

Appendix 20:

Greater Exeter Strategic Plan



Draft Policies and Site Options Consultation

Regulation 18

June 2020



To request this information in an alternative format please
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We consider requests on an individual basis.

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Glossary

A number of words used in this document are technical. A glossary is provided at the end of the document with terms identified like *this*.

Section A

Summary and Purpose

Chapter 1: Role of the Greater Exeter Strategic Plan

Summary

- 1.1 The local authorities of East Devon, Exeter, Mid Devon, and Teignbridge are working together, engaging with stakeholders and communities, to prepare a new joint plan (in partnership with Devon County Council). By working together we are seeking to deliver the best possible outcomes for the provision of new homes, jobs and infrastructure for existing and future generations, whilst also protecting and enhancing the environment. The plan area is called Greater Exeter and it covers all of the four local authority areas, excluding Dartmoor National Park.
- 1.2 The Greater Exeter Strategic Plan (GESP) will be a formal statutory document, providing the overall spatial strategy and level of housing and employment land required in the period to 2040, together with key aspirations for the environment, infrastructure and digital communications. The document will provide the high level strategic planning policies for the area.
- 1.3 *Local plans* for each of the councils will continue to be prepared. They will contain more localised policies and allocations for smaller scale development. Communities are also still able to prepare *neighbourhood development plans*, looking even more closely at their local area. Our timetable is to have the GESP adopted by 2023.

Geographical Area covered

- 1.4 The GESP covers the planning authority areas of East Devon, Exeter, Mid Devon and Teignbridge, an area of 2,200 square kilometres with a population of just under 450,000. The Greater Exeter area aligns with the Exeter *Travel to Work Area*. The fact that most people living in the Greater Exeter area also work here underlines the value of the four Greater Exeter councils coming together to achieve effective strategic planning.
- 1.5 Figure 1.1 illustrates the Greater Exeter area and how well aligned this is to the *Travel to Work Area*.

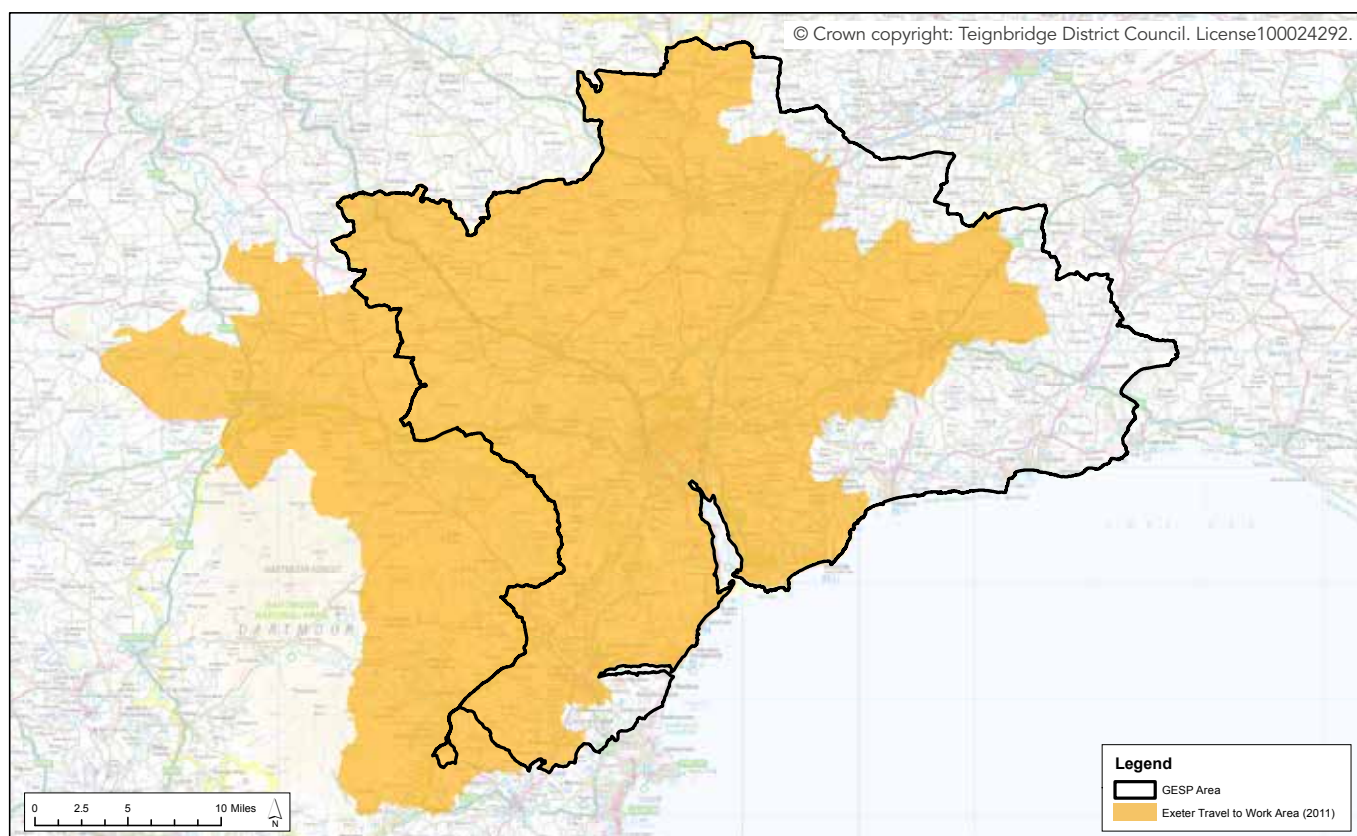


Figure 1.1 Exeter *Travel to Work* area and GESP area

Subjects and Scope of the Plan

1.6 The GESP focuses on key strategic issues which face the area. The plan's scope is driven by the application of the following principles:

- Cross-boundary issues where an agreed, consistent approach between two or more authorities is important to improve outcomes. The GESP should provide an added value compared with alternative approaches such as *duty to cooperate* discussions over individual *local plans*. Consistency is not necessarily sought for its own sake
- Avoiding overlap where possible. The majority of the GESP policies provide a "one stop shop" for that subject, without the need for later *local plans* to add detail. This will help to ensure that sites and infrastructure are deliverable, since it will avoid multiple *development plan* stages in a decision

1.7 Taking these into account, the GESP will:

- Set an overall vision
- Provide a spatial development strategy for the area, covering the overarching direction of the area considering climate emergency declarations, housing, economy, connectivity, environment and healthy and resilient communities
- Set the overall amount of growth for the period 2020 – 2040, also identifying what infrastructure is required to support that growth
- Promote the *Liveable Exeter* vision by allocating urban regeneration sites in the city for more than 100 homes and 1ha of employment land
- Implement the overall vision and spatial development strategy by allocating strategic sites of 500 or more homes and 5ha of employment land outside of Exeter which may include urban extensions and new settlements
- Provide district *local plans* with targets for non-strategic development and
- Identify monitoring indicators

1.8 Once adopted the plan will supersede specified strategic parts of the existing *development plan documents* of East Devon, Exeter, Mid Devon and Teignbridge.

1.9 This document covers 'Regulation 18' of the The Town and Country Planning (Local Planning) (England) Regulations 2012 and is an early stage in the preparation of the GESP.

1.10 The draft vision and policies proposed to be included in the GESP are contained in Section B of this document, across the following chapters:

4. Draft Vision
5. Climate Emergency
6. Prosperity
7. Homes
8. Movement and Communication
9. Nature
10. Quality Places and Infrastructure

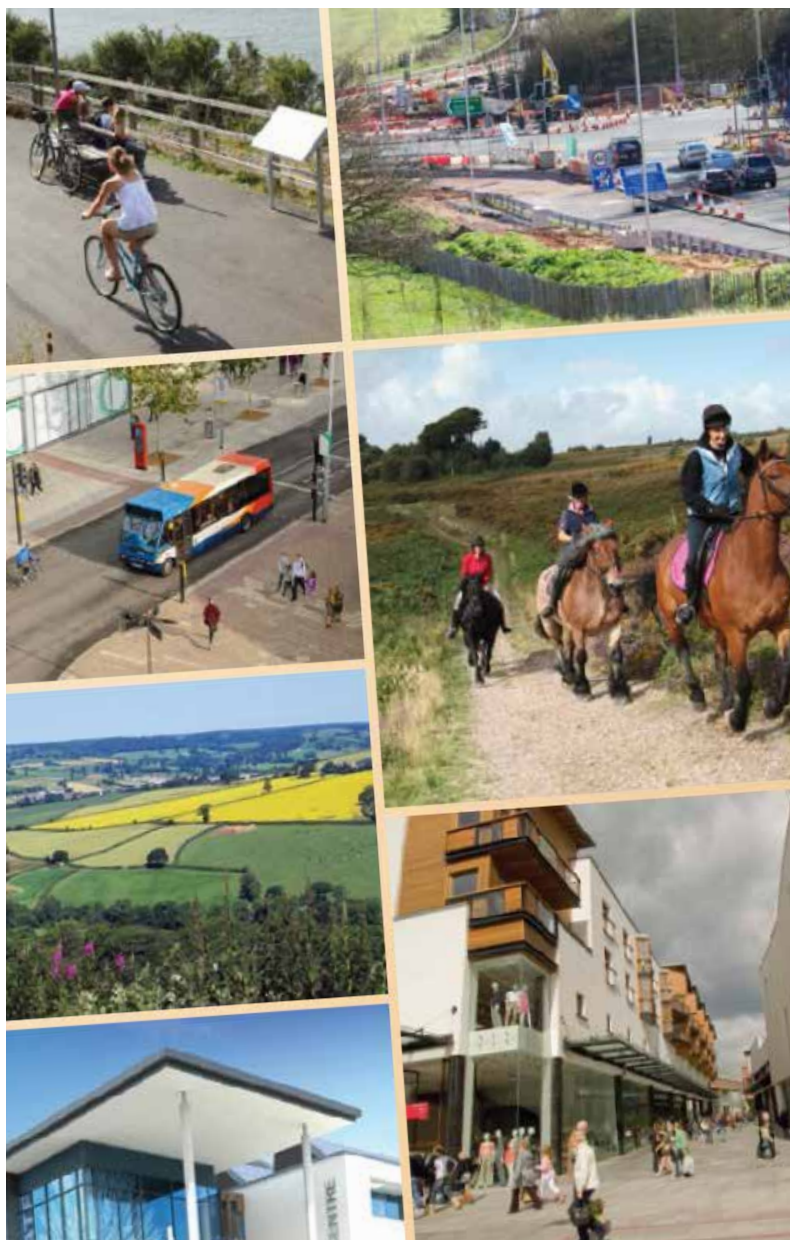
1.11 The spatial development strategy and options for strategic sites for potential inclusion in the GESP are considered in Section C.

Role of Other Plans

1.12 Because the GESP will not contain the full suite of *development plan* policies necessary to guide all development, there will be a continued role for *local plans* and *neighbourhood development plans*.

1.13 *Local plans* are prepared by the planning authorities (East Devon, Exeter, Mid Devon and Teignbridge) and will continue to contain development management policies and smaller allocations for development. They will need to reflect some aspects of the GESP policies, avoiding overlap or undermining strategy, but otherwise they will generally be free to recognise their own circumstances and requirements.

1.14 *Neighbourhood development plans* are prepared by communities (often town or parish councils) and take an even more detailed, locally-based look at a small area. They are required to be in general conformity with the strategic policies of the GESP and *local plans*, but within that general guidance they will have licence to include a range of policies and proposals which meet their local needs. *Neighbourhood development plans* need to go through a local referendum before they are made.



1.15 Figure 1.2 illustrates the various plans and their relationships, emphasising the way that they work together without a “hierarchy”. Each of the plans has its own function within the *development plan* as a whole. Where possible, overlap between those roles should be avoided by careful consideration of policies and proposals.

Plan Timetable

1.16 The GESP timetable is set out in our *Local Development Scheme*, which can be read on the website www.gesp.org.uk.

1.17 This currently states that the Greater Exeter councils are aiming to consult on a draft plan later in 2020 before a further consultation on the final draft in 2022. The aim is to adopt the plan in 2023. However, in light of the coronavirus and its impacts on communities, stakeholders and the Greater Exeter councils, the timetable will need to be reviewed. A revised *Local Development Scheme* will be published once the full implications for the existing timetable of the coronavirus have been considered.

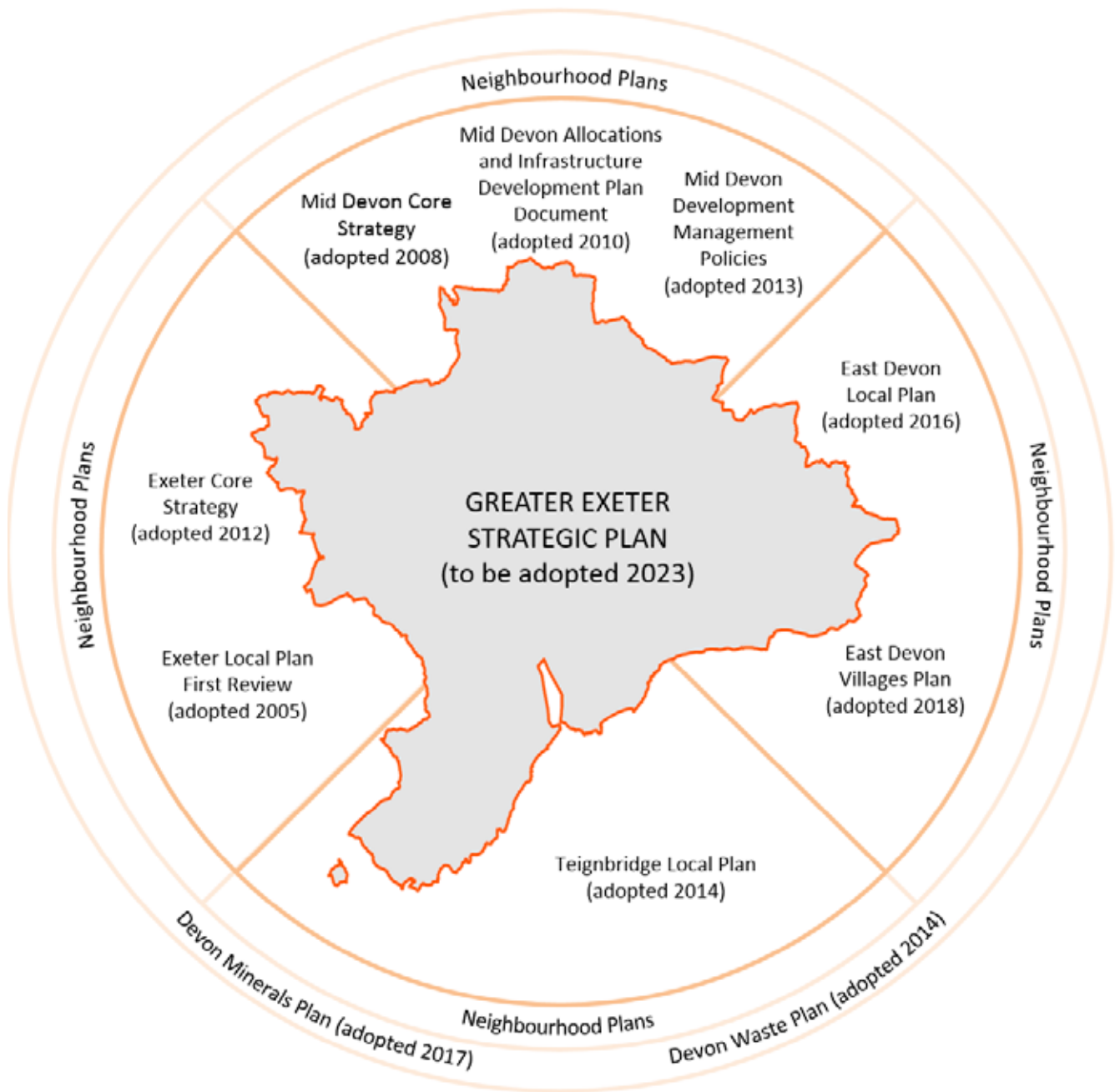


Figure 1.2 Relationship between planning documents

Plans currently being worked on by Greater Exeter councils which will form/supersede parts of the Development Plan as adopted:

- East Devon Cranbrook Development Plan Document
- East Devon Gypsy and Traveller Development Plan Document
- Exeter Development Delivery Development Plan Document
- Mid Devon Local Plan Review
- Teignbridge Local Plan Review - Part 1 and Part 2

Chapter 2: Consultation Process

- 2.1 We want to hear your views during this consultation. Details on how to respond are included below.

Summary version of this consultation

A more interactive and accessible version of this consultation document is available at www.gesp.org.uk/XXX. It comprises a map- and image-based interactive version of the contents of this document.

Responding to this consultation

If you want to make a response to this consultation, please use the online form at www.gesp.org.uk/XXX

- 2.2 Using the online form will mean that your comments drop directly into our responses database, saving the councils significant time and financial resources in collating them. You can choose which section of the plan you want to comment on and there is a function to save and return to your comments later.

- 2.3 We want to hear your thoughts on the various sections of the plan which are described below:

Policies (Section B)

- 2.4 Section B of this document contains draft wordings for the policies proposed to be included in the Greater Exeter Strategic Plan. For the most part the policies are designed to act as a “one stop shop” for strategic planning issues facing the area. Therefore additional policies on the majority of these issues will not be required in other documents like *local plans*. We also want the policies to be easy to understand so that developers and the wider community are clear on what is expected.
- 2.5 The policies have paragraphs of text below them which explain their purpose and give further relevant information. You can comment on those paragraphs too, using the online form.
- 2.6 You may want to suggest additional policies. This can also be done using the online form. However, please remember that an issue may be fully covered in a *local plan*, in which case there is no need to repeat it in the GESP.

It should be noted that the evidence and preparation of this document was undertaken before the impact of coronavirus (COVID-19) was felt in 2020. As these impacts are understood more, appropriate revisions may be needed. Any revisions necessary will be made as the plan moves towards its next consultation stage.

Spatial Development Strategy and Site Options (Section C)

- 2.7 Section C, Chapter 11 of this report contains the suggested spatial development strategy for the GESP with a focus on four strategic growth areas. These are the areas which we think are most appropriate for larger scale development in the Greater Exeter area. We would like to hear your views on these.
- 2.8 Within the strategic growth areas we have identified 39 site options where new development could theoretically occur. Not all of these sites are needed for the GESP.

We want to know your views on the site options, as this will help to inform the selection of sites for the final GESP. To help inform your comments, chapter 12 includes a map and brief description of each site together with a summary of its main development constraints, opportunities and emerging requirements. We would appreciate your comments on these summaries – for example, do you think any information is missing from the site constraints, opportunities and requirements that are identified?

- 2.9 Please note that the sites in this document are not the only ones we have looked at: they are the ones we think are the most likely to meet strategic development requirements sustainably. The *Sustainability Appraisal Report*, which is published alongside this document, contains a number of other sites which you may wish to comment on.
- 2.10 The sites in this document and those in the wider *Sustainability Appraisal Report* have been identified through:
- i. the Housing and Employment Land Availability Assessment (HELAA) – which you can read at www.gesp.org.uk
 - ii. work by planning officers to identify other sites with the potential to meet the GESP's draft vision
- 2.11 If you have a new site which you would like us to consider, please submit it to us at www.gesp.org.uk/XXX. If you submitted a site in the 2017 *call for sites*, we encourage you to resubmit. That will let us know that the site is still available. We encourage all landowners to come forward regardless of the size of their site.

Other Documents

- 2.12 We are publishing, or have already published, a number of other documents alongside this consultation and we welcome comments on these as well. These documents are available online at www.gesp.org.uk/xxxx.

Sustainability Appraisal Report

- 2.13 A legal requirement, the *Sustainability Appraisal* and *Strategic Environmental Assessment* details the likely social, economic and environmental impacts of the plan and "reasonable alternatives".

Initial Habitats Regulations Assessment Report

- 2.14 An *Initial Habitats Regulations Assessment* Report considers the potential impact of the contents of this consultation document on our internationally important (*Natura 2000*) wildlife sites.

Local Housing Needs Assessment 2nd Edition

- 2.15 The *Local Housing Needs Assessment* is a key piece of evidence that provides information on the amount and type of homes needed across Greater Exeter between 2020 and 2040.

Housing and Employment Land Availability Assessment

- 2.16 This document reports on the sites submitted to us in 2017 during a *call for sites*. The report assesses the development potential of submitted sites. If you want to submit or resubmit a site for assessment, please do so at: www.gesp.org.uk/XXX.

Other Evidence

- 2.17 There is also a series of other evidence documents covering various themes including transport, the economy, housing, digital technology, carbon and retail on www.gesp.org.uk/evidence. We welcome your comments on any of these reports on our online form at www.gesp.org.uk/xxx.

Section B

Policies

Chapter 3: List of Policies

- 3.1 Section B contains the proposed policies of the GESP on which we invite your comments. These cover general strategic issues. Some provide strategic guidance for the review of *local plans*. Others contain strategic planning criteria to take into account when considering relevant planning applications. And others define strategic approaches to infrastructure delivery and development which “hardwire delivery” in accordance with the draft GESP vision. Each policy has a supporting justification, which explains and gives the reasons for the policy.
- 3.2 The full list of policies is below:

Chapter 4: Draft Vision

GESP1: Sustainable Development

Chapter 5: Low Carbon

GESP2: Climate Emergency
GESP3: Net-Zero Carbon Development
GESP4: Low Carbon Energy
GESP5: Heat Networks
GESP6: Suitable Areas for Solar PV Development
GESP7: Suitable Areas for Onshore Wind Development
GESP8: Energy Storage

Chapter 6: Prosperity

GESP9: Economic Targets
GESP10: Transformational Sectors
GESP11: Employment Land
GESP12: Economic Delivery
GESP13: Strategic Economic Assets
GESP14: Exeter Airport
GESP15: Inclusive Employment and Skills

Chapter 7: Homes

GESP16: Housing Target and Distribution
GESP17: Affordable Homes
GESP18: Build to Rent Homes
GESP19: Custom and Self Build Homes
GESP20: Accessible Homes
GESP21: Accommodation for the Gypsy and Traveller Communities

Chapter 8: Movement and Communication

GESP22: Transport Strategy
GESP23: Sustainable Travel in New Developments
GESP24: Travel Planning
GESP25: Long Distance Strategic Trails
GESP26: Rail and Bus Projects
GESP27: Park and Ride around Exeter

GESP28: Electric Vehicles

GESP29: Highway Links and Junction Improvements

GESP30: Movement in Exeter

GESP31: Settlement Specific Enhancements

GESP32: Gigabit Ready Developments

GESP33: Digital Spine

Chapter 9: Nature

GESP34: Rebuilding Biodiversity

GESP35: Woodland Creation

GESP36: Exe Estuary, Dawlish Warren and East Devon Pebblebed Heaths

GESP37: Clyst Valley Regional Park

Chapter 10: Quality Places and Infrastructure

GESP38: Great Places

GESP39: Delivering Homes and Communities

GESP40: Garden City Principles

GESP41: Infrastructure Classification

GESP42: Strategic Infrastructure

GESP43: Viability

Chapter 4: Draft Vision

Introduction and Summary

- 4.1 The draft GESP vision is the route-map for the area, setting out overarching aims and how to achieve them through a series of priorities.
- 4.2 The draft vision for the GESP is set out below. It is divided into three parts. It describes the role of the plan as a strategic document, concentrating on the big issues over the long term. It gives a pen portrait of the kind of place we are trying to achieve, as a sustainable, networked city region which is prosperous, inclusive and well on the path to being a carbon neutral economy. To give the impetus for achieving this, the vision identifies nine key priorities.
- 4.3 Draft policy GESP1 is an overarching policy recognising the importance of *sustainable development* and resilience in the future planning of the Greater Exeter area.



Exe estuary

Greater Exeter – Draft Vision

The Plan

The Greater Exeter Strategic Plan makes the big, cross-boundary decisions about growth, infrastructure and environment in the Greater Exeter area looking many years ahead. The innovative planning and ambitious investment decisions taken together by the local authority partners aim to realise our potential by creating great places for all people to live full lives.

The Place

In 2040 we are a sustainable, accessible and networked city region of linked but distinct communities. Our economy is carbon neutral and productive. We invest in our citizens, celebrate the area's beauty and continue to work together for mutual long term benefit. We fully utilise our unique south western city-town-country-coast environment and our growing academic and skills base for smart growth. We enable prosperous and healthy lives in high quality homes and increasingly self-sufficient communities with access to great greenspaces and high quality jobs linked by a reliable, sophisticated and sustainable transport system.

The Priorities

- **Greater efficiency** - to be carbon neutral by 2040
- **Greater ambition** - hardwiring delivery in from the start
- **Greater innovation** - fast growth in cutting edge businesses including becoming the UK centre for data analytics, environmental futures, health innovation, smart transport and other digital future businesses
- **Greater connectivity** - gigabit ready communities with majority sustainable travel
- **Greater prosperity** - local wages rise to above the national average
- **Greater places for people** - providing the homes we need in high quality neighbourhoods with the right infrastructure in the right places
- **Greater places for nature** - rebuilding biodiversity and peoples' access to it
- **Greater education** - nurturing, attracting and retaining a world class workforce
- **Greater wellbeing** - healthy active communities with a range of facilities and services

POLICY GESP1: Sustainable Development

In planning for the future of the Greater Exeter area, Local Planning Authorities and Neighbourhood Planning bodies will deliver sustainable development and resilience through the preparation and implementation of development plan documents which:

- A. Help build a strong, responsive, competitive economy across the Greater Exeter area
- B. Support strong, vibrant and healthy communities, both urban and rural
- C. Protect and enhance our natural, built and historic environment

Policies in local plans and neighbourhood development plans should take local circumstances into account, to reflect the character, needs and opportunities of each area.

- 4.4 The GESP includes a draft vision of the kind of place we are trying to achieve. The components of the draft GESP vision provide the local expression of delivering *sustainable development* as identified in the *National Planning Policy Framework* and include the overarching economic, social and environmental threads from which all the other draft policies in the GESP can flow.
- 4.5 Draft policy GESP1 provides a basis for Local Planning Authorities and neighbourhood planning bodies to develop their own locally based policies that contribute towards *sustainable development* and address important local issues. Such policies will reflect local matters and therefore may differ across urban and rural areas.

Chapter 5: Climate Emergency

Introduction and Summary

- 5.1 In June 2019, the Government announced a target of net-zero for UK greenhouse gas (GHG) emissions by 2050 following recommendations made by the Committee on Climate Change. Devon County Council declared a “climate emergency” in May 2019 and committed to ensuring that the County becomes *net-zero* carbon by 2050. All the Greater Exeter councils have also declared climate emergencies, although with some variation between *carbon emission* reduction targets. Consistent with these commitments, the Paris Agreement (2016) requires limiting the rise in global temperatures to well below 2°C above pre-industrial levels and intends to limit the global temperature increase to 1.5°C. Legislation requires *development plans* to include policies that contribute to the mitigation of, and adaptation to, climate change, with national planning policy confirming that planning plays a key role in meeting the challenges of climate change and the transition to a *net-zero carbon emissions* future.
- 5.2 As indicated by the draft GESP vision, we have identified that transitioning to a net-zero carbon future should be a key driver of the GESP.
- 5.3 Policies tackling energy and climate change can have wider medium- to long-term economic and social benefits potentially including: tackling energy security and fuel poverty; providing revenue from renewable energy generation; and achieving health and wellbeing improvements. The draft GESP vision also sets out proposals for the Greater Exeter area to transform its economy, reducing *carbon emissions* in all sectors. The economy is already transforming and businesses wish to invest in net-zero solutions. Setting ambitious local policies to reduce *carbon emissions* can add much needed clarity and certainty and provide an economic stimulus to the area.
- 5.4 The draft policies of this chapter set out measures to:
- Support the achievement of *net-zero carbon emissions* by 2040 at the latest
 - Ensure all new development is carbon neutral and avoids overheating through design, construction and performance
 - Help increase the use and supply of renewable and *low carbon* energy and heat
 - Enable *decentralised energy networks* to provide local energy solutions that are smart, flexible and resilient in relation to future energy demands; and
 - Enable the decarbonisation of existing and proposed *heat networks*, electricity and gas grids and transportation options through flexible utilisation of opportunities.

POLICY GESP2:

Climate Emergency

To accord with the advice of the Intergovernmental Panel on Climate Change (IPCC), carbon emissions from the Greater Exeter area will need to decrease to net-zero by 2040 at the latest. Decisions on infrastructure investment and development applications will consider their impact on achieving this target.

- 5.5 The Greater Exeter area should make a proportionate contribution towards meeting the Climate Change Act 2008 (as amended) target. In 2016 total emissions in the Greater Exeter area were 3.6 MtCO₂e. Transport emissions dominate (31%), followed by buildings (23%), agriculture (17%) and the power sector (16%). Minor contributors (13% total) include waste, fluorinated gases (F-gases) and heavy industry. By 2040 at the latest we aim to see emissions reduce to *net-zero*. However, the Greater Exeter councils will work collaboratively to achieve *net-zero* at an earlier date, consistent with individual authorities’ climate emergency declarations.

- 5.6 Measures to reduce *carbon emissions* nationally have been driven by the power and waste sectors. However, all sectors will need to achieve significant carbon reductions to meet legally binding targets including transport and buildings, with the latter being easier than some others in which to initiate effective measures. *Development plan documents* are one of the areas where local authorities can influence *carbon emissions* at a local level.
- 5.7 This rest of this chapter contains draft policies which, working with the GESP spatial development and transport strategies, will support the achievement of this overall target. However, it is recognised that much of the progress will be met by decisions taken at a national and international level, such as through the continued decarbonisation of the country's energy supply.



Students protesting against climate inaction

POLICY GESP3:

Net-Zero Carbon Development

To ensure that developments within the Greater Exeter area contribute to meeting the overarching net-zero target set out in draft policy GESP2, applicants for all developments which propose the construction of new home(s) or non-residential floorspace or change of use will be required to submit to the local planning authority a carbon statement for approval and implementation. The carbon statement will demonstrate that proposals are designed, constructed and will perform to deliver net-zero carbon emissions, taking account of emissions from primary energy use and transport, broadly in compliance with the energy hierarchy.

In meeting the above requirement, proposals will demonstrate that they meet the sustainable and active transport targets which apply to the site and:

- A. Minimise energy demand across the development and avoid temperature discomfort through:
 - a. Passive design, solar masterplanning and effective use of on-site landscaping and green infrastructure
 - b. The “fabric first” approach to reduce energy demand and minimise *carbon emissions* necessary for the operation of the building
 - c. Low carbon solutions where additional energy is required for building services such as heating, ventilation and air conditioning
- B. Maximise the proportion of energy from renewable or low carbon sources through:
 - a. Ensuring that opportunities for on-site or nearby renewable energy generation or connection to a local decentralised energy scheme are exploited
 - b. Ensuring that the ability to install future solar PV or vehicle-to-grid connections is not precluded
 - c. Storage of on-site renewable energy generation
- C. Ensure in-use performance is as close as possible to designed intent through:
 - a. Use of a recognised building quality regime and consistent approach to calculating both, the designed and in-use performance
 - b. Ensuring that at least 10% of buildings on major developments deliver in-use energy performance and generation and carbon emissions data to home owners, occupiers, developers and the local planning authority for a period of 5 years, clearly identifying regulated and unregulated energy use and any performance gap. Where a performance gap is identified in the regulated use, appropriate remedial action will be required

Where it is not feasible or viable to deliver carbon reduction requirements on-site, methods such as offsetting elsewhere will be considered. This will need to be through a specific deliverable proposal or financial contributions to an accredited carbon offsetting fund.

Development proposals should calculate whole life-cycle carbon emissions through a nationally recognised Whole Life Cycle Carbon Assessment and demonstrate actions taken to reduce life-cycle carbon emissions.

- 5.8 Various proposed policies of the GESP and other *development plans* are designed to work together to reduce the carbon impact of new development in line with the draft vision and the *net-zero* target set out in draft policy GESP2. Draft policy GESP3 concentrates on development-specific requirements and seeks to ensure that proposals are designed, constructed and perform to deliver *net-zero carbon emissions*. To evidence this, the policy requires a “mock” *Standard*



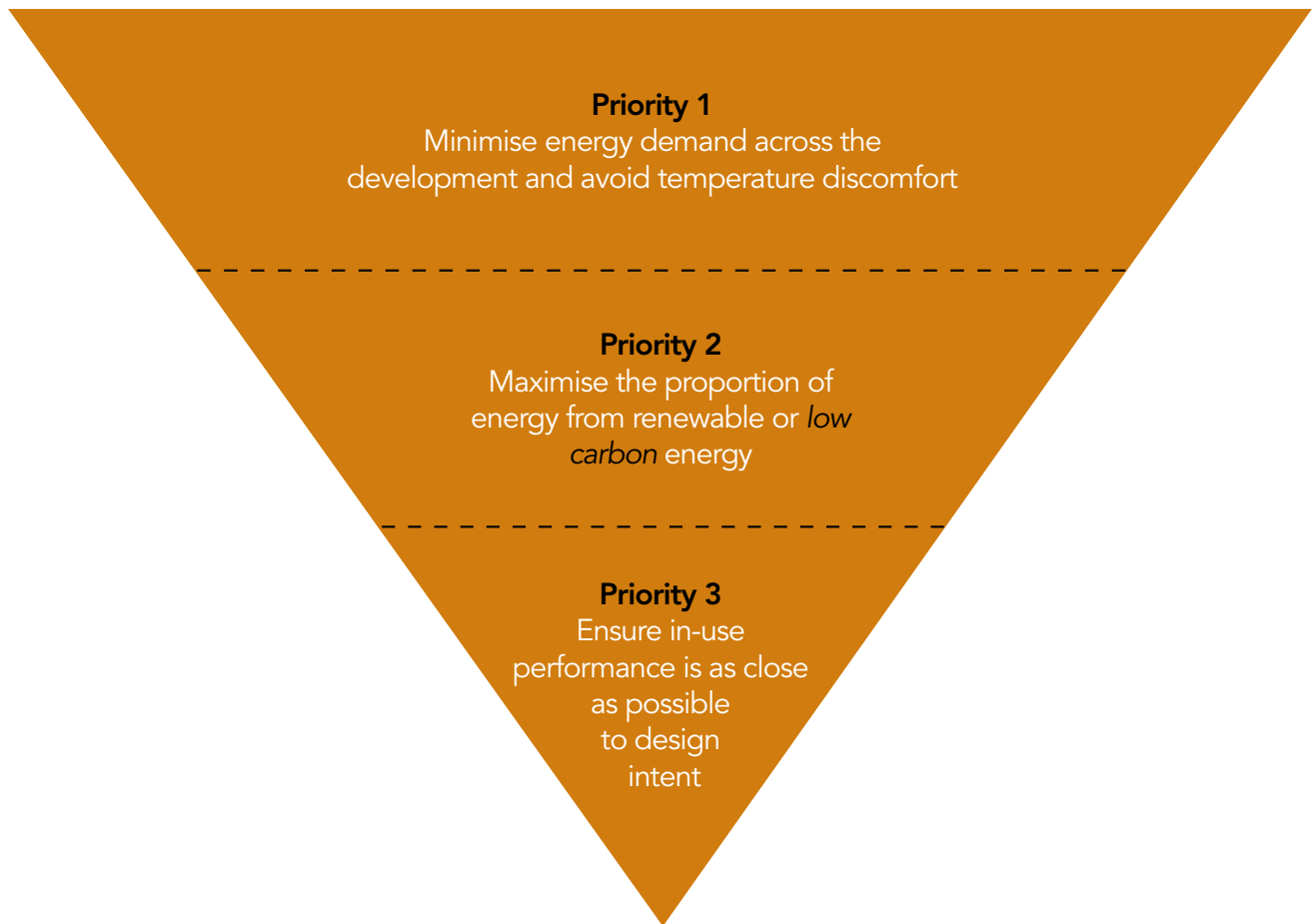
Zero carbon homes in Exeter

Assessment Procedure (SAP), Simplified Building Energy Model (SBEM) or Dynamic Simulation Model (DSM) test to be submitted as part of a *Carbon Statement*, and subsequently through the “real” SAP, SBEM or DSM test as the development passes through Building Control. To achieve *net-zero carbon emissions*, the draft policy proposes following an energy hierarchy of interventions, as set out below. The policy allows flexibility as to how that overarching target is met, but, through the energy hierarchy, advocates a “fabric first” approach before considering on-site renewable generation or off-site contributions. The hierarchy gives a sensible structure to the *Carbon Statement* required by the policy. The Greater Exeter councils will publish further guidance on the production of *Carbon Statements* in due course.

