

AGENDA FOR THE PLANNING COMMITTEE

MONDAY 21ST SEPTEMBER 2020 – HELD REMOTELY USING ZOOM

MEETING LINK: <https://zoom.us/j/91886730067?pwd=UndwdFhEQWJBQzFyc29kUIN6U3pnQT09>

MEETING ID: 918 8673 0067 PASSCODE: 223278

You are hereby **SUMMONED** to attend the **Planning Committee**, which is to be held using remote meeting service Zoom on **Monday 21st September 2020 at 10.00am** for the purpose of transacting the following business:

Committee Members: Councillors G Allen (Chair), R Hendriksen (Deputy Chair), S Collinson, J Hodgson, C Luker, P Paine and V Trow.

1. APOLOGIES FOR ABSENCE

To receive apologies and to confirm that any absence has the approval of the Council.

The Committee will adjourn for the following items:

PUBLIC QUESTION TIME

A period of 15 minutes will be allowed for members of the public to ask questions or make comment regarding the work of the Committee or other items that affect Totnes.

The Committee will convene to consider the following items:

2. CONFIRMATION OF MINUTES

To update on any matters arising from the minutes of 27th July 2020. (Note: already agreed through Full Council.) Document enclosed.

3. TREE WORKS APPLICATIONS

To make recommendations on the following tree works applications:

3a) 2604/20/TCA – T1: Ornamental Cherry – crown height reduction by 1.2m and lateral reduction by 1.75m on all sides. 10 West Hill House, Leechwell Street, Totnes, TQ9 5SY. See

<http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/202604>

3b) 2673/20/TCA – T499: Ash – fell and remove; T969: Ash – Fell and Remove. Endsleigh, Jubilee Road, Totnes, TQ9 5BP. See

<http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/202673>

3c) 2651/20/TCA – T1: London Plane – Crown height reduction by 3m and lateral reduction by 2.5m on all sides, tree is outgrowing surrounding area and causing excessive shading. Open Paved Area, Symons Passage, The Plains, Totnes. See

<http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/202651>

3d) 2853/20/TCA - T1: Blue Atlas Cedar – Fell and replace with Rowan within 5m; T2: Leyland Cypress – Fell and replace with fruiting Cherry; T3: Beech – Fell and replace with Magnolia; T4: Apple – crown height and lateral reduction on all sides by up to 1m to manage regrowth and clean crown. Glebe Coach House, Manor Way, Totnes, TQ9 5HP. See

<http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/202853>

4. PLANNING APPLICATIONS

To make recommendations on the following planning applications:

4a) 2510/20/FUL – Construction of new 3 bed dwelling with parking. Development site at Sx 814 606, Jubilee Road, Totnes.

See <http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/202510>

4b) 2740/20/FUL – Proposed construction of new dwelling. Lan opposite 2 and 3 Argyle Terrace, Argyle Terrace, Totnes. See

<http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/202740>

4c) 2643/20/HHO – Householder application for alterations and extension of existing dwelling to provide first floor accommodation and garden office (resubmission of /045/19/HHO). Hillcrest, Blackpost Lane, Totnes, TQ9 5RF. See

<http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/202643>

4d) 2383/20/HHO – Householder application for double storey side extension and single storey rear extension and loft conversion to existing property. 8 Sparrow Road, Totnes, TQ9 5PR. See

<http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/202383>

4e) 2686/20/HHO – Householder application for proposed rear extension. 9 Priory Avenue, Totnes, TQ9 5HR. See <http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/202686>

4f) 2775/20/HHO – Householder application for conversion of part of the ground floor garaging to a utility room/study, to include replacing one of the two garage doors with windows. 3 Sparkhayes Drive, Totnes, TQ9 5LD. See

<http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/202775>

4g) 2723/20/HHO – Householder application for addition of single storey glass room to rear elevation of property. 5 Follaton Rise, Totnes, TQ9 5FX. See

<http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/202723>

4h) 2386/20/HHO – Householder application for demolition and reconstruction of 1930's outhouse on larger footprint. 6 Cherry Cross, Tree Tops, Totnes Down Hill, Totnes, TQ9 5EU. See

<http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/202386>

4i) 2612/20/LBC – Listed building consent for removal of cement tiles from roof and replacement with natural slate, insertion of additional rooflight, alteration of downpipe between number 2 and

number 4. 2 Fore Street, Totnes, TQ9 5ST. See
<http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/202612>

4j) 2794/20/ARC – Application for approval of details reserved by condition 3 of planning consent 1929/20/LBC. 3a Fern Cottage, Sot Street, Totnes, TQ9 5DZ. See
<http://apps.southhams.gov.uk/PlanningSearchMVC/Home/Details/202794>

5. CONSULTATION ON CHANGES TO THE CURRENT PLANNING SYSTEM

To consider the Government consultations ‘Changes to planning policy and regulations’ and ‘Planning for the Future’ and their potential impact on Totnes, and to make any recommendation to Full Council in how to respond. Summary enclosed. See

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/907215/200805_Changes_to_the_current_planning_system_FINAL_version.pdf and
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/907647/MHCLG-Planning-Consultation.pdf

6. UPDATED LOCAL FLOOD RISK MANAGEMENT STRATEGY CONSULTATION

To consider the updated Devon Local Flood Risk Management Strategy which is being consulted on by Devon County Council, and to make any recommendation to Full Council in how to respond before the consultation deadline of 15th October 2020. Document attached.

7. ROAD RESTRAINT SCHEME WORKS ON WESTERN BYPASS (A381)

To note road restraint works that will be carried out on the Western By-pass (A381) near the Collapark Bridge starting in November 2020 and expected to last 16 weeks. Document attached.

8. DATE OF NEXT MEETING

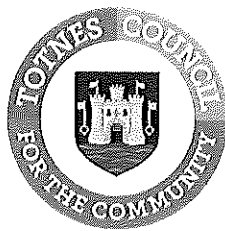
To note the date of the next meeting of the Town Matters Committee – **Monday 19th October 2020 at 10.00am.**

USE OF SOUND RECORDINGS AT COUNCIL & COMMITTEE MEETINGS

The open proceedings of this Meeting will be audio and video recorded. If members of the public make a presentation, they will be deemed to have consented to being recorded. By entering the Council Chamber or Zoom meeting, attendees are also consenting to being recorded.

