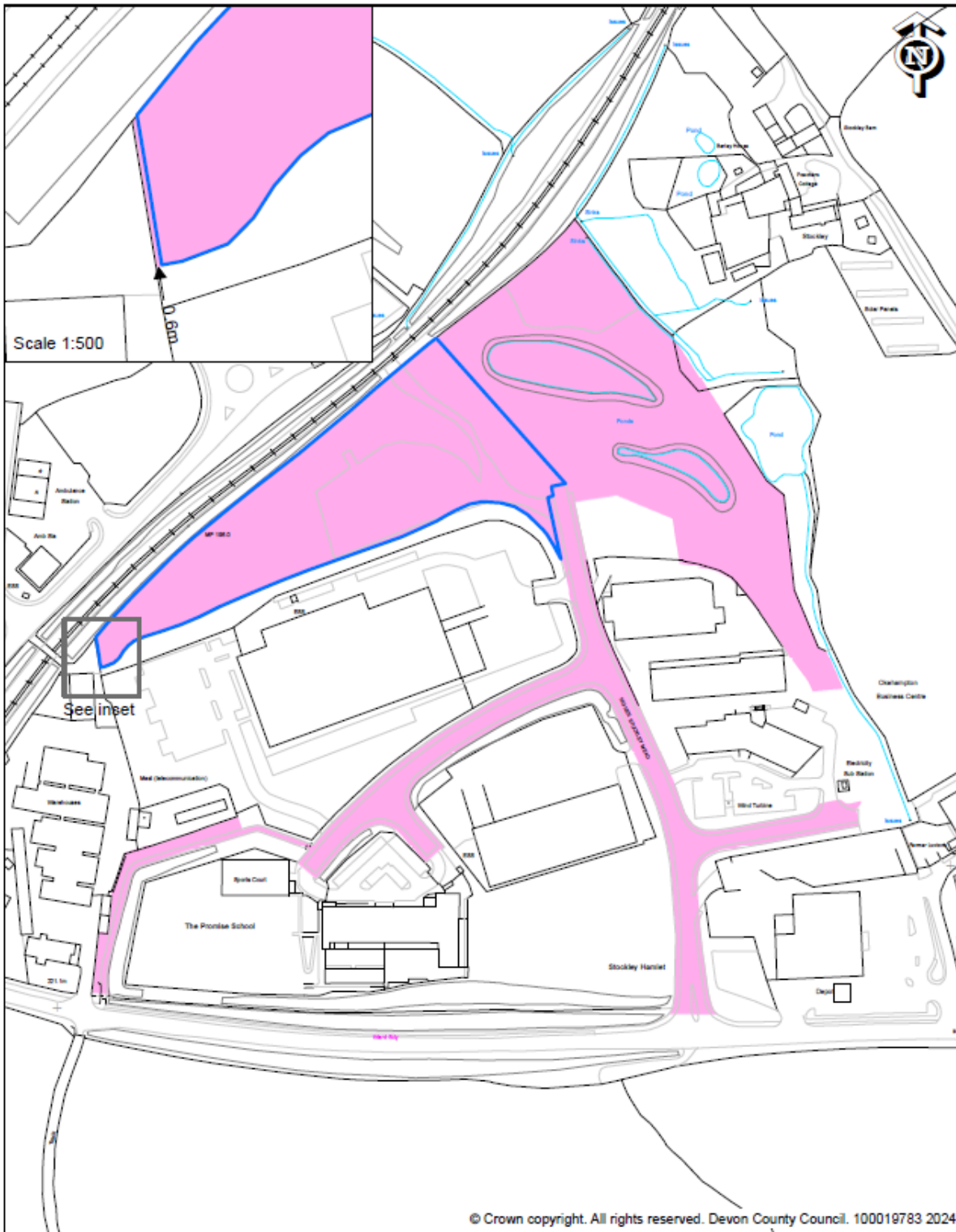
Cabinet
 job/title/proposal
PROPOSED CYCLE CONNECTIONS

Rev	Date	Drawn	Revisions	Chk
	27.02.2024	ED		
A	01.05.2024	ED	Crossing section amended - Hathers Link	
B	01.05.2024	ED	General amendments	



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Drawing number	Revision
C23003/ 7	B
Scale	Sheet
1:2000	A1

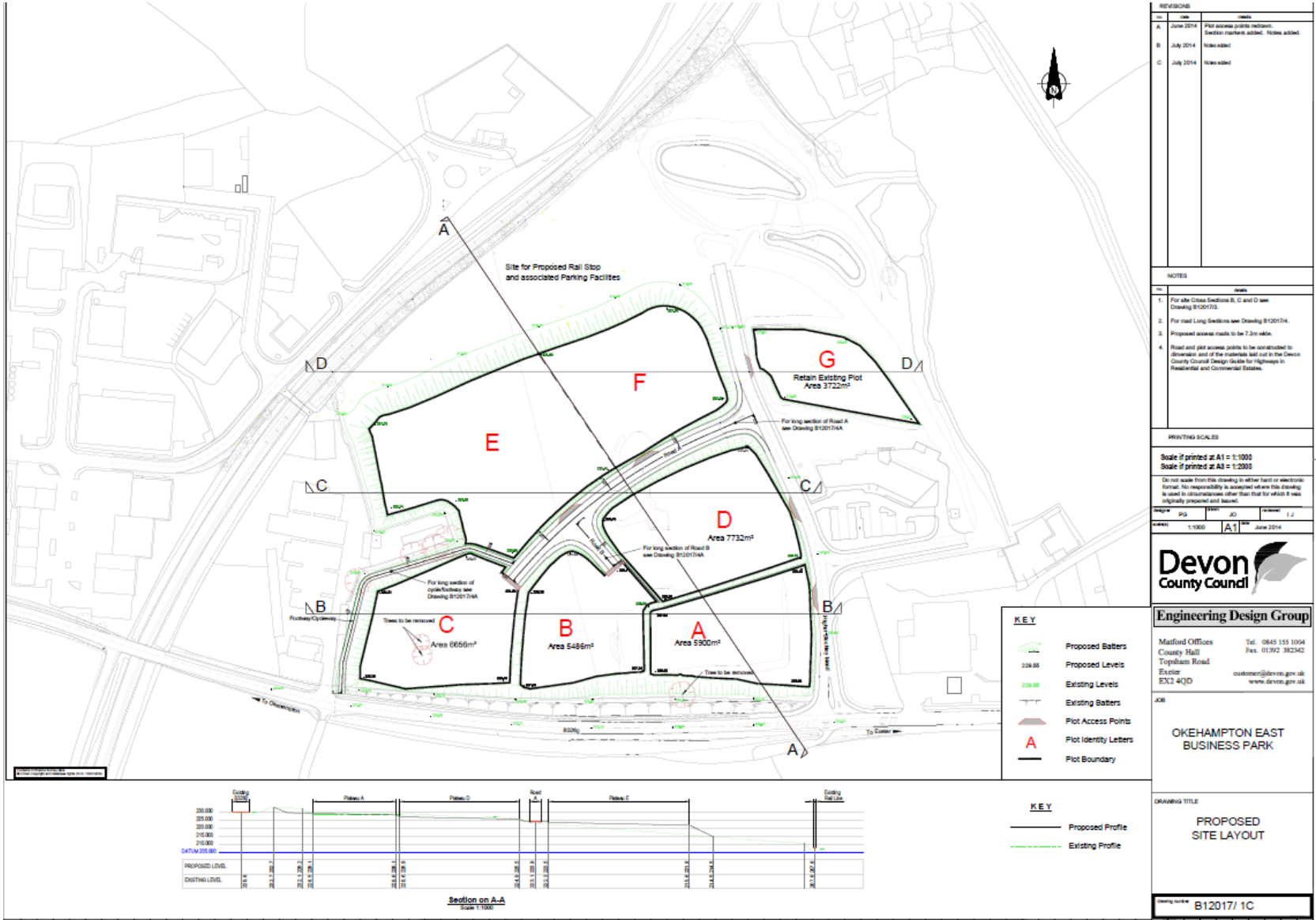
Appendix 3: Land proposed (in blue) for railway station with car park



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Title: Okehampton Business Park		Project: Site plan			
 South West Norse Ltd <ul style="list-style-type: none"> Head office: Venture House, 1 Capital Court, Bilton Road, Newton Ind Est, Exeter, EX2 7JW South office: The Clay Factory, Redlake Trading Estate, Lybriidge, Devon, PL21 0S2 	Scale: 1:2,500	Date: May 24	Contact:		
	File/ Desc:	OS Sheet:	Telephone:		
	Prep: CP	Checked:	Office: EXETER		
	BIS No:	Project No: 24001	Draw No: OBPAP01	Rev:	

Appendix 4 Okehampton Business Park development plots completed



REVISIONS		
No.	Date	Issue
A	June 2014	Plot access points reduced. Section markers added. Notes added.
B	July 2014	Notes added
C	July 2014	Notes added

NOTES	
No.	Issue
1.	For site Cross Sections B, C and D see Drawing B12017/3.
2.	For road Long Sections see Drawing B12017/4.
3.	Proposed access roads to be 7.3m wide.
4.	Road and plot access points to be constructed to dimensions and of the materials set out in the Devon County Council Design Guide for Highways in Residential and Commercial Estates.

PRINTING SCALES	
Scale if printed at A1 = 1:1000	
Scale if printed at A3 = 1:2000	
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Design	PG
Drawn	JO
Checked	J.J
Scale	1:1000
Sheet	A1
Date	June 2014

Devon County Council

Engineering Design Group

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JOB

OKEHAMPTON EAST BUSINESS PARK

DRAWING TITLE	
PROPOSED SITE LAYOUT	

Drawing No	B12017/1C
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Impact Assessment



Assessment of: Okehampton Interchange Station

Service: Climate Change, Environment and Transport

Head of Service: Jamie Hulland

Version / date of sign off by Head of Service: 17/05/2024

Assessment carried out by (job title): Lewis Kiely (Graduate Trainee Transport Planner)

1. Description of project / service / activity / policy under review

Following the successful reopening of the Dartmoor Line in 2021, proposals have been developed to deliver a second station on the eastern edge of Okehampton comprising of a single platform station with associated transport interchange facilities. Funding for the delivery of a second station in Okehampton was secured in 2023 through a successful application to the Levelling Up Fund tranche 2.

2. Proposal, aims and objectives, and reason for change or review

The aim of the proposals is to provide an alternative to the private car for journeys between Okehampton and Exeter, and offering choice of rail travel for the wider rural area including West Devon, parts of Torridge and North Cornwall. In recent years, a significant amount of housing has been delivered on the eastern edge of Okehampton, however, from this part of the town the existing railway station is not easily accessed. It is proposed that a new station, named Okehampton Interchange, is constructed at the eastern edge of Okehampton, providing easy access to the rail network for people living in the area.

The station site itself will consist of a single platform station, with a station car park (offering disabled bays and some EV chargepoints), bus stop and shelter, improved cycling and walking routes between the station and the nearby residential catchment, as well as cycle parking. Provision of these additional facilities will create a genuine transport interchange, enabling multi-modal journeys, resulting in increased access to education, employment and leisure opportunities for all residents, regardless of their socioeconomic background.

The station location and inclusion of the station car park increases the station catchment area significantly, particularly as it is 2 minutes from the main A30 trunk road. This would provide a genuine alternative to the longer distance car journeys for people travelling to Exeter and beyond, from the majority of West Devon, and even as far as North Cornwall.

The benefits Okehampton Interchange would bring to the area include:

- Addressing the climate emergency through encouraging sustainable travel through modal shift away from the private car;
- Increased opportunities for people to thrive by removing transport related barriers to education, employment and services, consistent with the Levelling Up agenda;
- Maximising patronage on the Dartmoor Line helping ensure its commercial viability.