The Energy Hierarchy

- 5.9 Development location and sustainable transport investment is the most significant way to reduce *carbon emissions* from new development. By ensuring easy access to jobs and basic services/facilities by active travel and high quality public transport links, the need to travel by private car can be reduced. We propose this should be reflected in the GESP spatial development strategy and the location of its allocations for *major development*. Digital connectivity is also key to reducing the need to travel by enabling home working and access to online services. The draft policies in this chapter deal with this element of the hierarchy. *Carbon emissions* arising from travel associated with development will be minimised by applying the policies in the Movement and Communication chapter including draft policy GESP23: Sustainable travel in new developments and draft policy GESP24: Travel planning. Any residual *carbon emissions* from transport will then be taken into account in the submitted *Carbon Statement* and the delivery of *net zero carbon emissions*. The remaining elements of the hierarchy are set out on the next page.

The Energy Hierarchy



Mechanism

Priority 1

- Use masterplanning to minimise energy demand through *passive design*.
- Effective use of landscaping and green/blue infrastructure.
- Adopt a 'fabric first' approach.
- Development should be designed to be climate resilient.

Priority 2

- On-site renewable energy generation should reduce unavoidable *carbon emissions* associated with any residual energy use.
- Enable electric vehicles to discharge to the grid (*vehicle to grid*) and help meet the power needs of the building.
- Off-site measures are a potential option for developments where on-site measures are not practical/viable.
- Carbon offsetting could be used to fund a large scale energy efficiency programme in existing buildings, large scale renewable energy installations, community energy projects and heat network expansions for instance.

Priority 3

- Use a recognised building quality regime and monitor in-use data to ensure the in-use performance of buildings is as close as possible to the way they were expected to perform
- Performance monitoring and evaluation will need to ensure that the sample data is representative of the development as a whole.
- Where a performance gap is identified corrective action should be taken.

Figure 5.1 The Energy Hierarchy

POLICY GESP4:

Low Carbon Energy

Development of low carbon and renewable energy schemes and smart energy networks will be supported in principle. Community owned low/zero carbon energy projects which maximise the use of the resource, will, in particular, be considered favourably and are encouraged to be included in neighbourhood development plans.

Non-renewable forms of energy generation will only be permitted where it can be demonstrated that:

- A. There is no reasonable prospect of allocated renewable energy facilities being delivered to meet demand
- B. All reasonable opportunities for using zero or low emissions technology have been taken.

Proposals should avoid, or where reasonable, minimise and mitigate impacts upon local amenity and the natural and historic environment. Proposals will need to demonstrate no likely significant effect or no adverse effect on the integrity of Natura 2000 sites.

- 5.10 Increasing the amount of energy from renewable and *low carbon* technologies will be crucial in developing an effective response to the climate emergency. The GESP provides an excellent opportunity to deliver new renewable and *low carbon* infrastructure in locations where the local environmental impact is acceptable. Draft policy GESP4 sets out a positive strategy for energy generation from these sources while ensuring that adverse impacts are addressed satisfactorily. Specific planning considerations that apply to *heat networks*, solar photovoltaic and onshore wind developments are set out in draft policies GESP5-GESP7.



Solar panels in East Devon

- 5.11 *Smart energy networks* (including energy storage and management infrastructure) are key to enabling the grid to function flexibly and efficiently and supporting the proliferation of electric vehicles (EVs). On this basis, we suggest this infrastructure should be considered as *low carbon/* renewable energy development for the purposes of draft policy GESP4. Such infrastructure should be located to maximise co-location opportunities e.g. providing grid balancing to renewable generation or EV charging opportunities.
- 5.12 *Decentralised energy networks* are local networks where energy is generated and distributed close to where it will be used rather than the conventional approach of large power plants providing energy through the national grid. Decentralised energy has a number of benefits including a reduced loss of energy through transmission, an ability to use *waste heat* from energy generation and industrial processes, *lower carbon emissions*, and improved energy security. Schemes can serve single buildings, larger developments or be retrofitted to existing communities and across urban areas.

POLICY GESP5: Heat Networks

Opportunities to connect to or deploy heat networks and utilise waste heat will be taken where viable and feasible. In particular:

- A. If a heat network exists or is proposed within a 1km radius, connection will be required from:
 - a. Major development
 - b. Development proposals that produce more than 1 Megawatt thermal of waste heat
- B. If no heat network currently exists or is proposed:
 - a. New heat networks or combined heat and power (CHP) plants utilising low carbon energy sources should be deployed where developments (either alone or in combination) propose at least 1,200 homes or 10 hectares of commercial
 - b. Development proposals that produce more than 1 Megawatt thermal of waste heat will incorporate measures to enable future connection to a heat network.

A project level HRA will be required if there is potential for a proposal to affect a Natura 2000 site.

5.13 *Heat networks* allow heat generated remotely to be used to provide heat and hot water to buildings on the network and allow for greater efficiency of space and energy use than individual boilers. Central *energy centres* are best suited to running *combined heat and power*, which make for more efficient energy production. *Heat networks* can also facilitate the collection and use of *waste heat* from nearby commercial/industrial installations and heat from the ground, air and water. Whilst many *heat networks* today are gas-fired, converting a large scale *energy centre* to new *combined heat and power* generating technologies will be easier to achieve zero carbon than decarbonising buildings individually. *Heat networks* are commercially viable where sufficient numbers of connected buildings require heat throughout the day.



Cranbrook Energy Centre

- 5.14 There are existing and planned *heat networks* in the Exeter area at Cranbrook/Skypark, Monkerton/Tithebarn, Marsh Barton/South West Exeter and through DEXTCO (a joint public sector venture to deliver efficient heat and power in the city centre). In addition to these, GESP allocations could identify new and expanded *heat networks*. Draft policy GESP5 sets out the circumstances where connection to *heat networks* should be considered. Existing and proposed *heat networks* will be identified on the policies map, to be published with the next version of the GESP.
- 5.15 The draft policy makes provision for utilising *waste heat* from new commercial, industrial and energy installations which produce more than 1 Megawatt thermal (MWth) of *waste heat* in any existing/proposed *heat network* in the locality. It also ensures that where no *heat network* exists or is proposed, construction does not preclude future connection to or development of such a network. This includes ensuring sufficient land is available for the installation of a heat pump.



District heating pipes

POLICY GESP6:

Suitable Areas for Solar PV Development

Proposals for solar photovoltaic (PV) development will be supported where, taking account of the carbon emission benefits of the proposal:

- A. The proposal lies within the 'areas identified as suitable for solar PV development' as shown on the policies map [policies map to be published with the next version of the GESP]
- B. There is no unacceptable landscape and visual impact, including cumulative impact
- C. There is no unacceptable harm to the significance of heritage assets and their settings
- D. There is no likely significant effect or no adverse effect on the integrity of Natura 2000 sites
- E. Provision is made to ensure that the installations are removed when no longer in use and the land is restored to its previous use

- 5.16 The scale of resource available for solar energy in the Greater Exeter area is vast and largely untapped. Large scale solar PV arrays are likely to provide the best value for money in terms of the carbon saved for the investment required and would provide significant local economic advantages. As such, draft policy GESP6 identifies suitable areas for solar PV in order to support and encourage appropriate solar developments coming forward across the Greater Exeter area, whilst ensuring that adverse impacts are addressed satisfactorily. GESP allocations could also include land for solar PV/thermal arrays within and adjoining strategic *mixed use*, housing and employment sites.

POLICY GESP7:

Suitable Areas for Onshore Wind Development

Proposals for onshore wind development will be supported where, taking account of the climate change benefits of the proposal:

- A. The proposal lies within the 'areas identified as suitable for onshore wind development' as shown on the policies map [policies map to be published with the next version of the GESP]
- B. There is no unacceptable impact on residential amenity from noise, vibration, visual intrusion and shadow flicker effects
- C. There is no unacceptable landscape and visual impact, including cumulative impact
- D. There is no unacceptable harm to the significance of heritage assets and their settings
- E. There is no likely significant effect or no adverse effect on the integrity of Natura 2000 sites
- F. There are no significant adverse impacts on air traffic operations, radar and air navigational installations
- G. Provision has been made for the removal of the facilities and reinstatement of the site when it has ceased to be operational

- 5.17 The *National Planning Policy Framework* requires suitable areas for new wind development to be clearly identified in the *development plan* (*local plan* or *neighbourhood development plan*) and have the backing of local communities. Whilst the scale of onshore wind resource available in the Greater Exeter area is constrained in comparison with solar PV, there are areas of unexploited potential. Draft policy GESP7 therefore seeks to identify suitable areas for onshore wind developments in order to make best use of this resource, whilst ensuring that adverse impacts are addressed satisfactorily. We also encourage local communities to develop their own wind energy proposals, through *neighbourhood development plans*, the benefits of which can include community ownership, revenue, and local jobs.

POLICY GESP8:

Energy Storage

Proposals for renewable and low carbon energy storage will be supported in principle. Developments should be sited:

- A. At a suitable distance from residential areas and avoid, or where reasonable, minimise and mitigate impacts upon local amenity
- B. Where an acceptable standard of road safety can be achieved
- C. Where landscape and visual impacts can be satisfactorily mitigated
- D. Where there is no unacceptable harm to the significance of heritage assets
- E. Where they do not have a likely significant effect or adverse effect on the integrity of Natura 2000 sites.

In addition, applicants will need to demonstrate that there are no excessive noise impacts resulting from the proposal, including from heating, ventilation and air conditioning systems and cumulative noise.

- 5.18 The *National Planning Policy Framework* makes clear that the planning system should help to support renewable and *low carbon* energy and associated infrastructure. Energy storage is crucial to increasing the proportion of renewable and *low carbon* energy in the system.

We propose that the GESP will support energy storage systems in order to help meet the energy needs of the area and maximise renewable energy use whilst maintaining amenity and minimising environmental impact.

- 5.19 Storage encompasses a wide range of technologies. Lithium-ion batteries and pumped hydro-electric are the dominant technology types for storage schemes at present. Favoured locations have tended to be close to a suitable sub-station in order to provide grid services. Sites can be *brownfield* or greenfield. In addition, storage co-located with renewables is an emerging business model that may see more uptake in the near future.
- 5.20 The overall scale of energy storage developments is expected to be commensurate with immediate physical surroundings, particularly in the case of new build. Furthermore, proposals must take full account of any impacts, including cumulative, on health and safety and the environmental effects of noise, vibration or other forms of nuisance. A suitable distance for energy storage facilities from existing residential areas will be required to mitigate against noise impacts.

Chapter 6: Prosperity

Introduction and Summary

- 6.1 The draft GESP vision emphasises the importance of providing economic opportunities to individuals and communities, but also the need to maintain an outward-facing and networked city region. The key focus is on increasing *productivity*, in line with the *Local Enterprise Partnership's Productivity Strategy* and emerging *Local Industrial Strategy*.
- 6.2 Other economic policies are, and will continue to be, contained within national guidance and *local plans*. This includes town centre and retail matters. Findings from the 2019 Greater Exeter Town Centre and Retail Study (Part Two) showed only a limited general quantitative need for new retail floorspace across the Greater Exeter area in the early stages of GESP, when this evidence is most robust. As such, *local plans* will continue to identify town centre hierarchies and plan for retail need. GESP site allocation policies for planned new urban extensions/communities will consider retail where shops and food stores can help anchor new local or district centres and provide easily accessible retail provision. The draft policies of this chapter include:
- A target of 35,000 extra jobs
 - The aim to double the size of the economy, mainly through increasing *productivity*, supporting an increase in the area's earnings to above the national average
 - Measures to encourage business growth, including, in particular, investment in the *transformational sectors* of *data analytics*, *environmental futures*, *health innovation*, *smart transport* and other *digital futures businesses*
 - Support for *digital exchanges*, to foster growth in the key sectors
 - The aim to deliver 150 hectares of employment land, which will be identified in the GESP
 - Strategic guidance on the review and allocation of employment sites in *local plans* and with planning permission, currently totalling about 330 hectares
 - Support for delivering economic and employment development
 - Protection and support for key economic assets considered important to the continued success of the Greater Exeter economy
 - Proposals to develop and enhance Exeter Airport
 - Support for skills, education and training.

POLICY GESP9: Economic Targets

In order to improve wellbeing and raise the standard of living in the Greater Exeter area the following targets are set for the economy by 2040:

- A. Double the size of the economy to £20 billion
- B. Increase average (median) earnings to above the national average (median)
- C. Increase the number of jobs by 35,000

- 6.3 Economic success is one of the three arms of *sustainable development*, providing jobs, income and wealth to the local population as well as contributing to the region and nation. This success is necessary for standards of living and quality of life; through a thriving economy, offering jobs and prospects for local people and attracting the inward investment needed to deliver infrastructure and community facilities. Monetary values are in 2018 prices.



Exeter Science Park

- 6.4 Greater Exeter is dynamic and successful. The *Economic Development Needs Assessment* states that with Exeter at its heart it has experienced strong economic and job growth in recent years. The Greater Exeter area currently has a very good balance of jobs to people (92 jobs per 100 working age people in 2017, compared to a national figure of 83 per 100). The assessment suggests that this success is likely to be maintained with continued jobs growth.
- 6.5 Nevertheless it would be foolish to take a relaxed view of our prospects; there will always be risks to the local economy so significant investment continues to be necessary to improve local economic resilience. The GESP needs to give due prominence to the economic needs of the area; draft policy GESP9 sets three central economic targets which build on the vision and our evidence, taking full account of the *Local Enterprise Partnership's* strategies.
- 6.6 The *Local Enterprise Partnership* has published the *Productivity Strategy* and has drafted a *Local Industrial Strategy*. The headline target is to double the size of the economy, and therefore we consider this target should be carried into the GESP. This will be partially related to the jobs growth target, but a significant element of achieving this will be through increased *productivity* (as the strategy name implies). *Productivity* is the key to delivering better wages, better jobs, stronger businesses, better public services and a fantastic place for people and businesses to live and work. Taking an approach which considers the specific circumstances of a place is a building block for addressing the *productivity* challenge; we are proposing policies for the GESP that address the specific constraints that hold us back as an area and deliver the sites and projects that will have the most *productive* outcomes.
- 6.7 By concentrating on *productivity*, we want annual earning across the GESP area to increase in line with our draft GESP vision. Wages are below the national average. The 2017 estimated median full time wage was £26,281 in the Greater Exeter area, whereas in England and Wales the figure was £28,933. The main levers to improve *productivity* are considered to be:
- Improved housing affordability which improves labour mobility and access to skilled workers by local firms, including the retention of young talented people within the area
 - Expansion of key high *productivity* economic sectors
 - Improved training, skills and education

- 6.8 Draft policies and proposals included in later chapters help to deliver on these factors.
- 6.9 Despite the existing healthy job availability, continued population growth over the *plan period* will occur, so additional jobs in the area will be needed. The growth in working age population to 2040 is expected to be about 30,000. The Economic Development Needs Assessment calculates that 35,000 additional jobs (a 13% increase) is feasible, which is broadly consistent.

POLICY GESP10: Transformational Sectors

To enhance the ability of the Greater Exeter area to expand in key transformational sectors and deliver productivity improvements with high quality well-paid jobs:

- A. Significant weight in planning decisions will be given to the positive economic impact of investment in the following transformational sectors, including use of a gateway policy to control future uses in appropriate situations:
 - a. Data analytics
 - b. Environmental futures
 - c. Smart transport
 - d. Health Innovation
 - e. Other digital future businesses
 - f. Other sectors defined in a local plan
- B. The GESP allocates about 70 hectares of employment land to meet the development needs of the transformational sectors
- C. Provision of one or more Digital Exchanges will be supported
- D. The Greater Exeter councils will work together to support the expansion of these sectors through appropriate reform of planning processes, improvements to digital and other infrastructure, improved education and training and “soft landing” packages
- E. Continued investigations will be undertaken into potential barriers to investment and appropriate further actions taken

- 6.10 Improvements to *productivity* require that our economy changes and adapts, rather than just continuing to grow in the same way. For the Greater Exeter area, this means promoting those industries which will deliver *productive* jobs with higher pay. Work undertaken over a number of years, including the *Local Industrial Strategy*, has indicated that there are some key sectors which could promote this transformation. These are based on the presence of key knowledge and research organisations in the area such as University of Exeter and the Meteorological (Met) Office. A key location at present is formed by Exeter and the growth area to its east, in particular stretching from the University’s Streatham Campus across to Exeter Science Park. We consider that the provision of additional growing room for some of the key assets in this area will provide a good basis for its continued growth and success.
- 6.11 *Transformational sectors* identified for the Greater Exeter area include:
- *Data Analytics.* *Data analytics* is the science of examining raw data using automated means with the purpose of drawing conclusions about that data. Increasingly, this involves massive amounts of data from disparate sources. This is a specialism which can support innovation across a range of industries and opportunities including the other *transformational sectors* referred to in the policy. The presence of *high performance computing* in the area, together with the analytical and research skills in the public sector organisations, gives a strong foundation for development.

- *Environmental Futures*. Supported by the *data analytics* specialism, there is a concentration of environmental expertise in the area, particularly climate change modelling and agricultural technology. The need for environmental innovation has never been higher, but it can be difficult to commercialise.
- *Smart transport*. More traditional logistics firms are attracted to the area by good road links and the airport. However, the role of innovative methods of transport planning in resolving urban and rural transport problems is an important element of developing the GESP strategy as well as to the area's economic future. Building on the *Sustainable Urban Mobility Plan* work being led by Devon County Council, as well as the direct investment by *Exeter City Futures*, there is potential for the area to benefit environmentally and economically from growing transport expertise and the role of technology and *data analytics*.
- *Health Innovation*. The emerging *Local Industrial Strategy* recognises an emerging *health innovation* cluster in the area. The Royal Devon and Exeter NHS Trust and the University of Exeter fund the Joint Office for Clinical Research to facilitate and encourage commercial and non-commercial clinical research and trials. The *South West Digital Health Accelerator* is based in Exeter to provide support for local digital innovations in the health sector.
- Other *digital futures businesses*. Clearly, a key characteristic of innovation is that it is not predictable. Linking to the sectors above, we suggest that the Greater Exeter councils should support a wide range of other businesses considering our digital futures and other related science as part of the local innovation ecosystem, whether they be spinoffs from the University of Exeter or other local bodies, new start-ups or inward investment by existing firms.

6.12 Evidence indicates that *transformational sectors* have the potential to make the greatest contribution to increasing *productivity* and earnings within the GESP area. We consider that GESP policies should work alongside other partnership based strategies to accelerate the commercialisation of these specialisms, which has, in some respects, so far been slow.

6.13 We suggest that the Greater Exeter councils should avoid putting unnecessary barriers in the way of sectoral expansion. Draft policy GESP10 ensures that significant weight is given to the creation or growth of such businesses, encouraging a flexible and supportive approach. This means that where a development proposal will lead to investment in one or more of these sectors, the benefits of that investment will be given extra consideration in the overall planning balance of the proposal. It does not, of course, mean that this is the only consideration since there may be strong reasons why a development proposal should be resisted in a particular location. However, by taking a particularly positive approach to proposals in these sectors, this will ensure that there is not an over-reliance on specific sites or areas for the economic transformation being sought. It will help to support the expansion of these sectors away from the hotspots around Exeter, supporting economies and wages growth in the towns and rural areas of the Greater Exeter area. The imposition of a "gateway" requirement can be considered, which limits the future use of new developments to those within a *transformational sector*. For example, this may be appropriate where a new building has been permitted in accordance with this policy, where other forms of employment development would not have been allowed.

6.14 In addition, the GESP will allocate strategic sites for the *transformational sectors* to encourage particular types of development and remove barriers to delivery. As identified in draft policy GESP10 we consider about 70 hectares of employment land will be needed.

6.15 The *transformational sectors*, and their anchor institutions, are likely to be particularly

'data hungry' and as such require *gigabit-capable* connectivity as standard. The *Greater Exeter Digital Connectivity Strategy* identifies that thriving digital and tech-creative business hubs have benefitted from the early delivery of *digital exchanges*, which has supported and accelerated growth in these sectors. These are neutral exchange points for digital networks (physical and electronic) to meet, offering low cost internet transit and hosting, shared space for server location and data centres and flexible office space with technical/business support. The emerging *Digital Exchange / Transformational Infrastructure Scoping Report* is considering where it would be best to accommodate digital exchanges which will be identified in the next version of the GESP.

- 6.16 The provision of economic development advice and support is a longstanding role of local authorities, and the Greater Exeter councils have been cooperating with a shared Exeter and the Heart of Devon (EHOD) group for many years. The recent *Exeter and Heart of Devon Shared Economic Strategy* sets out some key actions, reflected in general terms in draft policy GESP10. By ensuring that future reviews of the area's plans and economic strategies are based on up to date research into what helps and hinders the sectoral growth needed, this continued cooperation can boost the effectiveness of planning policies. A method for encouraging inward investment is via the provision of so-called *soft landing packages*, where a variety of benefits and incentives are put together, which together provide as easy a 'landing' for the firm in the area as possible.



Science Park Centre

POLICY GESP11: Employment Land

To ensure the potential for growth in jobs and incomes and for improved economic prosperity are not constrained, the GESP target is to develop about 150 hectares of land for B1, B2 and B8 uses in the Greater Exeter area by 2040. Delivery to meet this target is proposed from the following sources (which allow for a headroom of approximately 200% against the overall target):

- A. Approximately 130 hectares on GESP allocations, providing for transformational sectors, strategic scale employment growth or to develop self-contained new neighbourhoods within GESP allocations
- B. Approximately 330 hectares on existing planning commitments, subject to further assessment and review in local plan preparation
- C. Further sites allocated in future local and neighbourhood development plans which achieve an appropriate combination of the following objectives:
 - a. Improve the choice of sites and buildings available for employment uses
 - b. Rebalance local or sub-regional economies
 - c. Maintain a flexible and competitive market in employment land and buildings
 - d. Support viability and deliverability
 - e. Take advantage of local economic potential
 - f. Meet other local needs or objectives
 - g. Take advantage of existing or proposed heat networks

- 6.17 Employment land means land to be developed for business, industry, manufacturing and warehousing uses (*Planning Use Classes Order B1, B2 & B8*). It has been a long term objective of planning policies in the Greater Exeter area to allocate and develop sufficient employment land. Evidence for the GESP identifies that this need continues; the *Economic Development Needs Assessment* indicates that about 20% of jobs in the Greater Exeter area are contained within these kind of buildings. Overall the *Economic Development Needs Assessment* identifies a need for 150 hectares of employment land to be developed in the Greater Exeter area by 2040. If small scale services are included as a minor element of an employment site providing support services for the companies within that site (catering and childcare for example) these could be counted as part of the B – space land area for monitoring purposes.
- 6.18 The delivery of employment land has not been straightforward, with the costs associated with bringing forward such sites and the riskiness of the sector acting as barriers to development at planned levels. In addition, a number of major existing employment areas within Exeter are being considered for repurposing to bring about new residential or *mixed use* neighbourhoods, and some of those existing businesses are not suitable to be retained in the same location as high quality urban residences. Therefore draft policy GESP11 incorporates and maintains significant headroom in the amount of land permitted and allocated overall. The provision of employment land within each council area in the Greater Exeter area will be reviewed through the *local plan* processes. It should take account of, but not be constrained by, this policy which gives considerable flexibility to the *local plans* reflecting their emerging economic needs.
- 6.19 There are three sources of potential delivery for new employment land; allocations within the GESP, existing commitments and future *local plan* allocations:

GESP Allocations

The GESP will aim to allocate about 130 hectares of land for employment development, sites to be identified in the next version of the GESP. Housing-led allocations are likely to include

employment development in accordance with the tenets of the draft GESP vision, and will need to contain mechanisms to ensure that such employment is delivered alongside the housing as part of *mixed use* places.

Existing Commitments

There is a lot of capacity for economic growth in the 330 hectares of existing commitments (sites with permissions already granted or allocations in *local plans* and *neighbourhood development plans*). However, these commitments have often been slow to come forward, some having been allocated or permitted for many years. The reasons for this are various – high infrastructure costs, poor access or lack of progress with making planning applications and land values which may encourage landowners to wait and see if other, higher value uses may be developed on the sites in future. It is important that the reasons for any non-progress are analysed in future *local plan* reviews, in order to ensure that there is a continued supply of deliverable sites, and the allocated sites continue to be appropriate and realistic. The solutions may involve replacing sites with alternative allocations, investment in infrastructure, *pump priming* or *direct delivery* by a public sector body.

Future Local Plan Allocations

Alongside reviews of existing commitments, future *local plan* reviews by the Greater Exeter councils will give the opportunity to consider further sites suitable for economic development. The focus will be on local economic needs, taking account of factors such as those listed in draft policy GESP11.

- 6.20 The fluid nature of local economic change means that the overall target in the GESP should not be treated as a hard and fast one, but should be subject to further consideration and review through the *local plan* process. It will also be open to *local plans* to reconsider and update the economic evidence and their own economic objectives. As part of this approach, local planning authorities may wish to undertake further economic analysis to update or supplement the *Economic Development Needs Assessment*. For this reason variations in provision made via *local plan* decisions are likely to be acceptable within the broad approach proposed for the GESP.

POLICY GESP12: Economic Delivery

The Greater Exeter councils will work together with other delivery bodies to encourage new economic investment and development in the area. Planning will be one of the tools in an integrated delivery strategy to include:

- A. Keeping the Exeter and Heart of Devon Shared Economic Strategy or equivalent document under review and up to date as a material consideration in the consideration of planning applications
- B. Prioritising and coordinating strategic, site specific and local plan infrastructure investment to start or speed up economic development sites which contribute to the targets in this plan
- C. Using planning obligations or other planning controls to ensure that the economic elements of mixed use developments occur in a timely fashion, including cross subsidy from housing and a backstop of land transfer to enable public sector direct delivery
- D. Monitoring existing policies and site allocations, and if they are not delivering against GESP's economic targets contained in draft policies GESP10 and GESP11, the extent to which planning applications for economic development uses support the delivery of the targets will be given significant weight



Exeter IKEA

- 6.21 Traditionally land use planning has taken a controlling approach to development that has not always encouraged growth and investment. The draft vision for the GESP area suggests a more supportive and flexible approach setting the objective of development management to encourage and support those that want to invest in the area. Draft policy GESP12 proposes that the Greater Exeter councils will act corporately and in partnership to establish the locational and physical requirements of new businesses and guide them accordingly. The GESP proposals and policies will be the key starting point, but a flexible outlook will be needed to ensure continued economic success and meeting unforeseen or evolving

economic needs. The councils will monitor key economic indicators in the Greater Exeter area and the extent to which economic progress is falling short of the targets (see draft policies GESP10 and GESP11) will be weighed in the planning balance where planning applications for economic development are being considered. This means that the decision making will be rebalanced in favour of economic progress to the extent that the area is not achieving its potential as set out in the GESP. That does not mean that any job creation proposal will be granted, since there will continue to be other relevant planning factors to consider.

- 6.22 The policy also supports the continuation of a joint approach to supporting economic development by the councils in the Greater Exeter area, taking corporate action which goes beyond purely land use planning actions.

POLICY GESP13: **Strategic Economic Assets**

To protect key strategic economic assets from loss to other uses or impact from new developments nearby, the following assets will be retained and proposals for enhancement supported:

- A. Established, allocated and permitted strategic employment areas:
 - a. Heathfield, Bovey Tracey
 - b. Brunel Road, Newton Abbot
 - c. Exeter Airport Business Park
 - d. Heathpark, Honiton
 - e. Greendale, Woodbury Salterton
 - f. Hill Barton, Cat and Fiddle
 - g. Matford/Matford Green, Exeter
 - h. Marsh Barton, Exeter (subject to specific development proposals in this plan)
 - i. Sowton, Exeter
 - j. Exeter Business Park
 - k. Pynes Hill, Exeter
 - l. Tiverton Business Park
 - m. Kingsmill/Stoneyford, Cullompton
 - n. Lords Meadow, Crediton
 - o. Mid Devon Business Park, Willand
 - p. Hitchcocks Business Park, Willand
 - q. Houghton Barton, Newton Abbot
 - r. Peamore, Exeter
 - s. Sands Copse, Kingsteignton
 - t. Milber, Newton Abbot
 - u. Intermodal interchange, Cranbrook
 - v. Skypark Business Park
 - w. Exeter Science Park
- B. GESP employment allocations
 - a. [Sites to be determined following this consultation and identified in the next version of the GESP]
- C. Allocated leisure destination at Junction 27, M5 Motorway
- D. Other key economic assets:
 - a. Exeter Airport
 - b. University of Exeter
 - c. Meteorological (Met) Office

- 6.23 It is important that we recognise the contribution made to the local economy by our key economic assets. Draft policy GESP13 ensures these assets are not compromised by development and are protected from speculative housing or other redevelopment proposals which would undermine their strategic contribution.
- 6.24 Major employment areas provide a choice of sites for developers. There will always be churn (the natural turnover in employment premises) and redevelopment to improve or replace existing premises and therefore it is important that employment sites are not released on the basis of vacancies. Lack of available employment buildings is a key barrier quoted by businesses attempting to start up, expand or move into the area. Whilst it would not be appropriate to protect allocated employment sites where there is no prospect of a site being

used for that purpose, where sites are viable and *productive* they should be retained. The mere fact that a higher value can be obtained by a different use such as housing is a poor strategic reason for losing key economic assets. The areas listed in the draft policy GESP13 are considered major, where loss to another use would be a significant blow to the area's economy.

- 6.25 Enhancement and renewal of these employment areas is supported by the policy, including infrastructure and utility strengthening, environmental enhancement, redevelopment of out of date buildings and other investment within their boundaries. This is subject to there being no adverse effect on the integrity of *Natura 2000* sites.
- 6.26 There are other key economic assets within the Greater Exeter area which are drivers for improving *productivity*; they attract like-minded companies, improve the skills base and allow the area to trade internationally:
- Exeter Airport is a key economic asset that supports local jobs and contributes £150 million *gross value added* to the local economy by driving national and international visibility, investment and job creation.
 - The University of Exeter is good for the city region, particularly in economic terms; in 2015/16 the activities of the University directly contributed £346 million to the local economy and provided or supported 3,490 jobs (full time equivalents). With recent expansion this figure is now higher.
 - The Meteorological (Met) Office is a significant employer, with a highly educated workforce, it also provides the opportunity for spin-offs through their *high performance computing* capacity. It has strong research links with the University and a presence on the Science Park.

POLICY GESP14: Exeter Airport

To support the role of Exeter Airport in the economic success of the area the Greater Exeter councils will support investment in and work with the airport and other relevant stakeholders to define an Airport Development Zone (ADZ). A masterplan for the ADZ will be prepared to promote and guide developments that deliver on the following issues while maintaining the safe operation of the airport:

- A. Surface access, including:
 - a. Active travel routes from nearby growth areas and Exeter
 - b. Improved, dedicated, regular and high quality public transport routes from nearby growth areas, Exeter and the wider region including links to and from Cranbrook train station
 - c. Improved vehicular access via a high quality gateway from the A30
 - d. Improved car parking
- B. Airport operation, including:
 - a. Improved/expanded/new terminal building
 - b. New or improved hangar and other freight services
 - c. Airfield safety, security and emergency infrastructure
 - d. Aviation training and back-office support development
- C. Developments which support the aim to become a zero carbon airport and decarbonise aviation travel
- D. Supporting ancillary development, including:
 - a. New employment development (including aviation and transformational sector related development in particular)
 - b. New hotel and conferencing development
 - c. New ancillary passenger retail with the terminal building
 - d. Redevelopment of existing employment areas to facilitate delivery of the above

- 6.27 Exeter Airport provides a key selling point for the region, giving access to markets and supporting high wage, high *productivity* jobs in the area. Up until March 2020 when Flybe entered administration, there had been year on year passenger growth since 2012, reaching almost 1 million passengers in 2018. Although there is significant uncertainty caused by Flybe entering administration, the opportunity that the airport provides and its importance in terms of strategic connectivity, means that its success is supported by the GESP as set out in draft policy GESP14.
- 6.28 A number of investments are underway or are planned – instrument landing systems and widening of the narrow Long Lane access route, for example. Further improvements have been identified across a range of issues to fulfil other objectives, including in relation to surface access, airport operation and the aim to become a zero carbon airport and decarbonise aviation travel. Inevitably, other supporting ancillary development will be necessary to facilitate and enable these improvements to take place, and hence draft policy GESP14 identifies what types of development might be acceptable. The Greater Exeter councils will work with the airport and relevant stakeholders to develop a new Airport Development Zone masterplan which will seek to address these issues.