Televised, vision and sound recordings or live broadcastings by members of the press or public at Councillor Committee debates are permitted and anyone wishing to do so is asked to inform the Chairman of the respective Committee of their intention to record proceedings.

Item 2



MINUTES FOR THE PLANNING COMMITTEE

MONDAY 27TH JULY 2020 - HELD REMOTELY USING ZOOM

Present: Councillors G Allen (Chair), J Hodgson, C Luker and P Paine (joined the meeting at 10.45am)

Apologies: Councillors S Collinson, R Hendriksen and V Trow.

In Attendance: S Halliday (Committee and Cemetery Administrator).

1. **To receive apologies and to confirm that any absence has the approval of the Council.**

It was resolved to accept the apologies.

PUBLIC QUESTION TIME

There were no members of the public present.

The Committee reconvened.

2. **To update on any matters arising from the minutes of 16th March 2020.**

The minutes of the meeting have been agreed by Full Council on 14th April 2020. There were no matters arising.

3. **To make recommendations on the following planning applications:**

Note: Cllr Hodgson observes and does not vote on any applications which would potentially be discussed at a Development Management Committee meeting at SHDC.

3a) 1668/20/FUL – Application for single dwelling with undercroft parking space. Montgo, Maudlin Road, Totnes, TQ9 5TG.

Object for the following reasons:

- Overdevelopment of the site.
- Loss of privacy to neighbouring properties from the decked area.
- Concerns over access to the site from construction vehicles and traffic.

- Concerns about the stability of the ground at this site. The Committee would request that Building Control advises on suitable robust conditions to make the site safe.
- Drainage requirements need to be considered carefully given the historic issues of land slippages on this road.

3b) 2058/20/FUL – Proposed installation of boxed awning and installation of 2no. fanlights to existing windows. 2 Rotherfold, Totnes, TQ9 5ST.

Support.

3c) 2133/20/OPA – Outline application with some matters reserved for new dwelling in garden of existing dwelling. 2 Dorsley Cottages, Harberton, TQ9 6DL (Totnes Town Council has been invited to comment as a neighbouring Council).

Object for the following reasons:

- The Committee has concerns about ribbon development along the Plymouth Road and the loss of the 'green gap' between Totnes and Harberton, which is a policy set out in the draft Totnes Neighbourhood Plan.
- Access issues from the property onto an already busy and dangerous road junction.
- The Committee has concerns that there are discrepancies in the data provided – for example, accident statistics only go up to 2018 and it is believed that there has been a recent fatality at this junction since then; and the pedestrian access suggested is not via a public right of way but through the consent of existing neighbouring properties.

4. To consider a response to the pre-consultation circulation of the Dartington Neighbourhood Plan, specifically Policy 5 about development in the green gap between Dartington and Totnes.

To **RECOMMEND** to Full Council that:

Totnes Town Council welcomes the opportunity to comment on the pre-Regulation 14 consultation on the draft Dartington Neighbourhood Plan. We support Policy 8 'Safeguarding Dark Skies' and in part the criteria set out in Policy 5 'Development in the Green Gap between Dartington and Totnes'. Totnes Town Council would wish to see the inclusion of the following in Policy 5:

- Consideration of Air Quality – any further development should not exacerbate the air quality on the A385 (see the South Hams District Council Air Quality Action Plan for more details). The Council would also wish to see provision for the monitoring of air quality along this road given the occupation of recent housing developments, and regular traffic measurement surveys to assist in road management and public transport considerations.
- Preserving the views of the green gaps as seen from neighbouring parishes.

- Maintaining the wildlife corridor along the River Dart and in particular helping to facilitate the flyways of the endangered Greater Horseshoe bat population.
- Considering the infrastructure impacts on Totnes as the neighbouring town of any new development, in terms of roads and vehicular traffic, schools, and medical provision.
- Meadowside – reference to this as an employment site, but not another industrial site (these activities should be concentrated within existing facilities).

5. To note the date of the next meeting of the Town Matters Committee – Monday 21st September 2020 at 10.00am.

Noted.

Sara Halliday

Committee and Cemetery Administrator

ITEM 5 - CHANGES TO PLANNING POLICY AND REGULATIONS CONSULTATION

Introduction

1. Since 2010 the Government has introduced planning reforms to improve the current system. In 2010 only 17% of local authorities had local plans in place and now 91% of local authorities have plans. Over 2,700 groups have started the neighbourhood planning process since 2012. We've delivered over 1.5 million new homes since 2010 including over 241,000 last year alone – that's the highest level for over 30 years. And planning permissions for new homes have more than doubled since 2010. But this isn't enough – we want to deliver the housing people need because happier, more rooted communities bring our country together.
2. *Planning for the Future*¹ sets out plans to undertake a fundamental reform of the planning system and explains that this would be accompanied by shorter-term measures. This consultation sets out proposals for measures to improve the effectiveness of the current system. The four main proposals are:
 - changes to the standard method for assessing local housing need, which as well as being a proposal to change guidance in the short term has relevance to proposals for land supply reforms set out in *Planning for the Future*;
 - securing of First Homes, sold at a discount to market price for first time buyers, including key workers, through developer contributions in the short term until the transition to a new system;
 - temporarily lifting the small sites threshold below which developers do not need to contribute to affordable housing, to up to 40 or 50 units to support SME builders as the economy recovers from the impact of Covid-19;
 - extending the current Permission in Principle to major development so landowners and developers now have a fast route to secure the principle of development for housing on sites without having to work up detailed plans first.