3. Risk assessment, limitations and options explored (summary)

Limitations

A significant risk to the delivery of the new station is the spending deadline imposed as a condition of the funding. Delivery of the station requires detailed and sensitive ecological works to be carried out to minimise the impact the new station will have on any protected species present in the area, for example dormice. To achieve this, certain ecological licences are required, with initial site clearance works restricted to specific times of the year. It is essential to adhere to these restrictions to help protect nature, and efforts to undertake ecological mitigation and biodiversity enhancement works at the earliest opportunity will enable completion of the works within the spending timescale.

Furthermore, the requirement to offset any habitat loss during the construction of the station with suitable, and crucially connected, land could limit the overall size of the construction land.

Alternatives

One alternative option would be to reduce the scope of the project by removing the transport interchange proposals. This would likely reduce the overall attractiveness of the station, particularly those travelling from further afield (i.e. rural West Devon, Torridge and North Cornwall) to access the rail network, which would impact on patronage levels.

4. People affected, diversity profile and analysis of needs

The people potentially affected by the proposals are primarily people living or working within the Okehampton area, as well as people wishing to travel by rail from the wider West Devon area. Therefore, the diversity profile for the Okehampton area is presented below, along with the wider West Devon area. Devon and England are used as a comparator.

Age

It can be seen below in Table 1 that the population in Okehampton has similar proportions of people in each age category as Devon as a whole, which is somewhat older than the

national average. The population in the wider West Devon region is proportionally older than Devon as a whole, with 28.5% of resident aged 65 or over.

TABLE 1 AGE (CENSUS 2021)

Geography	Total	% Age 0-19	% Age 20-64	% Age 65+
Okehampton	7,710	21.9%	52.8%	25.3%
West Devon	57,096	19.2%	52.3%	28.5%
Devon	811,638	20.3%	53.9%	25.8%
England	56,490,048	23.1%	58.5%	18.4%

The 2022 National Travel Survey (NTS), as can be seen below in Table 2, indicates that people aged between 17 and 20 make proportionally more trips by bus and surface rail than any other age group. Further, higher proportions of journeys made by people aged between 21 and 49 use surface rail than the national average.

In contrast to surface rail, younger and older people tend to be more reliant on buses, with those aged 0-16 and 65+ making a greater proportion of their trips by bus than the national average.

The proportion of trips made by cycle is seen to be consistent across all age groups, with no discernible patterns.

TABLE 2 TRIPS MODE PER PERSON PER YEAR BY AGE GROUP (NTS 2022)

Trips per person per year										
Mode		All ages	0-16	17-20	21-29	30-39	40-49	50-59	60-69	70+
Surface Rail	No.	15	6	27	28	21	23	17	11	3
	%	1.8%	0.8%	4.1%	3.5%	2.2%	2.3%	1.8%	1.2%	0.4%
Local Buses (outside London)	No.	23	24	68	25	18	20	17	16	27
	%	2.7%	3.1%	10.3%	3.2%	1.8%	2.0%	1.9%	1.8%	3.5%
Cycle	No.	15	14	10	11	18	25	20	14	7
	%	1.8%	1.9%	1.5%	1.4%	1.9%	2.5%	2.1%	1.5%	0.9%
All modes	No.	862	780	658	788	954	994	936	920	765

Ethnicity

The 2021 Census, see Table 3, shows that Okehampton, West Devon and Devon are considerably less ethnically diverse than England as a whole with 97% of the population in Okehampton and Devon being White, compared to the national average of 81%. In Okehampton and West Devon, people identifying as having Mixed or multiple ethnic groups form the largest non-white ethnicity with just over 1%.

TABLE 3 ETHNICITY (CENSUS 2021)

Geography	Total	% White	% Mixed / multiple ethnic groups	% Asian / Asian British	% Black / African / Caribbean/ Black British	% Other ethnic group
Okehampton	7,714	96.9%	1.2%	0.9%	0.2%	0.7%
West Devon	57,094	97.8%	1.1%	0.6%	0.2%	0.3%
Devon	811,642	96.4%	1.4%	1.5%	0.3%	0.5%
England	56,490,048	81.0%	3.0%	9.6%	4.2%	2.2%

White adults are significantly more likely to live in a household with a car/van (85%) than either Black/African/Caribbean/Black British adults (68%) or people from other ethnic groups (75%). The proportions of mixed or multiple ethnic group adults and Asian or Asian British adults living in a household with a car or van are closer to the corresponding figure for White adults, at 79% and 83%, respectively. This indicates that Black people are more likely to be reliant on public transport than White people to meet their transport needs.

Health and disability

As is seen in Table 4, the proportion of people reporting to be in bad or very bad health at the 2021 Census is similar across all geographies considered, and is similar to the national average. The proportion of people reporting to be in very good or good health is slightly lower in Okehampton (79%) than in West Devon (80%), Devon as a whole (81%) and the national average (82%). Similarly, the proportion of people who are not disabled under the Equality Act increases as the geographical area increases.

There are proportionally more disabled people in Okehampton than the national average, with 8.6% reporting at the 2021 Census that their daily activities are limited a lot by disability, and a further 13% reporting that their daily activities are limited a little by disability.

TABLE 4 HEALTH AND DISABILITY (CENSUS 2021)

Geography	% Activities limited a	% Activities limited a	% Not disabled under the	% Very good and	% Fair health	% Very bad and

	lot by disability	little by disability	Equality Act	good health		bad health
Okehampton	8.6%	13.0%	78.4%	78.7%	15.5%	5.8%
West Devon	8.2%	12.6%	79.2%	80.2%	14.4%	5.3%
Devon	7.7%	11.8%	80.5%	81.4%	13.5%	5.2%
England	7.3%	10.0%	82.7%	82.2%	12.7%	5.2%

The 2022 National Travel Survey reveals that on average, disabled people make fewer trips per year than non-disabled people, however they make proportionally more trips by bus than non-disabled people. In contrast, disabled people make proportionally fewer trips by surface rail than non-disabled people.

Gender

As in England overall, there are slightly more females than males in all geographies considered. On average, females make slightly fewer trips in total than males, but make proportionally more trips on foot or by bus than males.

Socio-economic

The proportion of households not deprived in any of the four dimensions (education, employment, health and housing), as can be seen in Table 5, is lower in Okehampton than the national average, while the wider West Devon region and Devon as a whole show similar proportions to the national average. The proportion of households deprived in three or four dimensions in Okehampton is similar to the national average, while in the wider West Devon region and Devon as a whole a slightly smaller proportion of households are deprived in three or four dimensions.

TABLE 5 HOUSEHOLD DEPRIVATION (CENSUS 2021)

Geography	% Household is not deprived in any dimension	% Household is deprived in one or two dimensions	% Household is deprived in three or four dimensions
Okehampton	43.8	52.6	3.7
West Devon	49.3	48.0	2.7
Devon	49.6	47.6	2.8
England	48.4	47.6	3.9

The 2022 National Travel Survey reveals that those in the lowest income quintile make significantly fewer total trips per year than those in the upper two quintiles. The proportion of trips made by bus are highest for those in the lowest income quintile at 6%, which

generally declines with increasing income quintiles. In contrast, the proportion of trips made by surface rail is seen to generally increase with increasing income quintiles.

TABLE 6 TRIP MODE BY HOUSEHOLD INCOME QUINTILE (NTS 2022)

Trips per person per year							
Mode		All income quintiles	1 st income quintile	2 nd income quintile	3 rd income quintile	4 th income quintile	5 th income quintile
Surface Rail	No.	15	12	9	13	19	24
	% of all trips	1.8%	1.6%	1.0%	1.5%	2.0%	2.6%
Local Buses (outside London)	No.	23	46	29	18	11	14
	% of all trips	3%	6%	3%	2%	1%	3%
Cycle	No.	15	15	12	14	22	14
	% of all trips	1.7%	2%	1.4%	1.6%	2.4%	1.6%
All	No.	862	754	845	873	930	900

5. Stakeholders, their interest and potential impacts

The following stakeholders have been identified:

- Network Rail – the owner and organisation responsible for operating, maintaining and renewing rail infrastructure
- Great Western Railway (GWR) – the train operating company who would lease the Okehampton Interchange Station from Network Rail. GWR currently operate trains on the Dartmoor Line and would stand to benefit from increased patronage as a result of the new station.
- Stagecoach South West and Dartline – the bus operators on routes serving the new Okehampton Interchange station. They could see an increase in patronage as a result of people using their bus to access the new station; however, it could reduce

patronage on the longer distance bus journeys to Exeter (Stagecoach service) if the station abstracts existing bus trips to rail.

- Sustrans – the custodians of the National Cycle Network, of which route NCN 27 runs nearby. The improved cycle links between the station and the town centre which will be delivered alongside the station could increase the usage and profile of the NCN route 27.
- OkeRail – a local group who campaigned for the reopening of the Dartmoor Line. The Okehampton Interchange Station proposals are likely to align with their goals.
- Dartmoor Railway Association – a volunteer organisation based at Okehampton Town Station. As with OkeRail, the proposals are likely to be aligned with the association’s goals; however footfall may be reduced with some trips reassigning to the new Okehampton Interchange Station.
- West Devon Borough Council – the local planning authority and partner in securing funding from the Levelling Up Fund for delivery of Okehampton Interchange. Delivery of Okehampton Interchange would benefit them as it may accelerate delivery of housing and employment developments in the town and support sustainable growth with more attractive alternatives to the car.

6. Additional relevant research used to inform this assessment

- Census 2021
- National Travel Survey 2022

7. Description of consultation process and outcomes

The plans have been developed through collaboration with key stakeholders, including Network Rail, Great Western Railway and West Devon Borough Council and the site has been allocated through the Plymouth and South Devon Joint Local Plan, which was subject to a statutory consultation process. More recently, the Levelling Up Fund submission received letters of support from a variety of stakeholders including the local MP, Peninsula Transport Sub National Transport Body, Okehampton Town Council, Network Rail, Great Western Railway, Stagecoach and the Heart of the South West Local Enterprise Partnership.

Background information

8. Equality analysis

Under the Equality Act 2010, the local authority must consider how people will be affected by a service, policy or practice. In so doing we must give due regard to the need to: eliminate unlawful discrimination, harassment and victimisation; advance equality of

opportunity and foster good relations across protected characteristics of age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership (for work), sex, sexual orientation, race, and religion and belief. The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are: informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations; proportionate (negative impacts are proportionate to the aims of the policy decision); fair, necessary, reasonable, and those affected have been adequately consulted.

- a) Is this group negatively or potentially negatively impacted, and in what way?
- b) What could be done or has been done to remove the potential for direct or indirect discrimination, harassment or disadvantage and inequalities?
- c) In what way do you consider any negative consequences to be reasonable and proportionate in order to achieve a legitimate aim?
- d) What can be done to advance equality further? This could include meeting specific needs, ensuring equality of opportunity and access, encouraging participation, empowering people, making adjustments for disabled people and action to reduce disparities and inequalities.
- e) Is there a need to foster good relations between groups (tackled prejudice and promote understanding) and help people to be safe and protected from harm? What can be done?

[Answer the questions above for each of the characteristics below. Use the data, consultation and research sections 4 and 5 as evidence. If carrying out an options appraisal, explore the pros and cons of each option for each characteristic. Delete this note]

All residents by geographic area

Increased access to the rail network could lead to abstraction of patronage from bus services operating along similar routes, adversely impacting the viability of the bus services. The impacts on bus services will be minimised by enhancing the integration between bus and rail through the design of the new station and there is expected to be an overall increase in numbers of people travelling by public transport.

People living in close proximity to the new station site may experience short term increased levels of noise and other construction-related pollution, such as dust. Additionally, there may be increased local traffic leading to and from the station site; however, it is expected to reduce car journeys through the town centre. The impacts of the construction work are considered to be proportionate insofar as any residents negatively impacted in the short term would be expected to benefit in the longer term, due to their

improved access to the national rail network. The station site is on the edge of an industrial estate, and therefore it is likely that significant noise and traffic is already generated in the local area, and so the impacts of the construction works are likely to be less perceptible than works in less industrial locations.

