

PINHOE VILLAGE

www.pinhoe.org

FAO: East Devon District Council Strategic Planning

(via email > planning@eastdevon.gov.uk)

Dear Sir/Madam

East Devon DRAFT Local Plan consultation

**Ref: 18. Strategic Policy - Gypsy and traveller site east of the M5
and south of the Exeter-Waterloo line**

Please find attached a proposal for consideration as part of your consultation on East Devon's draft Local Plan. Residents in Greater Pinhoe are co-authors of this proposal.

With apologies for late submission.

Yours Faithfully,

Kate Jago

Kate Jago MA, BMus
Systems Convenor, Collective Commons

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PROPOSAL:

The area on Langaton Lane identified in the *Draft East Devon Local Plan* for a Gypsy and traveller site, is accessed via a newly established Green Lane, unsuitable for vehicular traffic.

This document proposes an alternative: a safe, traffic-free active travel route connecting the communities of Pinhoe, Monkerton and Tithebarn to Pin Brook and Clyst Valley Parks, using paths identified by our communities as historical access points, safeguarding the biodiversity of the wildlife linescape along Pin Brook flood meadows and Pinhoe's Community Field, protecting the character and historical significance of this marshland area.

1. Introduction

1.1 **Methodology:** this proposal has been co-produced by residents in Greater Pinhoe

1.1.1 This document is founded on independent research by residents across the wider Pinhoe area, facilitated by the *Collective Commons* Pinhoe case study.

1.1.2 *Collective Commons* was commissioned in 2022 by members of the Pinhoe Citizens Panel to document, network and share national and local authority policies, strategies and decision-making processes specifically relating to Pinhoe, alongside research into social history and historical archaeology.

1.1.3 *Collective Commons* uses systems thinking to identify *positive tipping points* as a collective and collaborative process.

1.1.4 Working with local residents on historical research and place-making, documenting conversations, memories and discussions with residents and stakeholders as part of systems convening, the co-production of this proposal reflects comments contributed by members of the community in *Greater Pinhoe* who have collaborated to articulate their specific concerns in relation to the East Devon Draft Local Plan and site allocations on the boundary with Pinhoe.

1.1.5 **This document proposes the connection to Clyst Valley Park as a local tipping point: building from the local authority decision as part of Devon County Council strategic transport planning (Exeter Transport Strategy) to create a green lane along this section of Langaton Lane, this proposal would increase access to local nature networks across the Clyst Valley Park in neighbouring East Devon, improve active travel car-free networks as**

protected infrastructure for local residents and stakeholders, further building on Investment in multi-modal transport at Pinhoe Station Interchange, to develop car-free access for communities across the Exeter area and beyond.

1.2 Context: East Devon Policy

This document is published in direct response to the following Strategic Policy:

18. Strategic Policy > land shown on the Policies Map that lies to the east of the M5 and south of the Exeter-Waterloo line is allocated for a gypsy and traveller site. Planning permission will be granted for the development of a gypsy and/or traveller site to address the need for provision specifically on the western side of East Devon District.

The allocated site benefits from good highway access roads to the south though any proposal will need to be carefully designed to avoid adverse impacts on surrounding uses and the high quality of commercial and residential development in this part of East Devon.

An area of floodplain covers part of the site and as such built development will need to be within central and northerly parts of the site. Development for non gypsy and traveller uses and occupation, other than for supporting infrastructure, facilities and landscaping will be resisted.

5.68 Based on what we do know now we have identified this site for gypsy and traveller accommodation. It has good highway access from the south, albeit partly on a quite narrow lane, and provides for pedestrian access to a range of services and facilities. The site used to accommodate a piggery that is now understood to have ceased operating and there are a range of old farm buildings on the site.

1.3 Context: Devon County Council Policy

This proposal references the **Exeter Transport Strategy 2020-30** which focuses on “improving travel choices, creating better places for people and taking advantage of technological opportunities to influence travel behaviour in a positive way”, including key aims for greater connectivity from outside Exeter’s boundaries and a target of 50% trips to be made by walking and cycling.