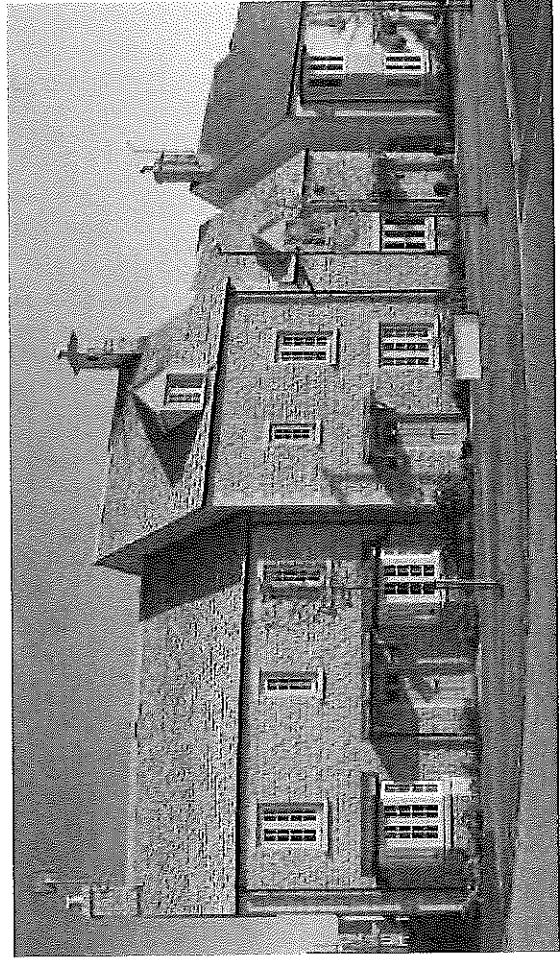
¹ See *Planning for the Future* <https://www.gov.uk/government/consultations/planning-for-the-future>

Introduction

The challenge we face – an inefficient, opaque process and poor outcomes

The planning system is central to our most important national challenges: tackling head on the shortage of beautiful, high quality homes and places where people want to live and work; combating climate change; improving biodiversity; supporting sustainable growth in all parts of the country and rebalancing our economy; delivering opportunities for the construction sector, upon which millions of livelihoods depend; the ability of more people to own assets and have a stake in our society; and our capacity to house the homeless and provide security and dignity.⁹

To succeed in meeting these challenges, as we must, the planning system needs to be fit for purpose. It must make land available in the right places and for the right form of



development. In doing this, it must ensure new development brings with it the schools, hospitals, surgeries and transport local communities need, while at the same time protecting our unmatched architectural heritage and natural environment.

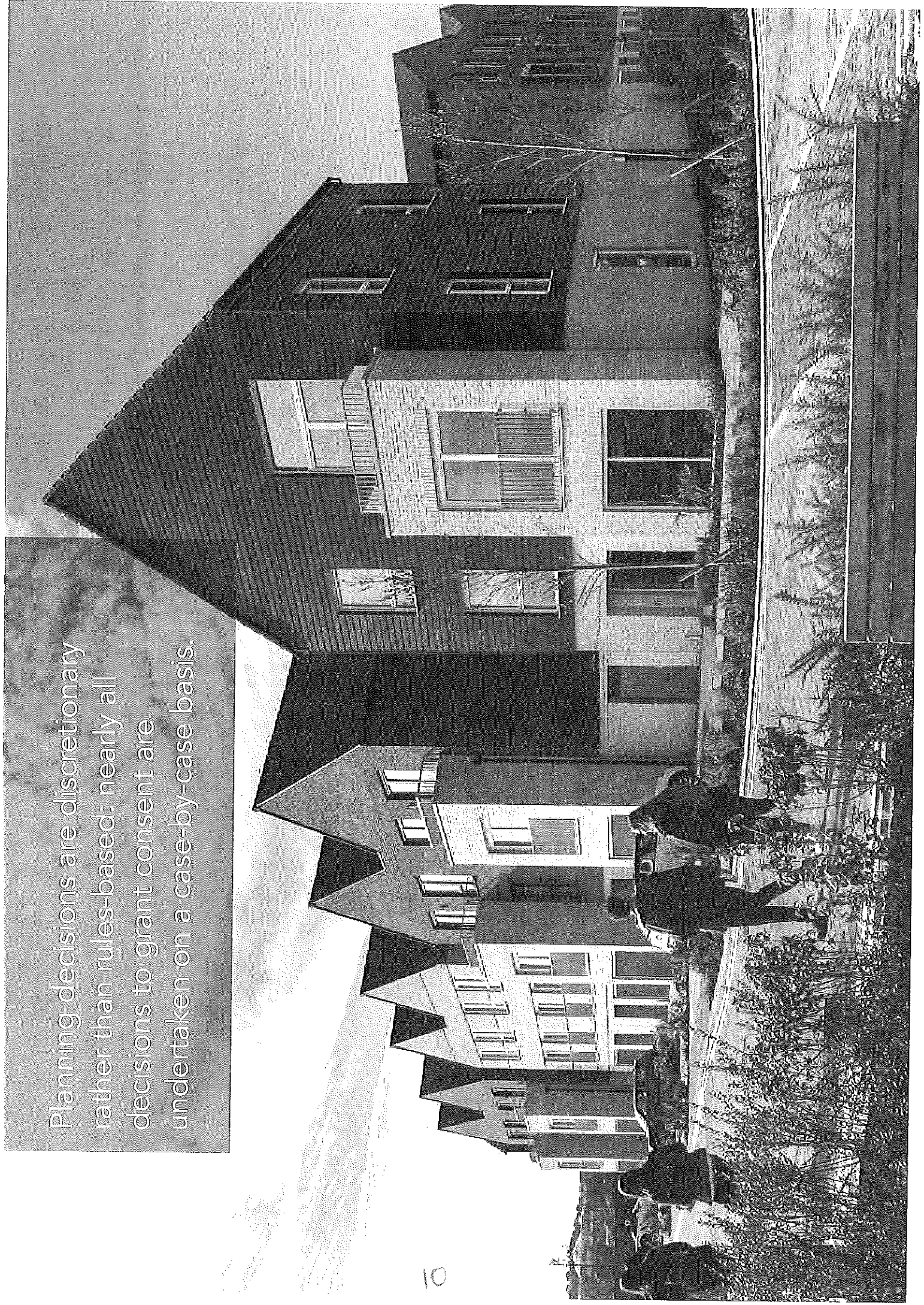
There is some brilliant planning and development. And there are many brilliant planners and developers. But too often excellence in planning is the exception rather than the rule, as it is hindered by several problems with the system as it stands:

- It is too complex: the planning system we have today was shaped by the Town and Country Planning Act 1947, which established planning as nationalised and discretionary in character. Since then, decades of reform have built complexity, uncertainty and delay into the system. It now works best for large investors and companies, and worst for those without the resources to manage a process beset by risk and uncertainty. A simpler framework would better support a more competitive market with a greater diversity of developers, and more resilient places.