Age

Younger people (aged 0-20) and older people (aged 65+) are typically more reliant on bus services than those aged 20-64, as evidenced in Section 4. Furthermore, the proportion of older people in the Okehampton and West Devon areas is significantly higher than the national average, therefore potential bus service reductions due to abstraction to rail may have adverse impacts on younger and older people.

The provision of Okehampton Interchange station would advance equality by removing transport related barriers to opportunities for all age groups, including easier access to education, employment, health care and leisure facilities.

Disability (includes sensory, mobility, mental health, learning disability, neurodiversity, long term ill health) and carers of disabled people

Disabled people are typically more reliant on bus services than non-disabled people, and therefore may be affected by service reductions should there be significant abstraction of passengers from bus to rail. The delivery of the new rail station is expected to increase the overall numbers of people travelling by public transport.

Although disabled people typically make fewer trips by rail than non-disabled people, efforts have been taken to increase the attractiveness by rail by ensuring the design has step-free access with suitable gradient ramps and the option of a lift providing a seamless connection from the car park to the single platform on the Hameldown Road side of the railway. Accessible links will also be provided from Hameldown Road, conveniently accessed from the footways and bus stop. The station project aims to enhance public transport accessibility for people with mobility issues, enabling them to reach a range of employment, education, retail and leisure opportunities.

The provision of the new station and transport interchange would advance equality by removing transport related barriers to opportunities disabled people and people with long term ill health are particularly in need of.

Race and culture: nationality/national origin, ethnic origin, skin colour, religion and belief, asylum seeker and refugee status, language needs

Evidence indicates that people of Black/African/Caribbean/Black British ethnicities, and people from mixed/multiple ethnic groups are significantly more likely to live in a

household without access to car than White people and so may benefit from an improved public transport offer.

The provision of the new station and transport interchange would advance equality by removing transport related barriers to opportunities for people of certain ethnicities and cultures, who are more reliant on public transport.

Sex and gender identity and reassignment (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed)

Females are typically more reliant on bus services than males, as evidenced in Section 4 above, and therefore may be affected by service reductions should there be significant abstraction of passengers from bus to rail. The delivery of the new rail station is expected to increase the overall numbers of people travelling by public transport.

In the design of the station, efforts are being taken to ensure that the station includes adequate lighting, CCTV and information points to offer a secure, easily accessible and attractive facility to ensure that all users feel safe.

The provision of Okehampton Interchange station would advance equality by removing transport-related barriers to opportunities for people of all gender identities and including people who are pregnant or with prams.

Sexual orientation, and marriage/civil partnership if work related

It is not thought that there will be any negative impacts specifically affecting people due to their sexual orientation or marital/civil partnership status; however, as described above, efforts are being taken to ensure that the station includes adequate lighting, CCTV and information points to offer a secure, easily accessible and attractive facility to ensure that all users feel safe.

Other relevant socio-economic factors and intersectionality

This includes, where relevant: income, housing, education and skills, language and literacy skills, family background (size/single people/lone parents), sub-cultures, rural isolation, access to services and transport, access to ICT/Broadband, children in care and care experienced people, social connectivity and refugee status/no recourse to public funds. Also consider intersectionality with other characteristics.

People on lower incomes are typically more reliant on public transport than those on higher incomes, as evidenced in Section 4. People in lower income quintiles are less likely to have access to a private car than those in higher income quintiles. Therefore, increasing access to public transport, through the new station and associated interchange, may

particularly benefit those in the lower income quintiles and increase access to economic and educational opportunities further afield.

9. Human rights considerations:

We need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).

There are no relevant human rights considerations for this project.

10. Environmental analysis

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties. The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please mark X in the relevant box below and proceed to the 11, otherwise complete the environmental analysis information below):

Devon County Council's Environmental Review Process	
Planning Permission	X
Environmental Impact Assessment	
Strategic Environmental Assessment	

- a) Description of any actual or potential negative consequences and consider how to mitigate against these.
- b) Description of any actual or potential neutral or positive outcomes and consider how to improve as far as possible.

[If carrying out an options appraisal, explore the pros and cons of each option for each area]

Reduce, reuse, recycle and compost

[Insert text]

Conserve and enhance wildlife

[Insert text]

Safeguard the distinctive characteristics, features and special qualities of Devon's landscape

[Insert text]

Conserve and enhance Devon's cultural and historic heritage

[Insert text]

Minimise greenhouse gas emissions

[Insert text]

Minimise pollution (including air, land, water, light and noise)

[Insert text]

Contribute to reducing water consumption

[Insert text]

Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level)

[Insert text]

Other (please state below)

[Insert text]

11. Economic analysis

- a) Description of any actual or potential negative consequences and consider how to mitigate against these.
- b) Description of any actual or potential neutral or positive outcomes and consider how to improve as far as possible.

[If carrying out an options appraisal, explore the pros and cons of each option for each area]

Impact on knowledge and skills

There is potential for bus service reductions should there be significant abstraction from bus to rail, which could make it more difficult to access educational establishments from certain locations in the wider geography, currently served by existing bus routes but not served by the railway. The integration of bus and rail achieved in the development of the Okehampton Interchange station will help minimise the likelihood of this occurring and it is expected to increase the overall numbers travelling by public transport.

The proposed new station should make it faster and easier for a larger rural catchment to access various educational establishments, such as Exeter College and the University of Exeter. This will enhance the opportunities for residents of these areas to improve their knowledge and skills.

Impact on employment levels

There is potential for bus service reductions should there be significant abstraction from bus to rail, which could make it more difficult to access employment establishments from certain locations served by existing bus routes but not served by the railway. The integration of bus and rail achieved in the development of the Okehampton Interchange station will help minimise the likelihood of this occurring and it is expected to increase the overall numbers travelling by public transport.

The proposed new station would make it easier to access major employers, such as University of Exeter, Exeter College, the Royal Devon and Exeter Hospital etc. The new station would help remove transport related barriers to employment, with the expectation that the proposals would increase total employment, and enable individuals already in employment to gain better paying employment from rural West Devon where incomes are low.

Impact on local business

Certain local businesses may see a slight reduction in passing trade due to travellers changing routes or modes of transport as a result of the delivery of the Okehampton Interchange Station.

The new station should give employers access to a wider pool of labour, increasing their productivity. Congestion of the local road network, notably in Okehampton Town Centre, should also be reduced, reducing the transport related time and monetary costs incurred by local businesses.

Additionally, the new station may generate new trips to the area, with the reasonable expectation that those making such trips would spend money in local businesses, such as

shops and cafes, increasing their revenues. The cycle improvements increasing access to leisure opportunities is also expected to support local tourism businesses.

CX/24/39
Cabinet
12 June 2024

South West Exeter Housing Infrastructure Fund Project amendments Report of the Director of Climate Change, Environment and Transport

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.

1) Recommendation

That the Cabinet be asked to:

- (a) approve the amendments to the HIF package of infrastructure for the removal of the electricity substation and enter into an associated Deed of Variation to the Grant Determination Agreement with Homes England
- (b) approve the acquisition of the full site as shown edged blue and green in Appendix 1 to facilitate construction of the Community Building and GP Surgery.
- (c) approve the transfer of the land edged in green in Appendix 1 to the NHS prior to occupation of the GP Surgery.
- (d) give delegated authority to the Director of Climate Change, Environment and Transport in consultation with the Cabinet Member for Climate Change, Environment and Transport and Local Member to remove the combined community building / GP surgery scheme from the HIF programme if, following further investigation, the scheme is not considered deliverable
- (e) approve Devon County Council to take ownership of the Community Building, and give delegated authority to the Director of Transformation and Business Services, in consultation with the Cabinet Member for Policy Corporate and Asset Management, to explore income opportunities to lease out space in the proposed Community Building and / or transfer the building to a suitable owner, to mitigate Devon County Council's ongoing financial liability

2) Background and Progress

As set out in previous Cabinet reports on this project, South West Exeter is a strategic allocation of 2,500 dwellings and 21.5 hectares of employment land within the administrative areas of Teignbridge District Council and Exeter City Council. It is a complex site, with various constraints including a key arterial road (the A379) which bisects the development area, it is close to the Exe Estuary Special Protection Area, has difficult topography and is in multiple land ownerships.

Devon County Council was successful in its bid of £55.14 million to the Housing Infrastructure Fund (HIF) which enables the early delivery of the infrastructure to support the planned housing development at South West Exeter. HIF forward funds the delivery of infrastructure, enabling critical infrastructure to be delivered upfront, which provides certainty and can support accelerated housing delivery. In addition, funding can be

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recovered from s.106 agreements and directly from developments and recycled for the delivery of future schemes, ensuring developers are still required to fund the infrastructure.

There has been positive progress in delivering several elements of the package, which has supported accelerated delivery of housing at South West Exeter. The infrastructure within the bid included:

- Four signal junctions on the A379 (2 completed, 1 on site, 1 tendered)
- Realignment of Chudleigh Road (tender complete and 'shovel-ready')
- Devon Hotel roundabout upgrade (completed in April 2024)
- Alphington enhancements (due to start on site in June 2024)
- School access road (Phase 1 completed)
- Pedestrian / cycle bridge (completed in January 2024)
- Suitable Alternative Natural Green Space (SANGS) (first parcels delivered and car parks open)
- New electricity substation (see section 4)
- Community building to include a GP surgery (tender complete and 'shovel-ready' - see section 5)
- Southern spine road (removed from the programme – see Cabinet report CET/24/2)

This report seeks formal approval to request Homes England to remove the substation from the HIF project as it is no longer deliverable within the funding timescales (see section 4). Although the plan is to proceed with the Community Building and GP surgery, the land ownership arrangements for the Community Building scheme have changed as explained in section 5. A map of the infrastructure delivered/proposed to be delivered by HIF can be viewed in Appendix 2.

3) Housing Infrastructure Fund Contract

The original HIF Grant Determination Agreement has twice been extended, initially to December 2024 and then to March 2025. The delivery of some of the remaining schemes is no longer achievable by March 2025 due to planning delays and prerequisites to delivery which have been dependent on third parties. There has been close working with Homes England, who have been kept informed of the challenges on these projects, and a 12-month extension is being sought until March 2026 to enable the delivery of the remaining infrastructure.

A robust case needs to be presented to achieve this extension and having had positive engagement with Homes England throughout the funding programme, and with contractors lined up and ready to construct two of the remaining projects means that the Council is in a strong position to demonstrate certainty of completion by March 2026.

For extensions beyond March 2026, this would be a Treasury decision and there are significant risks with relying upon this. The approval process is more rigorous and complex and would disrupt progress on the remaining schemes which are 'shovel-ready'. Such an extension would also rely on changes to other Homes England delivery programmes to provide flexibility in their 2026/27 budget. Homes England will consider any extension request for the whole of the project but they will not provide partial approvals. This means that an urgent decision from Homes England is needed in June/July (following a Cabinet decision) in order to commence construction by the autumn and completion by March 2026.

This is particularly critical for the Chudleigh Road realignment scheme, which involves substantial earthworks, which need to commence ahead of the 2024/25 winter months. As the following section of the report explains, there are no guarantees of delivery of the substation, even with an extended timescale, therefore it is preferable to just seek an extension to March 2026 for the remaining Chudleigh Road and Community Building/GP Surgery schemes.

4) Electricity Substation

Devon County Council (DCC) has worked closely with National Grid Electricity Distribution (NGED), formerly Western Power Distribution, to develop a scheme for a new electricity substation.

A consultation on potential sites was undertaken from 19th January 2021 to 1st March 2021. This sought views on three identified sites which it was considered met the necessary parameters as identified by NGED as well as seeking additional sites. The [Substation Public Consultation Report](#) and [Options Appraisal Report](#) include further detail on the consultation and assessment of sites.

Having assessed numerous potential sites for a substation, a preferred site was identified at Matford Home Farm. Technical work demonstrated that alternative sites were unsuitable for reasons including flooding, distance from the 132kV overhead line and access. A planning application was considered by Teignbridge District Council's Planning Committee on 16th April, and refused on the basis of significant harm to the character and appearance of the area and the amenity of both existing and future residents contrary to policies S1, S2 and SWE1 of the Teignbridge Local Plan 2013-2033 and the National Planning Policy Framework.