POLICY GESP15:

Inclusive Employment and Skills

To promote wider access to jobs and address skills shortages:

- A. Major planning applications should be accompanied by proposals to invest in construction skills. For the larger development schemes, the submission of an Employment and Skills Plan will be sought, covering their construction phase in line with the National Skills Academy for Construction client based approach or similar recognised scheme
- B. Larger businesses expanding, starting up or moving into the area will be expected to sign up to an agreement to deliver links to local education providers, apprenticeships, training programmes and other measures to support people into work from the local area.

- 6.29 The draft GESP vision emphasises the need to nurture, attract and retain a world class workforce. It is recognised that the development of a skilled workforce is a key driver of *productivity* so we want to ensure we have the right type of skills for current jobs and also, as far as we can, for the area's future growth sectors. The skills shortage (particularly evident in the digital, construction, and health and social care sectors) is one of the Greater Exeter area's key constraints. With an economy presenting near full employment, challenges are emerging in the labour market in terms of filling vacancies, with a number of sectors reporting significant difficulties in sourcing appropriately skilled labour. 47% of data analyst jobs advertised within the *Local Enterprise Partnership* area were in Exeter, but 80% of data-intensive industries report shortages of staff.
- 6.30 The Greater Exeter councils are working with local educational providers including the University of Exeter, further education colleges, a number of local employers and schools. A South West Institute of Technology has recently been approved to support these activities, involving collaboration and investment between the University of Exeter and other establishments across the south west. It includes an *Exeter Digital and Data Education Hub* at Exeter College to provide a focal point to exploit opportunities to integrate data science into the primary and secondary curricula. Together with other



Exeter College Technology Centre

potential skills escalators in construction, aviation and health, the aim is to support the retention of the area's young people in higher paid and more skilled jobs.

- 6.31 The construction skills shortage is well documented locally and nationally. Having an appropriately skilled construction workforce of sufficient number is vital to support growth ambitions and deliver associated infrastructure. A *Centre for Excellence for Construction* is proposed for the new town of Cranbrook, and new developments can support its success to promote construction as a skilled and thriving occupation. The *National Skills Academy for Construction Industry Training Board's Client Based Approach* provides end to end guidance that aids the creation of employment and skills interventions, including apprenticeships, work placements, job creation and upskilling opportunities that are relevant and proportionate to the construction activity being procured. Draft policy GESP15 encourages *major developments* in the Greater Exeter area (which are likely to have a construction cost of over £1 million) to invest in construction skills for their workforce. The larger schemes can achieve this by taking up support from the *Building Greater Exeter* scheme which is a linked project to address the challenges facing our construction sector. This partnership offers help to people to prepare *Employment and Skills Plans* which supports people into jobs and training, promotes apprenticeships, encourages work experience and careers information for local young people. This will link construction companies with training providers, Further Education (FE) colleges and schools to provide skills and training to the existing workforce and new entrants.

- 6.32 Draft policy GESP15 also recognises the importance encouraging people to develop work-place skills in order to increase their likelihood of employment and career development, whilst also addressing skills shortages in the health and social care sectors. Working with partner agencies, the Greater Exeter councils will continue to focus their efforts on supporting unemployed people in taking the next steps into employment, education, skills development or training. This includes helping people benefit from the employment opportunities offered by initiatives such as work placements, apprenticeships and pre-employment training programmes. Draft policy GESP15 aims to create an environment where the larger businesses (50 or more employees) can be expected to make greater efforts in this regard.

Regional Sports Hub

- 6.33 Increasing physical activity levels to improve health and wellbeing are an element of creating greater places for people – part of the vision for the Greater Exeter area. Steps towards increasing activity levels can be seen in Cranbrook, part of the NHS England Healthy New Towns Programme, and both Exeter and Cranbrook working with Sport England to transform physical activity.
- 6.34 Much of this work relates to the design of places, the promotion of active and *sustainable travel* modes within and between neighbourhoods and the incorporation of well-designed accessible *green infrastructure*. There is the possibility of trying to go further, seeking to establish a regional sports hub in the Greater Exeter area, combining and integrating a range of sports facilities in one accessible place. This could benefit from coordinated and consolidated management to improve its long term viability. This would build upon the success of the area's professional and university sports offer, and the potential impact of *data analytics* on sports science. Provision of such facilities could be a driver in retaining the area's young people and graduate talent.
- 6.35 A regional sports hub concept and feasibility study (March 2020) has been undertaken for the Greater Exeter councils, published alongside this consultation document at www.gesp.org.uk/evidence. The report identifies challenges in creating such a facility in Greater Exeter. It suggests a community hub for sports could be provided as part of a larger development, which could then form a catalyst for such a facility. As the GESP progresses we will continue to consider the potential for such a facility in the Greater Exeter area.

Chapter 7: Homes

Introduction and Summary

- 7.1 Fixing Our Broken Housing Market (2017) is the government's housing *white paper* setting out plans to reform the housing market and boost the supply of new homes in England. National planning policy requires that *local plans* are a major element of that fix. In particular, *local plans* must provide for sufficient new homes to meet *household projections* and to bring the housing market into a better balance between supply and demand. Further requirements are ensuring an appropriate *mix of homes* and bringing forward high quality new neighbourhoods in sustainable locations at increased pace.
- 7.2 Housing provision is embedded into the draft GESP vision, guiding big, cross-boundary decisions about the location and scale of new development and aiming to create great places to live prosperous and healthy lives.
- 7.3 The draft policies of this chapter include:
- A housing delivery target of 53,260 homes (2,663 per year) between 2020-2040 to include affordable homes (numbers to be decided), 5,000 *custom and self build* homes and 116 for the gypsy and traveller communities
 - Targets for the provision of new homes in future *local plan* reviews
 - A requirement for quality new places by ensuring that new homes are accessible

POLICY GESP16:

Housing Target and Distribution

The Greater Exeter councils will target the delivery of 2,663 homes per year in the Greater Exeter area (53,260 total) between 2020 and 2040. From the date of adoption of the GESP, the Housing Delivery Test and five year housing land supply calculations will be assessed against this target on a Greater Exeter area wide basis.

Delivery to meet this target is proposed from the following sources (which allow for a headroom of about 20% against the overall target):

- A. Approximately 33,390 homes from existing planning commitments
- B. Approximately 18,500 homes on GESP allocations [sites to be determined after this consultation and identified in the next version of the GESP]
- C. Approximately 12,000 homes to be identified in future local and neighbourhood development plans [distribution between local planning authorities to be determined after this consultation and identified in the next version of the GESP]
- D. Local plans should allocate additional housing sites to make up for any under-provision in planning commitments within a local planning authority against the assumptions contained in A above
- E. Local plans may vary housing supply from these figures when justified by overall planning and sustainability considerations provided that any reductions are made in the context of effective duty to cooperate agreements with other local planning authorities which do not reduce the overall GESP housing delivery

- 7.4 The government's standard method set out in national policy gives the Greater Exeter area housing need as 2,663 homes per year. The calculation uses data from the Office for National Statistics (ONS) 2014-based *household projections* and Office for National Statistics (ONS) 2018 housing affordability statistics.
- 7.5 Draft policy GESP16 identifies three sources of housing supply between 2020 and 2040. Total potential supply amounts to 63,890 dwellings, allowing for a healthy headroom of about 20% above the target. This means that the GESP will be resilient against uncertainties such as delay in developing a particular site or changes in housing need or government policy. The high headroom figure reflects the risks associated with the number of *brownfield* sites considered in Section C of this consultation, which are acknowledged to be difficult to deliver. With further work on *deliverability* of potential GESP sites, this headroom should fall as the GESP progresses towards *adoption*.

Commitments

- 7.6 Existing planning consents (including permissions awaiting *Section 106 agreements*) and existing *local plan* allocations which do not yet have planning permission are referred to as 'existing planning commitments' in draft policy GESP16 criterion A. Forecast completions between 2019 and 2020 are excluded from these figures as their development will precede the GESP *plan period*. 33,380 homes are forecast from this supply, comprising approximately 11,540 homes in East Devon, 6,830 homes in Exeter, 8,240 homes in Mid Devon and 9,010 in Teignbridge.

GESP Allocations

- 7.7 Strategic sites will be identified for allocation in the draft GESP. Sites we are considering and want to hear your thoughts on are included in Section C of this consultation. We consider that delivering around 18,500 homes on strategic sites within the *plan period* is feasible and would provide a reasonable balance with smaller sites within existing and future *local plans*.

Future Local and Neighbourhood Development Plans

- 7.8 Finally, as the Greater Exeter councils review their *local plans* they will need to allocate additional sites to meet the requirements in draft policy GESP16 section C. The requirements may also be met through *brownfield registers*, *local development orders* and *neighbourhood development plan* allocations. From these types of proposals, a total of 12,000 dwellings are identified in draft policy GESP16, subject to the clarifications below, giving the potential for a range of site scales and locations, including national policy requirements for identification of *small sites*.
- 7.9 At this stage, the *local plan* targets for individual districts are not defined and this will need to be agreed for the next version of the GESP. *Local plans* may include targets for individual *neighbourhood development plans*. Evidence such as the Urban Capacity Study and further iterations of the Housing and Employment Land Availability Assessment will inform this process.
- 7.10 Draft policy GESP16 is designed to give a long term and robust housing strategy against which *local plan* reviews and allocations can be assessed, looking over the long term. However, in order to keep certain elements of housing targets up to date, a number of the elements of the policy will need to be reviewed during *local plan* preparation, and these are explained further below.
- 7.11 The overall target for the GESP area applies for 5 years from the plan's *adoption*, in accordance with national policy. A review of the target which finds it still to be appropriate extends its currency by a further 5 years. Pending a full review of the GESP, and depending on the review timetable, this is likely to be undertaken during individual *local plan* reviews. It will involve comparing the GESP target against the most recent GESP-wide housing need calculation



Cranbrook under construction

and setting out the results in the *Statement of Common Ground* required under the *duty to cooperate*. Where overall housing need has changed significantly, the Greater Exeter councils should consider whether a new overall GESP-wide target should be used for *five year supply* and *Housing Delivery Test* purposes and set out any agreed change within the *Statement of Common Ground*.

- 7.12 In order to ensure that the *local plans* will underpin the achievement of the overall target, the policy requires that the *local plans* should review the *deliverability* of the commitments which are assumed within draft policy GESP16 criterion A and use up to date information. If commitments are not going to provide as much housing as previously expected, this will need to be made up for by increasing the *local plan* housing provision.
- 7.13 Finally, it is likely to be necessary for the Greater Exeter councils to review the overall delivery trajectory, including in particular the progress and prospects of the GESP allocations. This review is not intended to provide a basis for reconsidering the principle of the GESP allocations, as these form a central plank of the agreed spatial development strategy over the long term.
- 7.14 Having undertaken this joint work, it may become necessary to amend the targets within draft policy GESP16 criterion C to take account of the various background changes set out above. Such amendments should be agreed between the Greater Exeter councils and confirmed within a *Statement of Common Ground*. This review process will ensure that the housing targets are kept up to date and can provide a basis for effective and stable strategic guidance. Where severe difficulties in achieving the contribution within a local planning authority become apparent during a *local plan* review, the *duty to cooperate* process will give an opportunity to adjust overall housing provision between the local planning authorities, to ensure that the overall GESP housing target is met.
- 7.15 Draft policy GESP16 commits to future *five year supply* and *Housing Delivery Test* calculations (both required by national planning policy) to be undertaken on a plan-wide basis, reflecting the *housing market area*. A detailed *housing delivery trajectory* will be included in the next version of the GESP. This will be used as the basis for monitoring progress against the annual target of 2,663 dwellings.

Purpose Built Student Accommodation

- 7.16 The housing need of students in the Greater Exeter area, whether in *purpose-built student accommodation* or shared conventional housing, is an element of the overall housing need for the Greater Exeter area. It is not in addition to this need. This is explained further in the *GESP Local Housing Needs Assessment* (2nd Edition). Therefore new student flats, houses or bedrooms in *purpose-built student accommodation* all contribute to meeting the Greater Exeter area's housing need.
- 7.17 In accordance with *Practice Guidance*, every 2.5 bedspaces in *purpose-built student accommodation* equates to 1 home in the Greater Exeter housing requirement. *Purpose-built student accommodation* commitments and completions will be counted on this basis in both the 5 year housing land supply and *Housing Delivery Test*. The ratio derives from published census data, which will be updated after the 2021 census.

POLICY GESP17:

Affordable Homes

To ensure access to housing for people whose needs are not met by the market the GESP and local plans will give a high priority to providing affordable housing. Affordable housing delivery will be from the following sources:

- A. Approximately 9,970 from existing planning commitments
- B. Approximately [figure to be determined after this consultation and viability assessment and identified in the Draft Plan] on Greater Exeter Strategic Plan allocations, provided in accordance with individual targets contained in each allocation policy and summarised as follows:
 - a. Approximately [figure to be determined after this consultation and viability assessment and identified in the next version of the GESP] social and affordable homes for rent, to be let at no more than Local Housing Allowance levels in perpetuity
 - b. Approximately [figure to be determined after this consultation and identified in the next version of the GESP] homes for affordable homeownership, sold with at least a 20% discount from market values in perpetuity
- C. Affordable homes on other housing sites in accordance with the policies and allocations of local and neighbourhood development plans.

- 7.18 Access to housing for those on lower incomes is only likely to be achieved through the provision of defined affordable housing at below market rent or price levels. Provision proposed in draft policy GESP17 is therefore key to ensuring that the benefits of growth go to a wider section of the local community. Affordable housing policies have for many years ensured that new housing areas are of mixed tenure, including homes which are limited to occupation by, and affordable to, people on lower incomes. We suggest to continue this nationally recognised and successful approach.
- 7.19 Affordable housing is more fully defined in the *National Planning Policy Framework* but can be summarised as subsidised housing for people whose needs are not met by the market. Broadly it includes two forms:
- Affordable housing for rent - means housing managed by a *Registered Provider* or *Build to Rent* landlord and let at subsidised rent levels. The *Local Housing Allowance* sets a rent level which can be covered by Housing Benefit or Universal Credit and is therefore affordable to all households. It is therefore an appropriate maximum rental level for new affordable housing for rent. Social Housing is a form of rented affordable housing which gives higher subsidy and therefore lower rents.

- Affordable home ownership - products give a household the option to purchase at a subsidised price in various different ways, either immediately or after some years of living in a property. The *Local Housing Needs Assessment* (2nd Edition), undertaken to guide GESP policy, indicates potential demand from 13% of households at a 20% price discount, which is the minimum level of discount from local market prices required for affordable home ownership products by the *National Planning Policy Framework*.

- 7.20 The *Local Housing Needs Assessment* (2nd Edition) calculates that there is a need for about 24,300 new affordable homes for rent during the GESP *plan period*, or about 46% of the total housing need. The policy confirms that providing affordable housing remains a high priority. About 9,970 affordable homes can be expected from existing commitments. Subject to site decisions and further viability work to be carried out in the GESP process, targets will be set for the GESP allocations which will make significant additional provision. Finally, as *local plans* are prepared they will review their existing *local plan* policies and apply those to new housing developments in each district area, resulting in additional affordable housing provision. In this way, a proportion of the calculated need for affordable housing can be met.
- 7.21 A proportion of the affordable homes provided should be in the form of affordable home ownership, to reflect national planning policy that 10% of new homes on *major developments* should be of this type. These provide a 20% discount on market values, to be retained through re-sales of the homes. The remaining affordable homes on GESP sites are likely to be in the form of affordable rented homes, including social rented housing, reflecting the high level of need for this type of housing found in the *Local Housing Needs Assessment* (2nd Edition).

POLICY GESP18:

Build to Rent Homes

To help meet the need for high quality homes for private rent in the Greater Exeter area, each phase of development of the following GESP site allocations will include a percentage (to be determined after this consultation and identified in the next version of the GESP) of Build to Rent homes:

[Sites to be determined after this consultation and identified here in the next version of the GESP]

Each Build to Rent scheme provided in the GESP site allocations listed above will include (and maintain in perpetuity) an amount of affordable housing that accords with targets provided in the relevant GESP site allocation policy.

Outside the GESP site allocations listed above, every Build to Rent development of 10 or more homes will provide (and maintain in perpetuity) an amount of affordable housing that accords with policies and allocations in the relevant local and/or neighbourhood development plan.

Affordable homes provided on all Build to Rent schemes must be:

- For Affordable Private Rent, secured in perpetuity
- Let with rents set at Local Housing Allowance level
- Owned and managed by the same landlord as the market Build to Rent homes
- Fully integrated into the development and built to the same standards as the market Build to Rent homes
- Let to eligible households registered with Devon Home Choice

- 7.22 Increasing numbers of young people in the UK face the prospect of never owning their own home. Rising house prices, restricted access to mortgages and a decreasing supply of affordable housing mean that, at the age of 30, four in ten young people will rely on the private rented sector to meet their housing needs. This is double the rate of previous generations.
- 7.23 Within the Greater Exeter area the private sector's role in providing housing has increased substantially in recent years. Between 2001 and 2011 the number of privately renting households grew by 13,000 or 69%.
- 7.24 The Greater Exeter councils expect that growth in this sector will continue - the *Local Housing Needs Assessment* (2nd Edition) concludes that between 17% and 32% of additional homes delivered in the Greater Exeter area by 2040 should be for private rent. This equates to between around 9,180 and 17,280 of the overall housing target, or between 460 and 860 homes per year.
- 7.25 The Greater Exeter councils recognise the important role that *Build to Rent* can play in helping to meet the need for high quality, well-managed and secure private rented housing. The Greater Exeter councils also agree with the *Letwin Review* (2018), which recognises that, in addition to helping meet needs, the delivery of *Build to Rent* homes can help to diversify the housing market and thereby support timely build out. Consequently, the Review recommends that large housing sites above 1,500 homes include *Build to Rent* homes as part of the tenure diversity of each phase of the site's development.
- 7.26 Given the projected level of need for private rented homes in the Greater Exeter area and reflecting the *Letwin Review's* recommendations, draft policy GESP18 requires the provision of a percentage of *Build to Rent* homes within every development phase of the largest sites allocated in the GESP. The percentage and sites will be determined following this consultation and identified in the next version of the GESP. Other *Build to Rent* homes may come forward as a matter of course on other GESP allocations, particularly those within the urban area of Exeter.
- 7.27 The Greater Exeter councils may further support *Build to Rent* by:
- Allocating sites in *local plans* for *Built to Rent*; and
 - Supporting institutional investment on public land, including exploring the use of joint ventures.
- 7.28 The Greater Exeter councils acknowledge the distinct economies associated with the *Build to Rent* sector. In recognition of this, draft policy GESP18 allows affordable housing provision on *Build to Rent* schemes to be solely in the form of Affordable Private Rent as defined in the *Practice Guidance*. In order to be considered as a *Build to Rent* scheme and therefore qualify for this approach to affordable housing provision, proposals must meet the following definition:
- All of the homes in the scheme must be owned and managed by a single landlord, secured by means of a covenant. Individual homes must not be sold and overall ownership of the scheme can only change if the scheme stays as *Build to Rent*. If any homes are sold out of the *Build to Rent* sector, an affordable housing 'clawback' mechanism will be applied. This will be set on a case-by-case basis and will state how the clawback will operate and be calculated
 - The homes for Affordable Private Rent homes be secured as affordable housing in perpetuity
 - All of the homes must be self-contained and let separately
 - There must be on-site management to allow for prompt resolution of issues. The property manager must be part of an accredited Ombudsman Scheme and a member of a recognised professional body

- Long term tenancies must be offered to all tenants (ideally of three years or more) with defined tenancy-rent reviews
- Rent and service charge certainty must be offered for the period of the tenancy, the basis of which should be made clear to the tenant before the tenancy agreement is signed
- The *Build to Rent* landlord must produce an annual statement to the relevant local authority confirming the ongoing status of the Affordable Private Rent units and clearly identifying how the scheme is meeting the overall affordable housing level required in the planning permission.

7.29 These requirements will be secured by means of a Section 106 Agreement. *Build to Rent* schemes that do not meet all of draft Policy GESP18's criteria, and that do not comply with the additional requirements for *Build to Rent* schemes set out in the *Practice Guidance*, will be treated as build for sale schemes for the purposes of calculating the affordable housing requirement.

POLICY GESP19:

Custom and Self Build Homes

As part of the housing target in draft policy GESP16, approximately 5,000 plots for custom and self build homes will be provided from the following sources:

- Approximately 2,100 plots from small windfall sites
- At least 900 serviced plots from GESP allocations, equating to a minimum 5% of the allocations' yields
- At least 5% of serviced plots on all sites of 20 homes or more, including local and neighbourhood development plan allocations and windfalls. Local and neighbourhood development plans will also consider the potential for allocations to contain up to 100% custom and self build plots
- Affordable homes, particularly affordable home ownership products, which may be suitable for provision as custom or self build housing

For criterion B and C, developers will supply at least 5% of serviced plots for sale to custom and self builders as follows:

- Suitable adopted or adoptable road access must be delivered at an early stage in the development (prior to 25% occupation of the relevant phase in which the serviced plots are located, as agreed at planning application stage)
- A range of plot sizes must be provided having regard to local demand. Plots for detached homes must have scaffolding margins within the plot boundary
- Plots must be free of party wall requirements unless they are to be developed to provide apartments, or semi-detached or terraced homes
- Prior to marketing, on-plot services must be provided and each plot must be developable by a custom or self builder, with no issues to prevent immediate purchase and development. The local authority must be satisfied that legal access and servicing will be possible for potential plot purchasers before outline or full planning permission is granted
- Each plot must be marketed for at least 36 months from when the plot is fully serviced and developable, at a realistic plot valuation and in accordance with a marketing strategy to be approved by the local planning authority
- Sites or clusters of 2 or more serviced plots should be delivered with the use of a design code which should provide suitable flexibility to allow for design variation, taking account of local circumstances



Broadhempston self build homes

- 7.30 Evidence in the *Local Housing Needs Assessment* (2nd Edition) indicates a need for 250 *custom and self build* homes per year (5,000 in total) for the Greater Exeter area. In the future, the number of *custom and self build* dwellings provided on *small site windfalls* (generally comprising developments of 1 or 2 homes) is expected to be about 105 per year, leaving an expected shortage in provision of about 145 per year. This justifies the planning policy intervention proposed in draft policy GESP19.
- 7.31 To help deliver the additional *custom and self build* homes needed in the Greater Exeter area, criteria B and C of draft policy GESP19 apply a similar approach to the successful *Teignbridge Rule* contained in the *Teignbridge Local Plan* (2013-2033). The criteria require at least 5% of serviced plots on GESP allocations and other sites of 20 or more homes to be made available for sale to custom and self builders, with appropriate *conditions* to ensure delivery. *Custom and self build* plots must be marketed for 3 years before an alternative delivery mechanism can be used, to maximise the potential for a willing buyer to come forward. To ensure that a serviced plot can be sold within the 3 year period and to enable development to come forward quickly, the marketing period will only be deemed to commence once the plot is in a developable state. This means that it must be clearly demarcated, be fully serviced with vehicular access (including for construction vehicles) and have connections for electricity, water and waste. Also, detailed survey and ground information must be available to the purchaser and there must be no legal or other issues to prevent immediate development such as the need for decontamination works. The masterplanning required for the GESP allocations should indicate the location of the *custom and self build* plots, which can help to meet the *small sites* requirement contained in national policy. Plots must be marketed at a realistic price derived from residual plot valuation that takes account of the form and potential end value to the home to be built.

- 7.32 Allowing individual design expression by custom and self builders is an important aspect of the self build process. At the same time, the design of *custom and self build* homes is a matter for planning and must take into account the character and appearance of the local area. On *custom and self build* developments or (on larger sites) clusters of 2 or more homes, *design codes* will be used to ensure design coherence whilst retaining an appropriate degree of design freedom for the self builder. It will not be appropriate for the main site developer to impose limitations based on their own preferences and approaches.
- 7.33 The *Local Housing Needs Assessment* (2nd Edition) recommends that a range of *custom and self build* plot sizes are provided, reflecting the different profiles of demand. It suggests that around 15% of serviced plots should provide for smaller homes of up to 100 square metres, 40% should provide for medium sized family homes of 100-250 square metres and the remaining 45% should provide for larger family homes in excess of 250 square metres.
- 7.34 Applying the 5% rule within draft policy GESP19 to GESP and *local plan* allocations will still leave a shortfall against the forecast demand. Increasing the requirement from 5% to 10% is unlikely to be achievable in view of other policy requirements. Therefore a number of further delivery methods are proposed. "Affordable home ownership" dwellings on major sites could include an element of *custom and self build* dwellings. Community-led housing projects could also deliver affordable housing on a *custom and self build* basis. Further, it is possible that local and *neighbourhood development plan* allocations could provide opportunities for 100% *custom and self build* delivery. This should be considered in *local plan* reviews or through negotiation with small site promoters before then.

POLICY GESP20: Accessible Homes

All housing developments must include the following proportions of accessible homes unless the applicant can demonstrate there are site specific reasons why this is not feasible:

- A. Market homes within the development: At least 25% built to M4(3a) standard, with the remainder built to M4(2) standard
- B. Affordable homes within the development: At least 25% built to M4(3b) standard, with the remainder built to M4(2) standard

- 7.35 The *National Planning Policy Framework* requires local planning authorities to reflect the housing needs of older people and people with disabilities in their planning policies. The *Practice Guidance* expands upon this in relation to planning for accessible homes. Where there is evidence of a need for accessible housing, local planning authorities are able to set higher accessibility and adaptability standards for new homes with reference to Requirements M4(2) and M4(3) of the *Building Regulations*. These are reflected in draft policy GESP20, which would also apply equivalent iterations of future regulations. Part M of the *Building Regulations* for dwellings is summarised over page:
- M4(1) Visitable dwellings: This is the minimum standard to which all homes must comply and is often unsuitable as the home of a disabled person
 - M4(2) Accessible and adaptable dwellings: This standard provides reasonable access to and around the home, meeting the requirements of occupiers with differing needs including some older or disabled people and allowing adaptation of the home to meet changing needs over time

- M4(3) Wheelchair user dwellings: This standard requires homes to be usable by residents in a wheelchair. It is split into two subsections, (a) requiring that homes are adaptable to wheelchair use and (b) requiring that they are immediately accessible

7.36 There is currently poor provision in the Greater Exeter area of homes accessible to people with disabilities. The *Local Housing Needs Assessment* (2nd Edition) concludes that 35% of households require some form of accessible dwelling (likely to rise to 39% by 2040 due to the ageing population), whereas only 18% of the existing housing stock is accessible. This means very unequal access to homes for someone with a disability compared with the rest of the population. In order to reduce this gap (although not close it entirely) by 2040, draft policy GESP20 proposes that all new homes should meet *Building Regulations* M4(2) or M4(3) unless it can be demonstrated that this is not possible due to site specific factors. When applying the percentages in the policy, requirements will be rounded to the nearest whole house. The policy differentiates between affordable and market homes because the *Practice Guidance* only allows the M4(3b) standard to be applied to affordable dwellings, where the local authority is responsible for allocating or nominating a person to live in that dwelling.



Accessible bathroom

POLICY GESP21:

Accommodation for the Gypsy and Traveller Communities

To provide access to appropriate accommodation for the gypsy and traveller communities, the following will be provided between 2020 and 2040:

- A. 116 additional permanent gypsy and traveller pitches from the following sources:
 - a. Approximately 70 pitches from existing commitments
 - b. Approximately 46 pitches on the following GESP site allocations: [sites to be determined after this consultation and identified in the next version of the GESP].
Off-site provision will only be supported if the applicant can demonstrate that this will achieve a more favourable outcome for gypsy and traveller communities
- B. 3 transit sites for gypsy and traveller communities totalling 20 pitches to be allocated in local plans close to key road corridors in accordance with the duty to cooperate
- C. A site providing 12 plots for travelling showpeople to be allocated in a local plan in accordance with the duty to cooperate.

7.37 The *Local Housing Needs Assessment* (2nd Edition) concludes that there is a need to provide a range of new *permanent and transit sites* for gypsy and traveller communities across the Greater Exeter area between 2020 and 2040.



Gypsy and Traveller site in Teignbridge

- 7.38 In the next version of the plan, draft policy GESP21 will be updated to identify which GESP allocations will contain land for the provision of 46 permanent pitches, which are required to meet needs in addition to 70 existing pitch commitments. Provision of the 46 pitches elsewhere in the Greater Exeter area will only be accepted if the applicant can demonstrate to the satisfaction of the Greater Exeter councils that this would result in a more favourable outcome for gypsy and traveller communities.
- 7.39 In order to meet identified needs, the *local plans* of the Greater Exeter councils will allocate land for the provision of 3 transit sites and a site for travelling showpeople.
- 7.40 The locations of the additional permanent pitches, transit sites and site for travelling showpeople will be chosen on the basis that they:
- Are well located on the highway network
 - Have (or have the potential to provide) safe and convenient vehicular and pedestrian access to local facilities
 - Have minimal impact upon the environment and landscape (including no adverse effect on the integrity of *Natura 2000* sites)
 - Protect the amenity of people living nearby
 - Provide adequate levels of privacy, security, storage space and residential amenity
 - Allow for the provision of appropriate parking, including for visitors and commercial vehicles related to business activities likely to be carried out

Chapter 8: Movement and Communication

Introduction and Summary

- 8.1 The GESP focuses on integrating development and transport, supporting more *sustainable transport* in the Greater Exeter area. To help achieve the GESP vision of a networked city region, this chapter promotes active travel and *low carbon* and *sustainable transport* movements, alongside a major expansion in digital infrastructure.
- 8.2 The draft policies of this chapter include:
- A transport strategy for the Greater Exeter area, including a range of strategic transport and digital infrastructure investments which will mesh with growth decisions
 - A clear *sustainable transport* hierarchy for major new developments
 - The approaches to be taken for a variety of transport modes
 - The strategy for travel in Exeter
 - The travel enhancements needed for a series of settlements
 - The strategy for improved digital connectivity and high speed digital communications
- 8.3 As sites are identified for inclusion in the next version of the GESP (to be determined after this consultation) this chapter will be updated with more site specific transport proposals. Evidence reports providing background to this chapter are available on www.gesp.org.uk/evidence.

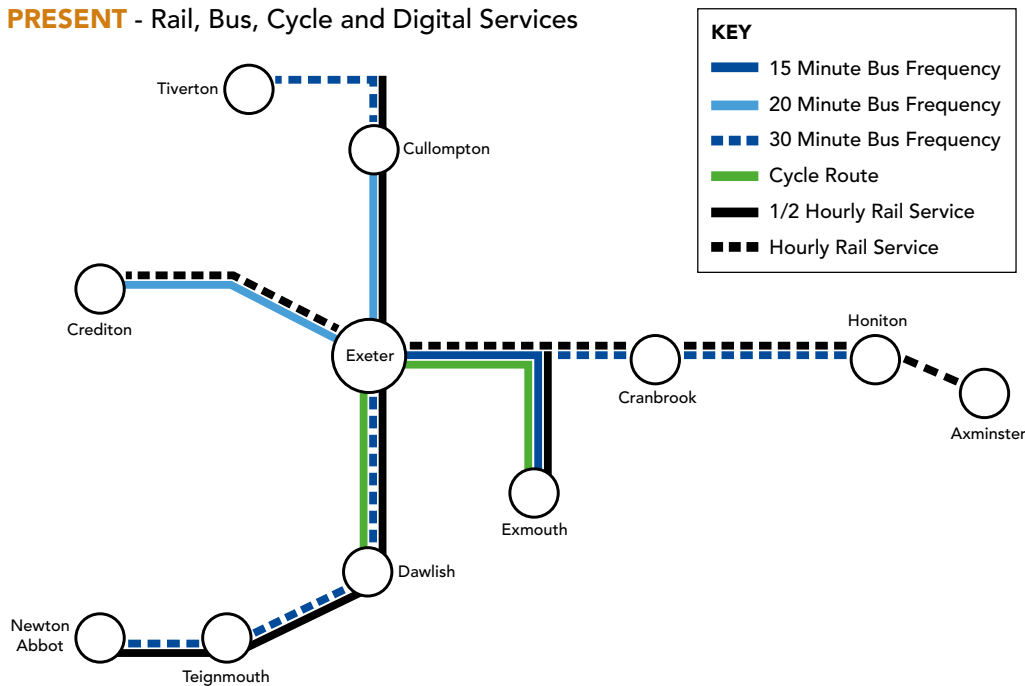
POLICY GESP22: Transport Strategy

To support the sustainable growth of the Greater Exeter area and the development of a net zero carbon efficient transport network, the following outcomes will be sought from transport investment and all relevant planning decisions:

- A. Creating a healthy, active city region by delivering an integrated network of active travel routes within and between our towns and cities, providing for walking, cycling and emerging modes
 - B. Improving sustainable transport connectivity by achieving a reliable, low-carbon and consistent standard of sustainable travel between Exeter, selected main towns and growth locations, including half hourly rail, quarter hourly bus and strategic cycle routes as indicated on the transport strategy diagram
 - C. Enhancing transport choices and alternatives to car ownership by expanding shared mobility (e.g. car clubs and bike hire), requiring their provision in all suitable developments and supporting innovations including a single ticketing system combining low emission modes
 - D. Supporting a step-change in digital communications and digital connectivity by investing in a gigabit capable full fibre regional spine and requiring ducting in new developments
 - E. Protecting and enhancing the function of the area as the strategic rail, road and air gateway to the south west peninsular through investments in critical infrastructure.
- 8.4 The network of safe walking and cycling routes connecting our communities that is proposed in draft policy GESP22 is considered essential to providing opportunities for *low carbon* journeys. This will be supported by a 'place-based' approach to street and urban design to make places more pleasant, legible and safe for people to move through or spend time in, thus improving quality of life in these areas. Requirements to enable *sustainable travel* in new developments are included in draft policy GESP23 and long distance strategic trails are identified in draft policy GESP25.

- 8.5 In most of our towns, much of the existing road network is already at capacity in peak periods. Given the historic and constrained nature of the road network in most of our settlements, the solutions to urban congestion cannot be found in road widening or other car-based investment. Instead, in order to provide travel capacity for new communities and better travel choices for our existing residents, we must deliver effective sustainable alternatives and more sophisticated management of the travel network. The Transport Strategy Diagram shown in Figure 8.1 has been developed to reflect policy GESP22. It indicates the enhancements to the public transport, inter-urban cycle network and digital requirements described in the policy.