- Planning decisions are discretionary rather than rules-based: nearly all decisions to grant consent are undertaken on a case-by-case basis, rather than determined by clear rules for what can and cannot be done. This makes the English planning system and those derived from it an exception internationally, and it has the important consequences of increasing planning risk, pushing up the cost of capital for development and discouraging both

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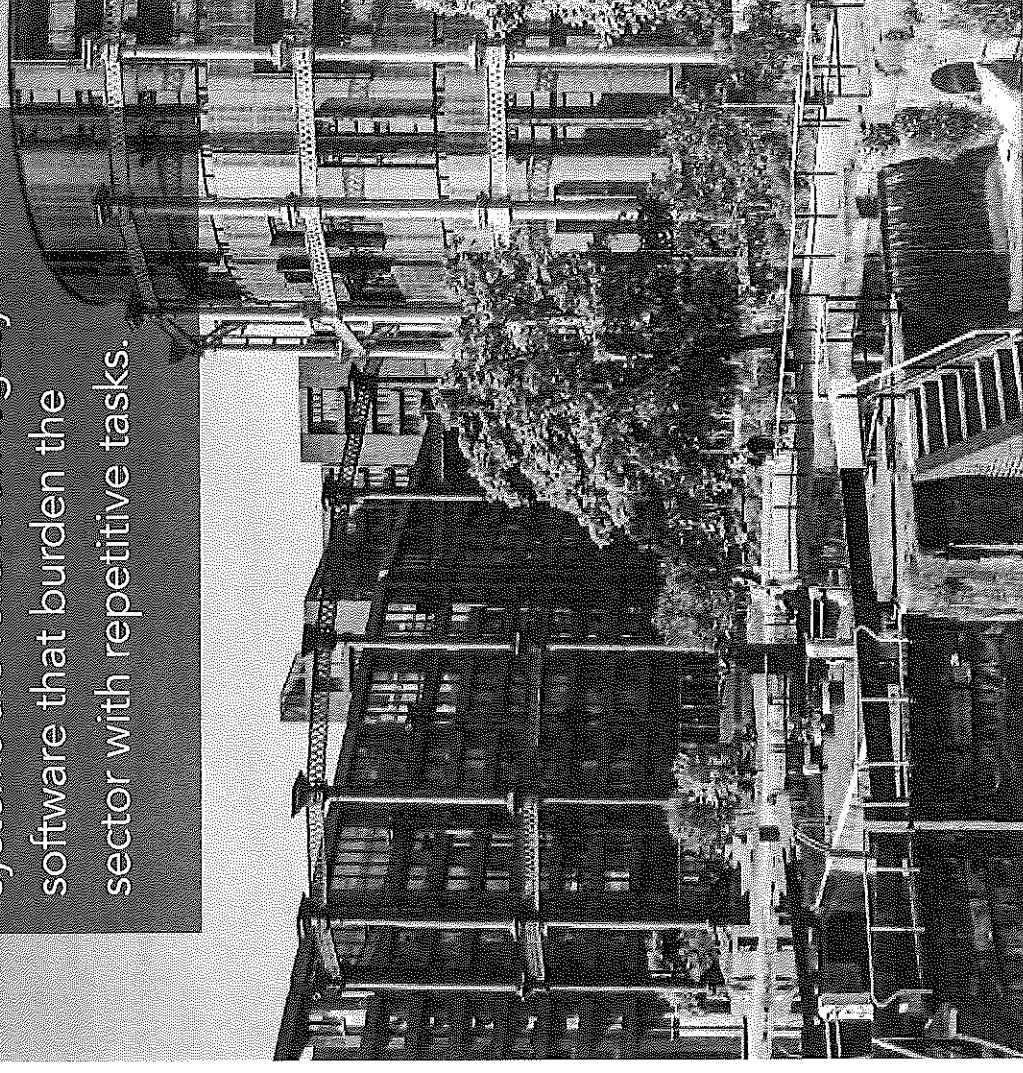
The planning system is based on 20th-century technology: planning systems are reliant on legacy software that burden the sector with repetitive tasks.

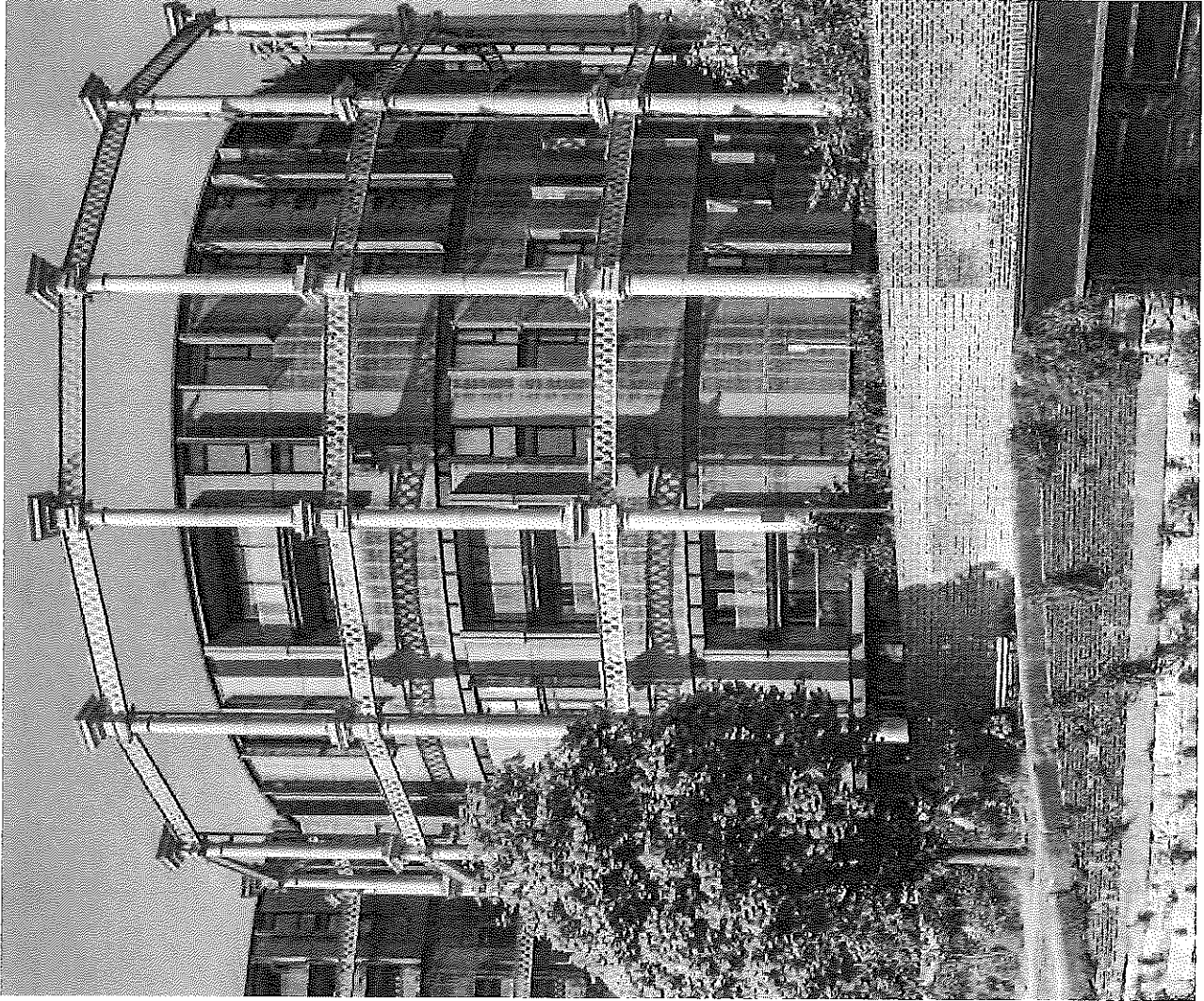
innovation and the bringing forward of land for development.² Decisions are also often overturned – of the planning applications determined at appeal, 36 per cent of decisions relating to major applications and 30 per cent of decisions relating to minor applications are overturned.³