This refusal decision will potentially delay housing delivery as NGED has advised that there is insufficient capacity in the area to support proposed development not just in Teignbridge but also in Exeter and Mid Devon District Council areas. The need for additional electricity capacity in the area to support development was not considered to override the impacts of the substation by Teignbridge District Council in determining the planning application.

NGED has the ability to appeal the decision and would be required to do so within six months of the date of the decision notice (by 3rd November 2024). Given the additional timescales involved, the substation is no longer considered deliverable within the HIF timescales, even with a short extension, so it is recommended to remove the substation from the programme. The delivery of the substation will therefore revert to NGED with HIF funding no longer being available to support this part.

5) Community Building including GP Surgery

DCC has been working with Exminster Parish Council and the NHS/Ide Lane Surgery on proposals for the community building and surgery throughout the HIF project. Original proposals included larger buildings, which were reduced in scale due to cost constraints. A revised scheme was developed, which was considered deliverable within the funding available and on the land allocated by developers (see Appendix 1). This scheme received planning permission on 6th September 2023.

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Exminster Parish Council (EPC), in its meeting on 2nd October 2023, resolved to take ownership of the community building, despite having identified a funding deficit for the operating costs of the building. Their ownership was subject to four conditions which were considered acceptable to TDC and DCC and were achievable.

Detailed design has since progressed with continued close working with stakeholders. A two-stage tender process has been completed and a preferred contractor has been identified with potential to commence construction towards the end of the summer, enabling delivery of the buildings before March 2026.

More recently, EPC has raised further concerns about operational and maintenance costs, and other details relating to design features and lack of parking. In response, Devon County Council and Teignbridge District Council have sought to address concerns, including confirming that Community Infrastructure Levy (CIL) funds, of which c.£8M are due to Exminster Parish Council, can be used towards supporting the operational costs of the building.

On 8th April 2024, Exminster Parish Council held an Extraordinary Parish Meeting solely in relation to South West Exeter, including a proposal to reverse the previous resolution to own the building. This decision was deferred to be reviewed again in six months whilst additional information was sought.

This uncertainty around the future ownership has led to DCC needing to urgently consider alternative options in order to enable Homes England to make a decision by June/July and not risk impacting on the wider infrastructure programme. This has included abandoning the entire Community Building and GP Surgery project or constructing the GP Surgery on its own. Due to the topographical constraints of the entire site, this would still require the earthworks and levelling of the land for future delivery of the Community Building. The alternative options are considered in more detail in section 6 of this report.

On balance, the preferred option is for DCC to acquire both the Community Building and GP Surgery site and continue with construction of both the Community Building and GP Surgery. This would take advantage of the available funding and ensure that a facility is delivered for the benefit of the community at an early stage of its development. It would support the place-making aspects required for a new community and would complement the nearby Matford Brook Academy with improved walking and cycling linkages. This decision means the costs of maintenance and operation fall on the County Council, (see section 9) however, there is scope to generate income to mitigate the Council's ongoing liability through rental or leasing the space for community use and potentially co-location of public services.

There is potential for a future transfer of the building, e.g. to the local parish council, should a suitable owner be identified and the Council will continue discussions with Exminster Parish Council. It is anticipated that the GP Surgery would be owned by the NHS, although as this requires a legal agreement, it is proposed that DCC will initially acquire the whole site from the developer to avoid any delays which may impact the delivery of the scheme. The site for the GP Surgery would be transferred or leased to the NHS at a later date and the principle of this approach has been discussed with the NHS during the development of the scheme. It is proposed that DCC would own the car park serving both buildings;

however, it is anticipated that there will be a contribution towards the maintenance of the car park from the NHS. For a car park of 29 spaces, the annual cost would be minimal.

6) Options / Alternatives

Electricity Sub Station

An alternative option is to request a longer extension to the HIF funding to seek resolution of the substation; however, it is not possible to provide certainty of when this scheme could be delivered, particularly as it requires planning permission and land acquisition. As described above, this is also a more complex process with approval from the Treasury necessary. These are significant risks and would require a longer approval process, which increases the risk to other schemes including the community building and Chudleigh Road scheme which have contractors in a position to deliver by March 2026.

Community Building / GP Surgery

An option to remove the Community Building and GP Surgery in its entirety from the HIF project was considered as there will be revenue cost implications for Devon County Council in owning and maintaining the Community Building asset. If it was not delivered through the HIF project, the Community Building and GP Surgery would instead be funded in the longer term through s106 at a later stage of development. This has uncertainties associated with it, with costs potentially increasing. Although developer contributions are payable to TDC in phases, there is no obligation for them to deliver the Community Building. As the nearby surgeries in Alphington and Exminster are on constrained sites with limited or no option for expansion, it is likely to impact on both existing and future residents' access to GP services. If both projects are removed from the HIF programme, it means that the amount of recoverable HIF funding available for reinvestment in future Devon capital infrastructure projects will be reduced by approximately £5.5m.

A further option was to solely deliver the GP Surgery, however the earthworks, drainage and levelling of land would also need completing for the future delivery of the Community Building. Not constructing the building would reduce DCC's ongoing financial liability; however, there would potentially be insurmountable challenges in constructing the building once the GP surgery is operational, and due to the topographical and geological constraints of the site. Such constraints would require a retaining wall of c. 3.6m height constructing, separating two hard-standing slabs as platforms for the lower and first floors of the Community Building. This would likely require extensive security measures to limit access and prevent any potential injury to members of the public. It would also create a negative visual impact in a prominent location within the development. There would be some revenue implications with DCC owning the land and needing to maintain the security of the site in the period until it is developed. As described, there is a risk that the Community Building cannot be constructed once the GP Surgery is operational. There are also financial implications for DCC of only proceeding with the GP Surgery, with the amount of recoverable HIF funding available for reinvestment in future Devon capital infrastructure projects reduced by approximately £4.3m.

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There are risks with all three options; however abandoning both projects is not considered acceptable when there is an urgent need for additional GP capacity in the neighbouring communities. Just delivering the surgery could leave the County Council with a liability in terms of vacant land requiring extensive security measures, a visual impact on the landscape and potentially no guarantee of a building coming forward in the future due to constructability challenges once the surgery is operational.

As these facilities were part of the original HIF infrastructure list, the preferred option is therefore to deliver both buildings, which will give certainty of vital community facilities supporting placemaking at an early stage of the South West Exeter development. This would also mean being able to recover £5.5m of HIF funding through future s106 payments, which could be reinvested in other Devon infrastructure projects. While there is an ongoing revenue cost to Devon County Council associated with taking on the Community Building, income generating opportunities will be explored to mitigate and minimise these costs. Completion by March 2026 is challenging and dependent on Cabinet and Homes England decisions and potential financial implications of this are considered in section 9.

7) Consultations and Engagement

The preferred scheme for the substation was subject to consultation as part of its planning applications.

Ongoing engagement with stakeholders has taken place for the Community Building and GP Surgery. This has included monthly meetings with Exminster Parish Council, NHS and Ide Lane Surgery since September 2021. In addition to this, meetings on specific issues have taken place as required with the stakeholders and most recently DCC attended a meeting with Exminster Parish Council representatives on 25th March 2024, prior to the Extraordinary Parish Council Meeting.

8) Strategic Plan

The South West Exeter HIF project is well aligned to several of the Strategic Plan priorities. The table below summarises how the proposals align with the Strategic Plan actions according to a seven-point scale, whereby -3 represents a large negative impact and +3 represents a large positive impact.

Strategic Plan Priority	Strategic Plan Action	Alignment
Responding to the climate emergency	Support a green recovery from COVID-19	-2 (Moderate negative)
	Prioritise sustainable travel and transport.	+2 (Moderate positive)
	Encourage sustainable lifestyles.	+1 (Minor positive)
Support sustainable economic recovery	Secure investment in transport infrastructure.	+2 (Moderate positive)
	Maintain and, where necessary, improve our highway network and improve sustainable transport options.	+2 (Moderate positive)

Improving health and wellbeing	Give people greater opportunities for walking and cycling to increase their physical activity.	+2 (Moderate positive)
	Improve mental health by improving access to mental health and wellbeing services and strengthening support for young people at risk of emotional or mental health problems	+3 (Large positive)
Helping communities to be safe, connected and resilient	Enable a range of transport options, including public transport.	+1 (Minor positive)

9) Financial Considerations

The HIF funding is a capital grant to the Local Authority, with DCC able to draw down the funding in arrears on a monthly basis. As of 7th May 2024, claims have been made for approximately £17.6m. Funding agreements will need to be entered into with Teignbridge District Council and the NHS to recover s.106 funding towards the community building and GP surgery.

The operational costs for the first 5 years are expected to be c.£300,000, based on current operational costs for a similar size community building at c.£60,000 per annum. Such costs include cleaning, utilities (water / electricity), refuse and premises maintenance and will be offset by renting or leasing out space in the building for community use. Should the premises remain unoccupied, this cost could be as high as £70,000 per annum to include for additional security costs. In order to minimise the ongoing financial liability to DCC, officers will continue conversations with the parish council and will work with partner organisations including Teignbridge District Council, the NHS and education partnerships to seek a longer-term solution for the ownership and operation of the community building. Options will be explored for leasing all or part of the community building in accordance with the planning restrictions for community use, which may include co-location of public services.

Subject to Homes England's approval, it is proposed that the funding for the substation is retained within the HIF project. This would ensure an appropriate risk allowance for the delivery of the remaining schemes.

Assuming that this is approved by Homes England, the position is estimated to appear as follows : -

Financial Year	£000
Prior years actual costs	20,351
Projected 2024/25	21,010
Projected 2025/26	13,779
Total	55,140

Removing the substation from the project would impact the amount of funding to be recovered, which can be spent on future projects. The total amount of recovered funding is

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expected to be £31.8m. Not to pursue the GP Surgery and Community Building would also reduce the amount of recoverable funding by approximately £5.5m that could otherwise be used on other Devon infrastructure projects. Recovered funding that has been allocated so far is to the A382 scheme and Cranbrook Community Building, with a total value of £8.55m. This excludes the approvals to apply recovered funding to the district heating network and substation, which are no longer to be delivered.

As set out above, an extension is being requested to March 2026. The remaining schemes, excluding the electricity substation, are considered deliverable within this timescale. Should unexpected issues be encountered on site, it may be necessary to use s.106 funding to meet spend beyond March 2026. It should be noted that this is a fallback position. There is sufficient s.106 funding expected to address this, with much of the higher value works, such as earthworks, undertaken in the earlier stages of the programme.

10) Legal Considerations

Prior to the delivery of the Community Building and GP Surgery, DCC will need to agree the transfer of the land or enter into a licence agreement with the landowner. This will allow the works to take place on the land, with the buildings to pass onto DCC on completion.

Separate to this, the land will need to be transferred from the existing landowner to DCC. This is allowed for within a section 106 agreement for the site, with the land to transfer for £1. Following the completion of the GP Surgery, it is intended to transfer the GP Surgery to the NHS prior to its occupation. An alternative is to enter into a lease with the NHS. The Community Building is intended to remain in the ownership of DCC, although options for its future transfer will be considered should a suitable future owner be identified. In the meantime, it will seek to maximise use of the building for community uses and Devon County Council public services.

11) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)

The removal of the substation from the HIF project is expected to impact the delivery of climate change aims, including achieving net zero. The county council has sought to mitigate the impact of the substation to enable planning permission to be granted and undertook a robust site selection process, with the involvement of key stakeholders, in advance of submitting a planning application. It has not been possible to secure planning permission and the timescale constraints mean it is not possible to pursue a planning appeal. There remains a need to deliver the substation and it is expected this will now be delivered by NGED.

In relation to the Community Building and GP Surgery, this is expected to provide health and wellbeing as well as social benefits for the community and avoid capacity constraints on existing facilities.

12) Equality Considerations

Where relevant, in coming to a 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

in relation to the protected characteristics (age, disability, gender reassignment, marriage and civil partnership (for employment), pregnancy and maternity, race/ethnicity, religion or belief, sex and sexual orientation). This Council also treats care experience as if it were a protected characteristic.

A decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

In progressing this particular scheme / proposal, an Impact Assessment has been prepared which has been circulated separately to Cabinet Members and also is available on the Council's website at [South West Exeter Housing Infrastructure Fund \(HIF\) - Impact Assessment \(devon.gov.uk\)](https://www.devon.gov.uk/south-west-exeter-housing-infrastructure-fund-hif-impact-assessment).

Members will need to consider the Impact Assessment for the purposes of this item / meeting.

Whilst the changes will involve some infrastructure not being delivered, the remaining infrastructure will support the South West Exeter development. The aim to deliver the Community Building and GP Surgery will foster positive relations in the community and enable participation in activities and services by people with a variety of needs. Access to local healthcare facilities will also be enhanced, supporting the most vulnerable in the local communities.

13) Risk Management Considerations

This proposal has been assessed and all necessary safeguards or action have been taken to safeguard the Council's position. A risk register is in place for the project which is reviewed and updated monthly in line with Project Board meetings. An appropriate level of contingency is included to mitigate the financial risk of the proposals.

This proposal considers the risks regarding the whole HIF project. Progressing with the proposals as set out in this report allows the remaining infrastructure to be delivered by March 2026, subject to Homes England approval. Of particular consideration is the impact on the Chudleigh Road scheme, which is a high value scheme and presents a financial risk to DCC if HIF funding is not available to deliver it. The proposals allow for its delivery with a 12-month extension to the funding availability period.

Both the Chudleigh Road and Community Building schemes require legal agreements / licences to be in place prior to the delivery of the schemes. These have been drafted and shared with the relevant parties. Delay in signing these agreements could impact the delivery of the schemes.

Sections 6 and 9 highlight the financial, operational and reputational risks associated with the various options for the Community Building and, on balance, delivering both the GP Surgery and Community Building is the preferred option. Delivering a GP Surgery to

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address capacity issues is a high priority and a new community building would support place-making at South West Exeter, complementing adjacent uses including Matford Brook Academy. While there is a financial liability for DCC taking on ownership of the Community Building, officers will seek to minimise this through exploring income generation options to rent or lease space to offset the operational costs. There is also the financial benefits in delivering both schemes as it will enable recovery of c.£5.5m HIF funding for reinvestment in other DCC capital infrastructure projects.

Should further information suggest that the Community Building and GP Surgery not be deliverable within the timescales, it may be necessary to remove the scheme from the HIF programme to minimise the risk to DCC regarding the delivery of the remaining infrastructure, specifically Chudleigh Road. At this stage, the benefit of delivery of the Community Building and GP surgery is considered sufficient to pursue this option.

14) Summary

Approval of the recommendation in this report will allow the delivery of the remaining infrastructure. It is necessary to remove the substation to allow the deliverable schemes to progress, supporting the housing delivery. Whilst the removal of the substation has the potential to delay housing delivery as well as the transition to net zero, it can no longer be delivered within the HIF timescales and seeking a longer extension has the potential to delay other infrastructure delivery. Various options have been considered for the Community Building, with the ownership by DCC considered to be the most appropriate option for the wider community benefit in terms of place-making and addressing existing capacity issues within local GP practices.

Meg Booth

Director of Climate Change, Environment and Transport

Electoral Divisions: Alphington & Cowick; Exminster & Haldon

Cabinet Member for Climate Change, Environment and Transport: Councillor Andrea Davis

Local Government Act 1972: List of background papers

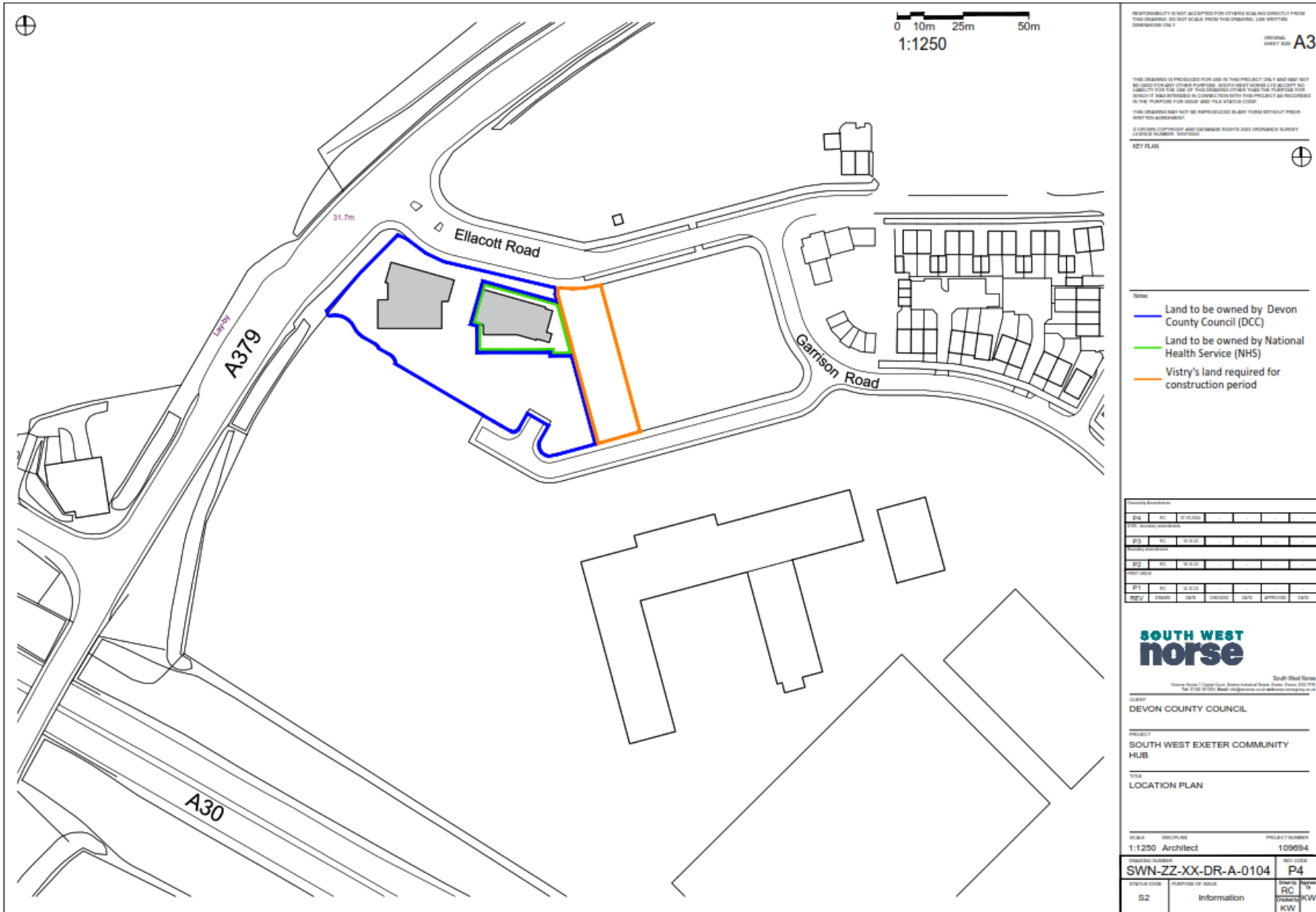
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Contact for enquiries:

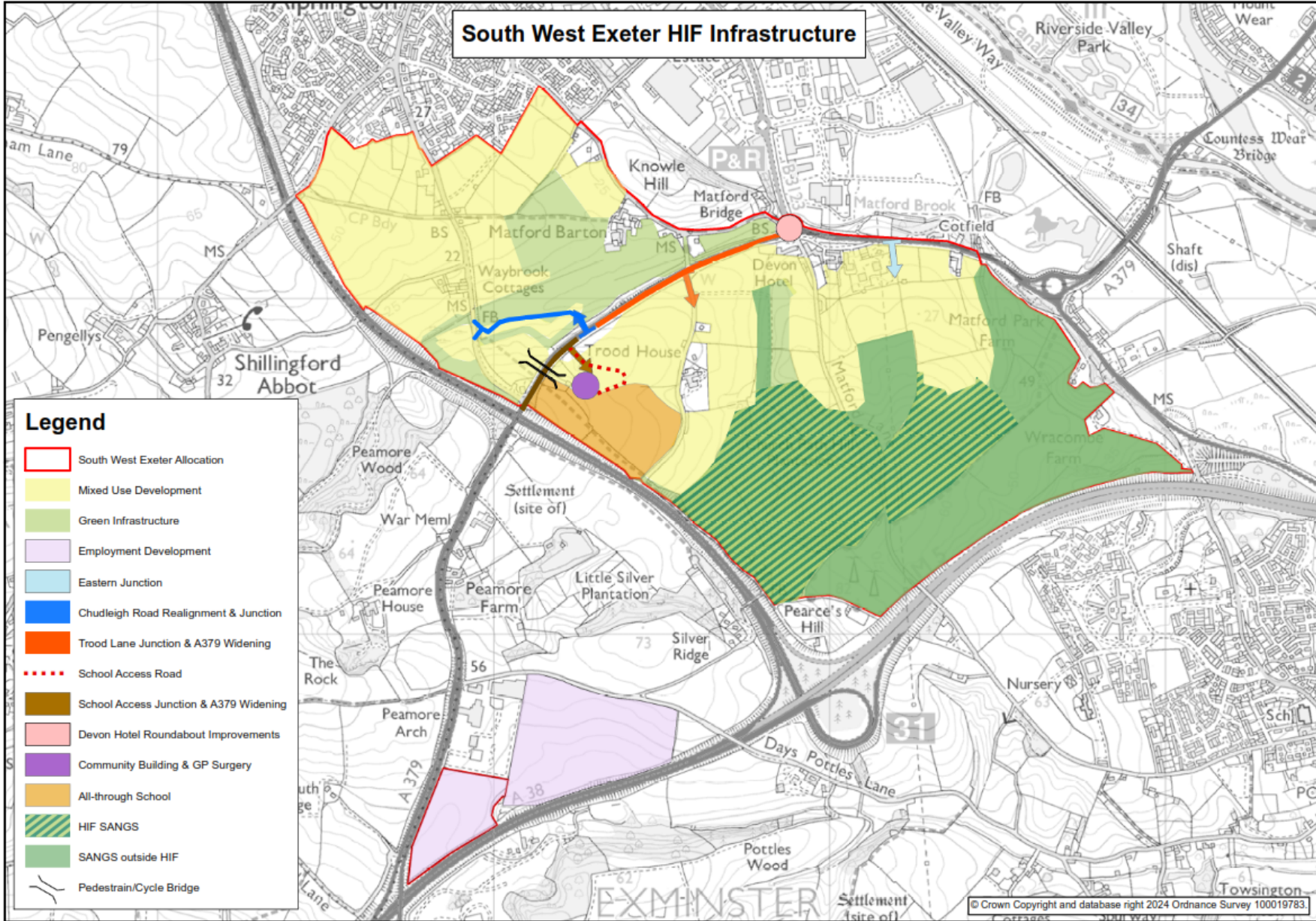
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APPENDIX 1 to CET/24/39 : COMMUNITY BUILDING LAND ACQUISITION PLAN



APPENDIX 2 CET/24/39 : SOUTH WEST EXETER HIF INFRASTRUCTURE MAP

Impact Assessment

Version 2017

To publish, please send a dated PDF to impactassessment-mailbox@devon.gov.uk



Assessment of:	South West Exeter Housing Infrastructure Fund (HIF)
Service:	Planning, Transport and Environment

Head of Service:	Dave Black
Date of sign off by Head of Service/version:	8 th November 2019
Assessment carried out by (incl. job title):	Alex Crump, Senior Engineer Sarah Ratnage, Special Projects and Planning Manager

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Section 1 - Background

Description:	<p>South West Exeter is a strategic allocation of 2,500 dwellings and 5 hectares of employment on the edge of Exeter, which spans two administrative areas – Teignbridge District Council and Exeter City Council. The Teignbridge Local Plan allocates land for 2,000 dwellings and the Exeter Core Strategy allocates land for 500 dwellings. SW Exeter is a complex site. The development straddles a key arterial road (the A379), is close to the Exe Estuary Special Protection Area requiring additional mitigation and has multiple land ownerships. It requires a significant amount of infrastructure to enable the development to come forward, much of which is needed early, and involves coordination to minimise disruption. To help deliver the infrastructure early, Devon County Council submitted a bid for £55.1 million of funding from the Housing Infrastructure Fund (HIF). In February 2019 it was announced that this funding bid was successful. The bid includes infrastructure such as</p>
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	new roads and junctions, upgrades to roads, a pedestrian/cycle bridge, a community building, Alphington Village enhancements and a Suitable Alternative Natural Green Space (SANGS).
Reason for change/review:	In September 2019 a previous Impact Assessment was produced (available here) for the two highway junctions which are likely to be delivered first. This Impact Assessment builds on this previous publication to include all of the infrastructure in the scope of the HIF bid.