PRESENT - Rail, Bus, Cycle and Digital Services



FUTURE - Rail, Bus, Cycle and Digital Services

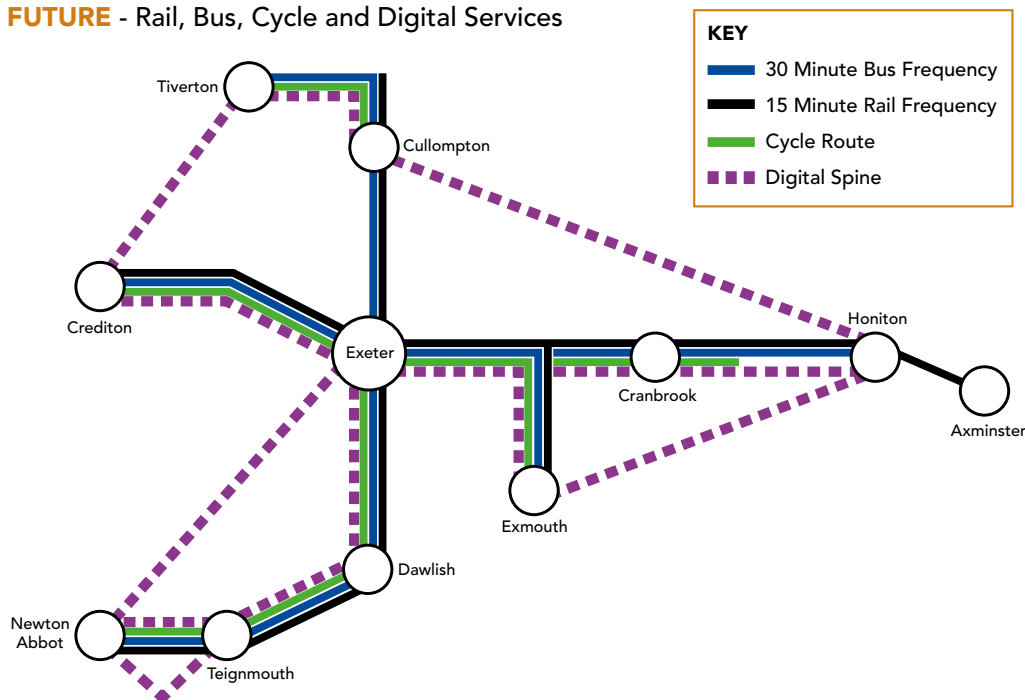


Figure 8.1 Transport strategy diagram – Present and future transport networks

- 8.6 Economic growth in Exeter has led to increased travel demand into the city. The growth in jobs in Exeter has largely been filled by people living in neighbouring districts, leading to high levels of in-commuting. Some of this additional travel demand has been accommodated by a shift to *sustainable transport* modes and the majority of Exeter residents now travel to work by sustainable modes (with good levels of cycling and walking). Proposals within policy GESP22 seek to enable more *sustainable transport* choices (with improved sustainable transport mode frequency and choice) for in-commuters to Exeter, with better linkages between the towns across the Greater Exeter area. This aligns with our proposal in the draft GESP vision for a 'networked city region'. Rail and bus improvements to achieve policy GESP22's proposals are included in draft policy GESP26.
- 8.7 While car ownership has risen, car use has fallen. Shared ownership increasingly provides a viable alternative to car ownership. *Shared mobility services* in the Greater Exeter area are still emerging, with considerable potential to grow, including commercial lift sharing platforms and e-bike hiring. These alternative to car ownership are promoted in draft policy GESP22 and requirements are detailed for new development in draft policy GESP23. Emerging and future modes including electric vehicles, electrically assisted pedal cycles and personal light electric vehicles are likely to support these choices.
- 8.8 Technology, particularly digital connectivity, is also fundamentally changing the way we travel. As identified in draft policy GESP22, technology offers new opportunities for journey planning, ticketing and to use time spent whilst traveling more productively. This will make public transport trips more attractive and accessible. Each citizen now makes 15% fewer trips than they did in 1995. This trend is expected to continue. Technology will also unlock new ways to manage travel networks and understanding strategies to effectively use this will be important.
- 8.9 In recognition of the challenge to travel sustainably from the more remote parts of Greater Exeter and the known benefits of broadband for economic and social purposes, a key strand of the transport strategy is broadband improvement. Evidence has been developed by the Greater Exeter councils to consider the potential to achieve this aspiration, culminating in the proposal for a 'digital spine'. This is further explored in draft policy GESP33.



Car club scheme in Exeter

POLICY GESP23:

Sustainable Travel in New Developments

To support the transport strategy (draft policy GESP22) and carbon reduction targets (draft policy GESP3), minimise environmental harm and support health and wellbeing, more than half of trips (or higher where specified in allocation policies) from major developments will need to be made by active and sustainable travel modes. Travel planning and investments will be based on the priority order of:

- A. Provision for active travel (walking and cycling) by:
 - a. Providing a dense and permeable network of walking and cycling routes within developments, including avoiding cul-de-sacs where they prevent permeability, and connecting into the wider active movement network beyond the development site
 - b. Creating an environment which is safe and attractive to pedestrians and cyclists by providing a network of streets which prioritise active travel, using modal filters to reduce car traffic and create quieter, slower and safer streets, or segregated cycle routes on busier streets
 - c. Including secure private cycle storage for all dwellings and secure public cycle parking
- B. Provision for sustainable travel (buses, rail, shared mobility and other public transport) including:
 - a. Densities, design and layouts which allow provision of efficient public transport services to, and where relevant, within and through the site
 - b. Appropriate well located bus stops, with raised kerbs for easy bus access and where appropriate suitable routes for bus priority
 - c. Allocate spaces for shared mobility vehicles, including car clubs and e-bikes in central and accessible locations and to create new local multi-modal transport hubs and interchanges, making best use of existing bus and rail routes
 - d. Providing private and public charging points for electric vehicles
- C. Highway enhancements will be supported where they are necessary for safety or where they promote an overall reduction in car journeys
- D. Provision of new local road capacity will be supported only where severe development impacts on the transport network cannot be avoided by the active and sustainable travel investments proposed with the development

8.10 Draft policy GESP23 supports the creation of a healthy active city region and great places for people. The Greater Exeter councils recognise and support the need to improve and encourage sustainable modes of travel. The draft policy proposes a travel hierarchy that supports and enables the most sustainable forms of travel for major new developments.

8.11 Draft policy GESP23 requires development proposals to encourage non-car modes of travel and make *sustainable transport* modes more convenient, attractive and safe. Walking, cycling and bus routes should link into wider networks and related infrastructure such as secure cycle parking and charging, and bus stops. Sites in the vicinity of the strategic trails identified in draft policy GESP25 should provide a suitable connection into these routes.

8.12 Site developers should work with planning authorities to identify the priority active travel connections and ensure the delivery of these connections as soon as reasonably possible in the development process, ensuring homes have suitable access to the wider safe active travel network from the first phase of occupations. Site promoters and developers are also required to work with the Greater Exeter councils where allocated or potential public transport infrastructure, such as a park and ride scheme, would benefit the site and wider area.



Cyclists at Exeter St Davids Station

- 8.13 *Modal filtering* means using highway or street designs which enable permeability for some forms of transport, such as buses, cycles and pedestrians, but limit movement for other modes such as private cars or heavy goods vehicles. This can create streets and transport corridors focussed on enabling the flow of sustainable and active travel modes, whilst limiting vehicle traffic to local residents' access only.
- 8.14 Opportunities to maximise *sustainable transport* solutions will vary between urban and rural areas, and this should be taken into account in decision-making.
- 8.15 New road capacity will only be supported and/or required where severe transport impacts are likely, such as on air quality, safety or congestion on the road network, as determined by a transport assessment.

POLICY GESP24: Travel Planning

The submission of Travel Plans for approval and implementation will be required for all new purpose built student accommodation and developments incorporating at least 100 dwellings or 1000 square metres of non-housing floorspace. As a minimum Travel Plans should include:

- A. Residential Travel Plans - site specific proposals including information on nearby facilities and sustainable travel modes, travel vouchers and post implementation monitoring and reporting. This could be delivered either by the developer or through financial contribution to the Local Transport Authority
- B. Employee Travel Plans - site specific proposals including information on nearby sustainable travel modes, facilities and incentives to be provided for sustainable travel by staff and visitors and an agreed approach to implementation and monitoring of the Travel Plan

8.16 Travel plans are long-term management strategies for integrating proposals for *sustainable travel* into the planning process.

8.17 People's travel behaviours can be influenced by facilities at their place of work and when they move house. The provision of information, opportunities and incentives to use active and sustainable modes of travel, provided through a travel plan, can deliver significant improvements in walking, cycling and public transport use for comparatively low cost.

8.18 The *National Planning Policy Framework* says that "All developments which generate significant amounts of movement should be required to provide a Travel Plan". Historical guidance on thresholds for Transport Assessments would suggest that 100 dwellings is a sensible minimum for Greater Exeter.



Shared electric bike hire scheme

8.19 The *Devon Local Transport Plan 2026* identified a need for area wide travel planning. This is now being delivered in strategic allocations in Exeter and would be suitable to expand to the wider Greater Exeter area.

8.20 Travel plans will ordinarily be required at *outline planning application* stage by planning *condition*. The use of travel plans proposed in draft policy GESP24 will enable and allow for monitoring of an effective shift towards active and green travel options.

POLICY GESP25:

Long Distance Strategic Trails

The following trails will be identified and safeguarded to form part of the Strategic Walking & Cycle Network linking key towns to the existing strategic trail network, as identified on the policies map and to be detailed in the Infrastructure Delivery Plan [policies map and Infrastructure Delivery Plan to be published with the next version of the GESP]:

- a. Teign Estuary Trail; Newton Abbot - Bishopsteignton - Teignmouth - Dawlish
- b. Clyst Valley Trail; Killerton - Exe Estuary
- c. East of Exeter Trail; Whimble - Cranbrook - Mosshayne - Exeter
- d. Boniface Trail; Crediton - Exeter
- e. Mid Devon Trail; Tiverton – Tiverton Parkway - Willand - Cullompton

8.21 Draft policy GESP25 suggests a number of strategic *sustainable travel* routes linking Exeter and nearby towns. This network will join with local town and city routes to create a comprehensive cycle network for the Greater Exeter area, to increase active travel provision and deliver part of the networked city region vision. These routes should be primarily segregated cycle routes, with only minor sections on-road where no alternatives exist. Route planning should consider how the Strategic Cycle Route Network and local routes link together to ensure key locations are connected, such as public transport hubs, major employment locations, new development sites and town centres.



Cycle superhighway in Exeter

POLICY GESP26: Rail and Bus Projects

The following will be identified on the policies map to be allocated and/or safeguarded for the provision of public transport routes, rail stations and infrastructure [policies map and Infrastructure Delivery Plan to be published with the next version of the GESP]:

- A. New rail stations at
 - a. Marsh Barton
 - b. Monkerton
 - c. Cullompton
 - d. Cranbrook East
- B. Rail Frequency and Resilience Enhancements including
 - a. Between Dawlish and Teignmouth – rail resilience
 - b. Waterloo passing loop – additional tracks and capacity on London Waterloo Line
 - c. Tarka Line passing loop – to enable half hourly services to Crediton
- C. Bus reliability and priority enhancements necessary to achieve 15 minute bus frequency will be identified including;
 - a. A3052 to M5 J30
 - b. Heavitree Road – environmental enhancement and bus priority
 - c. A379 South West Exeter
 - d. Exe Bridges / Alphington Road

8.22 The Greater Exeter councils will work with bus service operators, Network Rail, rail franchise owners, the Department for Transport, relevant landowners and other stakeholders to support upgrades and improvements to the public transport networks. Depending on the outcomes of this consultation and the sites included in the next version of the GESP, further public transport projects may be added to the policy.

8.23 The rail infrastructure outlined above is the minimum required over the *plan period* to achieve a frequent and resilient *Devon Metro* service.



Bus services in Exeter

8.24 New railway stations and rail infrastructure improvements are required at key destinations and new communities including Marsh Barton, Cullompton and Cranbrook (land for which is proposed to be safeguarded in the *Cranbrook Development Plan Document*). These will contribute to the success of the rail network in and around Exeter, providing a large number of households with a convenient public transport option to access the city.

8.25 Works to protect the mainline along the coast near Dawlish are recognised by the government as a national priority. They will help to ensure the resilience of the mainline which is at risk from cliff erosion, rising sea levels and future storms.

POLICY GESP27:

Park and Ride around Exeter

Park and ride (and park and change) facilities will be allocated and delivered along the following corridors, as identified on the relevant policies map and to be detailed in the Infrastructure Delivery Plan [policies map and Infrastructure Delivery Plan to be published with the next version of the GESP]:

- A. B3181 Pinhoe Road corridor
- B. A30 / Heavitree Road corridor
- C. A376 / A3052 Clyst St Mary corridor
- D. A38 - A379 – Matford corridor
- E. A30 – A377 Alphington Road corridor
- F. A377 Cowley Bridge Road corridor

All facilities will include sufficient car parking, cycle storage and electric vehicle charging facilities.

- 8.27 Park and ride (including *park and change*) services are proposed in draft policy GESP27 because a significant proportion of Greater Exeter residents live in rural areas that are distant from a railway station, where frequent bus services cannot be sustained. Park and ride facilities give an opportunity for rural residents to switch from car to bus at the edge of the city, helping to maximise public transport travel within the more congested urban area.
- 8.28 Since park and ride buses can also be boarded by people along their route, they help to supplement other bus services by providing high frequency radial routes to the city centre. Running bus services between new and existing facilities will open up new cross-city travel opportunities and increase sustainable access to major employment areas on the edge of Exeter.
- 8.29 Exeter currently has four park and ride facilities at Matford, Digby, Sowton and Honiton Road which operate at close to full capacity. We propose to double the Exeter park and ride capacity and widen its geographic coverage by providing services from all the main routes into the city.
- 8.30 New facilities and services will be required to ensure a good customer experience with high quality waiting facilities. They will need to provide a quick and reliable alternative to driving into the city centre and be accompanied by investment in bus priority measures to allow bus services to be faster than travelling by private car. They should be sympathetic to their surroundings and consider the use of trees and planting, landscaping and appropriate lighting strategies. New facilities will also need to demonstrate how they will accommodate electric vehicle charging.



Honiton Road park and ride in Exeter

POLICY GESP28:

Electric Vehicles

Residential and commercial development proposals will include the infrastructure to be ready for electric vehicles (EV-ready), in accordance with the following:

- A. Each off-highway parking space in new residential developments will be fitted with an electric vehicle charging point or ducted circuit in a suitable position to enable an electric vehicle charging point to be easily installed in the future
- B. Where residential development only provides parking on highways, a plan will be required, setting out how sufficient charging infrastructure is to be provided and maintained
- C. Non-residential developments with 10 or more off-highway vehicle parking spaces will include at least 30% with electric vehicle charging points or a proportion equal to electric vehicle market share (whichever is higher at time of reserved matters/full application)
- D. Developers promoting strategic scale development will work with energy companies to ensure the development of relevant and appropriate and smart energy infrastructure is planned to provide current and future electric vehicle capacity (for example land for sub-stations, energy storage and renewable generation)
- E. All dwellings with a likely maximum load in excess of 7.5kW will be connected to the grid with a three phase electricity connection, which will extend to electric vehicle charging points, to enable improved management of electricity supply during periods of high demand
- F. The provision of fast electric vehicle charging points, particularly in highly accessible locations will be supported. New or significantly altered petrol filling stations will include provision of at least 2 fast electric vehicle chargers
- G. The infrastructure is sited to integrate positively with the built environment and not affect the significance, character, setting or local distinctiveness of a heritage asset

8.31 The government has committed to end the sale of new petrol and diesel cars from 2040 (potentially 2035) and to the UK achieving *net-zero carbon emissions* by 2050. To help attain this goal, large scale take-up of electric vehicles is expected. This would align with the draft GESP vision and efforts to improve air quality. We propose that the GESP should support the proliferation of electric vehicles and their associated infrastructure.

8.32 Part A of draft policy GESP28 requires each new allocated parking space (i.e. those off a highway) to be at least electric vehicle ready. This means that a suitable electrical supply or circuit will need be installed to the parking space during construction, allowing residents to easily install the appropriate charging infrastructure suitable for their vehicle's needs. Part B requires sufficient provision of charging infrastructure to be identified as a requirement for unallocated on-street parking, to be secured via a parking plan that is agreed with the local planning authority.

8.33 Part C of draft policy GESP28 requires 30% of non-residential parking spaces to include electric vehicle charging points. This target and the associated threshold of 10 off-highway parking spaces is considered to be suitable and achievable, allowing growth of the EV market without having a disproportionate impact on development viability. Should EV market share rise to higher than 30% during the lifetime of the GESP, at least an additional proportion reflecting the latest market share should be provided.

8.34 Part D of draft policy GESP28 requires developers to engage with appropriate organisations to future-proof development for our future energy needs. This may mean planning for and putting aside appropriate parcels of land for future energy storage and sub-stations to enable future EV capacity.

- 8.35 Part E of draft policy GESP28 requires electricity grid connections to be “three phase” to enable sufficient capacity (load), flexibility and two-way flows in order to support smart energy management such as *vehicle to grid* flows at times of peak demand.
- 8.36 Part F of draft policy GESP28 aids longer distance travel through the Greater Exeter area by supporting the provision of fast electric vehicle charging spaces on the *major road network*. The creation of such a network will help to dispel ‘range anxiety’ concerns. An electric vehicle fast or rapid charger comprises any charging point which has the capacity to charge a vehicle from flat to 80% in 30 minutes or less.
- 8.37 The use of electric vehicles will support decarbonisation if they are primarily charged using renewable sources of electricity. However, the increase in electric vehicles may, unless accompanied by sufficient and appropriate smart energy infrastructure, result in electrical supply and capacity issues at peak times. This is recognised as a national issue and draft policies in the climate emergency chapter support the delivery of renewable energy generation as well as energy storage and management infrastructure.

POLICY GESP29:

Highway Links and Junction Improvements

The following projects have been identified as the principal highway improvements on the strategic and major road network. This plan will safeguard land where necessary:

- A. Strategic Road Network:
 - a. M5 J27 - A361 including Tiverton Parkway junction all movements junction to provide access to Parkway railway station and remove trips from the motorway junction
 - b. M5 J28 and Cullompton Town Centre Relief Road to provide extra capacity and/or remove trips from the motorway junction
 - c. Improved capacity and resilience between M5 J29 to M5 J31, including enhancements to local routes from Clyst Road to A376 to reduce local traffic on M5 J30
 - d. Relocation of M5 J30 and J28 motorway services to one new “on-line” site
 - e. A30/A303 improvements – Honiton to Devonshire Inn; Devonshire Inn to Marsh
- B. Major and local Road Network:
 - a. A382 (Newton Abbot to Drumbridges) – widening of highway from Jetty Marsh Road with addition of cycle routes and improved junctions including new roundabout at Forches Cross and link road to A383
 - b. A30 (Clyst Honiton) to A3052 link - new main road allowing local north – south movement without the need to use the motorway junctions
 - c. Junction of A379 at Peamore with A38 to create north bound onslip

- 8.38 *Strategic transport* infrastructure remains central to the competitiveness and success of the Greater Exeter area. The GESP needs to protect this connectivity to ensure that the area remains attractive for business.
- 8.39 Based on transport modelling and analysis, the projects listed above are required. These are focused on the *strategic road network*, the emerging *major road network*, and a number of local improvements in key locations to ensure that the network continues to work for those that rely on it.
- 8.40 Depending upon the sites chosen for proposed allocation in the next version of the GESP, this list may be reviewed and updated to include additional appropriate projects.



Tithebarn link road

POLICY GESP30: Movement in Exeter

Exeter's movement and public transport networks and infrastructure will be improved by:

- A. Focussing on quality of place by requiring and enabling streets and corridor improvements to reduce the dominance of cars and support city centre vitality. The public realm, including in the following corridors will be improved to create people focussed urban areas with safer cycling and walking, improved air quality and reduced dominance of cars:
 - a. City Centre streets, including South Street, Fore Street, Paris Street and Queen Street
 - b. Heavitree Road
 - c. Cowick Street
- B. Building a comprehensive pedestrian and cycle network within Exeter. This includes the following cycle routes which will be delivered as allocated or identified on the relevant policies map and to be detailed in the Infrastructure Delivery Plan [policies map and Infrastructure Delivery Plan to be published with the next version of the GESP]:
 - a. St David's - University of Exeter - Redhayes Bridge
 - b. City Centre - Heavitree - Redhayes Bridge
 - c. City Centre - Wonford - Newcourt – Topsham
 - d. Pennsylvania - Polsloe Bridge - Heavitree - Wonford - River Exe
 - e. SW Exeter - Alphington - City Centre
- C. Improving cross-city bus corridors and bus access to edge of city growth locations and employment areas will be achieved by developing Park and Ride sites on all key road corridors into Exeter, doubling the number of spaces serving the city. This is set out in draft policy GESP27
- D. Expanding Shared Mobility provision across the City, linking with Electric charging and supporting the creation of a new zero-emission transport subscription service.

- 8.41 Despite the majority of Exeter residents now travelling to work by sustainable modes, their movements still account for 35% of car-based commuter trips to destinations in the city. With the widest choice of travel options and shortest journey distances, those who live and work in the city have the greatest opportunity to use non-car modes. Proposals to make alternative means of travelling to work more attractive and to achieve an even better shift to *sustainable transport* modes are identified in draft policy GESP30. Suggested improvements include:
- Removal of car dominance on some key routes to create safer walking and cycling options with improved air quality
 - Expanding the already successful pedestrian and cycle network to achieve a more comprehensive network with linkages between home, work and recreational destinations
 - Using the expansion of park and ride facilities in Exeter (identified in draft policy GESP27) to potentially improve cross-city bus corridors which will more effectively connect people's homes to key employment sites on the edge of the city
 - Expanding *shared mobility* provision, making it easier for residents to take advantage of a range of zero-emission transport options available within the city
- 8.42 The content of draft policy GESP30 is based on the *Exeter Transport Strategy*, developed by Devon County Council. The purpose of the Strategy is to promote *sustainable travel* by focusing on the health and quality of place benefits and the opportunities that technology offers to engage and inform people about their travel choices. The full Strategy is available at www.gesp.org.uk/evidence/xxxx.

POLICY GESP31:

Settlement Specific Enhancements

Key towns, including in particular those with strategic growth proposals, will be improved by:

- A. Building a comprehensive pedestrian and cycle network within identified towns, including in Newton Abbot, Cranbrook, Crediton, Cullompton, Dawlish, Exmouth, Honiton, Teignmouth, Tiverton and the GESP allocations. [Policies map and Infrastructure Delivery Plan to be published with the next version of the GESP]
 - B. Focussing on quality of place by requiring and enabling streets and corridor improvements to reduce the dominance of cars, support town centre vitality and create people focussed urban areas. [Locations to be determined after this consultation and identified in the next version of the GESP]
 - C. Achieving a modern, reliable and low carbon bus route network within and between the main settlements and growth areas. This will include through improved bus routes and services, as well as Park and ride facilities to be allocated and delivered in growth areas and main towns along the following corridors, as identified on the relevant policies map and to be detailed in the Infrastructure Delivery Plan. [Locations to be determined after this consultation and identified in the next version of the GESP]
- 8.43 Draft policy GESP31 identifies a range of travel improvements for the main towns and growth areas, including improved active travel networks, quality of streets and movement corridors and bus networks.
- 8.44 Streets which prioritise people and active travel over car traffic will be provided by new or improved routes, which will connect key destinations and form resilient primary movement corridors within settlements.

- 8.45 Measures to enable the delivery of a *low carbon* and low emissions bus fleet will need to be considered in partnership with bus operators.
- 8.46 More detailed transport infrastructure routes and requirements will be identified in the GESP allocations policies and in the *Infrastructure Delivery Plan*, both of which will be published within and alongside the next version of the GESP. Further locations, including towns, may be added depending on the outcome of this consultation and the sites proposed for allocation in the next version of the GESP.



Cycle bridge in Exeter

POLICY GESP32:

Gigabit Ready Developments

To ensure that residents and businesses in new buildings have access to a choice of fixed and mobile internet services with a potential for reliable and resilient gigabit per second speeds, new developments will:

- A. Incorporate digital infrastructure as one of the essential utilities, with routing and phasing planned comprehensively alongside the other utilities in a Utility Network Plan
- B. Provide a network of open access ducting (open to all fibre providers) suitable for and including full-fibre connections to each building. Ducting must have capacity to accommodate and enable multi-operator fibre to the premises to encourage competition and choice for consumers
- C. Demonstrate that suitable arrangements have been made for the ownership, management and maintenance of the open access ducting, for instance through transfer to a "Dig Once" mutual or trust
- D. Make financial contributions towards improving off-site digital infrastructure, where necessary and viable.

Sites of at least 500 dwellings or 5ha of employment should ensure resilience by seeking to provide at least two physically separate external connections points.

- 8.47 High quality digital connectivity underpins the draft GESP vision as one of the essential utilities. Access to high speed, reliable fixed and mobile connectivity for businesses and residents will support steady changes to the area's economy and is therefore a key plank of the draft GESP vision. Domestic broadband use continues to grow and home working and remote service access is increasingly necessary as standard. As network reach and capacity increases, there will be travel reduction benefits that support the proposed GESP transport strategy and the potential for further travel-related innovations.
- 8.48 Planning has a role to play in ensuring new developments are future-proofed and avoid unreasonable barriers to the delivery of infrastructure needed to achieve improved connectivity across the area. This is supported by the *National Planning Policy Framework* and wider government preference for a competitive market using "*fibre to the premises*" capable of 1 gigabit per second speeds. Allied to this is the GESP's aim to promote and accelerate investment in such networks by multiple providers so as to stimulate competition. On this basis draft policy GESP32 is underpinned by twin digital infrastructure objectives to:
1. Reduce barriers (practical and financial) to the installation of, and access to, the most advanced digital connectivity technologies that are reasonably possible for providers and users (at present, *gigabit-capable* services); and
 2. Support consumer choice and effective market competition by requiring ducting sufficient to allow more than one provider to service a development.
- 8.49 The initial requirement is that digital infrastructure is planned out from the start and coordinated with other necessary utilities (such as water, sewerage, electricity and district heating networks). We suggest this can be achieved by the submission of a comprehensive *Utility Network Plan* for the site. The necessary ducting and fibre can then be laid alongside other utilities using a "*dig once*" approach to service the site. This will reduce costs and disruption during construction and in the future.
- 8.50 Ensuring that all new buildings and developments (in use classes A, B, C and D) have suitable duct and riser space designed-in and built-in from the start will remove unnecessary cost and delay to the telecoms industry, thereby stimulating market competition and enabling *gigabit-capable* connectivity. Draft policy GESP32 requires that *open access ducting* open to all fibre providers with capacity for multiple providers to lay sub-ducting and/or fibre is provided in all new buildings. As knowledge improves and technology matures and develops, digital infrastructure requirements will need to be updated too.
- 8.51 The ducting will need to be open to additional fibre provision without barriers and in perpetuity, to encourage a more competitive, open digital market. This will be secured through *planning obligations* or legal agreements. Ongoing ownership, management and maintenance of this ducting will need to be considered and demonstrated by the applicants. Draft policy GESP32 proposes that the Greater Exeter councils can work in partnership with public and private stakeholders to set up a "*dig once trust*". Once in place, this trust will be willing to take such assets on.
- 8.52 In some cases, it may be necessary for off-site digital infrastructure to be improved or upgraded to enable *gigabit-capable* connectivity. Where this is necessary, we propose that fairly related in scale and kind, and as viability allows, developments should make financial contributions towards these works. This may include contributions towards delivery of the digital spine proposed in draft policy GESP33.
- 8.53 Strategic-scale developments require additional levels of resilience in terms of their digital connectivity. For this reason, we propose that developments of at least 500 homes or 5ha

employment (gross site area) should ensure that they are served by at least two physically separate connection points arising from two separate *points of presence*.

POLICY GESP33:

Digital Spine

To support the digital and economic transformation of the Greater Exeter area, the Greater Exeter councils will work together with public and private sector partners to develop a regional fibre spine as indicated on the transport strategy diagram (Figure 8.1) and Key Diagram [to be published in the next version of the GESP]. The regional fibre spine will:

- A. Provide gigabit-capable full-fibre connectivity across the GESP area, linking to key assets along their routes
- B. Provide a network of open access ducting with capacity to accommodate multiple fibre optic cables and/or sub-ducting
- C. Enable the development of carrier neutral Digital Exchanges at key nodes
- D. Be owned, managed and maintained by the Greater Exeter Digital Infrastructure Cooperative

- 8.54 To support the digital and economic transformation of the Greater Exeter area, the Greater Exeter councils are committed to work together and with public and private partners to create a Greater Exeter Digital Infrastructure Cooperative. This will be a community organisation run on a cooperative and mutually beneficial basis by its members. It will invest in, manage and maintain infrastructure that can lead to the digital and economic transformation of the area. The Cooperative will comprise the Greater Exeter councils and any public and private sector stakeholders with an interest in furthering the digital and economic transformation of the area. The Cooperative will lay a regional spine of *open access ducting* and fibre connecting key assets along its route, using *dig once* opportunities wherever possible. Commercial operators, community groups and public sector partners will be able to lease space within this ducting through which to “blow” their own fibre optic cables, or pay to splice into the network at various points along it. This will provide opportunities for new and improved connections for anyone, including hospitals, public authorities, large businesses or entire rural villages. The digital spine will also stimulate commercial rollout of *gigabit-capable* fibre to premises across the area.
- 8.55 In addition to the regional spine, the development of *Digital Exchanges* are fundamental to the digital and economic transformation of the area. *Digital Exchanges* are neutral exchange points for digital networks (physical and electronic) to meet, offering low cost internet transit and hosting, shared space for server location and data centres and flexible office space with technical/business support. They have the potential to act as a catalyst to the growth of digital and tech-creative industries and encourage clustering of such businesses.
- 8.56 The regional spine will be connected to the main *Digital Exchange* (DEX) which is likely to be located in Exeter city centre. Exeter *Digital Exchange* (E-DEX) will act as a main hub of digital connectivity on this regional spine, and will include the full suite of DEX features. The regional spine will have key nodes along it where branches of the network meet and where significant demand exists. These nodes will benefit from the development of local DEX points which can act as satellites to E-DEX and spread the benefits across a wider area.

Chapter 9: Nature

Introduction and Summary

- 9.1 The quality of the natural environment is a vital asset of the Greater Exeter area. This chapter focuses on key cross boundary environmental issues that benefit from a Greater Exeter wide consistent policy approach. Many of the natural environment and other environmental protection policies are, and will continue to be, contained within national guidance and district level *local plans* and do not need to be repeated in the GESP. To achieve the “greater places for nature – rebuilding *biodiversity* and peoples’ access to it” priority of our draft GESP vision, the draft policies in this chapter propose to:
- Ensure that developments provide at least a 10% overall enhancement in *biodiversity*
 - Provide a strategy to protect the internationally important wildlife sites of the Exe Estuary, Dawlish Warren and East Devon Pebblebed Heaths through the funding of on-site management and off-site *Suitable Alternative Natural Greenspace (SANG)*
 - Define new limits to the Clyst Valley Regional Park and provide a strategy for its protection and enhancement
 - Facilitate the planting of 10,000 hectares of new woodland creation to link with existing woodland and *biodiversity* networks
- 9.2 Alongside the next version of the GESP a draft *Greater Exeter Green Infrastructure Strategy* will be published, setting out the locations of existing areas of high *biodiversity*, the corridors and sustainable movement networks that connect them, and the key areas of accessible open space. This context will provide a basis for environmental issues to be considered when planning for growth across the Greater Exeter area.

POLICY GESP34: Rebuilding Biodiversity

Major development proposals will demonstrate at least 10% net gain in biodiversity compared with the pre-development situation by including or funding biodiversity enhancements, as appropriate. Biodiversity losses, compensation and enhancements will be calculated using the most recent nationally endorsed biodiversity metric, taking into account any adopted local authority guidance. Compensation and enhancements will be delivered in accordance with the Local Nature Recovery Strategy and Network [emerging] and secured by planning conditions and/or planning obligations.

- 9.3 To achieve the government’s commitment to halt the overall decline in *biodiversity*, the *National Planning Policy Framework* requires the planning system to minimise impacts on, and provide *net gains* for *biodiversity*¹. Development that adopts a *biodiversity net gain* approach seeks to make its impact on the environment positive, delivering improvements through habitat creation or enhancement after avoiding or mitigating harm as far as possible. This includes establishing coherent ecological networks that are more resilient to current and future pressures.
- 9.4 All development has the potential to impact both positively and negatively on local *biodiversity*, with effects on existing features and proposals for conservation or improvement. Draft policy GESP34 seeks to ensure that development within the Greater Exeter area consistently rebuilds *biodiversity* by requiring *net gains*.

1. In October 2019, the UK Government presented the Environment Bill for England, which includes a new national requirement for a 10% ‘net gain’ to *biodiversity* in development projects. If enacted in its current form, this would supersede the need for GESP36.

- 9.5 *Net gains* would need to be demonstrated. We suggest this should be achieved through use of a *national biodiversity metric* which considers habitat types as the proxy for the *biodiversity* in a given area, supplemented with information about condition, distinctiveness and connectivity. Local Nature Recovery Strategies and Networks are being developed by local authority ecologists and Natural England, and should be used to facilitate the delivery of *net gain*. The *Greater Exeter Green Infrastructure Strategy*, which is being developed alongside the GESP, could provide information for compensation and enhancement proposals, ecological network mapping and identify potential locations to achieve *biodiversity net gain*; as this work emerges our approach will be refined.
- 9.6 The application of draft policy GESP34 does not override national and local policies for the protection of defined *protected* or *priority species*, *priority habitats* and *irreplaceable features*. Where there is potential for a proposed development to cause harm to internationally, nationally or locally designated sites, *protected* or *priority species*, or *priority habitats*, applicants (alongside the local authority as competent authority in HRA matters) would still need to undertake appropriate surveys and assessment to a nationally recognised standard prior to the submission of a planning proposal (see *Natural England Standing Advice*).



The River Exe flood relief channel

POLICY GESP35: Woodland Creation

To accord with the advice of the Committee on Climate Change (CCC), 10,000 hectares of new woodland will be created within the GESP area by 2040.