- It takes too long to adopt a Local Plan: although it is a statutory obligation to have an up-to-date Local Plan in place, only 50 per cent of local authorities (as of June 2020) do, and Local Plan preparation takes an average of seven years (meaning many policies are effectively out of date as soon as they are adopted).

- Assessments of housing need, viability and environmental impacts are too complex and opaque: land supply decisions are based on projections of household and business 'need' typically over 15- or 20-year periods. These figures are highly contested and do not provide a clear basis for the scale of development to be planned for. Assessments of environmental impacts and viability add complexity and bureaucracy but do not necessarily lead to environmental improvements nor ensure sites are brought forward and delivered.

- It has lost public trust with, for example, a recent poll finding that only seven per cent trusted their local council to make decisions about large scale development that will be good for their local area (49 per cent and 36 per cent said they distrusted developers and local authorities respectively).⁴ And consultation is dominated by the few willing and able to navigate the process – the voice of those who stand to gain from development is not heard loudly enough, such as young people. The importance of local participation in planning is now the focus of a campaign by the Local Government Association but this involvement must be accessible to all people.⁵



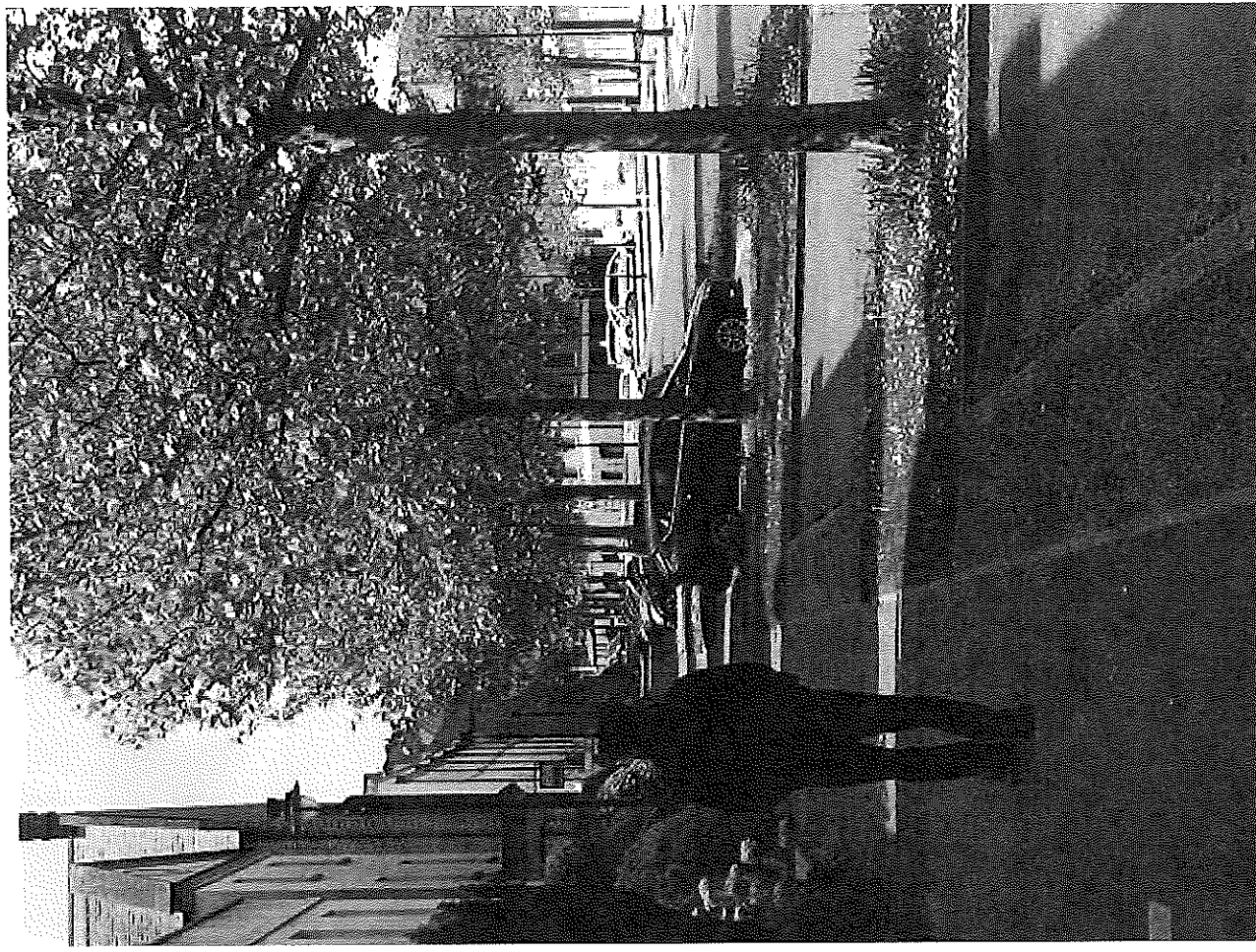


- It is based on 20th-century technology: planning systems are reliant on legacy software that burden the sector with repetitive tasks. The planning process remains reliant on documents, not data, which reduces the speed and quality of decision-making. The user experience of the planning system discourages engagement, and little use is made of interactive digital services and tools. We have heard that for many developers the worst thing that can happen is for the lead local authority official to leave their job – suggesting a system too dependent on the views of a particular official at a particular time, and not transparent and accessible requirements shaped by communities.
- The process for negotiating developer contributions to affordable housing and infrastructure is complex, protracted and unclear: as a result, the outcomes can be uncertain, which further diminishes trust in the system and reduces the ability of local planning authorities to plan for and deliver necessary infrastructure. Over 80 per cent of planning authorities agree that planning obligations cause delay.⁶ It also further increases planning risk for developers and landowners, thus discouraging development and new entrants.
- There is not enough focus on design, and little incentive for high quality new homes and places: There is insufficient incentive within the process to bring forward proposals that are beautiful and which will enhance the environment, health, and character of local areas. Local Plans do not provide enough certainty around the approved forms of development, relying on vague and verbal statements of policy rather than the popularly endorsed visual clarity that can be provided by binding design codes. This means that quality can be negotiated away too readily and the lived experience of the consumer ignored too readily.

• It simply does not lead to enough homes being built, especially in those places where the need for new homes is the highest. Adopted Local Plans, where they are in place, provide for 187,000 homes per year across England – not just significantly below our ambition for 300,000 new homes annually, but also lower than the number of homes delivered last year (over 241,000).⁷ The result of long-term and persisting undersupply is that housing is becoming increasingly expensive, including relative to our European neighbours. In Italy, Germany and the Netherlands, you can get twice as much housing space for your money compared to the UK.⁸ We need to address the inequalities this has entrenched.