2. LOCAL CONTEXT

2.1 Pinhoe ward sits within the boundary of Exeter City Council. Previously a small parish village surrounded by farmland within the ridgeline of the Northern Hills, Pinhoe joined the city of Exeter in 1966.

2.2 As a peri-urban community, Pinhoe has seen a >55% increase in its population in the census period 2011-2021; Pinhoe ward population measured in the 2021 Census was 9582 residents. With an ongoing schedule of housing development, the community continues to expand; hundreds more houses are currently planned or being built across Pinhoe.

2.3 The *lived-experience* of residents in Pinhoe blurs the electoral boundary with East Devon at Pinn Hill, across WestClyst and in Tithe Barn / Tithebarn at Monkerton (both formally part of Broadclyst Parish). Local residents refer to this area as *Greater Pinhoe*, reflecting social affinities and sense of community.

2.4 Housing developments at WestClyst, Mosshayne and Tithe Barn adjacent to Monkerton alongside commercial development at the Science Park and investment by University of Exeter, are specifically located proximal to Pinhoe as part of Exeter and East Devon Growth Point planning. This area is subject to local policy strategies for both Exeter City Council and East Devon District Council - notably as part of the Greater Exeter Strategic Plan (GESP) negotiations, renewed consultations for which are ongoing.

2.4.1 There are three primary schools located within Greater Pinhoe, one secondary School (St Luke's), Ellen Tinkham special needs school, and Exeter College Technology Centre.

2.5 As a result of increasing population, Exeter is being allocated a second parliamentary seat as part of the Boundary Commission's Parliamentary Boundary Constituency Review. As part of the consultation process, Exeter City Council published its members' proposal for Pinhoe ward to leave Exeter and join a new ***East Devon and Exmouth*** constituency.

3. SETTING: Langaton Lane

3.1 **LANDSCAPE SETTING:** Langaton Lane begins in the centre of the village, where the old Poltimore Arms public house once stood (now demolished). It runs past some of Pinhoe's listed medieval cottages and houses, joining Causey Lane and turning under the bridges of the M5 motorway and Exeter-Waterloo railway line.

At this point it becomes a 'Green Lane' and car access is blocked.

The tempo of the lane changes completely here; sections remain of tall Devon hedgerows that once lined this route. Lined with trees and hedgerows, Pin Brook crosses the Lane by the Scout Hut building and Pinhoe's Community Field, flowing into the land of Ash Piggery. **Maps show a pathway / connecting lane here, crossing marsh land (once sewage works), towards Mosshayne.** No public access is currently available and **it is this site that has been identified as land suitable for gypsy / traveller pitches.**

- **See Sources: MAPS** This leads to what's known locally as *The Bottomless Pool* or *Hurdle Pit*, before the River Clyst passes under the railway, and the Mill Leat. Local landowner Henry Gent opened this route up as a permissive path during the covid pandemic lockdown. Residents remember: "We used to fish in the river there, with my late Grandad and Father, with permission from Mr Gent. He often stopped to speak to us when he was out on his beautiful white horse."
- Sewage works: "The sewage works was largely bypassed when the mains sewer was built in the 1960s, I would say. Prior to that, Pin Brook was an open sewer from that location down to the Clyst. But people still swam in the pool at where the Pin and the mill leat join the Clyst at the spillway - as they still do. Some vestiges of the sewage works were still present until relatively recently but I think they may have been tidied up when they built the country park." HG

Continuing up a slight incline, Langaton Lane is bisected by Tithebarn Way, leading uphill to connect with Blackhorse Lane.

3.1.1 Hedgerows along this section, from the railway bridge to Blackhorse Lane, are under threat from housing development; significant linescapes of hedging and holloways have been removed and their natural ecosystems destroyed. Langaton Lane is one of the few tall hedgerows remaining and has traces of wildflowers typically found in ancient meadows, e.g. *lucerne* and *black knapweed*.

- 25 species of moths were found in one trap during the **Clyst Valley Park Routes for Roots** project.