The Councils will seek to encourage or deliver appropriate woodland creation in areas identified in Figure 9.1 as offering the highest opportunity to expand and connect existing woodland. Development proposals located within these areas of higher priority will maximise opportunities to undertake woodland creation.

- 9.7 Trees provide an enormous multifunctional benefit to people and wildlife, helping to improve our health, providing *biodiversity* habitats and recreational opportunities, preventing flooding and improving air and water quality.
- 9.8 Approximately 12.5% of the GESP area is currently covered by recognised woodland (National Woodland Inventory), which equates to approximately 27,000 hectares. This is broadly consistent with the national average for England of 13% coverage, which is three times lower than the European average of 37% and makes the UK one of the least wooded countries in the continent.
- 9.9 Only 1,420 hectares of trees were planted in England in the year to March 2019, 71% short of the government's target of 5,000 hectares in the period.
- 9.10 The Committee on Climate Change (CCC) has recommended that 30,000 hectares of woodland be created across the UK every year to take the national average from 13% land coverage to 17%– the equivalent of 1.5 billion new trees.
- 9.11 Should this 17% target be applied to the Greater Exeter area, this would equate to the delivery of a total of 10,000 hectares of new woodland. Given that trees are generally most efficient at capturing carbon between the years 20 - 50 following planting it would be necessary to “front-load” delivery of these into the earlier stages of the *plan period*. A new native woodland can capture 300-400 tonnes of CO₂ equivalent per hectare (tCO₂e/ha) by year 50, and 400-500tCO₂e/ha by year 100 (Forestry Commission).
- 9.12 Whilst the majority of tree planting is considered to be permitted development, given the urgency of tackling climate change reflected in each Greater Exeter council's climate emergency declarations it is considered important to provide an overarching strategy which targeted the areas in which woodland creation would be most beneficial, and to provide a target by which the scale of new treed areas can be highlighted and monitored against. The *biodiversity net gain* requirement set out in draft policy GESP35 (and included in the Environment Bill) has the potential to be an important mechanism for woodland creation.
- 9.13 Councils, developers and landowners alike will play an active role of the delivery of these targets through *direct delivery*, in particular the incorporation of woodland creation on agricultural land and in areas of open and recreational spaces within and outside development proposals.
- 9.14 However, given the scale of the task, it is improbable that existing incentives will create the environment necessary to be able to deliver the targeted scale of woodland creation and therefore the Greater Exeter councils will likely need to play an active role, considering opportunities to purchase or repurpose existing owned land for the delivery of new woodland

areas alongside partnerships with bodies such as the Woodland Trust and the Forestry Commission.

9.15 Given the high up-front costs of purchasing land, advantage will need to be taken of regular and one-off finance streams, including the Woodland Carbon Fund and Woodland Creation Grant which can provide both one-off payments and a regular funding stream into the future. As the need to decarbonise to meet climate targets becomes more acute, it is expected that further funding streams will be made available, including those expected to be introduced in the upcoming Environment Bill. The use of *biodiversity net gain* payments is another potential source of funding.

9.16 Figure 9.1 shows the woodland creation priority areas based on the existing woodland in the Greater Exeter area. Higher numbers/darker colours indicate greater opportunities to expand and connect existing woodland based on Lawton principles to deliver “more, bigger, better and joined” ecological networks to maximise *biodiversity* gain. Woodland creation opportunity mapping is a factor being incorporated into work on *biodiversity net gain* Local Nature Recovery Networks, to ensure draft policy GESP34 and GESP35 maximise opportunities to dovetail. All new areas of woodland should accord with the UK Forestry Standard (UKFS).

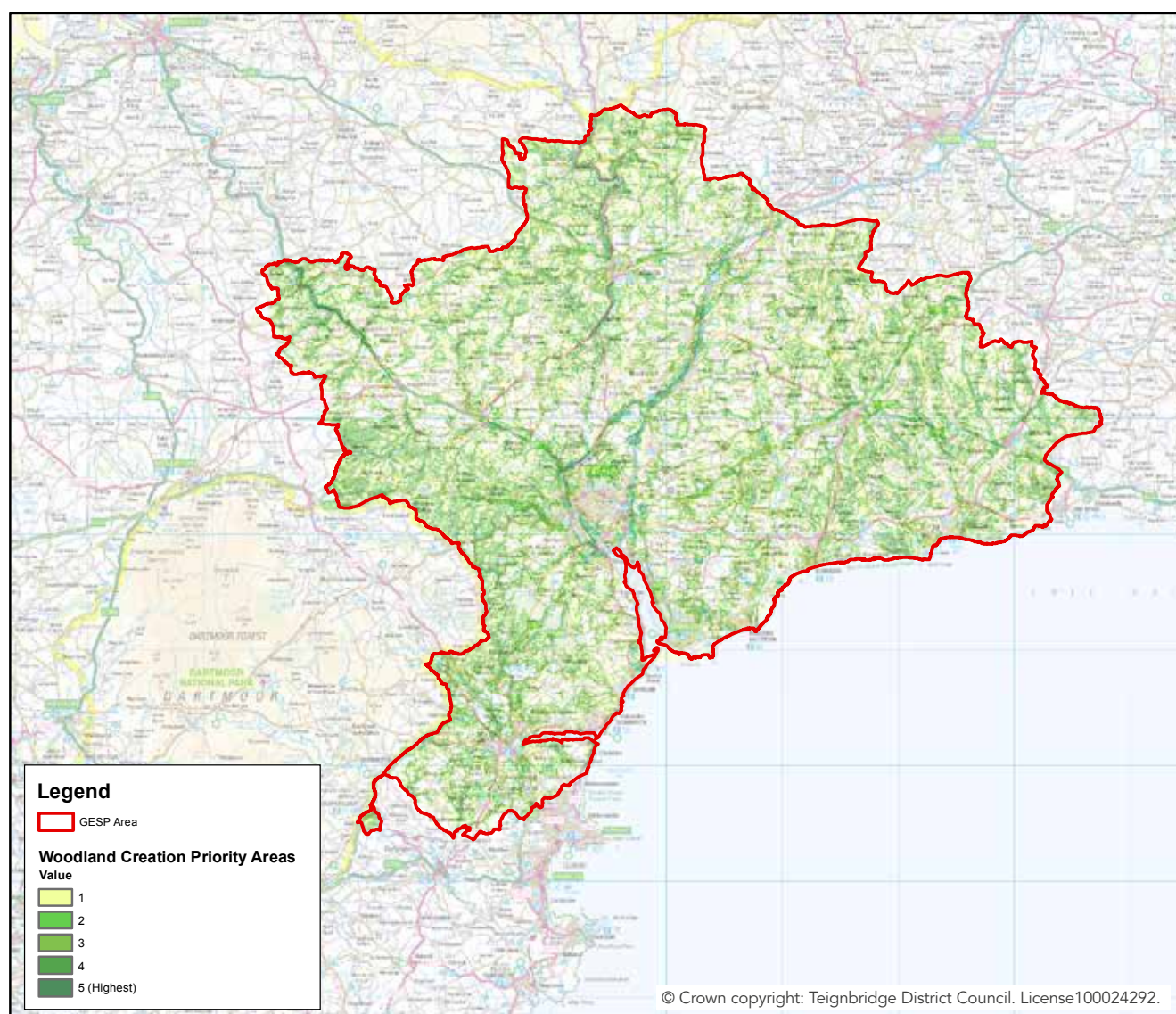


Figure 9.1 Map showing opportunity areas for the creation of woodland

POLICY GESP36:

Exe Estuary, Dawlish Warren and East Devon Pebblebed Heaths

To mitigate additional pressure on the Exe Estuary Special Protection Area and Ramsar site, Dawlish Warren Special Area of Conservation and East Devon Pebblebed Heaths Special Area of Conservation and Special Protection Area (the 'protected sites'), the following limitations and requirements will apply to development:

- A. Additional residential development will not be permitted within 400m of the East Devon Pebblebed Heaths Special Protection Area and Special Area of Conservation
- B. Development will only be permitted within 400m of the Exe Estuary Special Protection Area and Dawlish Warren Special Area of Conservation where an Appropriate Assessment can show there will be no adverse effects to those sites, including effects arising from urbanisation impacts
- C. Development of residential or holiday accommodation within 10km of one of more of the protected sites, as shown on Figure 9.2, will be required to pay a Strategic Access Management and Monitoring (SAMM) fee per additional dwelling or tourist bedspace, to be calculated annually based on the most up to date South East Devon European Site Mitigation Strategy (or equivalent) and its implementation plan
- D. Development of residential or holiday accommodation within 10km of one of more of the protected sites, as shown on Figure 9.2, will be required to provide and maintain Suitable Alternative Natural Greenspace (SANG) in perpetuity, either:
 - a. In accordance with SANG provision as set out in a development plan allocation, at the expense of the development and early in the delivery of the site, or
 - b. Where development is without an associated SANG identified in an allocation policy, pay a financial contribution to the Local Planning Authority sufficient to provide and maintain 180 square metres of SANG per dwelling or tourist bedspace in an appropriate strategic location
- E. Provide any other specific measures to avoid residual impacts identified from Appropriate Assessment

9.17 The Greater Exeter area contains and is close to a number of internationally important wildlife sites (Figure 9.3). These sites form part of *Natura 2000*, an international network of sites important for nature conservation established under the European Community Wild Birds and Habitats directives.

9.18 To ensure the GESP does not harm the *Natura 2000* sites, *Habitats Regulations Assessment* work is underway. The *Habitats Regulations Assessment* identifies which *Natura 2000* sites might be at risk of harm, considering the nature of the harm ('likely significant effects') and the mitigation required to avoid this occurring. As the specific development proposals of the GESP emerge, their impact on the *Natura 2000* sites will be considered and appropriate policy requirements will be included in the GESP.

9.19 In advance of the completion of this work, one already flagged issue requiring policy consolidation is the approach to protecting the Exe Estuary, Dawlish Warren and the East Devon Pebblebed Heaths. This builds on an on-going effort to protect the sites from development pressure and is set out in draft policy GESP36.

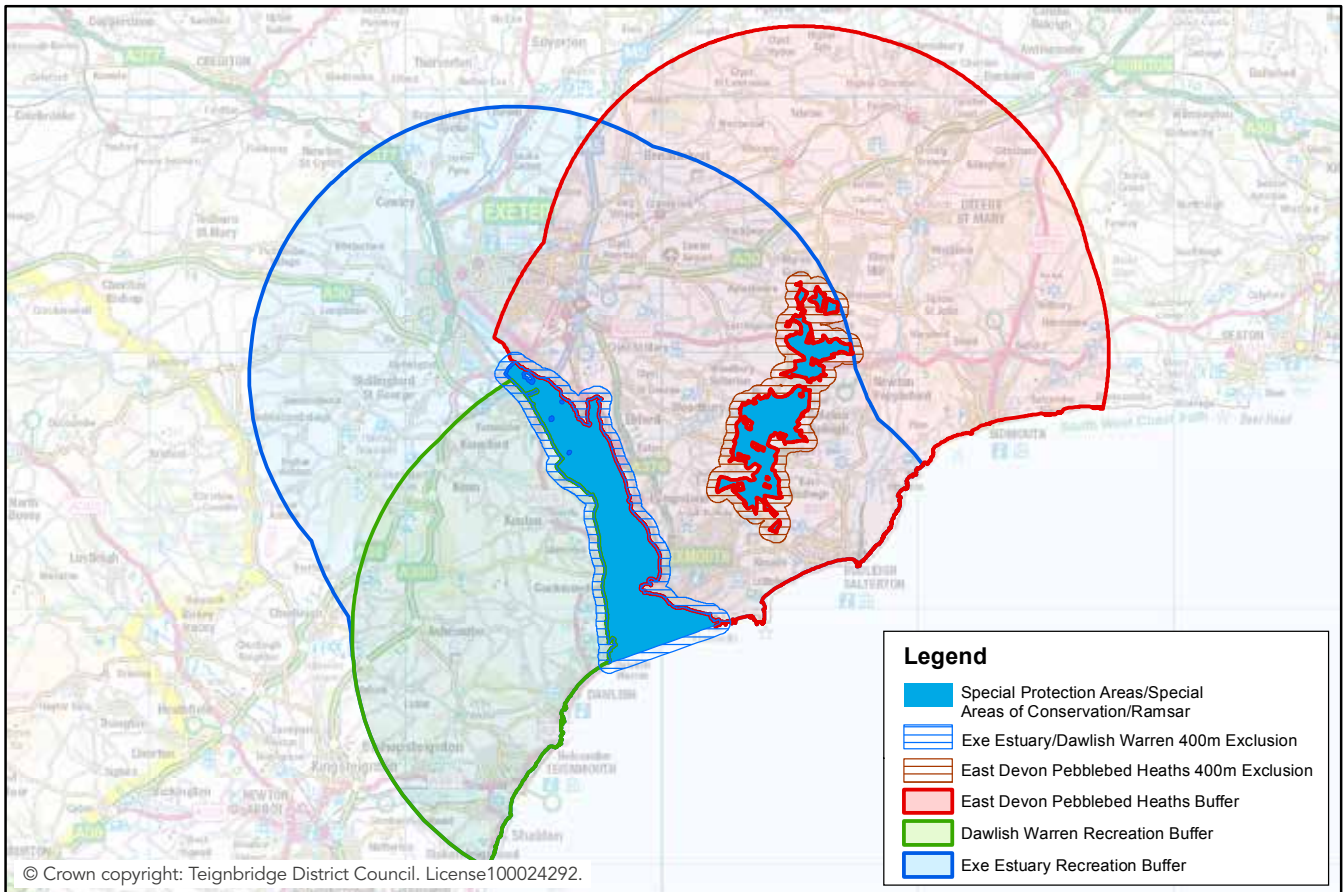


Figure 9.2 Map showing zones referred to in draft policy GESP36

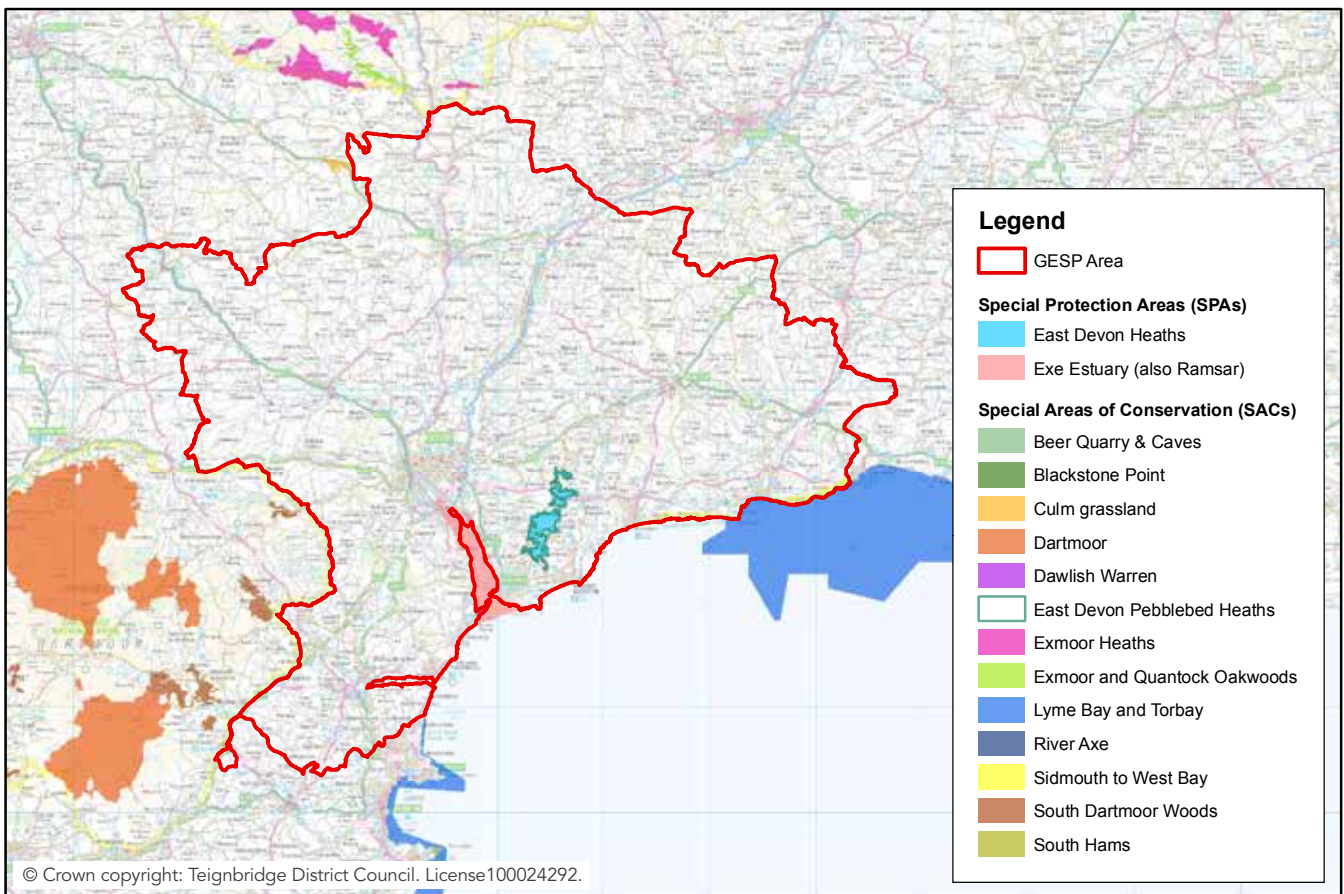


Figure 9.3 Natura 2000 sites in or near to the Greater Exeter area

- 9.20 Predation of birds by domestic cats is a pre-existing concern for the East Devon Pebblebed Heaths. To help preserve the integrity of this site, draft policy GESP36 ensures new dwellings will not be allowed on or within 400 metres of the East Devon Pebblebed Heaths *Special Protection Area* and *Special Area for Conservation*. This measure also protects the sites from additional general urban effects, recreation and fragmentation/isolation. This is consistent with existing East Devon *Local Plan* (2016) policy. Draft policy GESP36 also seeks to protect the Exe Estuary *Special Protection Area/Ramsar* and Dawlish Warren *Special Area of Conservation* from additional general urban effects, recreation and fragmentation/isolation by nearby development (within 400m). This avoids adding to existing levels in urban areas or creating new issues in non-urban areas.
- 9.21 Previous and current *Habitats Regulations Assessment* work identifies recreational disturbance due to new residential and tourism development within about 10km is a potential risk of harm to the Exe Estuary *Special Protection Area* and *Ramsar* site, Dawlish Warren *Special Area of Conservation* and the East Devon Pebblebed Heaths *Special Area of Conservation* and *Special Protection Area*. These 10km zones are illustrated in Figure 9.2 and referred to in draft policy GESP36. To ensure that future development proposals are acceptable and will not lead to adverse impacts or worsening of habitat integrity an updated *South East Devon European Site Mitigation Strategy* will be prepared alongside the GESP. This will also look at district *local plan* impacts. The current *South East Devon European Site Mitigation Strategy* is implemented under a joint *Habitats Mitigation Executive Committee* comprising of East Devon, Exeter and Teignbridge councils.
- 9.22 The current *South East Devon European Site Mitigation Strategy* identifies that recreation pressure from additional development in the defined zones can be alleviated by a combination of:
- Strategic Access Management and Monitoring (SAMM) measures, for example including ranger time, zoning, car parking management, education etc.
 - The provision of *Suitable Alternative Natural Greenspace* (SANG), with around 8 hectares for every net new 1,000 residents accommodated through development. At an assumed average of 2.3 persons in each new home built this equates to around 180 square metres of *Suitable Alternative Natural Greenspace* per net extra dwelling. *Suitable Alternative Natural Greenspaces* are semi natural open space areas that should be specifically appealing to dog walkers. Unless the site is provided for the sole use of a local population living within a 400m catchment the provision of free parking is essential (with context considered). These areas should be closer to users homes than the protected site, and of a scale to supply a choice of walking routes (up to 5km desired). Sites must be provided and maintained 'in perpetuity' with unrestricted public access.
- 9.23 It is considered that the updated *South East Devon European Site Mitigation Strategy* will continue and expand on the existing approach. Where necessary *Suitable Alternative Natural Greenspaces* will be identified on the *policy map*, demarcated in allocation concept plans and considered critical infrastructure within the *Infrastructure Delivery Plan* (all of which will be published within and alongside the next version of the GESP). Draft policy GESP36 also proposes that for some planning proposals a financial contribution will be required to contribute to measures (including *Suitable Alternative Natural Greenspace*) offsite.
- 9.24 A vital part of the *South East Devon European Site Mitigation Strategy* is monitoring, to ensure the ends envisaged are achieved. In light of monitoring information, the *South East Devon European Site Mitigation Strategy* will be continue to be updated as necessary.

POLICY GESP37:

Clyst Valley Regional Park

Land is designated on the policies map [to be published with the next version of the GESP] as the Clyst Valley Regional Park (see Figure 9.4). The Regional Park will provide high quality, accessible natural green space and enhance biodiversity, landscape quality and the historic environment. Developer contributions, the Community Infrastructure Levy and other sources will fund its delivery. A masterplan will be prepared, setting out how the Regional Park will deliver:

- A. Suitable Alternative Natural Greenspace (SANG) to mitigate the recreational impact of development on Natura 2000 sites
- B. A network of multi-use trails providing recreational and commuting routes from homes to employment and recreation sites in Exeter and the West End of East Devon
- C. An increase in the amount of priority habitats
- D. An increase in the population of protected or priority species by ensuring that breeding, resting and feeding sites are protected and enhanced
- E. An improvement in the health and wellbeing of residents in East Devon and Exeter
- F. A reduction in flood risk by implementing natural flood management
- G. An improvement in the water quality of the River Clyst and tributaries, thereby achieving Water Framework Directive targets
- H. The conservation and enhancement of heritage assets, particularly those 'at risk'
- I. Opportunities for the public to understand and enjoy the natural and cultural heritage of the Park and contribute to its conservation and enhancement

Development within the designated area will not be permitted unless it contributes to the achievement of these objectives.

Where irreconcilable conflicts exist between the conservation of priority habitats or species and public enjoyment, then conservation interest will take priority.

- 9.25 The valley of the river Clyst forms an extensive area containing a variety of recreational, biodiversity and heritage features including the key estates of Killerton, Poltimore House and the publicly accessible woodlands of Ashclyst Forest, Whitedown, Paradise Copse and Danes Wood. In acknowledgement of these important features, the Clyst Valley Regional Park was designated in the East Devon Local Plan (2016).
- 9.26 Since adoption of the East Devon Local Plan (2016), a series of new and improved greenspaces have been delivered as part of the Clyst Valley Regional Park. These include the Cranbrook Country Park, Poltimore Park, Pinn Brook Park and new areas of woodland and orchard through the ongoing *Great Trees in the Clyst Valley* project. In addition, 1km of the 13km recreational/commuter Clyst Valley Trail has been delivered, forming the backbone of the new park.
- 9.27 The importance of delivering the Clyst Valley Regional Park is re-affirmed with the development pressure within the Greater Exeter area. To ensure the natural asset of the Clyst Valley Regional Park is maximised and to achieve our draft GESP vision of delivering a health promoting environment for our residents and creating great places for nature, draft policy GESP37 proposes extending the regional park boundary to incorporate the Lower Clyst with two linking corridors extending along the feeder watercourses of the Aylesbeare stream and the Grindle Brook. The extent of the Clyst Valley Regional Park is shown in Figure 9.4.
- 9.28 Delivery of the southern section of the Clyst Valley Regional Park will incorporate linked recreational routes and could have the potential to include areas of *Suitable Alternative Natural Greenspace*.

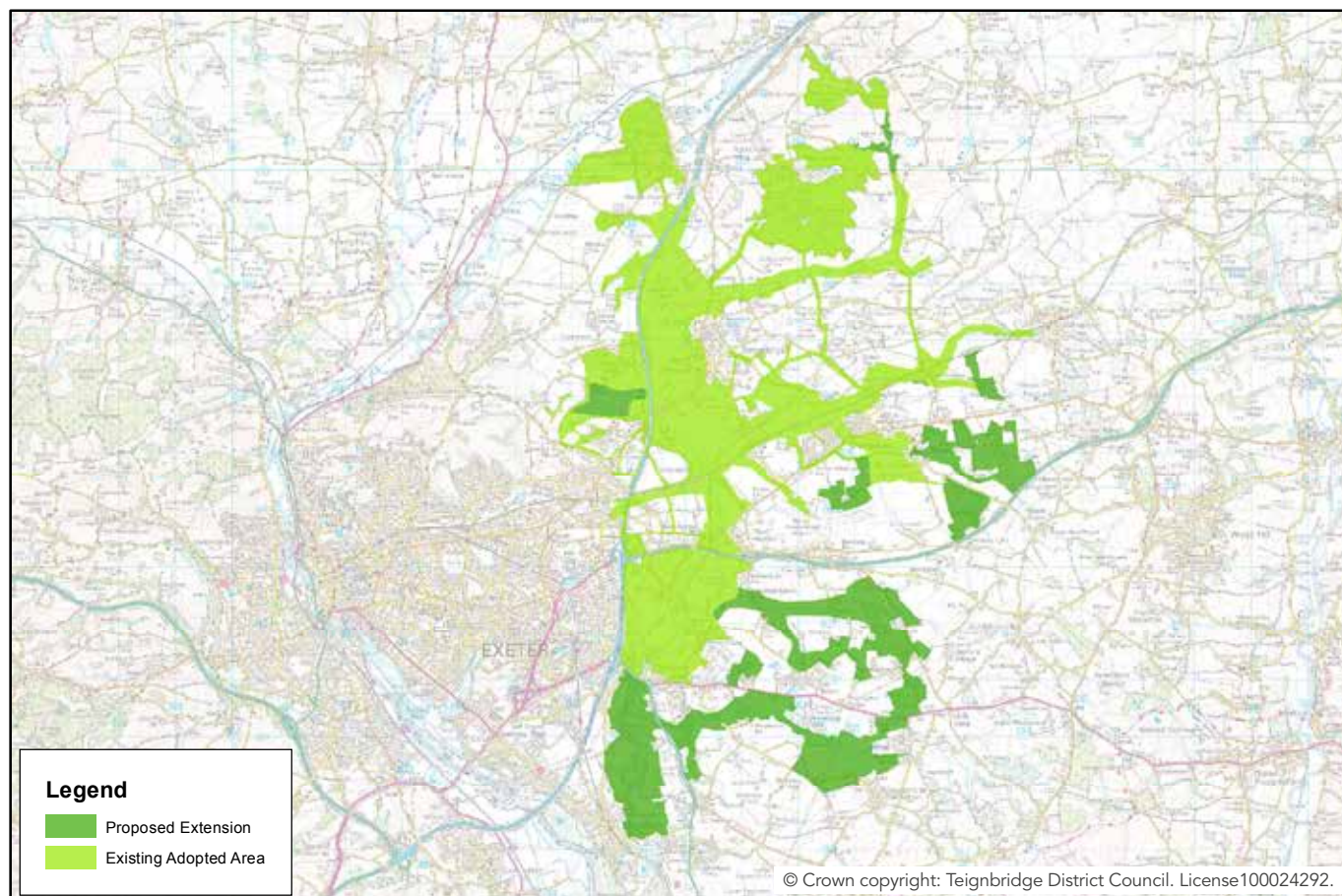


Figure 9.4 Map showing revised boundaries of the Clyst Valley Regional Park

9.29 The Lower Clyst comprises the tidal reaches of the River Clyst extending from Clyst St Mary to the confluence with the Exe Estuary at Topsham. The area is prone to flooding which is likely to become more common and severe over time as a result of climate change-induced sea level rise. There are existing proposals to introduce flooding to create new intertidal habitat for birds to replace those lost as a result of rising sea levels in the Exe Estuary. It will be important to ensure that any development which will increase recreational activity in this area such as new open spaces or paths would not prejudice such proposals coming forward or cause disturbance to birdlife.

Chapter 10: Quality Places and Infrastructure

Introduction and Summary

- 10.1 A key government focus is to increase the amount of housing being built. Whilst this is important, development also needs to be of a high quality in order to create successful places for our communities. This is supported by the *National Planning Policy Framework*. High quality development relies not only on good design. It requires joined-up thinking about achieving net-zero *carbon emissions*, green space, public realm, transport and the provision of buildings which are sympathetic to local character, history, nature and the landscape. High quality development also relies on the timely provision of infrastructure to ensure that the community has the facilities and services it needs to function successfully.
- 10.2 In addition to supporting high quality development, the government puts emphasis on delivery and sees the planning system as having a key role in securing infrastructure and ensuring no undue delay. This may require innovative new partnerships to be established with a specific delivery focus. For Greater Exeter area we consider a new joint board is required to achieve joined-up infrastructure prioritisation, agree collaborative funding and facilitate development delivery.
- 10.3 The provision of high quality development and a focus on delivery are two key elements of the GESP draft vision. This refers to making ambitious investment decisions whilst also highlighting the link between prosperous, healthy lives and the quality of homes.
- 10.4 With this in mind, this chapter includes policies which seek to direct the delivery of great places in the Greater Exeter area. The draft policies in this chapter propose:
- The strategic importance of delivering great places through masterplanning
 - Innovative mechanisms to deliver the quantity of new homes needed
 - The application of garden city principles for allocations and a series of potential new Garden Communities (dependent on the sites chosen following this consultation)
 - An infrastructure categorisation approach for Greater Exeter area
 - The strategic infrastructure proposals for Greater Exeter area
 - The expectations regarding *viability appraisal*



Masterplanning diagram

POLICY GESP38:

Great Places

The strategic allocations contained in the GESP require a comprehensive approach to delivering high quality development with coordinated infrastructure provision. This will be managed by a series of plans supporting each allocation including illustrative concept plans which form part of each allocation policy. In addition, the following plans will be produced:

A. Masterplans for GESP allocations:

- a. Before outline or full permission is granted the local planning authority will prepare, consult on and approve the masterplan working with the site promoters
- b. The masterplan will be informed by the illustrative concept plan and will further define the requirements for the creation of a high quality new place, including the phasing of development, associated infrastructure and delivery mechanisms
- c. The masterplan will identify the detailed elements of residential, commercial, employment and community uses for the site together with the environmental, green infrastructure (including SANGs where necessary), community and design requirements
- d. For all GESP allocations the masterplan will include an allocation-wide design code commensurate with the scale of the development proposed
- e. The masterplan will identify the information and documentation which will be submitted alongside all planning applications
- f. Conditions or planning obligations imposed on outline and hybrid planning consents will ensure that future planning applications, and the resulting development, conform with the masterplan

B. Parcel plans for each phase of GESP allocations:

- a. The parcel plan will promote the highest quality design and amplify in detail the relevant development plan policies and the content of the masterplan
- b. The parcel plan will include a detailed layout plan at an appropriate scale
- c. For all GESP allocations the parcel plan will include a phase-specific design code
- d. The parcel plan will be prepared by the site promoters and the local planning authority will be actively involved in its preparation
- e. Outline planning consents will include conditions requiring that a parcel plan for each phase of development is submitted to and approved by the local planning authority
- f. Reserved matters or full planning applications will only be permitted where they accord with the parcel plan which has been approved by the local planning authority.

- 10.5 The sites being considered for allocation in the GESP are strategic in scale (see Section C for details). Development of such sites will involve reconciling a wide mix of uses, multiple landowners and developers and delivery will be complex involving major infrastructure investment from many providers. It is therefore essential that the sites are planned in a coordinated fashion to ensure early delivery at pace alongside high quality design and the provision of necessary infrastructure. A masterplanning process to achieve this is described in draft policy GESP38.
- 10.6 The masterplanning process will follow three stages, each adding a layer of detail and certainty to the outcome of achieving high quality places. This is explained in Figure 10.1.
- 10.7 This staged approach to preparing development proposals provides clarity over the level of detail and evidence required, enabling decisions on the relevant planning applications to be much smoother, quicker and more certain. Quality can be ensured by the clear phase by phase guidance on relevant layout and design concepts set within the overarching context of the masterplan.

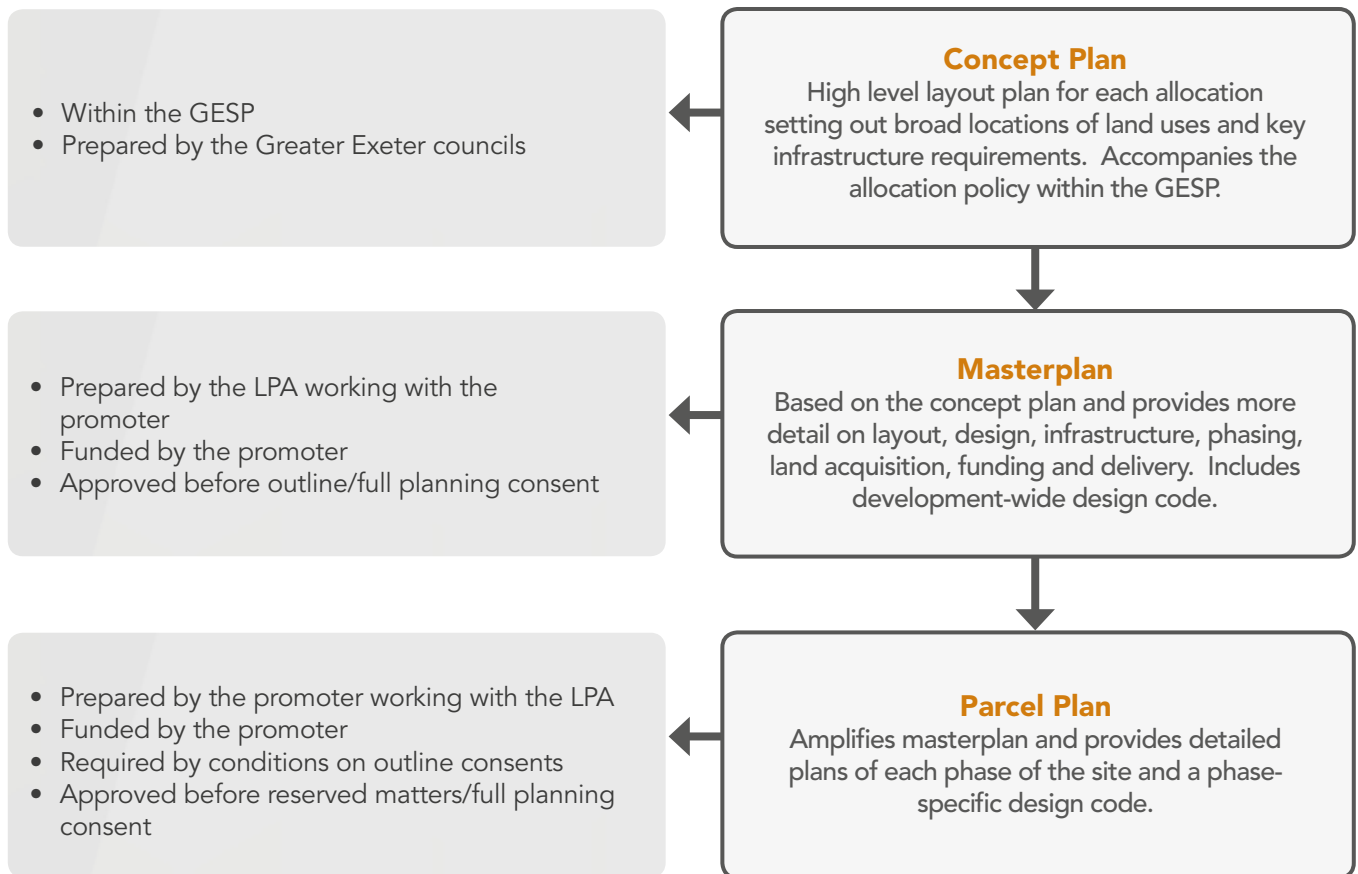


Figure 10.1 GESP approach to the masterplanning process

10.8 Masterplans and parcel plans should be prepared in accordance with any local design policies, guidance or toolkits, such as the emerging *Liveable Exeter* toolkit for future place-making. The associated place-making approach sets a series of important considerations for delivering high quality development which should be applied in the preparation of the masterplans:

- Recognition of the profile of the local area through an understanding of function, characteristics, opportunities and constraints
- Understanding the drivers of change in the local area
- Applying place-making concepts including the garden city principles and others identified locally

10.9 Draft policy GESP38 applies to the GESP allocations (when identified in the next version of the plan) but not allocations included in *local plans*. The Greater Exeter councils have additional masterplanning and design policies within *local plans* which would apply to both GESP and *local plan* allocations.