Section 2 - Impacts, options and recommendations

See sections 3, 4 and 5 for background analysis

Page 42	Options Appraisal and Recommendations:	<p>As described in Section 1, South West Exeter is a strategic allocation of 2,500 dwellings and 5 hectares of employment. However, the nature of the site means there are significant difficulties associated with unlocking the development. Devon County Council therefore successfully bid for £55.1m of HIF funding to progress the works. This option has multiple benefits:</p> <ul style="list-style-type: none"> • Reduced disruption to highway users and stakeholders through coordination of construction activities • Ensure timely delivery of a new school to meet existing need for secondary school places in the area. A delay in the delivery of the Interim School Access Junction would have the impact of delaying the delivery of the all-through school at South West Exeter, which cannot be delivered in advance of the junction works and access. The risk of a delay to the delivery of the school is the loss of the free school. This would have a significant cost implication for the county council as the cost of the free school is estimated to be in excess of £30 million. There would likely also be a delay to the delivery of the school, which is a significant risk as there is considerable pressure for secondary school places in Exeter. • County Council has increased influence over design of infrastructure to ensure needs of all users are considered • Holistic approach to infrastructure design to ensure all parcels are unlocked
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	<p>The alternative would be that DCC do not deliver any infrastructure. This would likely delay delivery of housing and the school. Furthermore, the disruption to highway users would be spread over a longer period. Finally, landowners/developers who are less advanced in the planning process may be disadvantaged (e.g. lack of service capacity) and would struggle to develop</p> <p>Since then the HIF bid was approved, DCC's Cabinet have also approved a public consultation on the inclusion of an additional Park and Ride site. This option would be expected to have environmental benefits based on reducing traffic flows into Exeter.</p>
Social/equality impacts (summary):	<p>A Stakeholder Engagement Plan has been produced which includes identification of those who could be affected and how they will be consulted with. Those identified include highway users, local residents and businesses, landowners and developers, national/local government, emergency services etc.</p> <p>The positive impacts of this project include:</p> <ul style="list-style-type: none"> • Coordination of infrastructure delivery • Delivery of new homes within the local area, including affordable housing • Delivery of a new all-through school, including nursery provision • Accelerated delivery of the development <p>The following negative impacts may be realised:</p> <ul style="list-style-type: none"> • Disruption due to traffic management (this would happen regardless of who delivers the development) • Increase in local highway users (again, this would happen regardless of who delivers the development but may be mitigated by the Park and Ride option) • DCC could delay delivery of the most advanced development sites due to the need to follow local government procurement regulations <p>Throughout the development, stakeholder views will be considered and they will be kept informed of the proposed works and necessary traffic management.</p>

Environmental impacts
(summary):

The planning applications for the 2,500 dwellings and employment, which includes consideration of the infrastructure that is needed to support it, have been supported by Environmental Statements where appropriate. These planning applications span the administrative areas of Exeter City Council and Teignbridge District Council, both of which are recent signatories to the Devon Climate Declaration along with Devon County Council. We are aware negotiations are currently taking place between the developers and the planning authorities to reduce the carbon generation of the development.

Specific environmental considerations associated with the HIF project include the following positive impacts:

- we are considering an option to ensure sufficient electric capacity is available for the whole development to go carbon neutral in the future
- The long-term aim, by 2030, is to work with our supply chain to enable carbon neutrality. This is in the process of emerging, we will therefore work with the suppliers of the HIF works to encourage them to reduce carbon emissions from their operations.
- Looking more specifically at the transport infrastructure discussed. The carbon footprint of end users of this infrastructure has been considered through the design of pedestrian/cycle provisions which include linking the new development with the existing strategic pedestrian/cycle network. Furthermore, the proposed pedestrian/cycle bridge will not only provide a gateway structure but also ensure low carbon transport modes are safe and desirable for pupils and residents alike. Improved walking and cycling infrastructure is a specific inclusion in the Devon Climate Declaration.
- An important aspect of the HIF infrastructure is the delivery of a spine road through the development. A key purpose of this is to enable good access to public transport with every house being within walking distance of a bus stop.
- The possibility of a Park & Ride site provides an opportunity to reduce carbon emissions further through reducing vehicle movements. This site also has the potential for the installation of a solar PV roof over parked vehicles. Devon County Council will encourage proposals for solar PV over the Park and Ride site in the stakeholder consultations. Using renewable energy systems and new public transport infrastructure are also specific aims of the Devon Climate Declaration.

	<ul style="list-style-type: none"> • The project includes a Suitable Alternative Natural Green Space (SANGS) which aims to reduce the amount of dog walking on the Exe Estuary and thus minimise impacts on the estuary’s wildlife <p>The following negative impact will be realised:</p> <ul style="list-style-type: none"> • The introduction of new signalised junctions may have a slight impact on air quality as vehicles will be required to stop at red lights • There will be the removal of vegetation to enable the delivery of the junctions. This has been considered through the planning application process • The scheme will require the introduction of some new street lighting <p>There is expected to be a neutral impact on noise, given the existing road noise from the major highways in the area.</p>
Economic impacts (summary):	<p>The positive impacts outlined below will be achieved through this project:</p> <ul style="list-style-type: none"> • Unlock housing at South West Exeter and associated employment • Unlock the school site (if this wasn’t done it would have a significant cost implication for the county council as the cost of the free school is estimated to be in excess of £30 million. • Introduction of a community centre • Repayments from developers will be recycled by Devon County Council <p>The following negative impact will be realised:</p> <ul style="list-style-type: none"> • In the short term, during the construction works, it is anticipated that some negative impact will be realised as a result of traffic management. <p>This negative impact will be mitigated as far as possible by liaising with Devon County Council’s highway co-ordination, traffic management groups and other relevant stakeholders identified in the Stakeholder Communication Plan.</p>

<p>Other impacts (partner agencies, services, DCC policies, possible 'unintended consequences'):</p>	<p>A broad range of stakeholders and consultees were identified in the production of the scheme's Stakeholder Management Plan. Devon County Council will communicate with those identified either specifically or via the scheme's website and press releases. Those identified include:</p> <ul style="list-style-type: none"> • Highway users (impact minimised by DCC coordinating construction activities) • Local residents (impacts minimised through inclusion of a new community centre and ongoing resident engagement through Parish Councils, Alphington Village Forum, scheme website etc.) • Local Businesses (some businesses may be affected, and coordination will be required to mitigate this) • Landowners and developers (the development is allocated but close coordination around programme, access requirements etc. will be required to ensure timely and efficient delivery) • National/local government (HIF funding will be received from central government whilst Exeter City Council and Teignbridge District Council are the relevant Planning) • Emergency services (traffic management could impact services, this will be coordinated through DCC's Highway Coordination team) • Education providers (unlocking an all-through school site in a timely manner) • Supply Chain (procurement required for significant amount of infrastructure so supply chain will be engaged throughout)
<p>How will impacts and actions be monitored?</p>	<p>Impacts and actions will be monitored in multiple ways:</p> <ul style="list-style-type: none"> • The supply chain will be consulted through market engagement activities and the results report to Project Steering Board • Project management includes a Risk Register with mitigation strategies being discussed at Project Steering Board • Frequently Asked Questions (FAQ's) will be collated and published on the scheme's website • The Project Manager will meet landowners, developers and residents regularly

Background Analysis

This section describes how relevant questions and issues have been explored during the options appraisal.

Section 3 - Profile and views of stakeholders and people directly affected

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<p>People affected:</p>	<p>The delivery of the infrastructure will affect all road users of the A379 and surrounding road network. However, DCC will coordinate works to minimise this disruption.</p> <p>The A379 dissects the land allocated for development. This could adversely affect those who don't drive (young, elderly etc.) as it's currently difficult for non-motorised users to cross. The HIF bid therefore included funds for a new bridge to enable non-motorised users to cross the A379 safely.</p> <p>The Local Planning Authorities (Teignbridge District Council and Exeter City Council) includes minimum percentages of affordable housing to be included within the development.</p> <p>There is a requirement for additional secondary school places in the Exeter area and delivery of the school will affect those living in the wider vicinity.</p> <p>Local businesses may be affected by traffic management activities, particularly by any road closures. However, custom may also increase in medium/long term as the number of people living/working in the area increases.</p>
<p>Diversity profile and needs assessment of affected people:</p>	<p>As highlighted above, action has been taken where the scheme has the potential to have an adverse impact on a particular audience. It is not envisaged that the proposals will have an adverse impact on any other specific audience, regardless of age, race, gender, sexual orientation and religion / belief. However, all stakeholder/consultee needs will be understood through engagement.</p>
<p>Other stakeholders (agencies etc.):</p>	<p>A broad range of stakeholders and consultees have been identified through the Stakeholder Engagement Plan. These groups/individuals will be communicated with at the appropriate time. They include:</p> <ul style="list-style-type: none"> • Highway users (interest in traffic management and long-term implications for network capacity) • Local residents (interest in community centre, education facilities, local roads, engagement through parishes councils/village forum etc.)

	<ul style="list-style-type: none"> • Local businesses (interest in local roads, changing market opportunities in the area etc.) • Landowners and developers (development has been allocated but maintain an interest in coordination, programme, funding etc.) • National/local government (Central government interest in funding, programme etc, local government interest as planning authority) • Emergency services (interest in traffic management) • Education (infrastructure unlocking an all-through school) • Supply Chain (interest in procurement for significant amount of infrastructure)
<p>Consultation process and results:</p>	<p>Proposals for development have been through the planning process. This includes a consultation process and the acceptability of the proposals are considered as part of this. The planning process includes direct consultation with statutory consultees as well as site notices.</p> <p>Devon County Council's actions are governed by its Constitution which includes the role of Cabinet in making key decisions. Cabinet is a public-facing process and the most recent Cabinet Report/Update is available here</p> <p>A Stakeholder Engagement Plan has been used to identify those affected and suitable means for consulting with them.</p> <p>Market Engagement has been used to engage the supply chain and this will continue as required throughout the project (link here).</p> <p>The scheme website is updated regularly including a 'project progress' section</p> <p>Road closures and traffic management will be advertised (scheme website, Roadworks.org, WDM etc.)</p>
<p>Research and information used:</p>	<p>Highway improvements are generally designed in accordance with Design Manual for Roads and Bridges and/or local network guidance like Manual for Streets. Improvements for vulnerable road users will also consider Sustrans guidance, Inclusive Mobility etc.</p>

Section 4a - Social Impacts

Giving Due Regard to Equality and Human Rights

The local authority must consider how people will be affected by the service, policy or practice. In so doing we must give due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations.

Where relevant, we must take into account the protected characteristics of age, disability, gender, gender reassignment, pregnancy and maternity, marriage and civil partnership, sexual orientation, race, and religion and belief.

This means considering how people with different needs get the different services they require and are not disadvantaged, and facilities are available to them on an equal basis in order to meet their needs; advancing equality of opportunity by recognising the disadvantages to which protected groups are subject and considering how they can be overcome.