3.1.2 Ash Piggery and the bungalow are situated on marshland connecting to the Pin Brook Country Park, part of the Clyst Valley Park. *There is archaeological evidence of this area being a significant location for communities since the Iron Age, connected to the significant fort at Blackhorse Lane with potential of a Marsh Fort within the Pin Brook / Minerva Country Park.*

This document proposes this location as a safe, traffic-free connection from Pinhoe's Community Field and the 1st Pinhoe Scout Hut, to the Clyst Valley Park. We believe this represents a unique opportunity to connect an urban community to the Clyst Valley Park and celebrate the significant history across this area of East Devon.

3.2 **POLICY CONTEXT:** After a trial period, Devon County Council confirmed Langaton Lane as a permanent Green Lane, as set out in the Exeter Transport Strategy.

“The green lane for Langaton Lane has been listed as a priority scheme within the Exeter Transport Plan (Nov 2020). Prior to adoption of the Exeter Transport Strategy, our Scrutiny Committee Members recommended that the strategy should seek to include green lanes to better connect villages so that places like Ide, Pinhoe, Cranbrook and Woodbury on the outskirts of the city have better walking and cycling options to link into Exeter’s cycling network. This is in line with the latest government National Planning Policy Framework (NPPF).”

3.2.1 This decision replaced the Langaton Lane Link Road (LLL), designed to provide a resilience route for vehicular traffic travelling through the centre of Pinhoe village along the B3181.

3.2.2 The B3181 is the resilience route for the M5 motorway between junctions 28 (Cullompton) and 29 (Exeter, and connection to the A30 to Honiton), as well as the junction 30 connection to A30 to Cornwall.

3.3 **ACTIVE TRAVEL:** Langaton Lane is a well-used active travel route providing safe travel for residents of Pinhoe and the Mosshayne and Tithebarn estates, employees at the Met Office and Science Park, and the University of Exeter’s engineering building. It also connects routes to Exeter Airport, Skypark and Cranbrook.

3.3.1 Langaton Lane is an important bridleway, connecting local yards and stables across WestClyst and Mosshayne. The proposed Clyst Valley Trail includes **Section 1: from West Clyst (Pinhoe) to Clyst Honiton**, which creates “a traffic-free route away from vehicles and farm machinery which currently use the lane”. *Welcomed by equestrians from local yards in WestClyst and Poltimore who also use Langaton Lane, the proposed connection via Pin Brook Country Park, where feasible, would also be supported by these local stakeholders.*

3.4 **STAKEHOLDERS:** The 1st Pinhoe Scout Hut was relocated to Langaton Lane from Monkerton, when Bovis redeveloped the site. Its catchment area includes Pinhoe, Broadclyst and Poltimore.

3.4.1 When the Scout Hut was relocated, Bovis passed ownership of the adjacent field to the community of Pinhoe. It has been managed by the Trustees of the Pinhoe Community Association ever since.

3.4.1.1 Pinhoe Community Association (PCA) has been unable to meet for several years and is looking to pass ownership of the field to a suitable organisation which represents the interests of the community of Pinhoe.

3.4.2 Pin Brook flows along the boundaries between land owned by the 1st Pinhoe Scouts and the Pinhoe Community Field.

3.5 **HISTORY / ARCHAEOLOGY:** Following archaeological investigations across the Monkerton / Tithebarn / Mosshayne areas, there is evidence of neolithic settlements including a prehistoric settlement and burial, early medieval crop processing, a ring ditch and potential Iron Age marsh fort. The importance of nearby Blackhorse Lane underlines the historical significance of this area.

3.5.1 The significance of Monkton House and the importance of the marshland around this area are well documented. *Local folklore documents the tale of the local monks gathering withies for the local militia fending off attacks by the Danes in 1001-1003 CE.*

OVERVIEW: Googlemap: February 2023 >



4. NATIONAL POLICY CONTEXT: ROLE FOR COMMUNITIES

4.1 Policies referenced by this proposal include (but are not limited to):

4.1.1 **The Localism Act 2011** put communities at the heart of plan-making, understanding that residents are best placed to know what development is needed and where it should go in their towns and villages.

4.1.2 **The Levelling-up and Regeneration Bill** is currently before Parliament and includes greater influence for design codes, provision of community infrastructure and a stronger voice for communities. This reflects a national shift in the National Planning Policy Framework (NPPF) currently under consultation, greater emphasis on the importance of place-making with support for community participation in decision-making.