10.10 In terms of considering planning applications, the Greater Exeter councils support the use of *planning performance agreements*, ensuring that the local planning authority have sufficient resources to carry out the work and deal with the planning applications. This also gives applicants the benefit of an agreed timetable for the work.

POLICY GESP39:

Delivering Homes and Communities

To deliver the homes needed at a faster pace and at a higher quality, a series of mechanisms will be put in place. The Greater Exeter councils will:

- A. Establish publicly accountable, locally-led development corporations to pursue quality, certainty and pace of development delivery
- B. Proactively bid for and, if appropriate, establish, joint ventures to secure further external infrastructure funding
- C. Seek additional legal powers and planning freedoms where these would support delivery
- D. Where abnormal development and early infrastructure costs are proven to significantly undermine development viability, consider the provision of short term, repayable financial support, in conjunction with Homes England or other bodies, to enable early starts and faster delivery
- E. Where feasible, consider direct involvement in land assembly, to bring forward sites more quickly and comprehensively
- F. Apply a proactive approach to preparing masterplans, infrastructure planning, development management, investment and delivery

10.11 The majority of sites being consider for the GESP are likely to be large, complex and in multiple land ownerships. They will also require significant up-front investment in infrastructure for their delivery. These factors are likely to make them challenging to bring forward quickly. It is therefore a key requirement of the GESP that development delivery is managed proactively with a more hands-on approach from local and national government. A key part of this will be the establishment of one or more locally led development corporations to bring forward development at the largest sites. In addition, the Greater Exeter councils will continue working with Homes England and other partners to bring forward development proactively and in doing so will consider providing finance and support in land assembly. This will not only increase the pace of development which comes forward on these sites but will also improve development quality. Both these objectives are critical to the achievement of the GESP draft vision.



POLICY GESP40: Garden City Principles

The Greater Exeter councils will pursue the delivery of high quality development applying garden city principles to residential and *mixed use* GESP allocations:

- A. Residential and *mixed use* allocations will be delivered in accordance with garden city principles to:
 - a. Create distinctive, local identities through strong visions
 - b. Ensure well designed, vibrant, mixed uses places including a range of local facilities
 - c. Support healthy lifestyles and provide local healthcare for everyday needs
 - d. Provide a variety of high quality and flexible affordable and market homes
 - e. Deliver appropriately phased and designed infrastructure which plays a positive role in place-making and building communities
 - f. Support a wide range of accessible, local jobs and provide the education and skills to support local employment
 - g. Enhance the natural and historic environment and provide comprehensive green infrastructure, facilitating and encouraging recreational use within the site
 - h. Ensure that all new residential, employment and commercial development will deliver net zero carbon emissions and is resilient to the effects of climate change
 - i. Deliver high quality, integrated, multi-modal and low carbon transport options
 - j. Ensure development is future proofed and resilient to change
- B. The Greater Exeter councils will deliver a series of garden communities at²:
 - a. Culm Garden Village
 - b. Exeter and East Devon Garden Communities
 - c. Newton Abbot
- C. The garden communities will follow the garden city principles and will also:
 - a. Provide an appropriate scale of development for the communities to maximise self-sufficiency
 - b. Foster community engagement in the planning process and local governance
 - c. Ensure a legacy of community stewardship for the ownership and maintenance of assets and infrastructure
- D. The garden communities will be delivered in an innovative way through:
 - a. One or more locally-led development corporations
 - b. Capturing a greater proportion of land value uplift
 - c. Accessing finance and private sector investment
 - d. The preparation of a detailed delivery strategy provided by the site promoter

10.12 Section C of this consultation seeks your views on GESP site options which could be taken forward as allocations as the plan progresses. These allocations will be supplemented with further proposals allocated in *local plans*. Although the allocations will vary in scale, all should be delivered at a high quality applying the garden city principles set out in draft policy GESP40. Pursuing the garden city principles will ensure that the resulting development creates high quality places and strong communities which are net-zero carbon.

10.13 Some of the potential GESP site options are particularly large, and could be *mixed use*. The scale of these large scale garden community site options means that there are opportunities to deliver them comprehensively and in an innovative way, using government support where available and ensuring the ongoing involvement of the community in their delivery and operation. The suggested approach for local governance, engagement and stewardship will mean that residents and the wider community actively take responsibility

2. There is the potential for additional locations to be included depending on the distribution of development which will emerge in future versions of the plan

for their local area and how it is run. The delivery of garden communities would require an innovative delivery model. This would include at least one development corporation where local authority and wider public sector representation would oversee the provision of the garden communities, capturing more of the value from land sales than generally takes place. This value, together with additional external finance, could then be invested in the quality of building, infrastructure and facilities. Delivery strategies will be required for the garden communities to consider land acquisition and disposal, the securing of funding for infrastructure delivery and arrangements for community stewardship.



Incorporating green space in new development

POLICY GESP41: Infrastructure Classification

In order to make robust decisions on infrastructure funding and delivery the Greater Exeter councils will employ a clear and consistent classification of infrastructure:

- A. Strategic infrastructure: Required to deliver the vision and priorities for the Greater Exeter area/ or multiple GESP site allocations. This infrastructure is identified in draft policy GESP42 and the GESP Infrastructure Delivery Plan [Infrastructure Delivery Plan to be published with the next version of the GESP].
It is part funded by monies administered by a joint board considering the Greater Exeter area
- B. GESP site infrastructure: Required to support individual GESP allocations. This infrastructure is identified in the GESP allocations policies and the GESP Infrastructure Delivery Plan [Infrastructure Delivery Plan to be published with the next version of the GESP]. It is funded by a varied package including community infrastructure levies, planning obligations, council monies and external sources
- C. Local plan infrastructure: Required to deliver the vision of local plans, support local plan allocations and community priorities. This infrastructure is identified in local plan infrastructure delivery plans. It is funded through a package identified by the local planning authority

10.14 Draft policy GESP41 reflects the approach advocated by government in the *National Planning Policy Framework* which explains that the planning system should identify and coordinate the provision of infrastructure and that strategic policies should make sufficient provision for infrastructure alongside development. It supports the GESP draft vision by clearly establishing a classification of infrastructure requirements in order that the GESP ‘...makes the big cross-boundary decisions about growth and infrastructure in the Greater Exeter area looking many years ahead’ whilst also identifying a framework to steer ‘...the ambitious investment decisions taken together by the local authority partners’. This approach provides certainty for the Greater Exeter councils, infrastructure providers and the development industry. It also reflects the proactive role of the Greater Exeter councils to invest in and bring forward development.

POLICY GESP42: Strategic Infrastructure

The Greater Exeter councils will secure the delivery of a series of strategic infrastructure proposals for the Greater Exeter area in order to achieve the GESP vision, its priorities and/or multiple GESP allocations. The strategic infrastructure proposals are timetabled to be delivered in the period up to 2040. They are:

[Projects to be determined after this consultation and identified here in the next version of the GESP]

These proposals are included on the key diagram, the policies map, where applicable in GESP allocation policies, and in the GESP Infrastructure Delivery Plan [all to be published within/ alongside the next version GESP]. The GESP Infrastructure Delivery Plan includes an infrastructure investment strategy to provide more detail on the mechanisms for delivering the strategic infrastructure proposals [to be published with the next version of the GESP].

The list of strategic infrastructure proposals may be amended as part of any future GESP review process, by a GESP Infrastructure Delivery Plan update or by agreement by the joint board referred to in draft GESP41 and below.

Funding for these proposals will be provided by:

- A. A joint board for the Greater Exeter area
- B. Where applicable, a locally-led New Town Development Corporation
- C. Planning obligations and/or CIL
- D. Government/Local Enterprise Partnership
- E. Local authorities
- F. Infrastructure providers

Decisions over the prioritisation, funding and delivery of the strategic infrastructure proposals will be made by the joint board which will:

- A. Define the strategic infrastructure proposals
- B. Manage a joint strategic infrastructure budget including a joint, recyclable Strategic Infrastructure Fund and
- C. Maintain the GESP Infrastructure Delivery Plan

10.15 Significant, varied and costly infrastructure will be needed in the Greater Exeter area up to 2040. This is currently being identified through a collaborative infrastructure planning process which is ongoing and will culminate in a GESP *Infrastructure Delivery Plan*, reflecting the distribution and level of development proposed in the GESP. Some of the infrastructure projects need to be delivered using funding and agreement from more than one authority because of their scale or their wide impact, and these will be defined as strategic in draft policy GESP42. The GESP *Infrastructure Delivery Plan* will provide more detailed information on these strategic infrastructure proposals and will include an infrastructure delivery strategy to explain how these projects will come forward. A first version of this document will be published alongside the draft GESP.

10.16 Funding for the strategic infrastructure proposals identified within draft policy GESP42 should be secured from a range of sources. These include *planning obligations*, *Community Infrastructure Levy*, infrastructure providers and a range of external sources including the *Local Enterprise Partnership* and government. However, these proposals could be so significant that the Greater Exeter councils should commit to establish a new, joint mechanism for ensuring their delivery.

- 10.17 The structure and governance for this joint mechanism is still emerging but will include a joint board comprising Member representation from all of the Greater Exeter councils. This should make the decisions necessary to deliver the strategic priority infrastructure proposals required to support the GESP vision and development strategy. It should be responsible for setting infrastructure priorities and collaboratively securing and managing funding as defined in draft policy GESP42. In this role, the board would oversee a joint budget for strategic infrastructure and the management of a recyclable *Strategic Infrastructure Fund*. This would see funding invested in strategic infrastructure on a medium term basis to unlock challenging development sites. The investment would be paid back by developers over the medium term and then reinvested in future strategic infrastructure projects.
- 10.18 In addition to the strategic infrastructure proposals, there are a number of key infrastructure projects which will be identified to support specific GESP sites. This GESP site infrastructure will be fundamental to delivering the strategy for the area and will be identified in the GESP allocation policies and/or the masterplans. The projects identified will ensure that high quality development can commence in a timely manner.
- 10.19 Funding for the GESP site infrastructure should be secured from a range of sources. These could include *planning obligations*, *Community Infrastructure Levy*, infrastructure providers, the Greater Exeter councils and a range of external sources including the *Local Enterprise Partnership* and government. Because these infrastructure projects are site specific they will not be funded by the proposed joint board unless their importance is reviewed in future and they are added to the list of strategic infrastructure proposals.
- 10.20 The existing *local plan* and infrastructure planning mechanism is already in place to deliver *local plan* infrastructure. This mechanism includes the *local plan* process and associated *infrastructure delivery plans*. Infrastructure provided on this more local basis is required to deliver *local plan* visions, *local plan* site allocations and community priorities. As takes place already, funding for this infrastructure will be drawn from *planning obligations*, *Community Infrastructure Levy*, councils and a range of external sources. The arrangement proposed by draft policy GESP41 provides context for this existing arrangement and shows how it fits within wider thinking on infrastructure delivery across the whole of the Greater Exeter area.
- 10.21 This categorisation and funding arrangement does not undermine the importance of site and local infrastructure, but in general local infrastructure projects are not considered to need the formal involvement of the joint board. Instead, they can be managed by each individual planning authority in less formal partnership with other Greater Exeter councils and bodies.



Cranbrook train station

POLICY GESP43:

Viability

To ensure that developments provide the necessary, planned requirements to create and maintain sustainable settlements and neighbourhoods, deviation from policy requirements on grounds of viability will only be considered appropriate where one or more of the following have occurred to a significant degree since the adoption of the GESP and/or relevant local plan(s):

- A. Increases in infrastructure or abnormal development costs which could not reasonably have been foreseen at the time of the GESP's and/or local plan's adoption
- B. Adverse changes in building costs relative to sales values
- C. Worsening of local market conditions such as a prolonged recession or an extraordinary local event demonstrably affecting incomes and development values

A viability appraisal of the development proposal will need to be submitted by the applicants explaining the circumstances which have led to the changes in viability since the GESP and/or local plan adoption. Any variation from the proposed policy requirements, and deviation from the assumption that site-specific infrastructure will be funded by development, will need to be justified.

The Greater Exeter councils will recover from applicants their reasonable costs associated with an independent assessment of submitted viability appraisals where a deviation from policy requirements is sought. The submitted viability appraisal and the independent review will be published by the local planning authority with the planning application documentation.

Where policy requirements are not met due to an agreed viability reason the viability of the proposal will be reviewed every three years in accordance with the requirements of this policy to seek to achieve full policy compliance in later development phases.

- 10.22 In order to have an effective plan, it is important that its development proposals are viable. In this context, viable means that they can be constructed meeting the planning requirements and still allow a reasonable incentive to a landowner to sell, and a suitable return to a developer reflecting the risk of development.
- 10.23 Planning *Practice Guidance* identifies that *viability appraisal* for development proposals is an integral part of the plan-making process. Allocations for the GESP will be considered in the context of policy requirements from both the GESP and *local plans* to establish their viability. This exercise will increase the likelihood that policy compliant development will come forward delivering the infrastructure, affordable housing and build-quality required to provide great places.
- 10.24 The assumption contained in national policy is that viability assessment is undertaken primarily at plan-making stage, and that proposals should therefore come forward in accordance with the GESP and local policies. However, draft policy GESP43 recognises that after the *adoption* of the GESP circumstances could change so significantly that viability may be affected. The policy indicates two potential changes which could be relevant, either site-specific or the state of the local and national economy. Under these circumstances, a site developer might submit a new assessment of development viability which indicates that a revised approach to the development of the site may be warranted. This process will need to be carefully justified and comprehensive evidence of changes will need to be provided. The proposed viability review mechanism in draft policy GESP43 will help to deliver the policy requirements later in the *plan period*.
- 10.25 The policy content of the plan has not yet been viability tested and therefore policy requirements may need to be revised in future versions of the plan.

Section C

Spatial Development Strategy and Site Options

Chapter 11: Spatial Development Strategy

Introduction and Summary

- 11.1 In this chapter, we consider the quantity and distribution of development within the Greater Exeter area, drawing strongly on the work in the *Sustainability Appraisal Report* which we are also asking your views on as part of this consultation.
- 11.2 The chapter first discusses how many homes the GESP should provide considering:
- The government requirements for housing provision
 - The need for flexibility or 'headroom' in the housing number
 - The number of sites which may be required to meet this need
- 11.3 This revisits the contents of draft policy GESP16 included in Chapter 7 of this consultation.
- 11.4 The chapter then goes on to consider the potential approach for distributing growth across the Greater Exeter area, suggesting an overarching spatial development strategy (with map) and alternatives.
- 11.5 The suggested spatial development strategy primarily focuses strategic developments at public transport nodes and corridors and at the main settlements with strong economic roles. Development would take different forms, including significant urban intensification, urban extensions and new garden communities.
- 11.6 Site options which accord with the suggested spatial development strategy have been grouped into four strategic growth areas. The individual site options falling within the strategic growth areas are detailed within Chapter 12.

Number of Homes

- 11.7 The government has committed to fixing the broken housing market and a major element of that is to increase the rate at which new homes are built in England to 300,000 a year. In order to achieve this they have introduced a specific and rigid formula for deciding the local Objectively Assessed Need for homes in each council area. This is considered by the government to be the minimum number of homes that *development plan documents* should plan for.

Applying the formula to the Greater Exeter councils leads to a minimum target of 2,663 homes per year, or 53,260 homes over the 20 year period of the plan.

- 11.8 Research suggests that this number of new homes could improve housing affordability by about 20% (all other things being equal), bringing many more people into potential home ownership. The average house currently costs about 9.3 times the average wage, beyond the reach of large numbers of new families, first time buyers and other non-home owners. The provision of this number of new homes is forecast to bring the affordability ratio down to 7.3 - still not ideal but a much more likely proposition for many new households.
- 11.9 The *Sustainability Appraisal* considers options for higher growth rates and their potential environmental, social and economic impact. It is not considered that lower rates of growth are reasonable alternatives given the requirements of the *National Planning Policy Framework*.

Headroom in Housing Numbers

11.10 It is a legal requirement that the GESP meets various tests of soundness. Two of these can be applied specifically to thinking about housing numbers. They are that a plan is:

- Positively prepared ... as a minimum, seeks to meet the area's objectively assessed needs ...
- Effective – deliverable over the *plan period*

11.11 In terms of delivering new homes, these tests mean that plans cannot just allocate sites with a capacity equal to the housing need; they have to ensure that enough homes are built. The key method for ensuring that this occurs is what we term "headroom". This built-in flexibility allows for a variety of potential uncertainties such as allocations or commitments being started late, built out slowly or even not built at all.

11.12 The inclusion of large numbers of new homes within Exeter on complex *brownfield* sites is considered within Chapter 12. These include sites published in the City Council's *Liveable Exeter* document. They have major transport and other sustainability advantages. However, a number of these major sites are in many different ownerships, have existing businesses and other uses within them and require a lot of investment to make them happen. We therefore suggest that approximately a 20% "headroom" should be applied to the GESP housing target to reflect these risks to delivery.

11.13 This does not change the homes target, but increases the number of allocations needed to meet that target. It means that we are more likely to be able to show a *five year supply* of housing land going forward (a national policy requirement) and it will also help to meet the *Housing Delivery Test* required by the *National Planning Policy Framework*.

Therefore the overall need for development sites would include 120% of housing needs:

53,260 homes X 120% = 63,912 homes

Existing Housing Sites

11.14 Existing planning commitments (that is, unbuilt homes with planning permission and sites in *local plans*) amount to about 33,390 homes. These provide about half of the homes required to meet the need above, and reduce the need for GESP or *local plan* updates to allocate additional land.

How Many Houses on GESP Allocations?

11.15 Taking account of housing need, headroom and planning commitments, there is a need for 30,522 homes on additional sites.

Housing need including headroom – Commitments = Housing on GESP allocations

63,912 homes - 33,390 homes = 30,522 homes

11.16 These calculations are the basis for draft policy GESP16 Housing Target and Distribution (some of the figures have been rounded). To fulfil the housing requirement set out in this chapter, we suggest that the GESP needs to allocate land to build about 30,500 homes during the period of the plan (2020 – 2040).

Spatial Development Strategy for the GESP

11.17 Using the draft GESP vision proposed in Chapter 4, we have identified key themes that should be acknowledged in the GESP spatial development strategy:

- Protecting key environmental assets
- Recognising the carbon impact of choices over development distribution (including travel and access to *low carbon* solutions for heating and power)
- Identifying accessible and well connected development locations to create the homes and jobs we need, which reduce the need to travel, enabling healthy living and reducing our carbon impact
- Seeking increased densities in our urban areas and around transport hubs, strengthening our *sustainable transport* choice for existing and new residents with access to local facilities, service and infrastructure
- Connecting settlements by IT and other infrastructure, reducing the need to travel and minimising grey infrastructure requirements
- Ensuring growth has a clear purpose leading to individual character

11.18 Much work has been done looking at the opportunities in the Greater Exeter area to achieve the above points. Alternative 'distribution scenarios' have also been considered which have informed our suggested approach, detailed later in this chapter.

11.19 To achieve growth that brings the success factors needed to create great places of the future, we consider that the GESP spatial development strategy should focus:

- On *brownfield* and greenfield land in Exeter and other main towns where there is an easily accessible range of jobs, services, transport facilities and the potential to enhance these factors
- In new or expanded settlements of scale on key transport corridors, particularly the rail corridors which extend out from Exeter, ideally where cycling is also a feasible option to key jobs and services

11.20 To achieve the draft GESP vision and to bring benefits to our new and existing communities it is fundamental we have the right transport strategy embedded within our spatial development strategy. Our emerging transport strategy is detailed in Section B, Chapter 8, Movement and Communication. Following this consultation, strategic sites will be identified in the next version of the GESP and at this point the GESP transport strategy will be further refined and more detail provided.

Spatial Development Strategy Map

11.21 Figure 12.1 has been prepared to show conceptually the spatial development strategy, identifying four strategic growth areas. These areas provide potential to achieve the draft GESP vision of 'an accessible and networked city region of linked and distinct communities'. The four growth areas are 'Central', 'North', 'South' and 'East', discussed in more detail below. Each area has a possible role to play in the spatial development strategy for the area, although the scale of development and the level of infrastructure investment necessary in each will vary. Site options are identified in chapter 12 within the growth areas. The site options accord with the suggested GESP spatial development strategy, each one offering different individual strengths and weaknesses.

Strategic Growth Areas

Central

11.22 This large area includes Exeter and its immediate surrounding land, the "West End of East Devon" and the Tarka Line railway corridor as far as Crediton. This is the immediate economic hinterland of Exeter, providing the economic hub of the Greater Exeter area's economy at the focal point of the area's transport corridor. Much of this central area has seen very substantial planned growth and investment. It contains the growing new town of Cranbrook, the Science Park and Sky Park economic hotspots (designated as an *Enterprise Zone*) and a number of major



Figure 11.1 Conceptual spatial development strategy map

urban extensions to the city. It is a sustainable transport hotspot with 11 existing railway stations and 3 new ones planned, excellent bus and cycle provision and an emerging cycle and car club infrastructure. Major institutions like the University of Exeter, the Meteorological (Met) Office and Exeter Airport provide continued economic impetus and the demand for new homes and economic investment in the area is high. There is significant *brownfield* regeneration potential for high quality *sustainable development* and locations for further urban extensions and new settlements with good sustainability credentials. However, there are environmental sensitivities to consider, including the high quality historic environment and the internationally important Exe Estuary, Dawlish Warren and Pebblebed Heaths, which are potentially vulnerable to visitor pressure. High quality development, *green infrastructure* and habitat management will be key mitigation requirements.

- 11.23 There are 26 potential site options to consider in this area, identified in Chapter 12. We consider this area has real opportunity for new homes and jobs and is likely to be the focus for new transport investment. It has the potential for high levels of *sustainable transport* use given the density of development and existing rail and other provision in the area. Many of the site options in Exeter are *brownfield* and their redevelopment would act to enhance the city's economy and attractiveness. A number of urban extensions are also considered. To the west, the Tarka Railway Line provides some rail-based development opportunities while there is the potential for new settlement opportunities to the east of the city beyond the Clyst valley.

North

- 11.24 Towards the northern boundary of the Greater Exeter area, the two market towns of Tiverton and Cullompton provide the potential for growth in areas with existing employment. The existing mainline station at Tiverton Parkway combines with two motorway junctions to give excellent access and there are fewer national or international environmental sensitivities than in many other locations around the Greater Exeter area. Proposals within the Mid Devon Local Plan Review include significant economic and housing expansion, with a new tourist and leisure hub at Junction 27 and the initial phases of the Culm Garden Village, to the east of Cullompton. Improvements to the motorway junctions and a new railway station at Cullompton are key infrastructure requirements.
- 11.25 In the following chapter there are 3 options for *major development* within this growth area.

South

- 11.26 Near the southern extent of the Greater Exeter areas, the wider Newton Abbot, Kingsteignton and Kingskerswell area is a significant employment and housing location with good transport connectivity and there is potential to continue to develop its role with additional homes and employment. This will support continued growth in the southern part of the Exeter *travel to work area*, which is well-connected by rail to Exeter and various market towns. There are also good rail and road links with the adjoining urban area of Torbay which have been enhanced by the recent completion of the South Devon Highway.
- 11.27 4 potential strategic options within this area are described in chapter 12.

East

- 11.28 The Waterloo Line provides a mainline rail service from Exeter to London, linking to a number of towns and villages within the eastern part of the Greater Exeter area. The market towns of Honiton and Axminster have economic and housing potential, while settlements with existing stations may provide the opportunity for strategic expansion. Plans to improve speed and frequency along the Waterloo Line would enhance the sustainability of proposals in this area. There are 6 potential site options consulted upon within the east area.

Smaller Sites and Local Plans

- 11.29 The earlier section on numbers of new homes explained how there is a need to ensure that a minimum of 53,260 new homes are built to meet our defined housing need. Taking account of the need for headroom (explained earlier) and allowing for existing planning commitments, the allocations in plans will need to have a capacity to deliver about 30,500 homes.
- 11.30 Within that overall number, there is a role for both GESP and future *local plan* reviews to allocate sites for the development of new homes. We have to decide how many should be allocated in the GESP and how many should be left to the *local plans*. Essentially, this is a choice between the development of large strategic sites that can provide much of their own infrastructure and development of a large number of smaller sites, within and next to towns and villages.
- 11.31 In Chapter 7 Homes, draft policy GESP16: Housing Target and Distribution, we propose that about 18,500 of the homes are provided on strategic scale GESP allocations, with 12,000 to be allocated on smaller sites via *local plan* reviews and also potentially in *neighbourhood development plans*. These plans can consider in more detail the housing needs and potential of the towns and villages in the Greater Exeter area, taking into account the overall strategy of the GESP. We consider this to be a fair distribution between the two kinds of sites, allowing for choice in type and scale of site to come forward in *local plans*, including

the national requirement that 10% of homes are on *small sites*. Towns and villages without allocations identified through the GESP may be considered for development through the *local plan* process.

Alternative Development Distribution Scenarios considered

11.32 The *Sustainability Appraisal* has considered seven potential development distribution scenarios for the delivery of growth in the area. These are:

- **Scenario 1:** Proportionate growth of all settlements in the settlement hierarchy
- **Scenario 2:** Exeter and major town urban intensification
- **Scenario 3:** Mainly rural distribution
- **Scenario 4:** Public transport infrastructure corridors and hubs
- **Scenario 5:** Concentrate on areas with the least affordable housing
- **Scenario 6:** Locate development away from protected international wildlife sites
- **Scenario 7:** Market-led

11.33 Full details of the scenarios are included in the *Sustainability Appraisal Report*, however brief descriptions are provided here. Note that, apart from the market-led approach scenario, as a general rule the scenarios do not propose strategic development in *Areas of Outstanding Natural Beauty*. National policy recommends to avoid *major development* within these areas.

11.34 **Scenario 1: Proportionate growth of all settlements in the settlement hierarchy**

Existing plans contain a settlement hierarchy, which is a broad analysis of the relative size of each settlement, together with their economic and service role. In this way, a broad understanding of the extent to which each settlement is appropriate for development can be understood. There are 75 places defined within that hierarchy within existing *local plans*. One option would be for the GESP to recognise the historic and market basis for this existing pattern, and to follow it closely in distributing growth. This would guide new growth to those 75 defined settlements, roughly proportionate to their scale and function, effectively a continuation of the existing *local plan* strategies. At the end of the plan, the settlement pattern would be largely unchanged, with most of the growth being located at the larger settlements but the smaller rural settlements also receiving new development – each settlement would roughly grow by a similar proportion (25% – 30% depending on the overall level of growth).

11.35 **Scenario 2: Exeter and major town urban intensification**

At the larger end of the settlement hierarchy are a number of main places, with a range of facilities, services and jobs, and generally good public transport provision. They comprise 13 settlements including Exeter and the larger towns like Newton Abbot, Exmouth and Tiverton. By concentrating growth at these places, new homes and jobs would be closely related and concentrations of services like city and town centres would be supported. Under this approach the potential for *previously developed land* would be maximised. The population would become more urban-focused over time, with significant expansion of all the main settlements, and much lower growth in the smaller towns and villages.

11.36 **Scenario 3: Mainly rural distribution**

At the opposite end of the distribution spectrum from Scenario 2, a rural focus would place the majority of the growth in the smaller settlements (villages and small towns) but limit growth in the main towns and Exeter. This would require very significant growth in each of these smaller settlements (in the order of 200-300 homes at each, depending on the overall level of growth). There would also be the potential for a number of new villages

of approximately 1500 homes depending on local circumstances. Impacts on *Areas of Outstanding Natural Beauty* would need to be avoided. This scenario would be likely to cause a significant increase in car travel due to the challenges of serving rural communities with public transport.

11.37 **Scenario 4: Public transport infrastructure corridors and hubs**

Through the GESP there is the opportunity to move beyond the previous hierarchy-based approach to development distribution, and to consider a more radical approach to locating new growth. A key opportunity is the existing public transport network, in particular the extensive rail system. Public transport is focused at the main settlements (particularly Exeter) and on rail and bus service extending out from the city which link a number of existing towns and villages. This scenario would provide for growth on or close to these locations, reflecting the benefits of *sustainable travel* modes. It would maximise opportunities to encourage more sustainable forms of travel by giving the highest proportion of residents a choice of transport mode to the key service and job locations. The potential to enhance these corridors further through investment such as new rail stations or increased rail service frequency would enhance this potential. Development may be in the form of new *brownfield* sites, new settlements or major urban extensions.

11.38 **Scenario 5: Concentrate on areas with the least affordable housing**

Reflecting the objective that new homes are intended to improve affordability, this scenario examines the potential for concentrating the new homes in those places with the worst affordability/highest house prices. In accordance with national policy and the approach to the other scenarios, this alternative avoids significant development in the *Areas of Outstanding Natural Beauty*. It should be noted that this is a significant constraint on the ability of the strategy to achieve its objective, since the *Areas of Outstanding Natural Beauty* are among the highest priced areas. The strategy which emerges from this would guide development to locations around Exeter and a secondary area between Newton Abbot and the Teignbridge coast. Given the generally higher values in rural areas, some expansion of villages across the plan area would also be expected.

11.39 **Scenario 6: Locate development away from protected international wildlife sites**

The *Natura 2000* wildlife sites are highly protected by law. There are a number in and around the Greater Exeter area, with four of them covered by a mitigation strategy to stop impact from current housing growth. The Exe Estuary SPA, Dawlish Warren SAC and East Devon Pebblebed Heaths (both a SPA and SAC), grouped around an area south and south east of Exeter, are vulnerable to recreational pressure from new homes within 10 km (including the whole city of Exeter). The South Hams bat complex, based around a number of colonies south west of Exeter, with Newton Abbot towards the core, can be affected by urbanisation, particularly the bat feeding and flying areas. Avoiding these areas could maximise the protection of these important habitats. However, by avoiding impacts on these specific internationally important sites this distribution strategy may result in pressures on other international wildlife sites, which are more peripheral such as the Culm Grasslands SAC, Dartmoor SAC, South Dartmoor Woods SAC, Sidmouth to West Bay SAC, River Axe SAC, and Beer Quarry and Caves SAC.

11.40 Growth would mainly be located north of Exeter, within the least populated part of the plan area, and involve major expansion of existing towns and villages and potentially a number of new settlements. It would be challenging to provide attractive public transport to some of these areas and therefore it is likely that the traffic and climate change impacts of this approach would be significant, particularly in Exeter. It would also provide little development in Exeter itself which is an area of high demand.



Zero carbon homes in Exeter

11.41 **Scenario 7: Market-led**

Using the GESP *call for sites* undertaken in 2017, this distribution strategy would take a market-driven approach only, targeting those areas where there is already a known interest in delivering development. It is considered that this scenario would meet the *National Planning Policy Framework* requirements for housing sites to be available and deliverable and would likely require the minimum level of planning policy intervention of any of the considered scenarios. For it to be considered a true market-led approach, it was deemed appropriate to consider sites within areas excluded in other scenarios such as the *Areas of Outstanding Natural Beauty*.

11.42 The majority of growth in this scenario would be reasonably well-located to existing jobs, services and public transport in Exeter and the larger towns, thereby minimising the need for those residents to travel by the private car. However there could be significant impacts on key environmental site including *Areas of Outstanding Natural Beauty* and protected international wildlife sites.

Analysis of development distribution scenarios and how they have informed the suggested spatial development strategy for the GESP

11.43 Each distribution scenario examined has potential positives and negatives. The spatial development strategy pursued in the GESP needs to accord with the draft GESP vision and seek to deliver the best possible outcomes for the provision of new homes, jobs and infrastructure for existing and future generations, while also protecting and enhancing the environment.

11.44 The full analysis of the alternative distribution scenarios is contained in the *Sustainability Appraisal Report*.

- 11.45 The scenarios that predominantly propose development in smaller, rural settlements strongly correlate with more car-use, due to longer travel distances and limited public transport provision (i.e. scenarios 3 and 6 and to a lesser extent 5 and 7). The climate change impacts and traffic generated by these scenarios is undesirable. The more dispersed scenarios are also subject to more expensive social and physical infrastructure and uncertain economic potential, making balanced and *sustainable development* in these areas much more difficult to achieve. Protection of our internationally protected sites (part of scenario 6) will need to occur whatever development strategy is pursued, ensured through our *Habitats Regulations Assessment*.
- 11.46 The remaining scenarios have more to commend them strategically as the basis for a Greater Exeter spatial development strategy. However, scenarios 1 and 2 (concentrating only on expanding the existing main settlements) are limited in their ability to deliver the housing growth required in the Greater Exeter area, due to local environmental and infrastructure constraints. Therefore, contributions from well-located new settlements are considered necessary. Proximity to jobs and services and links into existing transport corridors, as identified in scenario 4, are fundamental to the success of such proposals and have the potential to bring many sustainability benefits. Across these scenarios there are considerable benefits in making major efforts to recycle urban land for new housing, alongside focusing on well-located sites where there is known interest from the landowners.