We also need to ensure that human rights are protected. In particular, that people have:

- A reasonable level of choice in where and how they live their life and interact with others (this is an aspect of the human right to 'private and family life').
- An appropriate level of care which results in dignity and respect (the protection to a private and family life, protection from torture and the freedom of thought, belief and religion within the Human Rights Act and elimination of discrimination and the promotion of good relations under the Equality Act 2010).
- A right to life (ensuring that nothing we do results in unlawful or unnecessary/avoidable death).

The Equality Act 2010 and other relevant legislation does not prevent the Council from taking difficult decisions which result in service reductions or closures for example, it does however require the Council to ensure that such decisions are:

- Informed and properly considered with a rigorous, conscious approach and open mind, taking due regard of the effects on the protected characteristics and the general duty to eliminate discrimination, advance equality and foster good relations.

- Proportionate (negative impacts are proportionate to the aims of the policy decision)
- Fair
- Necessary
- Reasonable, and
- Those affected have been adequately consulted.

Characteristics	In what way can you eliminate or reduce the potential for direct or indirect discrimination, harassment or disadvantage? Are there any lawful, reasonable and proportionate, unavoidable negative consequences?	In what way can you advance equality (meet needs, encourage participation, make adjustments for disabled people, 'close gaps'). In what way can you foster good relations between groups (tackle prejudice and promote understanding), if relevant?
All residents (include generic equality provisions):	The proposals allow for vehicular access to the site. Provision is also made for pedestrian / cycle access along the A379, with the addition of a separate crossing across the A379 in relation to the Eastern Junction.	Provision of connection across A379 to connect to existing pedestrian / cycle route. Design community building with input from local community to ensure integration of communities
Age:	The proposals will ensure the A379 does not act as a barrier to integration between communities. This will be achieved through altering the highway network and non-motorised user facilities e.g. new bridge (which is accessible to all ages)	Supports provision of all-through school which will benefit school age children.

Disability (incl. sensory, mobility, mental health, learning disability, ill health) and carers of disabled people:	Separate crossing of the A379 in relation to the Eastern Junction will provide connection to existing pedestrian / cycle routes. Crossings will be delivered to ensure accessibility for disabled people (e.g. tactile paving, spindles on pedestrian crossing controls for visually impaired users etc.). disability needs to be considered in temporary situations (e.g. at roadworks) as well as permanent arrangement.	Crossings at junctions will be provided to ensure access for all pedestrians / cyclists. Crossings will be delivered to ensure accessibility for disabled people e.g. design in accordance with Inclusive Mobility etc. to ensure tactile paving
Culture and ethnicity: nationality/national origin, skin colour, religion and belief:	None Identified	None Identified
Sex, gender and gender identity (including men, women, non-binary and transgender people), and pregnancy and maternity (including women's right to breastfeed).	None Identified	None Identified
Sexual orientation and marriage/civil partnership:	None Identified	None Identified
Other socio-economic factors such as families, carers, single people/couples, low income, vulnerability, education, reading/writing skills, 'digital exclusion' and rural isolation.	Housing (delivered by others) will include a mix of affordable housing with the percentages being agreed by the relevant Planning Authority (Teignbridge District Council and/or Exeter City Council)	Ensure stakeholder engagement enables participation from all relevant groups/individuals and that responses are acted upon.

Human rights considerations:	None Identified
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Supporting independence, wellbeing and resilience?

Give consideration to the groups listed above and how they may have different needs.

In what way can you support and create opportunities for people and communities (of place and interest) to be independent, empowered and resourceful?	<p>The new HIF infrastructure will support the delivery of a new development and will thus be critical to quality of life of those living and working in the new community. It will also support those travelling around and through the community.</p> <p>The infrastructure will ensure everyone is suitably connected and therefore give opportunities for communities to access housing, education, employment, healthcare, community building, services etc.</p>
In what way can you help people to be safe, protected from harm, and with good health and wellbeing?	The infrastructure will be designed in accordance with relevant codes and legislation which includes independent safety audits where appropriate.
In what way can you help people to be connected, and involved in community activities?	As described above, the new HIF infrastructure is critical to ensuring the new communities are well connected. It will give opportunities for communities to access housing, education, employment, healthcare, community building, services etc.

Section 4b - Environmental impacts

An impact assessment should give due regard to the following activities in order to ensure we meet a range of environmental legal duties.

The policy or practice does not require the identification of environmental impacts using this Impact Assessment process because it is subject to (please select from the table below and proceed to the 4c, otherwise complete the environmental analysis table):

	Devon County Council's Environmental Review Process
X	Planning Permission
	Environmental Impact Assessment
	Strategic Environmental Assessment

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Reduce, reuse, recycle and compost:		
Conserve and enhance wildlife:		
Safeguard the distinctive characteristics, features and special qualities of Devon's landscape:		
Conserve and enhance Devon's cultural and historic heritage:		
Minimise greenhouse gas emissions:		

Minimise pollution (including air, land, water, light and noise):		
Contribute to reducing water consumption:		
Ensure resilience to the future effects of climate change (warmer, wetter winters; drier, hotter summers; more intense storms; and rising sea level):		
Other (please state below):		

Page 54 **Section 4c - Economic impacts**

	Describe any actual or potential negative consequences. (Consider how to mitigate against these).	Describe any actual or potential neutral or positive outcomes. (Consider how to improve as far as possible).
Impact on knowledge and skills:	None identified	Enables delivery of new all-through school at South West Exeter
Impact on employment levels:	None identified	Enables delivery of new all-through school at South West Exeter which will provide employment. Unlocks allocated employment land at Peamore.
Impact on local business:	Potential negative impact on local business e.g. at Marsh Barton during construction.	New development (2,500 houses etc.) may create new markets for local businesses

Section 4d - Combined Impacts

Linkages or conflicts between social, environmental and economic impacts:	The implementation of the schemes will unlock housing at South West Exeter. Providing housing in areas where people want to live is one of the key aims of the Government.
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Section 5 - 'Social Value' of planned commissioned/procured services:

How will the economic, social and environmental well-being of the relevant area be improved through what is being proposed? And how, in conducting the process of procurement, might that improvement be secured?	The proposals will support the delivery of development and a new all-through school, supporting social value in the area.
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FARMS ESTATE COMMITTEE

13 May 2024

Present:-

Councillors J Yabsley (Chair), J Brook (Vice-Chair), J Berry, R Chesterton, A Dewhirst, C Whitton and Mrs L Warner (Tenants' representative)

Apologies:-

Councillors H Gent

* **126** **Minutes**

RESOLVED that the minutes of the meetings held on 19 February 2024 and 7 March 2024 be signed as correct records.

* **127** **Declarations of Interest**

The Chair reminded Members they should declare any interests they may have in any item to be considered, prior to any discussion taking place on that item. The details of District and or Town and Parish Twin Hatters is on the attached list: [A list of county councillors who are also district, borough, city, parish or town councillors](#).

* **128** **Items Requiring Urgent Attention**

There was no item raised as a matter of urgency.

* **129** **Revenue Monitoring (final Outturn) 2023/24 and 2024/25 (Budget)**

The Committee received the Report of the Director of Finance and Public Value (DF/24/57) on the County Farms Estate Revenue Monitoring (Final Outturn) 2023/24 and 2024/25 (Budget), which provided details of income and expenditure to year end at Appendix A and a summary of the annual budget at Appendix B.

The revenue outturn achieved throughout the year was a surplus of £529,134, a shortfall of £4,866 against the target surplus of £534,000.

Members' questions and discussion points included:

- the increase in NPS fees was as a result of an extremely busy year that had included a significant number of changes in tenancy and in dealing with end of tenancy valuations, as well as other lettings; and there had been much volatility since 2018;

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FARMS ESTATE COMMITTEE

13/05/24

- whether bringing the management of the farms estate in-house could achieve savings; and that the current contract with Norse had three years remaining with an option to extend for a further five, subject to review.

* 130 **Capital Monitoring (Final Outturn) 2023/24 and Capital (Budget) 2024/25**

The Committee received the Report of the Director of Finance and Public Value (DF/24/58) on the County Farms Estate Capital Monitoring (Final Outturn) 2023/24 and Capital Budget 2024/25.

Total spend in 2023/24 amounted to £701,949 resulting in an underspend against the budget provision of £199,068 which would be carried forward to the 2024/25 budget.

Members' questions and discussion points included:

- questions relating to paragraph 5.1(f) and (g) of the report were deferred to Part II of the meeting due to reasons of confidentiality.
- bids for further capital for future years would be submitted later in the year, in competition with other front-line services;
- the Tenant's representative raised concern that the maintenance and repair of the estate properties should be kept up-to-date;
- that this year's work programme was in the process of being prepared;
- welcome the long term investment of the improved facilities to the estate properties.

* 131 **Annual Report 2023/24**

The Committee received the Report of the Director of Finance and Public Value (DFP/24/59) incorporating the 33rd Annual Report of the County Farms Estate.

The Annual Report 2023/24 covered the Committee's functions, namely, Financial performance, Estate management performance, and highlighted notable Estate achievements and events throughout the year.

Members' questions and comments included:

- As to landlord's repair and maintenance liabilities, the Committee were assured that all identified works were risk assessed and that the highest priority works were being delivered.
- Tyres that had been removed from a farm had not been fly tipped, but had been surplus and removed responsibly from the Estate.
- Revenue income showed an increase year on year, due in part to keeping rents commensurate with the open market.

* 132 **Management and Restructuring Issues**

The Committee considered the report of the Director of Transformation and Business Services on County Farms Estate Management and Restructuring issues.

(a) Part Middle Winsham Farm, Braunton

It was **MOVED** by Councillor Yabsley. **SECONDED** by Councillor Chesterton and

RESOLVED that part NG 9801 and 0003 forming part Middle Winsham Farm Braunton and amounting to 0.77 acres or thereabouts be declared permanently surplus to the operational requirements of the Estate and sold to the neighbouring special purchaser, subject to terms being agreed.

(b) Part Great Southdown Farm, Burlescombe

Due to reasons of confidentiality the Committee agreed to consider this matter under Part II of the meeting.

(c) Higher Henland Farm, Kentisbeare

The Committee noted a typographical error in paragraph 3.3.1(i) of the report which should read 'effective 25 March 2026...'.

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

RESOLVED that

- (i) the tenant's proposed surrender of tenancy, effective 25 March 2026, be accepted; and
- (i) Higher Henland Farm comprising a house, buildings and 79.13 acres or thereabouts of land be advertised to let on the open market as a new entrant opportunity and on a Farm Business Tenancy for a term of seven years commencing 25 March 2026 (or as soon as practically possible thereafter) and terminating 25 March 2033, all subject to terms being agreed.

* 133 **The Agricultural Landlord and Tenant Code of Practice**

The Committee received the Report of the Director of Transformation and Business Services on the Agricultural Landlord and Tenant Code of Practice, which was attached at Appendix 1 to the Report.

The Code of Practice had been prepared following DEFRA's response to the Rock Review, Working together for a thriving agricultural tenanted sector.

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FARMS ESTATE COMMITTEE

13/05/24

The final version of the Code which had been endorsed by all key industry stakeholders had been launched on 8 April 2024.

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

RESOLVED that the Code of Practice be endorsed.

* **134** **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.

The Committee dealt with questions raised under Part I of the meeting (Minute *130).

* **135** **Management and Restructuring Issues**

Part Great Southdown Farm, Burlescombe

The Committee dealt with matters raised under Part I of the meeting and it was then **MOVED** by Councillor Yabsley, **SECONDED** by Councillor Chesterton and

RESOLVED that part Great Southdown Farm, Burlescombe comprising 84.97 acres or thereabouts of bare land be let to the tenant of Great Southdown Farm, Burlescombe on a further Farm Business Tenancy agreement commencing 25 March 2025 and terminating 25 March 2027, subject to terms being agreed.

* **136** **Request for Landlord's Consent for proposed Tenants' Improvements**

The Committee then considered the Report of the Director of Transformation and Business Services on a Request for Landlord's consent for proposed tenant's improvements.