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A poor planning process results in poor outcomes. Land use planning and development control are forms of regulation, and like any regulation should be predictable and accessible, and strike a fair balance between consumers, producers and wider society. But too often the planning system is unpredictable, too difficult to engage with or understand, and favours the biggest players in the market who are best able to negotiate and navigate through the process.

The Government has made significant progress in recent years in increasing house building, with construction rates at a 30-year high in 2019. But these fundamental issues in the system remain, and we are still lagging behind many of our European neighbours. And as the Building Better, Building Beautiful Commission found in its interim report last year, too often what we do build is low quality and considered ugly by local residents.⁹



ITEM 6 - UPDATED LOCAL FLOOD RISK MANAGEMENT STRATEGY CONSULTATION

Devon County Council is running a public consultation of the updated 'Devon Local Flood Risk Management Strategy', with a deadline for comments of 15th October. The Planning Committee will need to make a recommendation to Full Council in October to meet the consultation deadline.

See the following link to the consultation document:

<https://www.devon.gov.uk/haveyoursay/consultations/devon-local-flood-risk-management-strategy/>

The attached letter sets out the scope of the consultation.

Planning, Transportation and Environment

Flood Risk Management Team

Lucombe House
County Hall
Topsham Road
Exeter
EX2 4QD
Tel: 01392 383000
Email: floodrisk@devon.gov.uk

25th August 2020

To whom it may concern,

Re: Public Consultation of the Updated Local Flood Risk Management Strategy for Devon

The draft document, produced by Devon County Council and partner authorities, outlines how the risk of flooding to property and infrastructure will be managed and reduced over the next six years, from 2021-2027.


The strategy looks at how plans for flood alleviation schemes can be developed and how communities can increase their resilience against flooding and the impact of climate change.

Through partnership working and community engagement, investment is prioritised to target high risk communities. Natural and sustainable flood management measures will be promoted, where appropriate, in all flood investigations and improvement projects, to reduce the scale, or need, of hard engineering solutions.

Part 2 of the strategy prioritises areas and communities to be considered for investment in flood alleviation works. Although priorities are subject to change, it currently includes Exeter, Kingsbridge, Tiverton, Dawlish, Teignmouth, Exmouth, Newton Abbot, Seaton, Kingsteignton, Totnes, Bideford, Ilfracombe, Budleigh Salterton, Sidmouth, Crediton and Okehampton.

Industry professionals, town and parish councils and members of the public are all invited to have their say and can view and respond to the consultation draft online from 21st August 2020 until the consultation closes on 15th October 2020. Please can you ensure that any relevant officers are made aware of this consultation, in particular your planning, drainage and emergency planning officers.

Yours sincerely,


Martin Hutchings

Flood and Coastal Risk Manager

Table 8. Criteria used for GIS analysis to prioritise communities and Devon's Local Flood Risk Management Strategy Action Plan

- Number of properties affected or at high risk in any one community
- Frequency of flooding to that community
- Depth/Severity of flooding experienced or at high risk
- Risk to life (particularly the vulnerable such as the elderly, young children, those living with a disability or in areas of deprivation)
- Impact on, or high risk of disruption to critical infrastructure
- Impact on, or high risk of disruption to businesses and services, especially essential services such as health, education, emergency services
- Impact on, or high risk of impact on the Environment
- Sufficient Cost-Benefit ratio and robust business case.

The specific order of the criteria does not reflect the weighting attached to each. In particular, the risk to life is shown beneath three other criteria, as it is directly influenced by them.

Prioritisation is subject to change as a result of any new data on flooding events.