Chapter 12: Site Options

Introduction and Summary

- 12.1 This chapter contains the 39 strategic site options which are considered to have potential for allocation in the GESP. They will not all be needed. We are asking for your views on the site options, as this will help inform decisions about those we take forward for further work and potential inclusion in the next version of the GESP. The GESP will be subject to further consultation in future.
- 12.2 Each of the sites is described and analysed, outlining the opportunities and sensitivities associated with it and setting out potential planning requirements including infrastructure, transport and other measures.
- 12.3 Please send your comments on the site options via the online portal at: www.gesp.org.uk/

Site Options

- 12.4 The four strategic growth areas (discussed in chapter 11 of this document) contain a number of site options. These are listed below.

Central Strategic Growth Area Site Options

Site Name	Site Reference	Page Number
Attwells Farm	SA-EX-1	102
Cowley	SA-ED-26	104
Crediton South	SA-MD-3	106
East Gate	SA-EX-19	108
Exeter St Davids Station	SA-EX-5	110
Exminster West	SA-T-16	112
Higher Greendale	SA-ED-7	114
Hill Barton	SA-ED-3	116
Howell Road Car Park	SA-EX-9	118
Markham Lane	SA-T-17	120
Marsh Barton	SA-EX-10	122
Newton St Cyres and Sweetham	SA-MD-4	124
North Gate	SA-EX-7	126
Oil Mill Lane	SA-ED-2	128
Peamore	SA-T-18	130
Pinhoe Trading Estate	SA-EX-18	132
Poltimore East	SA-ED-27	134
Sandy Gate	SA-EX-26	136
South Gate	SA-EX-8	138
South Street, Fore Street, Market Street	SA-EX-23	140
Sowton	SA-ED-1	142
Stoke Hill	SA-EX-4	144
Topsham and M5	SA-EX-3	146
Water Lane	SA-EX-6	148
West Gate	SA-EX-22	150
Westclyst and Mosshayne	SA-ED-25	152

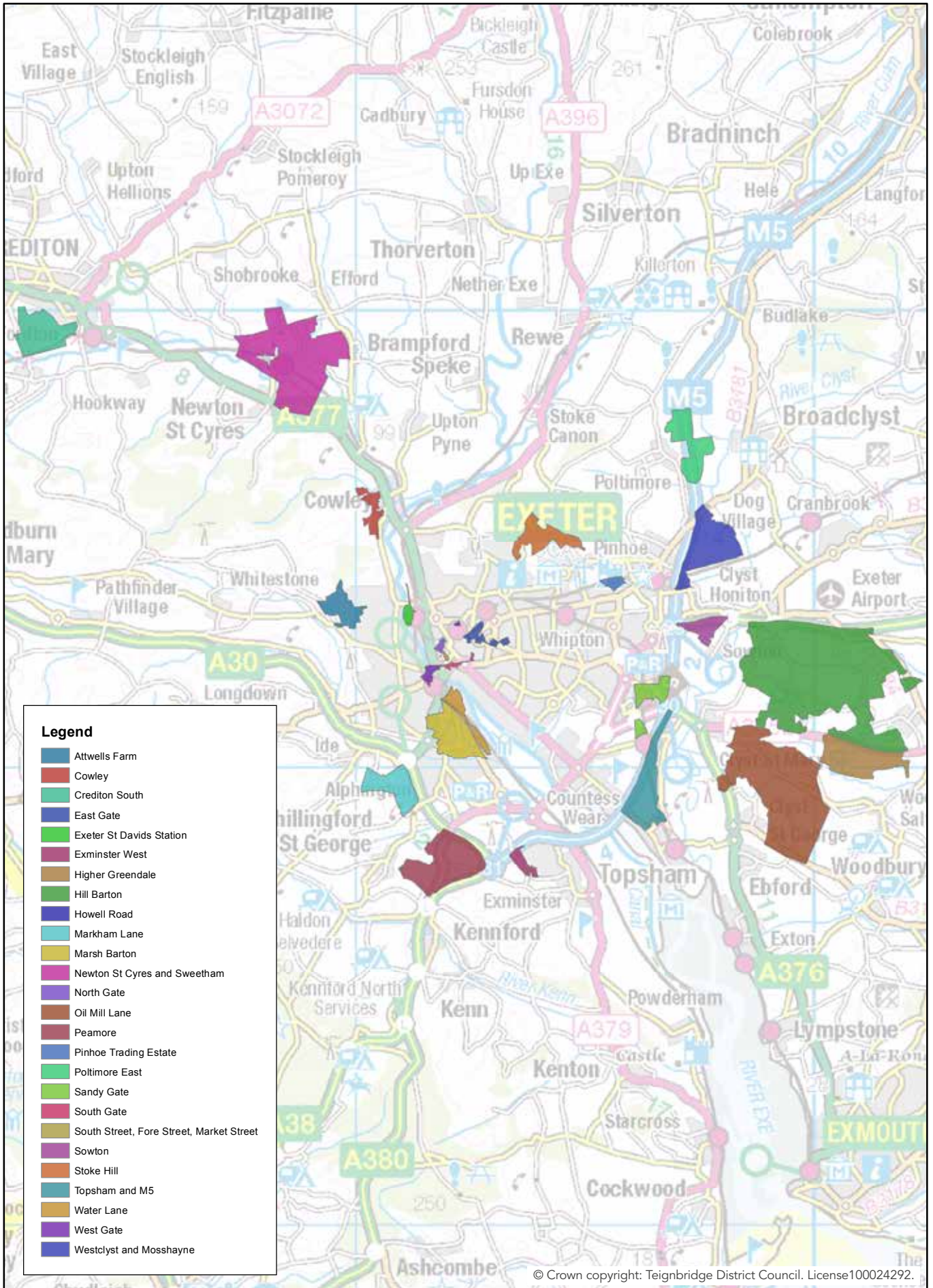


Figure 12.1 Site options in the central strategic growth area

North Strategic Growth Area Site Options

Site Name	Site Reference	Page Number
Culm Garden Village	SA-MD-9	156
Hartnoll Farm	SA-MD-10	158
Sampford Peverell South	SA-MD-12	160

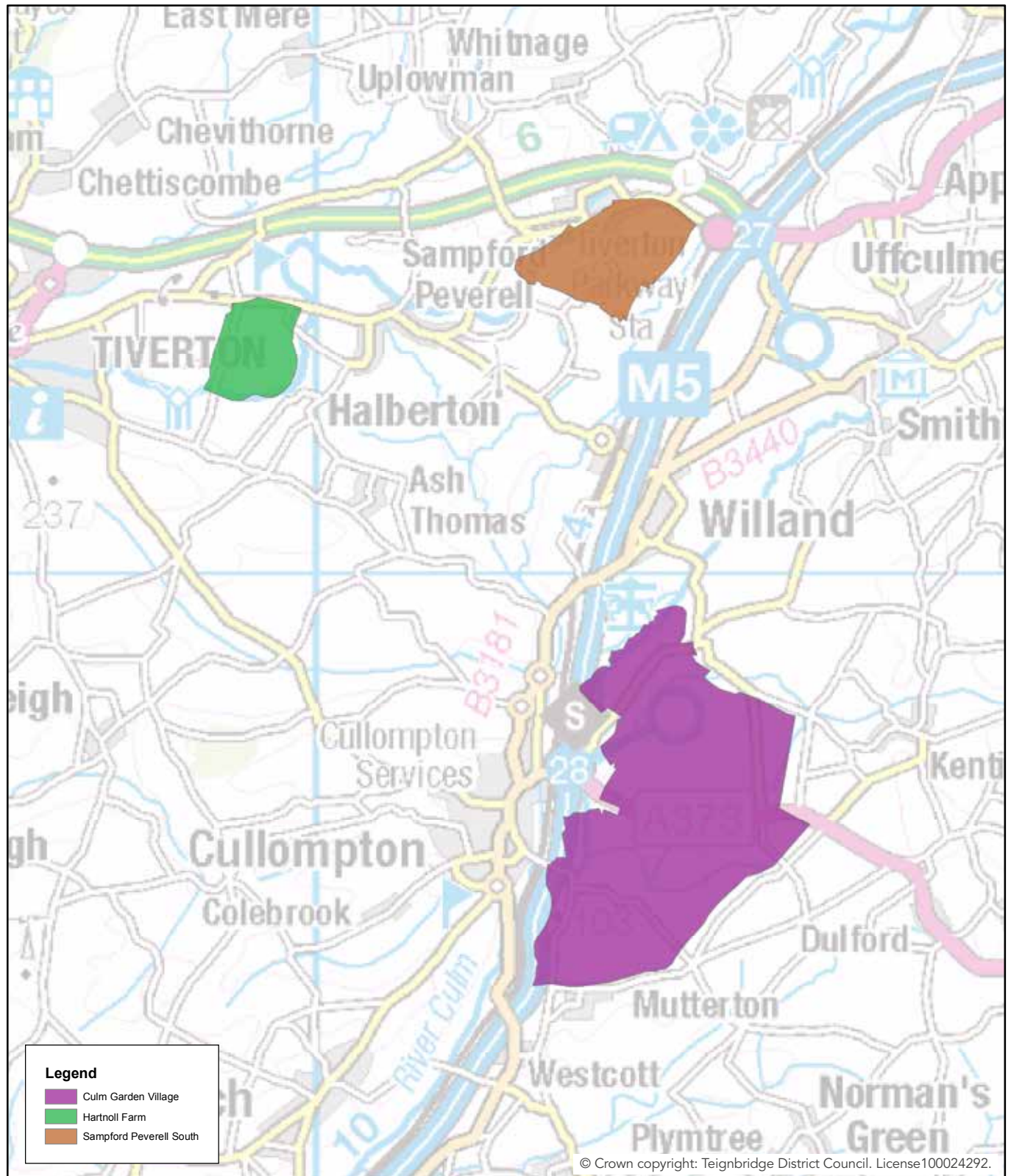
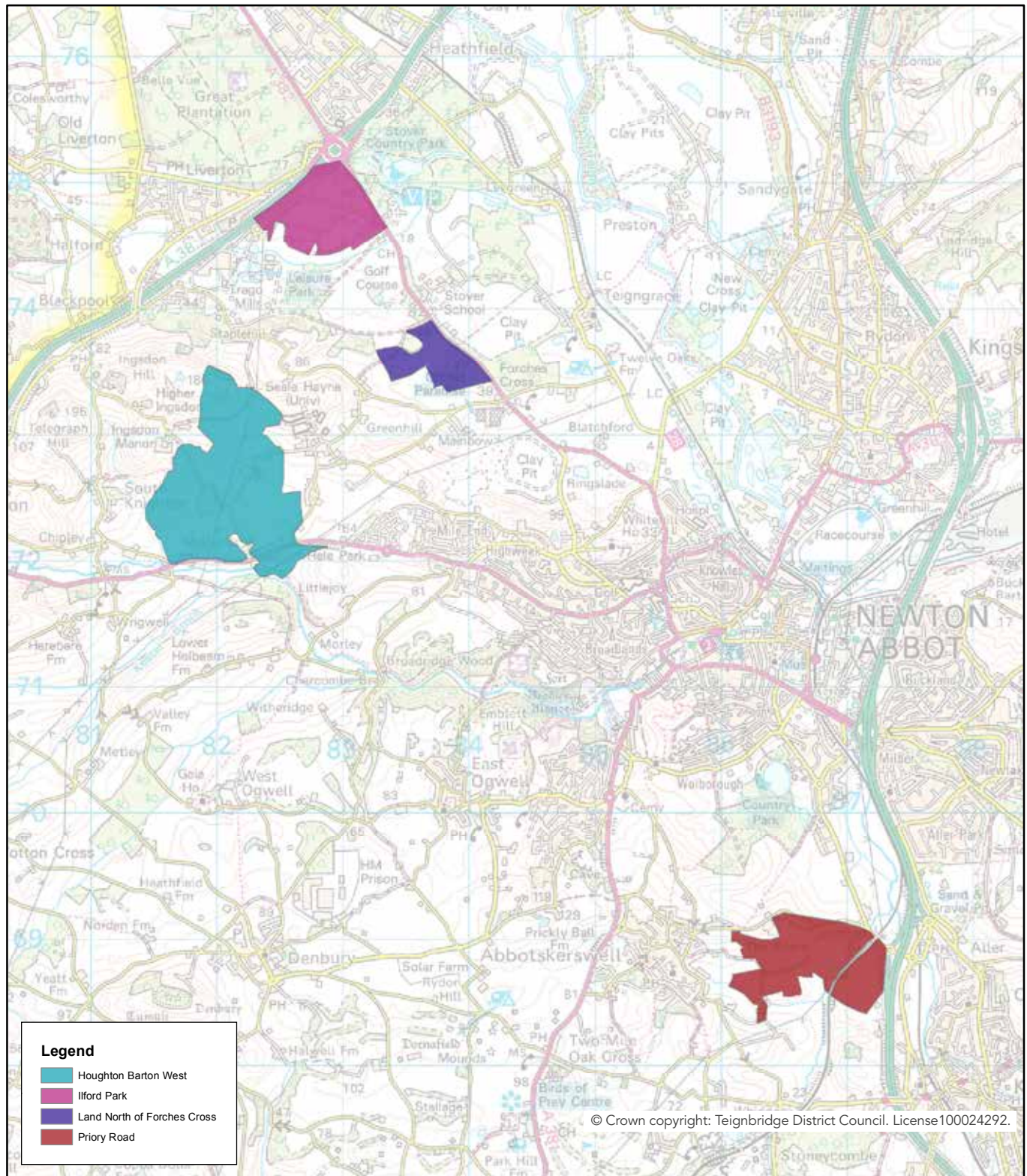


Figure 12.2 Site options in the south strategic growth area

South Strategic Growth Area Site Options

Site Name	Site Reference	Page Number
Land north of Forches Cross	SA-T-8	164
Houghton Barton West	SA-T-3	166
Iford Park	SA-T-22	168
South of Priory Road	SA-T-5	170



East Strategic Growth Area Site Options

Site Name	Site Reference	Page Number
Airport Business Park	SA-ED-8	174
Airport North	SA-ED-5	176
Axminster South	SA-ED-19	178
Feniton	SA-ED-15	180
Honiton East	SA-ED-18	182
Whimpe	SA-ED-12	184

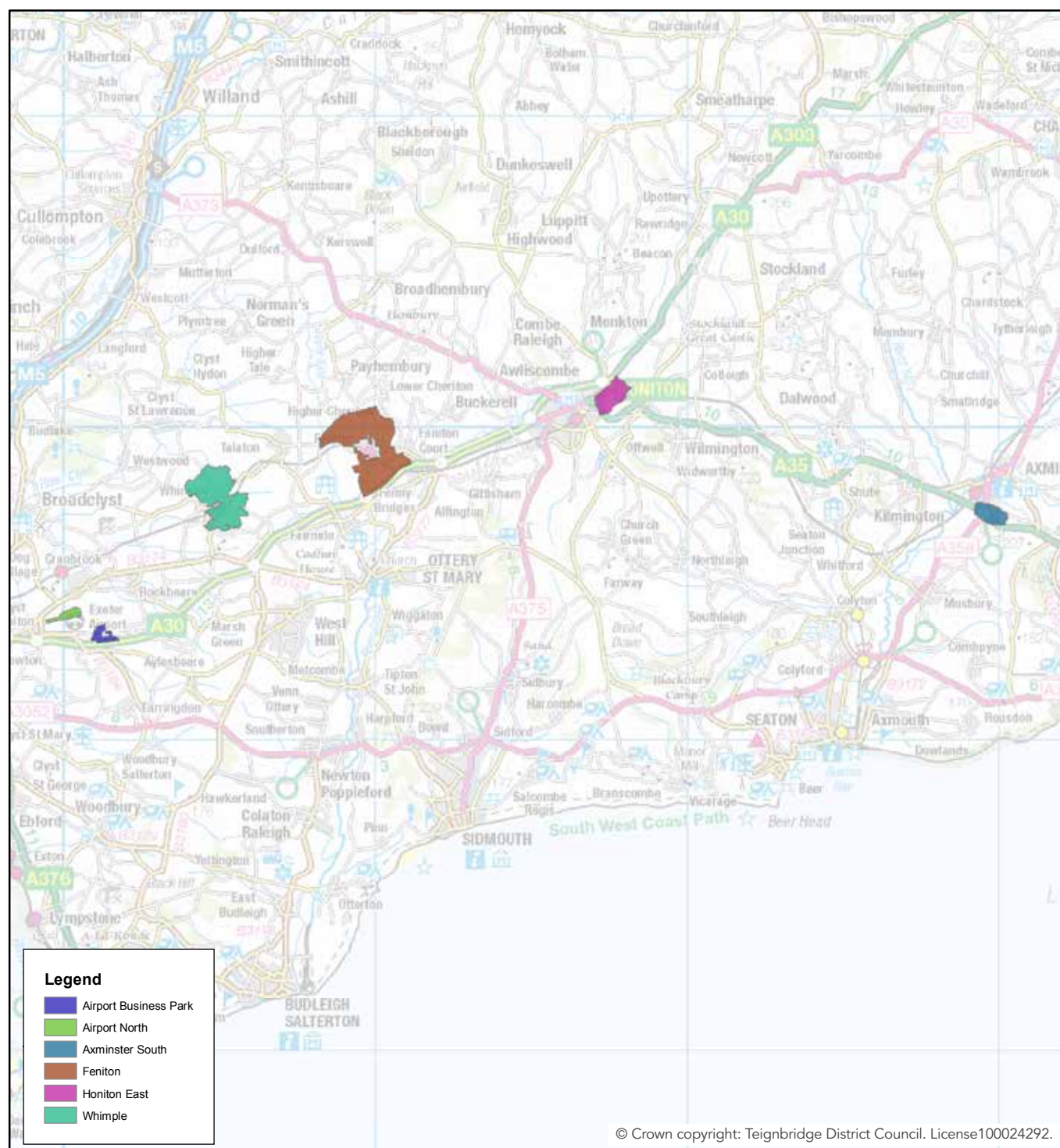
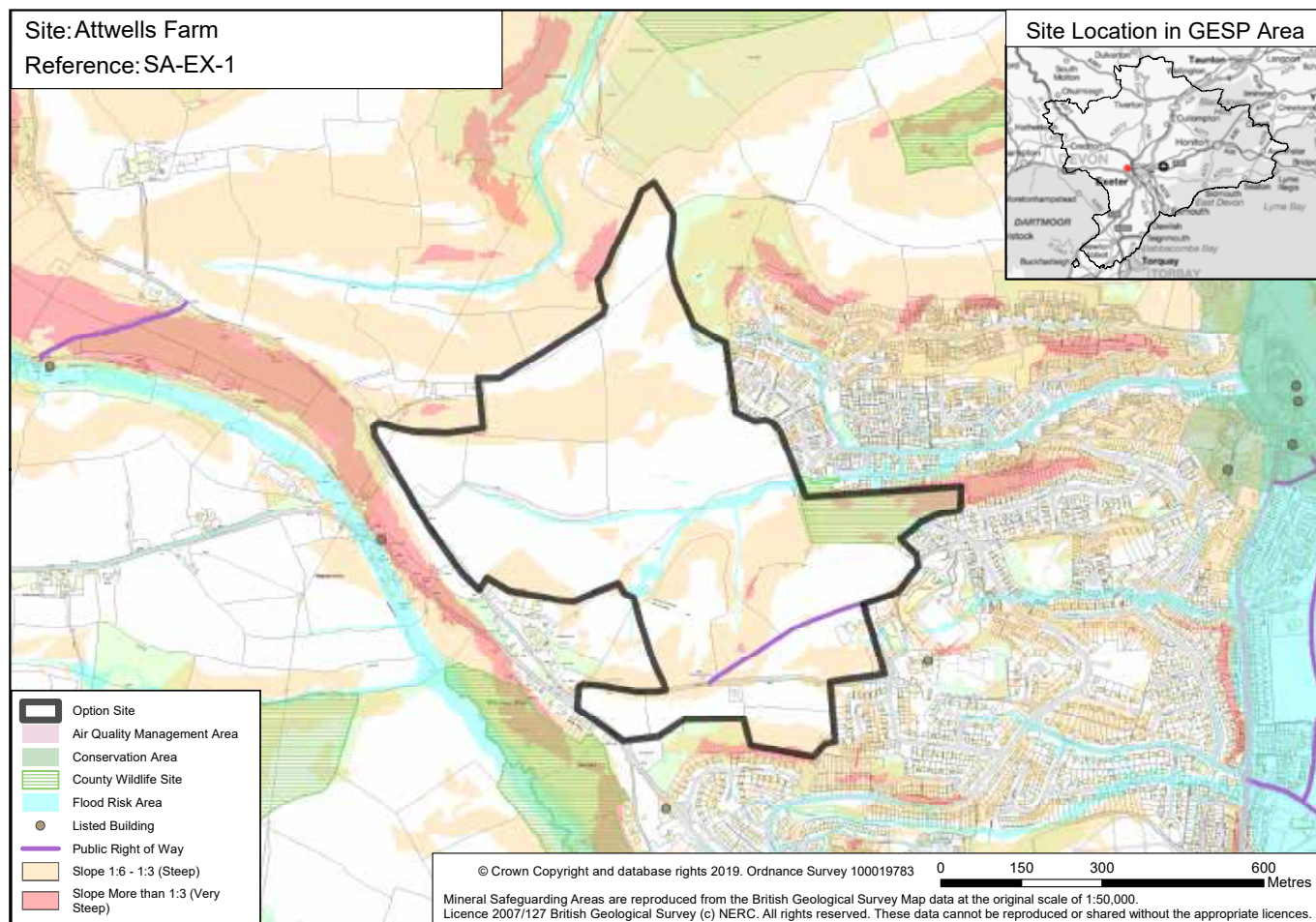


Figure 12.4 Site options in the east strategic growth area

Central Strategic Growth Area: Site Options



Site Name: Attwells Farm

Site Reference	SA-EX-1
Housing and Employment Land Availability Assessment (HELAA) sites included	3v1377v, bw13rm1, pe15y61
Parish(es)	Whitestone / Exwick
District(s)	Teignbridge District Council / Exeter City Council
Site size	44 hectares
Number of homes considered in Sustainability Appraisal Report	483 – 624 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	400 homes
Potential for employment use	No
Relationship with existing allocations and other potential GESP sites	None
Planning status	None
Summary description of the site	The area consists of a bowl of mainly steep agricultural land on the north west fringe of Exeter, beyond the built-up area of Exwick. The area is bounded by Rowthorn Road and Redhills to the west. Exwick Lane crosses the site east to west. The land form is complex. The southern part of the site is within Exeter, but the majority of the site is within Teignbridge.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- Homes would be 3km from the centre of Exeter, within cycling distance and with potential for improvements
- Local facilities are nearby
- There is potential to provide significant *green infrastructure* opportunities for Exwick
- A potential southern road connection to Redhills would address highway constraints

Sensitivities

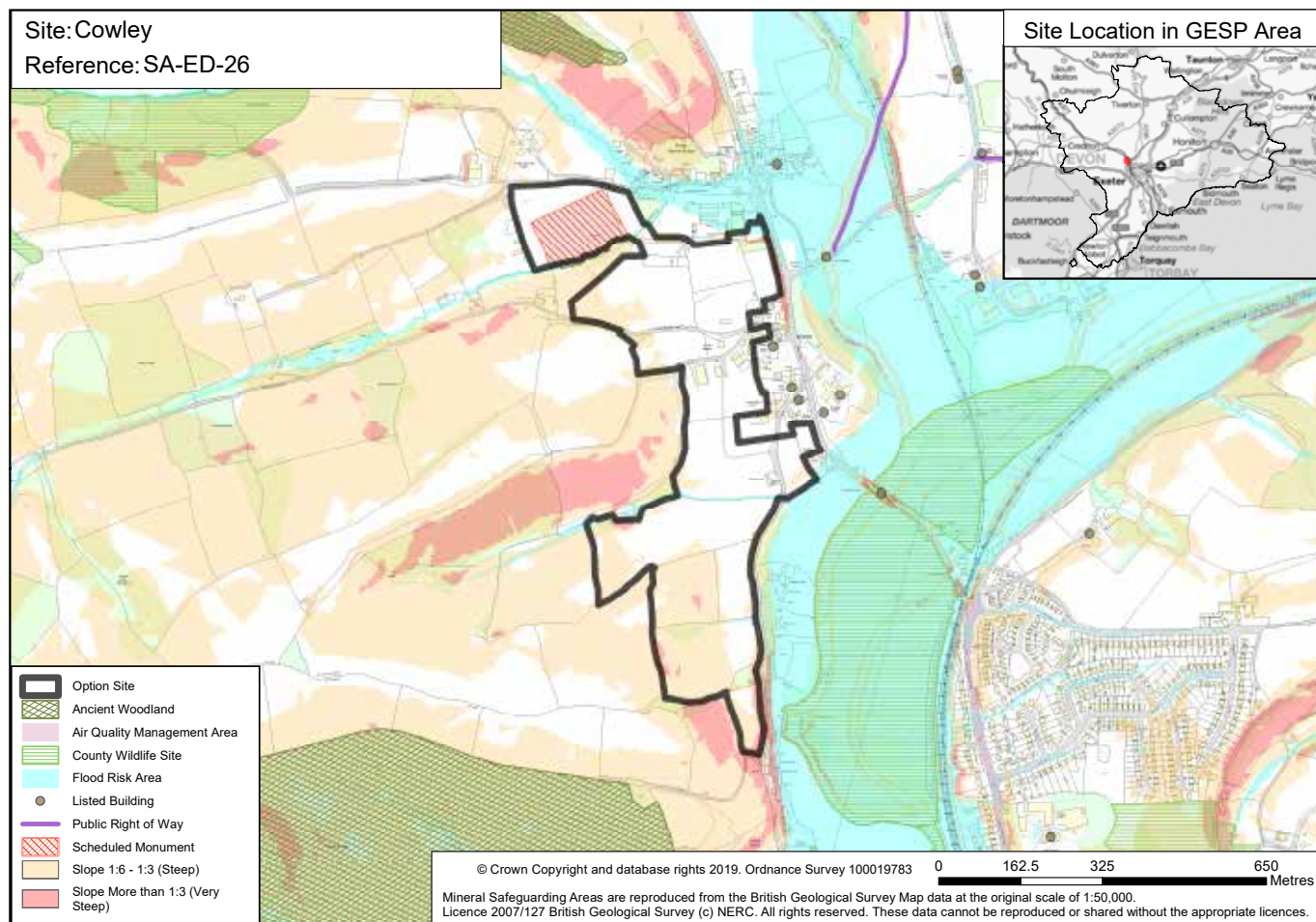
The site has a number of sensitivities which development would need to take into account, including:

- Development may impact upon the Exe Estuary which is a *Natura 2000* protected wildlife site sensitive to an increase in the number of visitors
- The site may contain Great Crested Newts, Cirl Buntings and other *protected species*
- The local road network and road access is poor and there is limited scope for upgrading
- A large proportion of the site is high grade agricultural land (although steep)
- The site is likely to be too small for a new primary school or GP services, so will rely on off-site provision
- The site is within a locally designated 'Area of Great Landscape Value'
- Large parts of the site are steeply sloping (1:10 – 1:4) with subsequent negative impacts on build costs, place-making, permeability, engineering costs, site viability and surface water drainage

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Funding of measures to reduce the impact on the Exe Estuary including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- Improved foot, cycle and bus routes into the city
- Contributions to additional local primary school capacity
- Contributions towards secondary school and GP provision off site
- Measures to ensure surface water run-off does not cause issues downstream
- Improved road access, particularly to Redhills



Site Name: Cowley

Site Reference	SA-ED-26
Housing and Employment Land Availability Assessment (HELAA) sites included	ou15y54
Parish(es)	Upton Pyne
District(s)	East Devon District Council
Site size	27 hectares
Number of homes considered in Sustainability Appraisal Report	359 - 463 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	500 homes
Potential for employment use	No
Relationship with existing allocations and other potential GESP sites	Possible relationship with other site options along the Tarka line/A377 including SA-MD-4 (Newton St Cyres and Sweetham) and SA-MD-3 (Cridton South) to collectively deliver transport infrastructure, including rail, bus and cycle improvements.
Planning status	None
Summary description of the site	27ha of predominantly agricultural land surrounding the hamlet of Cowley.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- It is close to significant job opportunities in Exeter city centre and the University
- It has the potential to accommodate a Park and Ride/Change
- It could potentially deliver part of the Boniface Trail cycle route

Sensitivities

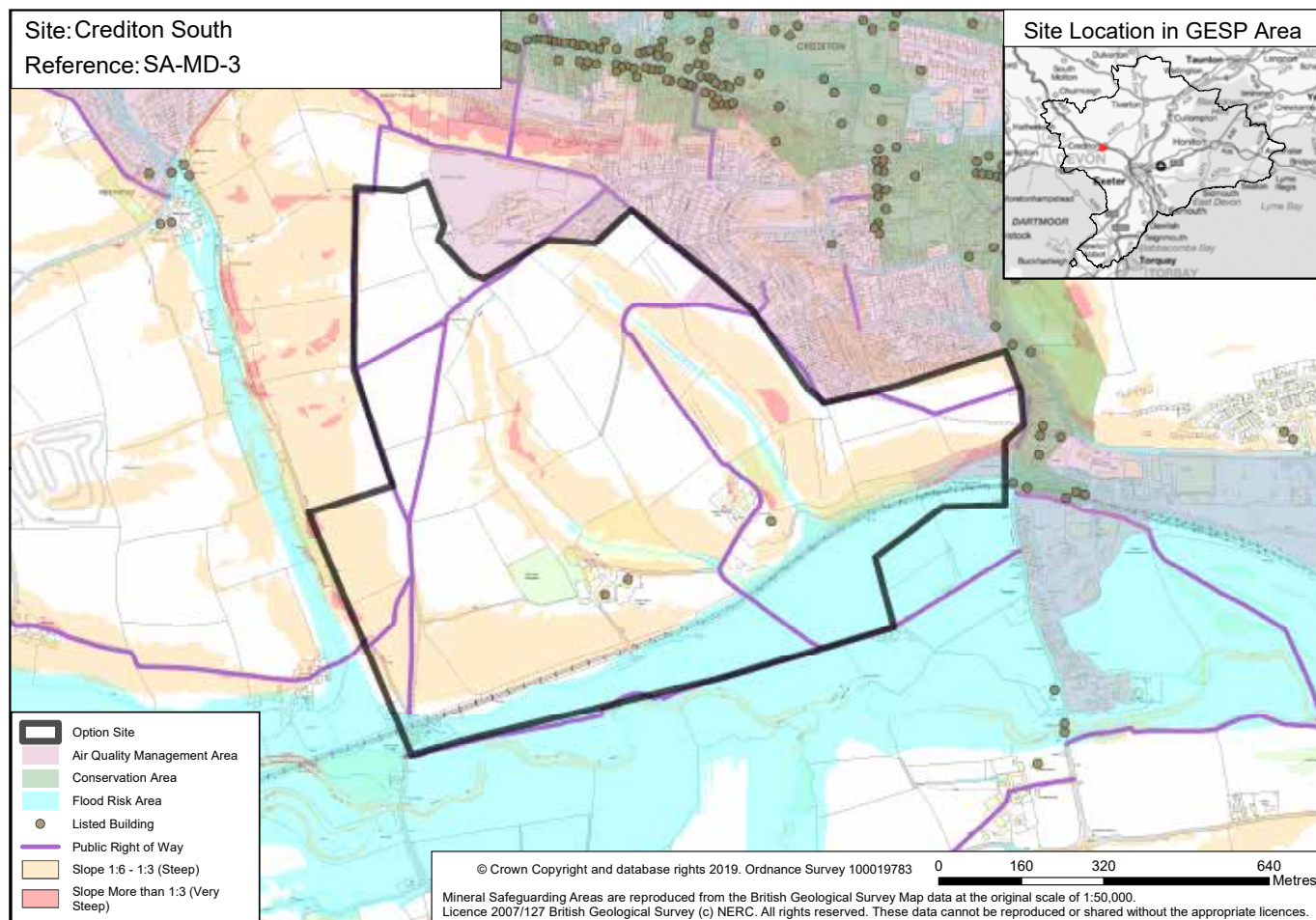
The site has a number of sensitivities which development would need to take into account, including:

- It may impact upon the Exe Estuary which is a *Natura 2000* protected wildlife site sensitive to an increase in the number of visitors
- A small area of the site is affected by flooding
- St. Andrew's Road and the existing junction with A377 would be an unsuitable access
- Cowley Bridge and roundabout junction with Stoke Road/Wreford's Drive are at capacity
- There are no schools within safe walking distance of the site and the capacity of the site will not be sufficient to merit on-site provision
- A number of Listed Buildings exist nearby. The site contains a Scheduled Monument. Cowley Bridge is also a Scheduled Monument and Grade II* Listed
- Steep topography and visual prominence in the west of the site could reduce capacity
- A large proportion of the site is high grade agricultural land
- The River Exe and railway could act as a barrier to movement causing severance
- The site is close to a number of County Wildlife Sites and may contain Great Crested Newts and other *protected species*

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Funding of measures to reduce the impact on the Exe Estuary including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- Measures to address the risk of flooding on site
- Preservation of archaeological features including the Scheduled Monument
- Pedestrian and cycle connectivity to jobs and services in Exeter including delivery of part of the Boniface Trail
- Delivery of a Park & Ride/Change within the site fronting the A377
- Diversion of St. Andrew's Road through the site to a new access point between Upton Pyne Cross and Duryardwood Lane
- High quality design and layout to reduce the impact upon heritage assets
- Financial contribution to off-site primary, early years and secondary school places
- A variety of amenities and services including a small amount of convenience retail, local employment, sports, recreation and healthcare provision
- Development will need to respect the privacy of existing dwellings located nearby