It was **MOVED** by Councillor Brooks, **SECONDED** by Councillor Dewhurst and

RESOLVED that landlord's consent be granted for the tenant of East Catkill Farm, Rose Ash to cover over an open collecting yard, initially with two buildings measuring approximately 100' x 20' and 30' x 40' respectively (minimum eaves height to be 13' to give clearance for a feeder wagon) and

for a third building to be erected may be in 2025, such consent to be subject to the net of grant cost to the tenant being written down in value to £100 on a straight-line basis over a life expectancy of 25 years for a galvanised iron building or 20 years for a painted steel building.

NOTES:

1. *Minutes should always be read in association with any Reports for a complete record.*
2. *If the meeting has been webcast, it will be available to view on the [webcasting site](#) for up to 12 months from the date of the meeting*

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

The Meeting started at 2.15 pm and finished at 3.15 pm

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DEVON COUNTY COUNCIL

COUNCIL/CABINET FORWARD PLAN

In line with the public's general rights of access to information and the promotion of transparency in the way which decisions are taken by or on behalf of the Council, Devon County Council produces a Forward Plan of any Key Decisions to be taken by the Cabinet and any Framework Decisions to be made by the County Council. The Plan normally covers a period of a minimum of four months from the date of publication and is updated every month.

The County Council has defined key decisions as those which by reason of their strategic, political or financial significance or which will have a significant effect on communities in more than one division are to be made by the Cabinet or a Committee of the Cabinet. Framework Decisions are those decisions, which, in line with Article 4 of the Council's Constitution must be made by the County Council.

The Cabinet will, at every meeting, review its forthcoming business and determine which items are to be defined as key decisions and the date of the meeting at which every such decision is to be made, indicating what documents will be considered and where, in line with legislation, any item may exceptionally be considered in the absence of the press and public. The revised Plan will be published with the papers for the meeting. *Where possible the Council will attempt to keep to the dates shown in the Plan. It is possible that on occasion may need to be rescheduled.* Please ensure therefore that you refer to the most up to date Plan.

Click to see an [up to date version of the Forward Plan](#) on the Council's web site at any time.

Also see the website for [Copies of Agenda and Reports of the Cabinet or other Committees of the County Council](#) referred to in this Plan

FORWARD PLAN

All items listed in this Forward Plan will be discussed in public at the relevant meeting, unless otherwise indicated for the reasons shown

Any person who wishes to make representations to the Council/Cabinet about (a) any of the matters proposed for consideration in respect of which a decision is to be made or (b) whether or not they are to be discussed in public or private, as outlined below, may do so in writing, before the designated Date for Decision shown, to The Democratic Services & Scrutiny Secretariat, County Hall, Exeter, EX2 4QD or by email to: members.services@devon.gov.uk

PART A - KEY DECISIONS

(To Be made by the Cabinet)

Date of Decision	Matter for Decision	Consultees	Means of Consultation*	Documents to be considered in making decision	County Council Electoral Division(s) affected by matter
<i>Regular / Annual Matters for Consideration</i>					
10 July 2024	Adult Social Care - Market Sustainability Plan and Sufficiency Assessment			Report of the Director of Integrated Adult Social Care outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

11 September 2024	Transport Capital Programme 2024/25 and 2025/26: Update and Proposed Allocation	Public, District Councils, Stakeholders and Delivery Partners	Local Transport Plan 2011 – 2026 consultation, meetings, planning applications and local plan consultation	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
11 December 2024	Childcare Sufficiency Assessment - Annual Return			Report of the Director of Children and Young People's Futures outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
11 December 2024	Target Budget and Service Targets for 2025/2026			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
14 February 2025	Education Travel Review: Approval to arrangements for subsequent academic year and School Admissions Policies 26/27	All relevant stakeholders		Report of the Director of Children and Young People's Futures outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

12 March 2025	Flood Risk Management Action Plan 2025/2026			Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
9 April 2025	County Road Highway Maintenance Capital Budget, Progress on 24/25 schemes, proposals for 25/26 and On-Street Parking Account 25/26			Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
23 May 2025	Revenue and Capital Outturn 2024/2025			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
<i>Specific Matters for Consideration - KEY</i>					

12 June 2024	West Devon Transport Hub: enhancement of transport capital programme and appropriation of land at Okehampton Business Park	County Councillors, West Devon Borough Council, Okehampton Town Council, Network Rail, GWR, Heart of the South West LEP, Devon & Cornwall Rail Partnership, OkeRail, Stagecoach	Plymouth and South West Devon Joint Local Plan consultation; letters of support from a wide range of stakeholders in support of Levelling Up Fund grant submission	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Okehampton Rural
12 June 2024	Amendments to the South West Exeter Housing Infrastructure Fund Project	Developers, landowners and members of the public	Meetings / correspondence and consultation as part of the planning process	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Alphington & Cowick; Exminster & Haldon
12 June 2024	CSW Group Ltd	TBC	TBC	Report of the Director of Performance and Partnerships outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

10 July 2024	Budget Monitoring - Month 2			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 July 2024	Corporate Plan and Priorities for 24/25			Report of the Director of Performance and Partnerships outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 July 2024	Bus Service Improvement Plan Tranche 2 Schemes	Local Members, Cabinet Member, Public, Stakeholders and Delivery Partners	Public consultation to be held prior to Cabinet meeting	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 July 2024	Funding swap (HIF/CIL) – A382 MRN Scheme	N/A	N/A	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Newton Abbot North; Newton Abbot South
10 July 2024	Proposed Productivity Plan for submission to Department for Levelling Up, Housing and Communities			Report of the Director of Performance and Partnerships outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

10 July 2024	VCSE Civic Agreement	TBC	TBC	Report of the Head of Communities outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 July 2024	EDI action plan and progress update			Report of the Director of Legal and Democratic Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 July 2024	Integrated Children's and Adult Social Care System Replacement (Part 2)	Internal Stakeholders		Report of the Director of Finance and Public Value, Director of Integrated Adult Social Care, Director of Children and Young People's Futures, Director of Transformation and Business Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
11 September 2024	Budget Monitoring - Month 4			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
11 September 2024	Devon and Torbay Local Transport Plan 4 2026 - 2040: Approval to go to Consultation	N/A at this stage	N/A at this stage	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

<p>Between 11 September 2024 and 9 October 2024</p>	<p>For approval - Future Delivery Model for the Highway Maintenance Service</p>	<p>a. Other Local Authorities on same procurement timeframe or recently procured contracts b. Supply Chain c. Elected Members</p>	<p>a. Discussions with lead officers b. Market engagement questionnaire through ProContract c. Spotlight Review and Scrutiny Committee</p>	<p>Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>All Divisions</p>
<p>1 September 2024</p>	<p>Bus Service Improvement Plan: Barnstaple Rail Station bus integration enhancements scheme - Approval to advertise Traffic Regulation Orders and construct scheme</p>	<p>Local Member, Cabinet Member, Public, Stakeholders and Delivery Partners</p>	<p>Public engagement to be held prior to Cabinet meeting</p>	<p>Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>Barnstaple South</p>

<p>11 September 2024</p> <p>Page 71</p>	<p>Devon County Council's Low Carbon Supply Chain Strategy</p>	<p>Environment al Performance Board, Climate Change Standing Overview Group of the Corporate Infrastructure and Regulatory Services Committee, Devon County Council suppliers</p>	<p>Meetings and surveys</p>	<p>Report of the Director of Climate Change, Environment and Transport, Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>All Divisions</p>
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<p>11 September 2024</p>	<p>Tipton St John C of E Primary School – School Rebuilding Programme</p>	<p>Parents/care rs, staff, MP, County Councillors, District Councillors, Parish and Town Council, Union representatives, Equality Groups, all Schools, DfE, SOCA.</p>	<p>wide distribution of consultation document, school website, DCC Have Your Say website, consultation meeting</p>	<p>Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>Otter Valley</p>
<p>12 September 2024</p>	<p>Tender and Contract Award of the Community Equipment Service (previously DILIS)</p>		<p>Doc's to be considered - Final Decision Paper; Service Specifications (Service and IT)</p>	<p>Report of the Director of Integrated Adult Social Care outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>All Divisions</p>
<p>11 September 2024</p>	<p>Family Hubs</p>			<p>Report of the Director of Children and Young People's Futures outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.</p>	<p>All Divisions</p>

Between 11 September 2024 and 9 October 2024	Public Open Space off Matford Lane			Report of the Director of Transformation and Business Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	
9 October 2024	Barnstaple Longbridge Phase 1 Scheme for approval to construct (subject to public consultation results)	Public, Councillors and Stakeholders	Previous North Devon HATOC approval to carry out public consultation. Full public consultation - online ('Have your say'), hard copies in libraries, press releases, social media adverts	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	Barnstaple North; Barnstaple South
13 November 2024	Budget Monitoring - Month 6			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

8 January 2025	Budget Monitoring - Month 8			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
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PART B -FRAMEWORK DECISIONS (Requiring approval of the County Council)					
Date of Decision	Matter for Decision	Consultees	Means of Consultation**	Documents to be considered in making decision	County Council Electoral Division(s) affected by matter

Page 74 4 August 2024 5 September 2024	Annual Plan 2024/2025 and Strategic Plan 2021-2025 Progress Report			Report of the Director of Performance and Partnerships outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
14 August 2024 5 September 2024	Terms of Reference for Team Devon Joint Committee			Report of the Director of Legal and Democratic Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

11 September 2024	Annual Youth Justice Plan			Report of the Head of Service (Early Help and Partnerships) outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
5 December 2024					
11 September 2024	Framework Decision -Devon and Torbay Local Transport Plan 4 2026 - 2040: Approval of Plan	Public consultation, interested parties, all County Council Members	Online on Have your say Help shape services across Devon, briefing sessions	Report of the Director of Climate Change, Environment and Transport outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
5 December 2024					
3 January 2025	Pay Policy Statement 2025/2026			Report of the Director of People and Culture outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
20 February 2025					
14 February 2025	Revenue Budget, Medium Term Financial Strategy 2025/2026 - 2028/2029 and the Capital Programme for 2025/2026 - 2029/2030			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
20 February 2025					

PART C - OTHER MATTERS
(i.e. Neither Key Nor Framework Decisions)

Date of Decision	Matter for Decision	Consultees	Means of Consultation**	Documents to be considered in making decision	County Council Electoral Division(s) affected by matter
<i>Regular / Annual Matters for Consideration</i>					
Between 12 June 2024 and 8 May 2025 Page 76	Standing Items, as necessary (Minutes, References from Committees, Notices of Motion and Registers of Delegated or Urgent Decisions) <i>[NB: Items relating to the letting or occupancy of individual holdings may contain information about, or which is likely to reveal the identity of, an applicant for a holding and about the financial and business affairs of the Council and any prospective or existing tenant that may need to be discussed in the absence of the press and public]</i>	To be considered at the Farms Estates Committee, including any advice of the Council's Agents South West Norse Ltd.		Report of the Director of Transformation and Business Services, Director of Transformation and Business Services outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
Between 12 June 2024 and 8 May 2025	Standing Items, as necessary (Minutes, References from Committees, Notices of Motion and Registers of Delegated or Urgent Decisions)	As necessary		Report of the TBC outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions

10 July 2024	Corporate Performance Report			Report of the Director of Performance and Partnerships outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 July 2024	Public Health Annual Report 2023/2024			Report of the Director of Public Health, Communities and Prosperity outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
10 July 2024	Treasury Management Stewardship Outturn Report	Corporate Infrastructure and Regulatory Services Scrutiny		Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
9 October 2024	People First Strategy - Action Plan - 12 Months Progress Report			Report of the Director of People and Culture outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
11 December 2024	Treasury Management Stewardship Mid Year Report			Report of the Director of Finance and Public Value outlining all relevant considerations, information and material including any equality and / or impact assessments, as necessary.	All Divisions
	<i>Specific Matters for Consideration</i>				

By virtue of paragraph(s) 1, 2, 3, 4 of Part 1 of Schedule 12A of the Local Government Act 1972.

Document is Restricted

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