5. FORMAL RESPONSE

5.1 For the purposes of this community response, our proposal follows protocols outlined by Devon County Council in its assessment of the adjacent (and potentially connecting) *Cranbrook to Mosshayne cycle route*, published December 2022.

LANGATON LANE TRAIL

1. Description of project / service / activity

- We propose the installation of an off-road walking and cycling route from Langaton Lane in Pinhoe, at the western edge of East Devon, to the Pin Brook Country Park (formerly Minerva Country Park), connecting to the proposed Clyst Valley Trail through land currently identified as suitable for a Gypsy / Traveller pitch site location.
- The route could also become part of the Exeter Cycle Network, connecting Pinhoe (and Exeter) to Cranbrook via the Mosshayne and Redhayes developments.
 - This also connects Pinhoe to local employment at Exeter Airport, Skypark and the community at Clyst Honiton
- The route builds from the recent decision for Langaton Lane to become a permanent 'Green Lane' as part of the Exeter Transport Strategy.
- Devon County Council is committed to promoting walking and cycling by investing in new routes for leisure and commuter trips.
 - East Devon is committed to the Clyst Valley Trail as part of the Clyst Valley Regional Park 25 year masterplan.

2. Reason for change / review

- The decision for Langaton Lane to become a Green Lane removes the major resilience route for vehicular traffic travelling through the centre of Pinhoe village at the double roundabouts along the B3181.
 - This section of the B3181 is also the resilience route for the M5 between junctions 28 (Cullompton), 29 (Exeter / A30 to Honiton) and 30 (Exeter M5 connection to A30 Cornwall)
- The B3181 has no cycle lane and is paved only along one side in sections between Pinhoe and Westclyst; this shared use infrastructure is inadequate for the growing demand and not compliant with current guidance nor suitable for all users across demographics.
 - Over 1400 vehicles per hour use this route during peak times
(source: *Pinhoe Village*).
- The Pinhoe Area Access Strategy (PAAS) is overdue for renewal and updating.
- Pinhoe Station Interchange is now a strategic multi-modal transport hub connecting Exeter with East Devon on the growth point area, as part of the implemented plan of investment through the Exeter Transport Strategy.

- There is significant and continuing growth in the peri-urban population of Pinhoe and the significant scale of growth at Exeter Science Park includes new housing at Tithe Barn, Mosshayne and the University of Exeter engineering campus. This scale of growth underlines the importance of attractive, safe and accessible active travel connections to the Pinhoe Station multi-modal interchange: for employment, education and leisure activities.
- The new route would provide an attractive and direct link between Pinhoe Station and the Clyst Valley Park and Trail, Cranbrook, and ultimately the Exe Estuary Trail to Exmouth.
 - This route would also provide a connection between Langaton Lane as a green lane / bridle path used by horse riders to access local stables in the area
- The proposed route would require access across land currently identified as available for development as part of the East Devon Local Plan call for land: freehold c.4 acre site with potential to develop, currently with a bungalow and a range of disused barns.
- This off-road route would be suitable for pedestrians, people with disabilities, cyclists and horse riders and aligns with DCC's aspirations to encourage more sustainable and healthy travel.
 - Emission reductions will also result from leisure trips using the route that would otherwise involve a car journey elsewhere
 - The scheme could reasonably be expected to reduce carbon emissions through encouraging greater levels of active travel between Exeter and East Devon for recreation and leisure pursuits, reducing reliance on motor vehicles
 - This proposed walking and cycling infrastructure would enhance equality of opportunity of access between Exeter and East Devon for a wider range of people who would not ordinarily access this local green space without safe, off road access - especially families with young children, younger age groups, elderly people and people with disabilities who may feel safer using traffic free paths when enjoying outdoor exercise

3. Aims / objectives / limitation and options going forwards (summary)

The Langaton Lane connection to Pin Brook Country Park would:

- Provide a safe off road walking and cycling path between Langaton Lane and the Pin Brook Country Park, the Clyst Valley Park and Trail, and ultimately to the Exe Estuary Trail
- Safeguard the historic landscape of this marshland area alongside Pin Brook as it connects Pinhoe's community field to the country park

The wider objectives of the Langaton Lane connection are to:

- Provide a unique opportunity to explore and disseminate the neolithic, Iron Age and medieval history connecting neighbouring Monkerton with Mosshayne, articulating the local 'sense of place'
- Reduce transport related greenhouse gas emissions to tackle the climate crisis by increasing the number of non-motorised journeys between Pinhoe and East Devon

- Improve the safety of non-motorised users travelling between Pinhoe and East Devon
- Contribute to Devon County Council and East Devon District Council's strategy to develop a high quality multi-use network of trails and paths that provide access to all and promote healthy active lifestyles in Devon
- Enable the local transport network to accommodate planned growth along the corridors connecting Pinhoe to communities in East Devon including Cranbrook

4. People affected and their diversity profile

- People potentially affected by the traffic-free connection to the Clyst Valley Park and Trail include but are not limited to people living and working in the immediate vicinity.
- Pinhoe Scout Hut is located on Langaton Lane. It provides opportunities for outdoor activities for many Scout groups across Exeter. This proposed route would provide a traffic free, off-road, safe trail connecting not only to the Clyst Valley, Exe Estuary but also via the Northern Hills to Somerset via the Two Counties Way.
 - With Scouting Divisional Facilities at Caddihoe under review, the importance of Pinhoe's Scout Hut and the adjoining Community Field is increasingly seen as a facility for scouting groups across Exeter and beyond.
 - Pinhoe Scouts regularly hire the Hut to members of the Blind Association who would benefit substantially from a safe, traffic-free route to the Country Park and Clyst Valley Park
- The 2021 Census shows that >20% of Pinhoe's population are aged 0-14 years with a further 20% of the population aged 65 years and over
 - Younger people (0-10 years) tend to be more reliant on walking and cycling than those aged 20 and over
 - Under 20s make 40% of their journeys by foot or by cycle

5. Stakeholders, their interest and potential impacts

Stakeholders include:

- DCC Highways - local transport authority: the impact of a route from the Langaton Lane green lane would align with the various objectives of the Council including encouraging healthy lifestyles, modal shift to active modes of transport, tackling the climate crisis. It could also mitigate the impact of development on the local road network as part of the renewal of the Pinhoe Area Access Strategy
This route would encourage a modal shift from car to cycling (and walking), enabling the local transport network to more effectively accommodate leisure activities for local residents. This may reduce or eliminate the need for further improvements to the network in this area and thus protect the special qualities of this Devon hedgerow landscape.
- East Devon District Council
- 1st Pinhoe Scouts / Registered Charity

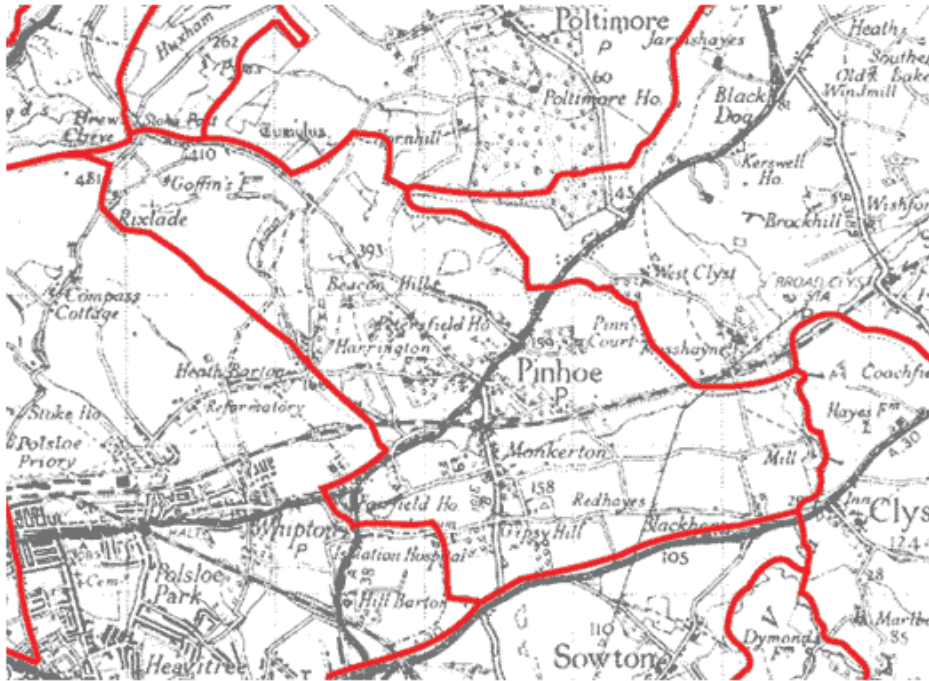
- Pinhoe Community Association (currently holding Pinhoe Community Field in Trust as a Registered Charity / under review)
- Broadclyst Parish and the Broadclyst Neighbourhood Plan
- Exeter Cycling Campaign
- Exeter and District Ramblers