This is an ongoing assessment and will always consider the most up to date climate change allowances as part of supporting modelling information

Devon's priority communities

Devon's priority communities, listed in Table 9 below and on our [online map](#), are to be considered for investigation and potential investment over the next 6 years. The annual action plan of investment is covered in Part 3 of this strategy. This prioritised list however, will be subject to change, depending on further flood events and changes in funding levels and opportunities for aligning with other Risk Management Authority or key stakeholder programmes and/or other funding initiatives.

It should also be noted that other Devon communities not included here may be known to have significant flood risk but from a source managed by another RMA. For example, the Environment Agency would carry out investigations and improvement works for a community at risk of flooding from the sea or a main river, such as Barnstaple or Bishop's Tawton.

These priority communities are Devon's highest priorities as the LLFA and this section needs to be read in conjunction with the South West Flood Risk Management Plan (FRMP) which will outline the priorities of all other RMAs in the South West. Our priority community list will inform the FRMP and database which sits at a River Basin Management Plan level.

Table 9. Devon's priority community list*

Priority	Community	Source of flood risk to be addressed	Potential partner authorities	Flood Risk Area in South West Flood Risk Management Plan
High	Exeter	surface water	Exeter City Council, South West Water (SWW), Network Rail (NR), Environment Agency (EA)	Flood Risk Area
High	Kingsbridge	surface water	South Hams District Council (SHDC), SWW, EA	
High	Tiverton	surface water	Mid Devon District Council (MDDC), SWW, EA	Flood Risk Area
High	Dawlish	surface water	Teignbridge DC, SWW, EA	Flood Risk Area
Medium high	Teignmouth	surface water	Teignbridge DC, SWW, NR, EA	
Medium high	Exmouth	surface water	East Devon District Council (EDDC), SWW, EA	Flood Risk Area
Medium high	Newton Abbot	surface water	Teignbridge DC, SWW, EA	Flood Risk Area
Medium high	Seaton	surface water	EDDC, EA	
Medium high	Kingsteignton	surface water	Teignbridge DC, SWW	
Medium high	Totnes	surface water	SHDC, SWW, EA	
Medium high	Blideford	surface water	Torrige DC, SWW, EA	
Medium high	Ilfracombe	surface water	North Devon Council, SWW, EA	Flood Risk Area
Medium high	Budleigh Salterton	surface water ordinary watercourse	EDDC, EA	
Medium high	Sidmouth	surface water	EDDC, SWW	
Medium	Crediton	surface water	MDDC, SWW	
Medium	Okehampton	surface water	West Devon Borough Council, SWW	

* This list is not exhaustive and only shows the high level priorities within the LLFA's remit of flooding from groundwater, surface water and ordinary watercourse. Other sources of flooding will be managed and prioritised by the relevant authority. Small scale works and flood schemes may be taken forward in other communities where opportunities arise.

Economic analysis of Devon's priority communities

Following the review undertaken in our GIS flood risk analysis tool and the resulting priority communities currently identified in Table 8, we will then undertake a high level economic analysis to identify the potential level of economic damages that would result from a flood event, as well as the potential level of central government funding that could be sought from Defra's Flood Defence Grant in Aid fund to help develop and deliver the works.

The outcomes of this will determine the level of investigation that can be justified as part of a potential scheme whilst considering cost benefit implications and management of expectations within the community at risk.

For example; if it is determined that a specific location is unlikely to generate significant levels of central government funding, then we may decide to undertake a smaller desktop study with the potential of maximizing local funding opportunities to progress the scheme delivery in-house to ensure that costs are kept to an acceptable level as to not negatively impact the cost benefit of the potential works.

If it is decided through the initial economic analysis that significant external funding could be made available to support a larger scheme, then we will engage with specialist consultants to investigate and model the source of risk, as well as identify potential options to mitigate the risk, with the process being project managed by FRM staff.

Once a viable, cost effective and beneficial solution has been identified a business case is produced and submitted in line with Treasury and Defra requirements for RMA business case templates. Success at this stage will result in the project being progressed to construction and delivery.

Measures for delivering local flood risk management

For our priority communities, a wide range of measures should be considered that best manage the risk in the short, medium and longer term. Collaborative working should be encouraged between Risk Management Authorities, aligning programmes to maximise funding opportunities.

Possible flood risk management measures will generally fall into one of the categories below in Table 10, where the general hierarchy listed shows how these measures should be approached. The hierarchy follows the principles of starting with increasing a community's preparedness for flooding and increasing resilience, through to implementing physical flood defence measures.

Resilience is fundamental for all communities, to manage local flood risk and be prepared for future climate change impacts. The physical measures should prioritise more sustainable natural processes in the first instance, either as sole measures or in combination with hard engineered solutions. Hard engineering measures should be considered when natural solutions alone will not adequately protect a community to the required level. All these measures combined will seek to enhance the natural environment and local economy and help build community resilience.

Table 10. Flood risk management measures hierarchy	
<p>Being prepared and increasing resilience</p> <p><i>For all Devon communities</i></p>	<p>Community resilience measures: Engaging with communities directly and through the Devon Community Resilience Forum to raise awareness of flood risk and encourage the setting up of local flood action groups and development of emergency plans to increase resilience. These measures should always be a part of any community at risk, even when other interventions are in place.</p> <p>Emergency planning measures: Flood warnings and flood action plans can be used to improve community preparedness and resilience to flooding. Support from the Devon Community Resilience Forum is available for communities.</p> <p>Riparian landowner maintenance: Members of the public who own land adjacent to watercourses have riparian responsibilities and therefore a duty to maintain their section of watercourse to ensure there is no impediment of flow. See DCC's guide 'Living with Water'</p> <p>Making Policy: Policies can be made to direct spatial planning or to set standards for development that will help reduce further flood risk.</p>
<p>Measures and actions</p> <p><i>In Devon's high risk communities</i></p>	<p>Natural Flood Management measures: Implementation of natural measures which help to alleviate the risk of flooding to property and significant infrastructure, either as sole measures or in combination with hard engineering solutions. Managing water in the upper catchments will help to reduce and slow the flows downstream minimising the risk to property and the level of any hard engineering defences that may be required.</p> <p>Retrofitting Sustainable Drainage Systems: Installation of sustainable drainage systems in urban areas to manage surface water and remove it from traditional piped drainage systems.</p> <p>Delivery of early intervention schemes: A solution that can be implemented relatively quickly by the Risk Management Authorities or Local Authority at relatively low cost.</p> <p>Community action: Some cases can be successful when community groups join forces and deliver and maintain their own local schemes. In some cases this may generate further contributions from local levy or the Lead Local Flood Authority.</p> <p>Further investigation/research: Further investigations such as catchment studies and hydrological/hydraulic assessments to understand the flow rates and directional paths and evaluate the extent of flooding. These would provide evidence for future capital investment.</p> <p>Development of future schemes: Where immediate action is not financially viable or a solution not readily available then a larger scale flood alleviation scheme may be required. In such cases national funding would need to be secured together with additional contributions from others, such as local levy, local authorities and other third parties. This is likely to require hard engineered improvements, however Natural Flood Management measures must also be considered and delivered where possible.</p> <p>Property Flood Resilience: Resilience measures at a property level such as flood doors, gates and air bricks can be installed to increase the resilience of individual homes and businesses. This option is often chosen as the last line of defence where any potential for a larger flood alleviation scheme will not be viable or delivered in the foreseeable future.</p>