6. Research used to inform this proposal

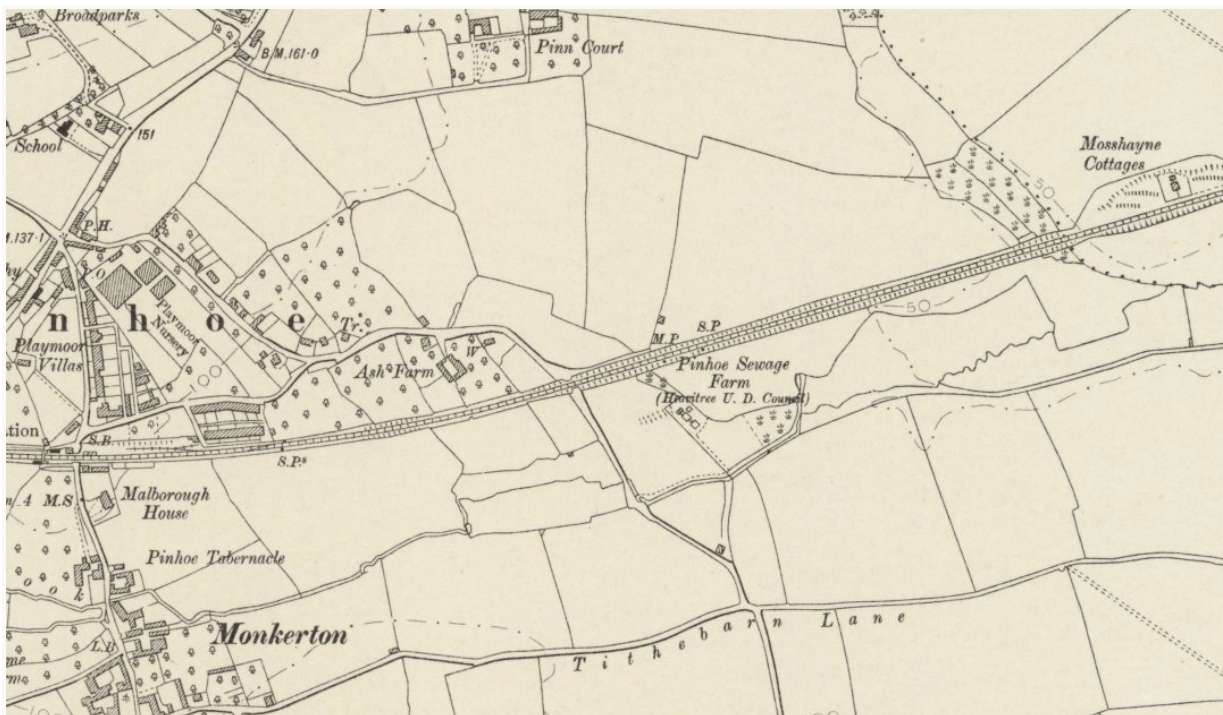
- 2021 Census
- Heritage Gateway HER number: MDV28622 which mentions:
 - Protected Status: SHINE: prehistoric curvilinear single ditched enclosure, ring ditch and linear, south east of Roblynn's Hideaway (to the south of proposed access)
 - Monument: ENCLOSURE (Neolithic- 4000 BCE to 2201 BCE)
 - **Horner, W.**, 2011, *Rare Iron Age artefacts discovered near Pinhoe*, 13 (Article in Serial). SDV351762: A large enclosure first recorded from the air in 1984 was investigated by AC Archaeology in advance of excavations for a new water main, revealing a rare glimpse into Iron Age life in Devon. The excavations showed that the enclosure originally had a large bank and ditch, which still survives up to 2 metres deep and 3 metres wide. A pile of broken shale bracelets was found within the ditch.
 - **Hegarty, C. + Knight, S. + Sims, R.**, 2014-2015, *East and Mid Devon River Catchments National Mapping Programme Project* (Interpretation). SDV356883: Cropmarks which have formed over infilled ditches of a prehistoric enclosure are visible on aerial photographs of 1984 onwards, to the north of Tithebarn Lane. The large oval shaped enclosure occupies an area of approximately 7 hectares of fairly low lying and gently northeast sloping ground which intersects with Pin Brook along its northeast to southwest axis. The cropmark enclosure is fairly well-defined in places, although sections to the northeast and northwest are not visible as well as to the west where parts of the enclosure are likely to have been destroyed following construction of **Ash Bungalow**. Several linear and curvilinear north to south aligned cropmark ditches are visible within the interior of the enclosure, although it is unclear how or if these relate to the enclosure itself. The transcriptions recorded here as part of this survey are largely superseded by geophysical survey work and excavation works that have been carried out here in advance of proposed development of the site.
- Devon County Council Environment Viewer