Fwd: Devon County Council scheme - Collapark, Totnes

3 messages

Totnes Town Council Clerk <clerk@totnestowncouncil.gov.uk>
To: Sara Halliday <administrator@totnestowncouncil.gov.uk>

2 September 2020 at 14:43

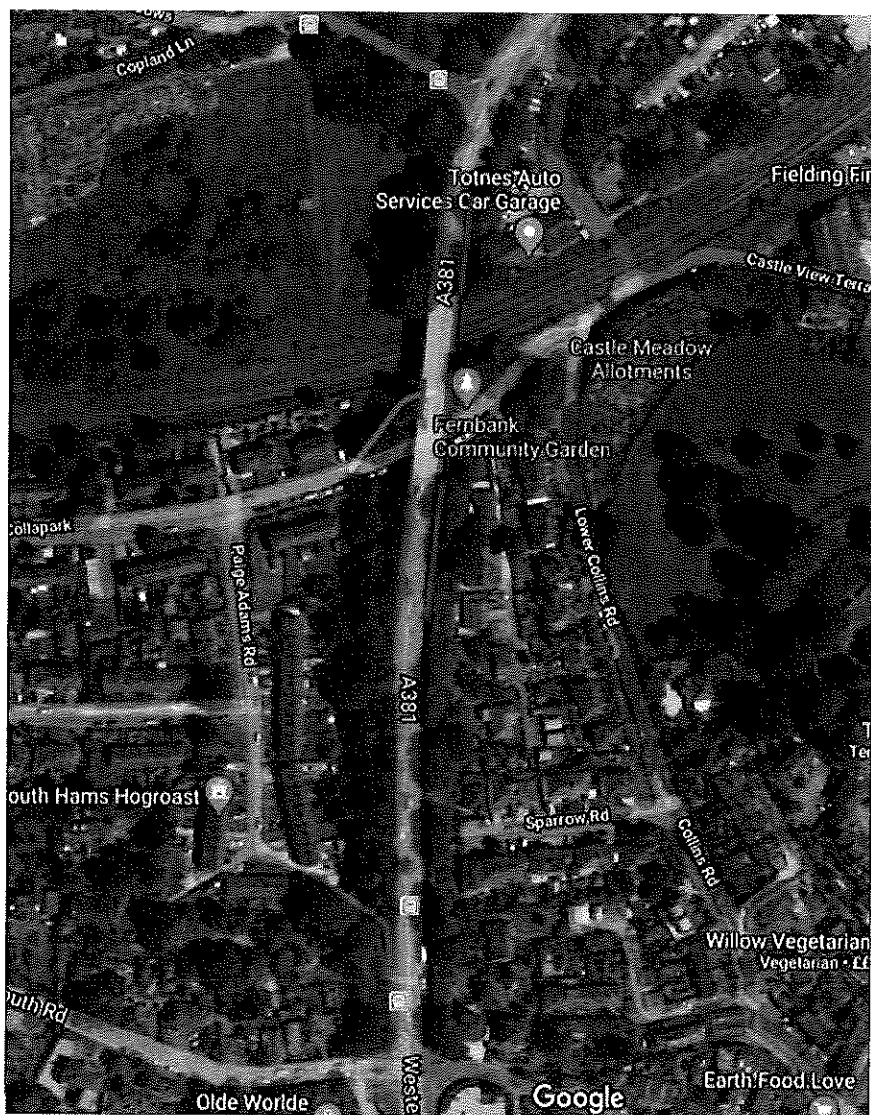
Could you go back to Kathryn please on this?

----- Forwarded message -----

From: I [redacted]
Date: Tue, Sep 1, 2020 at 3:16 PM
Subject: Devon County Council scheme - Collapark, Totnes
To: clerk@totnestowncouncil.gov.uk <clerk@totnestowncouncil.gov.uk>

Hi Catherine,

I've been given your contact details by Darren Cole at Devon County Council to inform the Town Council of some upcoming works. Jacobs are working with Devon County Council on an road restraint scheme along the A381 in Totnes where we are looking to upgrade the barrier on both sides of the carriageway, from the approach to the railway through to the other side of the Collapark bridge. Google maps mark-up below shows the extent of the works in red.



Detailed design is still to be finalised but I attach a preliminary drawing with the proposals which include (for each side of the road):

- Masonry wall between the two existing parapets with piled foundations
- Steel barrier on the approaches to each bridge with cantilever slab foundation

We are currently in the process of finalising the design and procuring a contractor for the works, however in the meantime we will need to book road space and I wanted to notify the Town Council prior to submitting the road space application. We have had initial discussions with the contractor and have assessed that the works can be carried out under lane closures and as the road at this sections is three lanes we should be able to maintain two way traffic. We will need to close the footway on each side of the road whilst the works are being carried out, with pedestrians diverted to the opposite side.

Regarding programme, we are looking at about 16 weeks to complete the works (8 weeks each side of the road), but once we have the contractor in place we can confirm this. We would be looking to start in November (subject to road space bookings) and continue through to late January/early February (with a two week break over the Christmas period).

Please let me know if you have any comments regarding this, I'm happy to discuss. Our offices are closed but I should be able to pick up calls through my laptop. I'm happy to meet on site if this is easier.