REFERENCE SOURCES include the following maps:

- Pinhoe's Parish boundary pre-1850:



- Pinhoe / Monkerton 1890-1910: (research by S. Slocombe)



- Pinhoe / Monkerton: map first published 1809 / from topographical surveys by Royal Military Surveyors and Draftsmen 1801-7 showing a clear route from Langaton Lane through to the current location of Pin Brook Country Park
(note phonetic spelling Pinho, Monkaton, Mosshayne > Motion, Cairo Mill > Local landowner Carew)
Two maps: Tiverton and Taunton #83, joined with Exeter and Dartmouth #91, research by resident Ivor Hill



- Exeter Street Plan (1995): showing location of sewage works and dotted line indicating access (research by Phil Wakely)



7. Description of consultation process

7.1 Limited public consultation has been held on this specific proposal. However, it has been circulated among stakeholders and residents representatives.

7.2 Further opportunity for local people to express their views on the detailed proposal is being prepared.

APPENDIX: ORGANISATIONS

PINHOE VILLAGE

Beginning as a local history group in 2019, members formed the local mutual aid network during the covid pandemic and now largely meet online where their local news page on social media regularly reaches >3500 members.

In 2021, following local concern about development on green spaces at the top of the village, over 2000 people signed a petition to Exeter City Council, to protect green infrastructure in Pinhoe, the landscape character of Higher Field and the Pinhoe Ridgeline; the petition was unanimously supported by council members and referred for strategic scrutiny.

Working with the Exeter Living Lab at the Global Systems Institute (GSI) at University of Exeter, a Pinhoe Citizens Panel was formed by members of Pinhoe Village, in March 2022.

Residents' sense of place is founded on but not defined by:

- the historical village setting of Pinhoe;
- a sense of flexible / extended boundaries across the demarcations of city, district and county representation, according to the lived-experience of people living and working in Pinhoe;
- the importance of access to nature within an increasingly urban setting
- well-used and valued active travel routes during the Covid pandemic.

COLLECTIVE COMMONS

A research-based enterprise developing a community of practice to share systems thinking with communities. We use a *collective convening* approach to co-develop place-based proposals using local policy frameworks to explore opportunities for positive tipping points. Pinhoe is the first case-study developed with support from members of the Exeter Living Lab, part of the Global Systems Institute (GSI) at University of Exeter.

Results from this research were first published at the Global Systems Conference at University of Exeter, September 2022 // www.collectivecommons.org