Site Name: Crediton South

Site Reference	SA-MD-3
Housing and Employment Land Availability Assessment (HELAA) sites included	j3137fv
Parish(es)	Crediton
District(s)	Mid Devon District Council
Site size	90 hectares
Number of homes considered in Sustainability Appraisal Report	1,473 - 1,900 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	750 homes
Potential for employment use	No
Relationship with existing allocations and other potential GESP sites	Possible relationship with site options SA-MD-4 (Newton St Cyres and Sweettham) and SA-ED-26 (Cowley) to collectively deliver transport infrastructure, including rail, bus and cycle improvements.
Planning status	None
Summary description of the site	This agricultural site adjoins the southern boundary of the historic market town of Crediton, about 11km northwest of Exeter, served by the Tarka Line Railway and also linked by the A377. The topography is irregular with steeper slopes along small marked valleys by Great Parks Farm, Lower Parks Farm and the western edge of the site. Farms and residential properties are dispersed throughout the site.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- It is within walking distance of the services and facilities within Crediton
- The nearby train station offers the potential for residents to travel by rail, with a 10 minute journey time, into Exeter (with also the potential to travel north)
- With provision of an appropriate route, residents could cycle to Crediton centre or towards Exeter
- In combination with the other potential GESP sites Newton St Cyres and Sweetham (SA-MD-10) and Cowley (SA-ED-26) there is potential to bring investment in improved rail services and cycle links e.g. the proposed cycle route (the Boniface Trail) from Crediton to Exeter. The potential Cowley site option also considers provision of a Park and Ride, which would be an alternative means of accessing Exeter

Sensitivities

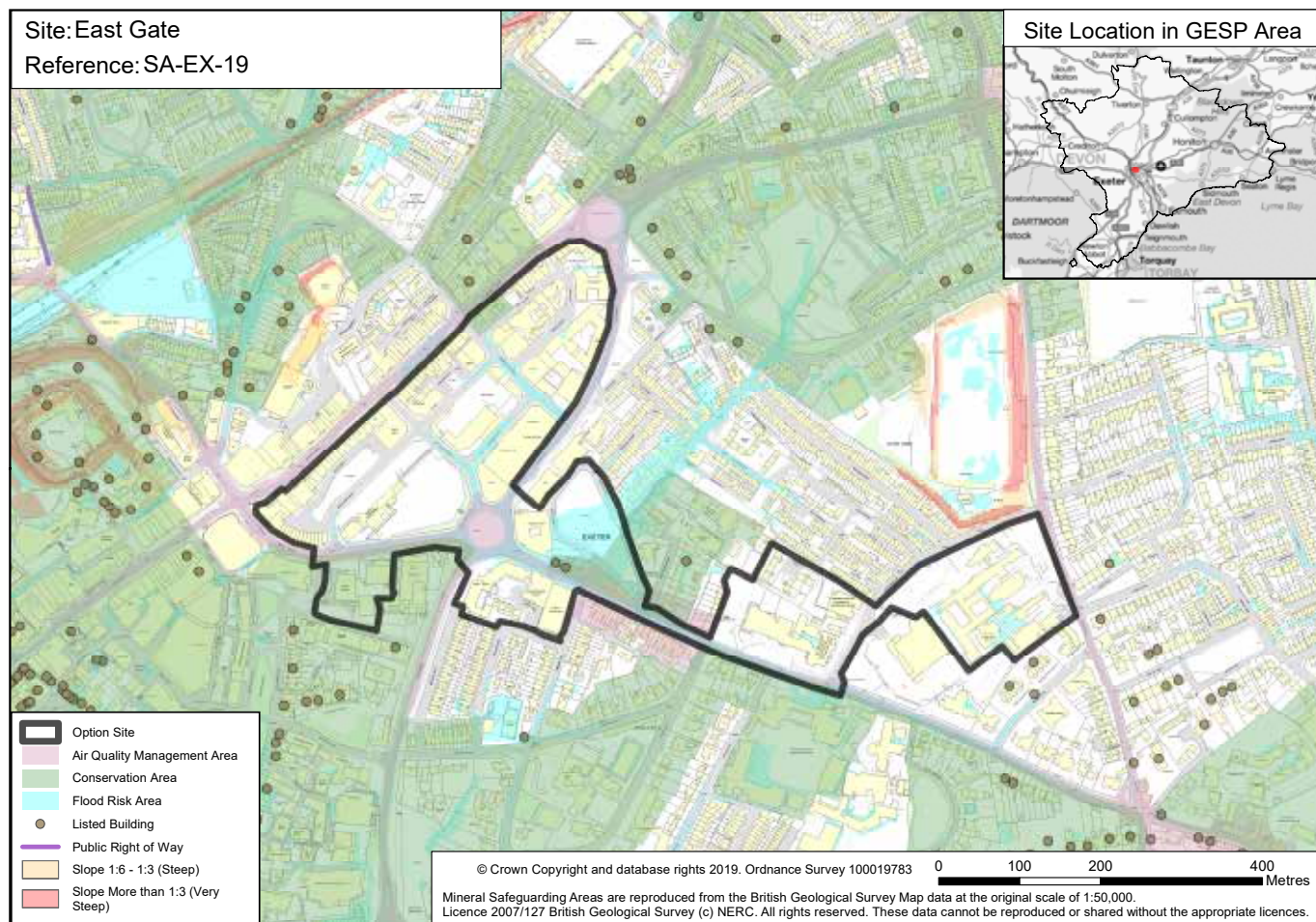
The site has a number of sensitivities which development would need to take into account, including:

- Listed buildings at Great Parks Farm, Henley House, Crediton Station and Crediton Conservation Area nearby
- A large proportion of the site is identified as a monument of local importance – ‘Manor of Crediton Parks’ (an undesignated medieval deer park)
- A number of public rights of way
- Crediton and Exeter Air Quality Management Areas could be impacted from increased travel movements.
- Flooding affects land south of the railway and along Mill Leat, with associated potential *biodiversity* assets (grazing marsh habitat)
- A ‘main river’ watercourse (Mill Leat) is identified following the railway line from Henley House to south of Taw Vale Terrace
- The site may contain bats, otters and other *protected species*
- A large proportion of the site is high grade agricultural land
- Steeper slope areas within the site
- Air quality impacts in this area need to be considered collectively for the Culm Grasslands

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Contribution to the strategic cycle link from Crediton to Exeter (the Boniface Trail)
- Enhancements to public transport infrastructure to enable increased frequency of rail and bus services between Crediton and Exeter
- A package of improvements to upgrade highway access (either A377/Station Road junction or alternative route to connect to Tesco roundabout) and level crossing upgrade, to include signals. This will also need to consider flooding associated with Mill Leat
- A community building, flexible in design to host local services as required
- Safeguarding of land for secondary school provision and provision of a primary school
- Contribution towards secondary school places and GP provision
- Measures to address the risk of flooding on site
- Potential gas, electricity and waste water utilities improvements
- Safeguarding of a potential route for an A377 Crediton town centre bypass
- Potential contributions to a recycling centre expansion
- Development will need to respect the privacy of existing dwellings located nearby



Site Name: East Gate	
Site Reference	SA-EX-19
Housing and Employment Land Availability Assessment (HELAA) sites included	sd12vdm, 5w15y7x
Parish(es)	Not applicable
District(s)	Exeter City Council
Site size	16.4 hectares
Number of homes considered in Sustainability Appraisal Report	854-1,015
Indicative number of homes factoring in sensitivities and requirements (see below)	1,160 homes
Potential for employment use	Yes.
Relationship with existing allocations and other potential GESP sites	Part of the site is identified for mixed-use redevelopment in Policy CP3 of the Exeter Core Strategy (2006-2026). The site is identified for future redevelopment in Exeter City Council's <i>Liveable Exeter</i> Programme.
Planning status	Consents for various uses across the area, recently including student accommodation, a new bus station and a leisure centre.
Summary description of the site	Mixed use area on the eastern side of Exeter city centre. Includes homes, business, leisure and institutional uses, a bus station and public car parks.

Opportunities

This site is identified for consideration in the GESP because:

- It provides an opportunity to make more efficient use of a *brownfield* site
- It has excellent access to public transport and is close to a wide range of job opportunities and facilities, giving the potential for car-free residential development
- It gives an opportunity to significantly enhance the appearance of the area
- A proportion of the site is in public sector ownership, enabling additional influence over design and delivery and the opportunity to reinvest proceeds into city improvements
- Part of the site has been put forward landowners for development

Sensitivities

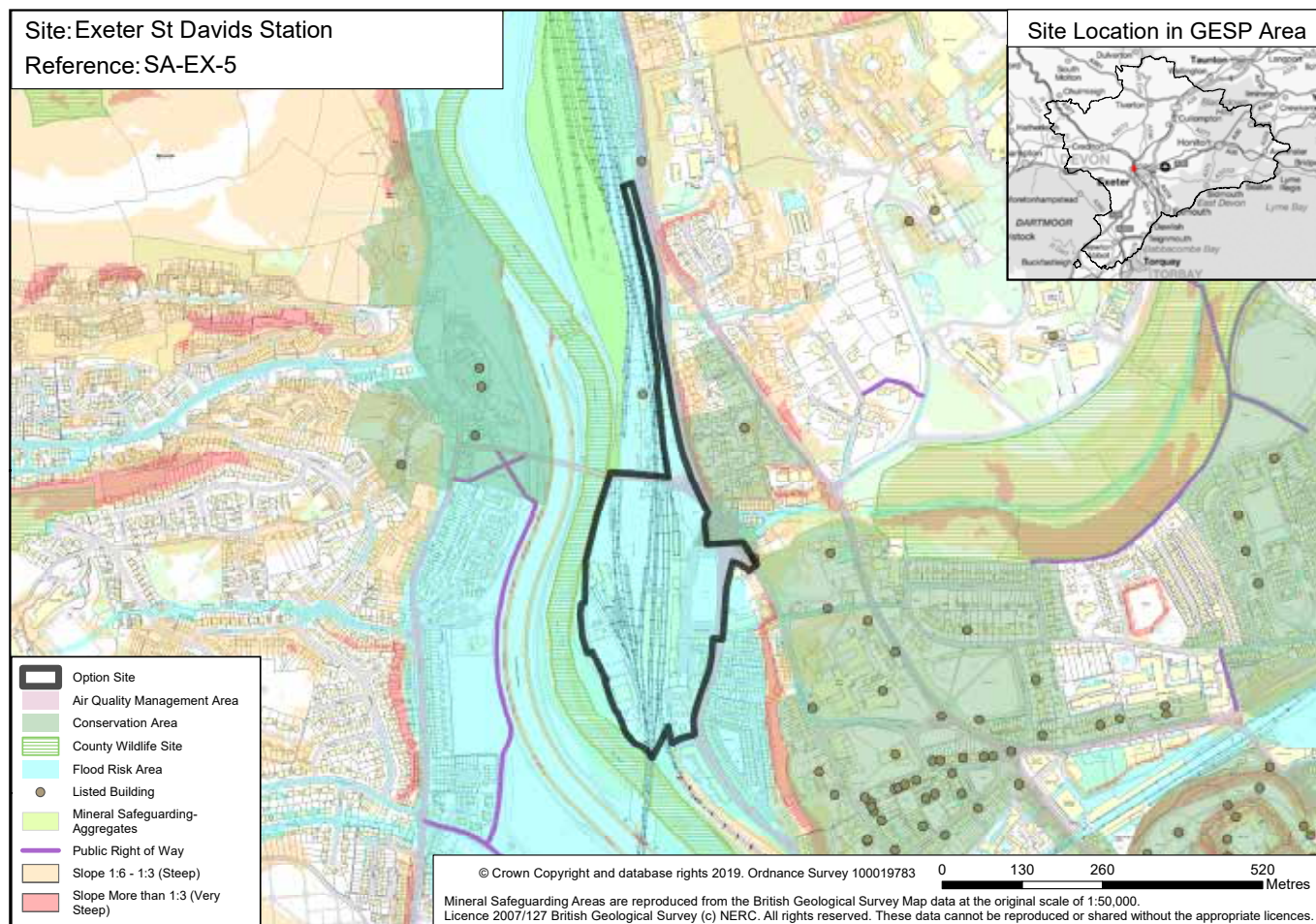
The site has a number of sensitivities which development would need to take into account, including:

- It includes homes, businesses, institutional uses, public car parks and transport infrastructure
- It may impact upon the Exe Estuary, which is a *Natura 2000* protected wildlife site sensitive to an increase in the number of visitors
- It contains a number of mature trees
- A small area of the site is affected by flooding
- It is affected by air and noise pollution from nearby roads and city-centre uses and may be contaminated
- It may contain archaeological remains, is close to a number of listed and locally listed buildings and is partly within a Conservation Area

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes serving. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- A range of other uses including shops, leisure, community space and employment (including a relocated Civic Centre)
- High quality, high density design that provides a healthy living environment for new residents and protects heritage assets
- Development that respects the privacy of existing dwellings located nearby
- Measures to address the risk of flooding on site
- Car-free residential development supported by more sustainable transport measures including car clubs and e-bikes
- Significant enhancement of pedestrian/cycle routes and financial contributions to Heavitree Road public transport improvement corridor and city centre highways enhancements
- Funding of measures to reduce the impact on the Exe Estuary, including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- Financial contributions towards the expansion of primary and secondary schools, medical facilities and utilities provision in Exeter



Site Name: Exeter St Davids Station

Site Reference	SA-EX-5
Housing and Employment Land Availability Assessment (HELAA) sites included	3915yq2
Parish(es)	Not applicable
District(s)	Exeter City Council
Site size	5.3 hectares
Number of homes considered in Sustainability Appraisal Report	151 – 180 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	660 homes
Potential for employment use	Yes
Relationship with existing allocations and other potential GESP sites	Policy KP5 of the Exeter <i>Local Plan</i> First Review (1995-2011) allocates surface car parks within the site for office development, student housing and local retail units. The site is identified for future redevelopment in Exeter City Council's <i>Liveable Exeter</i> Programme.
Planning status	None
Summary description of the site	Mixed-use site in Exeter, including surface car parks, storage and industrial uses, student accommodation and retail. Cowley Bridge Road and Bonhay Road run along the eastern boundary, beyond which are a hotel, student accommodation and residential areas. Exeter St David's Station lies to the west.

Opportunities

The site is identified for consideration in the GESP because:

- It provides an opportunity to make more efficient use of a *brownfield* site
- It has excellent access to public transport and is close to a wide range of job opportunities and facilities, giving the potential for car-free residential development
- It gives an opportunity to create an attractive gateway to Exeter
- A proportion of the site is in public sector ownership, enabling additional influence over design and delivery and the opportunity to reinvest proceeds into city improvements
- A large proportion of the site has been put forward by the landowner for development
- Additional residents in this area could boost city centre viability

Sensitivities

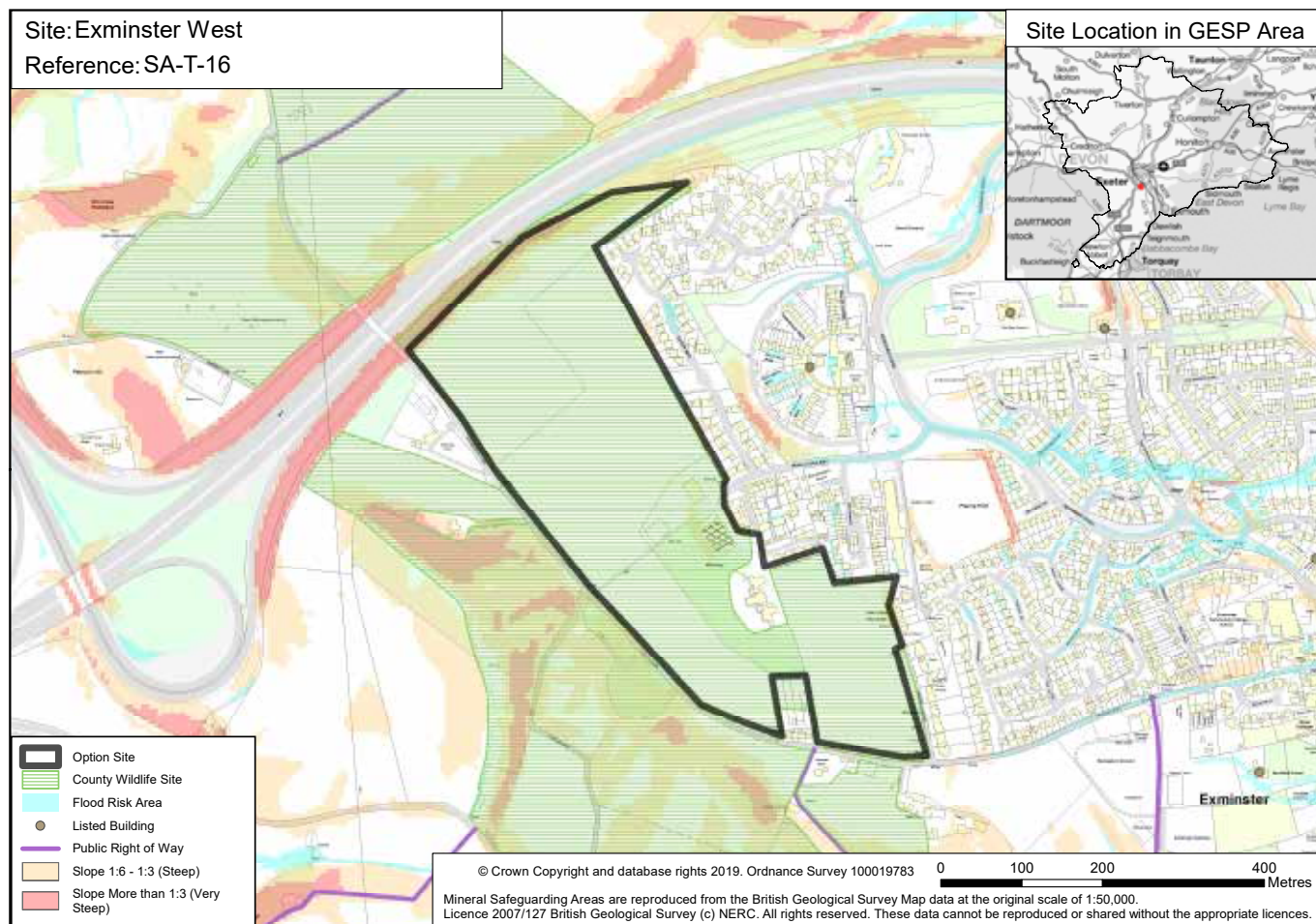
The site has a number of sensitivities which redevelopment would need to take into account, including:

- It includes a number of existing student homes, businesses and public car parking
- A large area of the site is affected by flooding (flood zone 3)
- It may impact upon the Exe Estuary, which is a *Natura 2000* protected wildlife site sensitive to an increase in the number of visitors
- It is affected by dust, air and noise pollution from the nearby railway and busy roads and is likely to be contaminated
- It is close to listed and locally listed buildings and within St David's Conservation Area
- It is affected by the operational requirements of Network Rail

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- High quality, high density design that addresses the risk of flooding, respects heritage assets and ensures a healthy living environment for residents
- A new local centre to the front of the station incorporating public open space, work spaces, shops, leisure uses and a new transport interchange that includes bus stops, taxi and cycle facilities
- Funding of measures to reduce the impact on the Exe Estuary, including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- Car-free residential development supported by more sustainable transport measures including car clubs and e-bikes
- Financial contributions towards park and ride facilities and significantly improved pedestrian and cycle links to the city centre, urban periphery and Riverside Valley Park
- Retention of some on-site car parking for the station.
- Highways improvements to Station Road and the St David's double roundabout
- Financial contributions towards the expansion of primary and secondary schools, medical facilities and utilities provision in Exeter
- Development that respects the privacy of nearby dwellings



Site Name: Exminster West	
Site Reference	SA-T-16
Housing and Employment Land Availability Assessment (HELAA) sites included	kg140jo
Parish(es)	Exminster
District(s)	Teignbridge District Council
Site size	16 hectares
Number of homes considered in Sustainability Appraisal Report	297 – 384 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	200 homes
Potential for employment use	No
Relationship with existing allocations and other potential GESP sites	Site is less than 1km from South West Exeter (SWE1) urban extension in the Teignbridge <i>Local Plan</i> and 1.3km from the site option SA-T-18 (Peamore).
Planning status	None
Summary description of the site	16 ha on western edge of Exminster with the M5 to north and Old Matford lane providing a direct link to development at SWE1. Site is 600m from the village centre with access to the A379. Land is mainly gently sloping, rising up a hillside to the west of the Exe, with potential for landscape impacts. Site is approximately 4.8km from Exeter City Centre and is therefore considered as being within the Exeter urban fringe.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- The site is adjacent to Exminster which has a range of shops, services and facilities
- Exminster has an existing regular bus service into Exeter
- The site is marginally within cycling distance of Exeter

Sensitivities

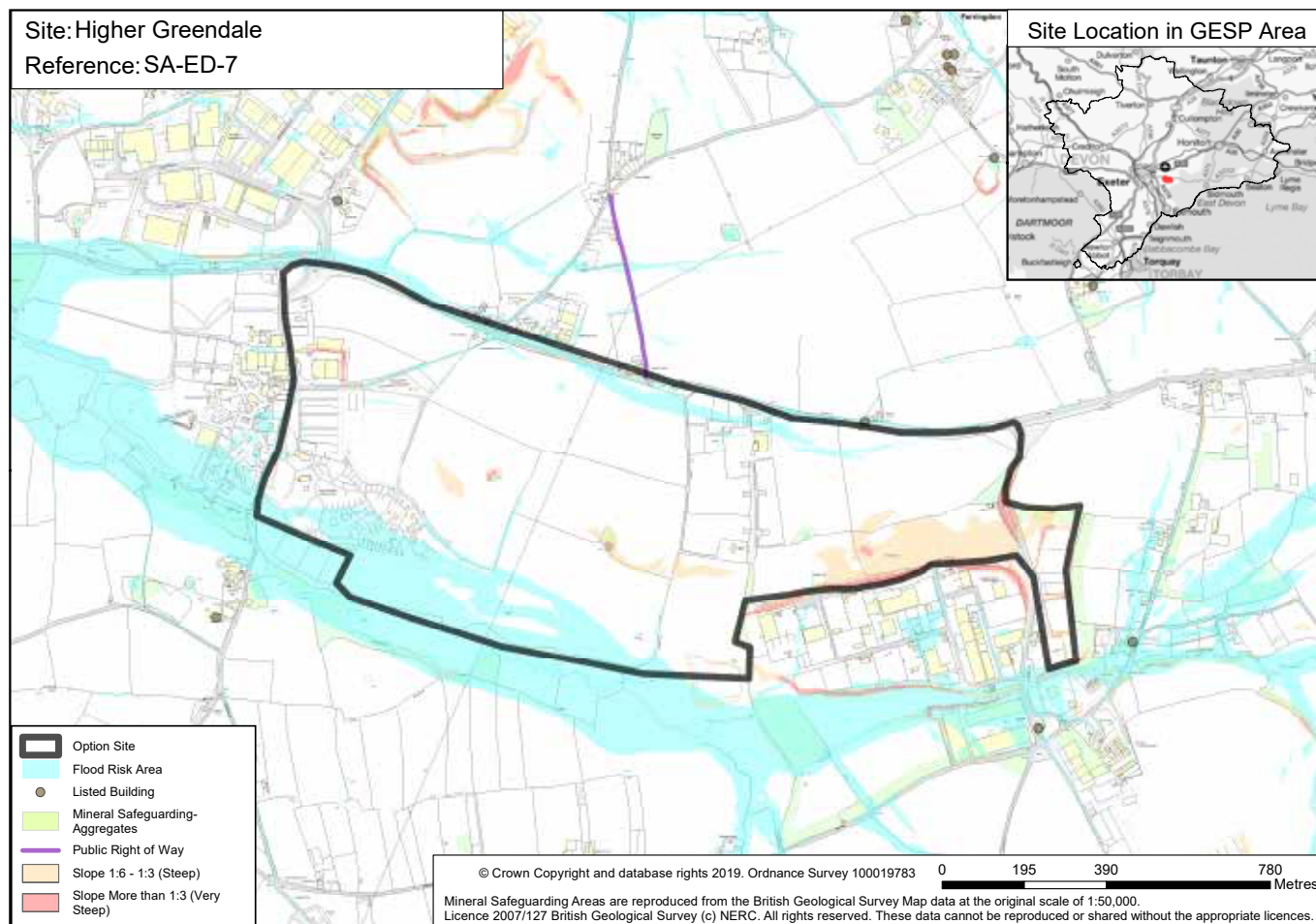
The site has a number of sensitivities which development would need to take into account, including:

- It may impact upon the Exe Estuary and Dawlish Warren, which are *Natura 2000* protected wildlife sites sensitive to an increase in the number of visitors
- There is no potential to increase existing primary school capacity as the existing site is significantly undersized and the school has already been expanded. The development would not support viable new primary school provision
- It may contain Great Crested Newts, Cirl Buntings and other *protected species*
- It will be necessary to have regard to the setting of listed buildings including the Grade II* listed converted Exe Vale Hospital and associated outbuildings
- A large proportion of the site is high grade agricultural land
- There may be noise from the M5 Motorway

Requirements

Planning requirements for the site will aim to create a great place to live, providing a well designed new neighbourhood with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Funding of measures to reduce the impact on the Exe Estuary/Dawlish Warren, including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- Additional primary school provision. This would require a new school including site and buildings as part of consolidated primary provision in the village. This would need to be wholly funded by development
- Ensure protection of *protected species* and their supporting habitats such as mature hedgerows
- Significant *green infrastructure* to provide amenities such as play space and allotments, as well as green space around sensitive features (e.g. listed buildings) and movement corridors
- Maintain any existing NHS services located within the Sanatorium building, or if these no longer exist explore potential for conversion of space into suitable alternative uses (e.g. offices / work space hub)
- Contribution towards Secondary School and GP provision
- Improved cycle link to Exeter
- Improving foot and cycle safety along local lanes, particularly Deepway Lane, Old Matford Lane and if possible lanes to and including Days Pottles Lane
- Measures to address any risk of flooding including to neighbouring property
- Development will need to respect the privacy of existing dwellings located nearby



Site Name: Higher Greendale

Site Reference	SA-ED-7
Housing and Employment Land Availability Assessment (HELAA) sites included	ks137av, dl15yzt
Parish(es)	Farringdon, Woodbury
District(s)	East Devon District Council
Site size	107 hectares
Number of homes considered in Sustainability Appraisal Report	1,776 - 2,292 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	1,300 homes
Potential for employment use	It could deliver a significant amount of employment as an extension to Greendale Business Park and/or smaller scale employment uses to support housing development.
Relationship with existing allocations and other potential GESP sites	There is a relationship with site options SA-ED-3 (Hill Barton) and SA-ED-2 (Oil Mill Lane) due to their close proximity and potential for the joint delivery of infrastructure, services and facilities. An adjacent site at Greendale Barton is allocated as a strategic energy recovery location in the Devon Waste Plan.
Planning status	None
Summary description of the site	An area of land adjacent to the A3052 sloping gently upwards from west to east to its highest point at the top of Windmill Hill. Adjoins Crealy Adventure Park to the west and Greendale Business Park to the south.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development.
- There are approximately 30,000 jobs located within 5km of the site including at Skypark, Science Park, Greendale and Hill Barton Business Parks
- It could utilise nearby Clyst Valley Regional Park and proposed Clyst Valley Trail.
- It could utilise existing bus services that run along the A3052
- It could deliver a mix of uses and local employment
- It could utilise *waste heat* from nearby projects including the strategic energy recovery locations at Hill Barton and Greendale Barton which are allocated in the Devon Waste Plan, if these came forward

Sensitivities

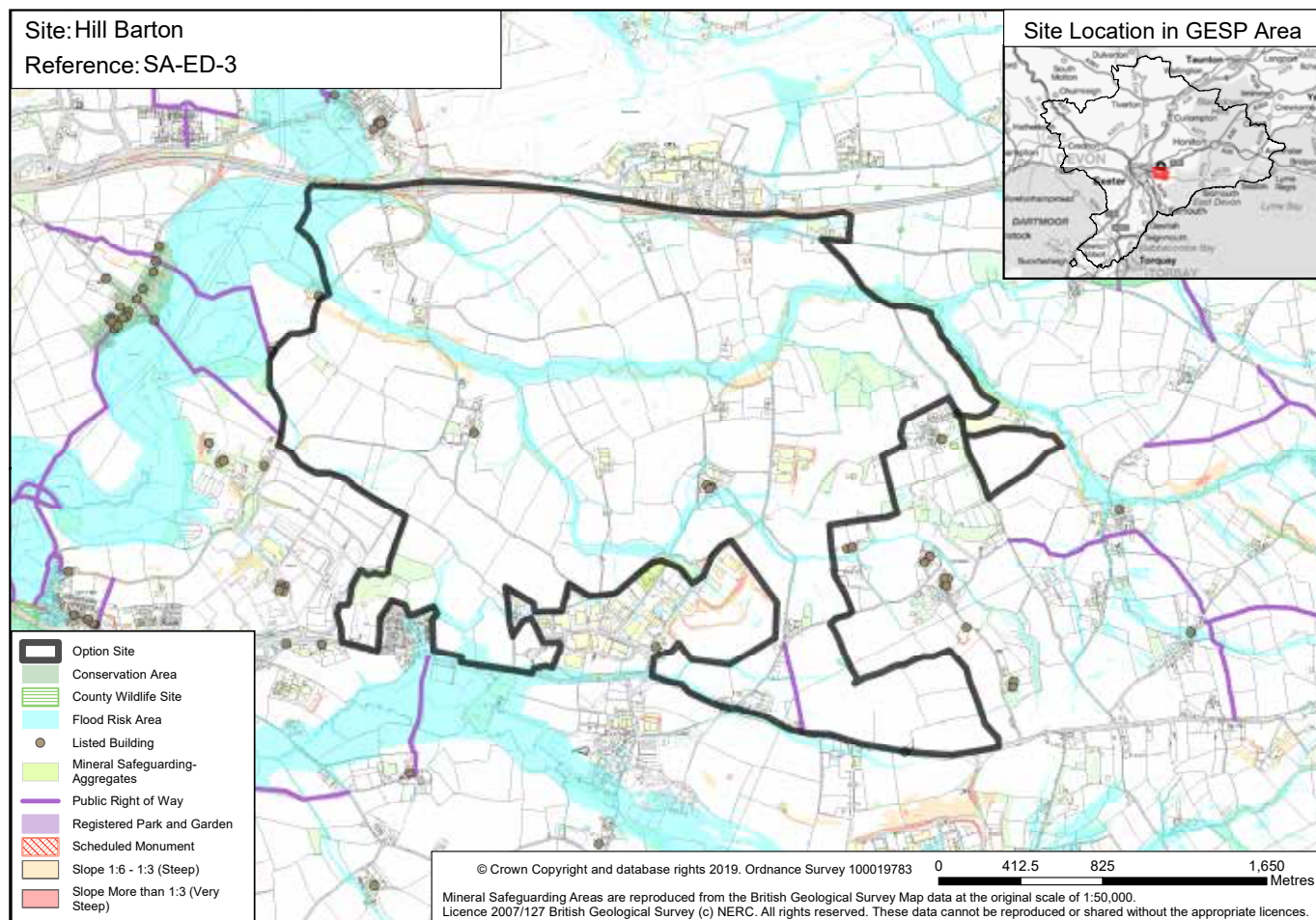
The site has a number of sensitivities which development would need to take into account, including:

- It may impact upon the Pebblebed Heaths and Exe Estuary which are *Natura 2000* protected wildlife sites sensitive to an increase in the number of visitors
- It may contain Great Crested Newts and other *protected species*
- Windmill Hill is the likely location of a major battle during the 16th century Prayerbook Rebellion and has far reaching views
- It is a long distance from existing services and facilities and on its own may not be large enough to deliver a wide range of services and facilities
- Development could increase traffic on the Clyst St Mary roundabout and Junction 30 of the M5 which is at or nearing capacity
- It is near to some grade II listed buildings and the historic settlement of Woodbury Salterton
- A large proportion of the site is high grade agricultural land
- A small area of the site is affected by flooding along the Grindle Brook
- It may be visible from the East Devon Area of Outstanding Natural Beauty
- It is adjacent to the Greendale Barton energy recovery site allocated in the Devon Waste Plan and existing waste uses and is partially within the associated Waste Consultation Zone

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Funding of measures to reduce the impact on the Pebblebed Heaths and Exe Estuary including provision of *Suitable Alternative Natural Greenspaces* (SANG)
- Improvements to the bus network along the A3052 including park and ride and bus priority
- A new primary school
- A variety of amenities and services including a local centre, employment and healthcare provision.
- Measures to address the risk of flooding on site
- Development will need to respect the privacy of existing dwellings located nearby



Site Name: Hill Barton

Site Reference	SA-ED-3
Housing and Employment Land Availability Assessment (HELAA) sites included	o613766, ip137o4, m1137zj, a91379k, m31378s, gw141y6, 7d15y6f, my145c4, sl15yam, uc15yv7, g715yay, 6c15yu6, v9137vw, ol15yxw, c7141v0, s914y0p, 1n13rl1
Parish(es)	Clyst Honiton, Sowton, Farringdon, Aylesbeare
District(s)	East Devon District Council
Site size	660 hectares
Number of homes considered in Sustainability Appraisal Report	11,320 – 14,606 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	10,000 homes
Potential for employment use	It would need to provide a mix of employment uses alongside housing.
Relationship with existing allocations and other potential GESP sites	There is a relationship with site options SA-ED-2 (Oil Mill Lane) and SA-ED-7 (Higher Greendale) due to their close proximity and potential for the joint delivery of infrastructure, services and facilities. An adjacent site at Hill Barton is allocated as a strategic energy recovery location in the Devon Waste Plan.
Planning status	None
Summary description of the site	A large area largely comprised of rolling farmland extending from the A30 to the A3052. Adjoins Hill Barton industrial area to the south.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- It comprises predominantly level land with limited landscape or historic sensitivity
- There are approximately 30,000 jobs located within 5km of the site including at Skypark, Science Park, Greendale and Hill Barton Business Parks
- It could deliver a new route connecting the A30 to the A3052
- Size and location would enable high frequency bus services to serve the development
- It could link into the existing *heat networks* and could use *waste heat* from nearby projects including the strategic energy recovery locations at Hill Barton and Greendale Barton which are allocated in the Devon Waste Plan, if these came forward. It could also link to the FAB Link
- It could utilise proximity of Clyst Valley Regional Park and proposed Clyst Valley Trail
- It has the capacity to deliver a self-sufficient, mixed-use garden community
- It could deliver a regional hub for sports

Sensitivities

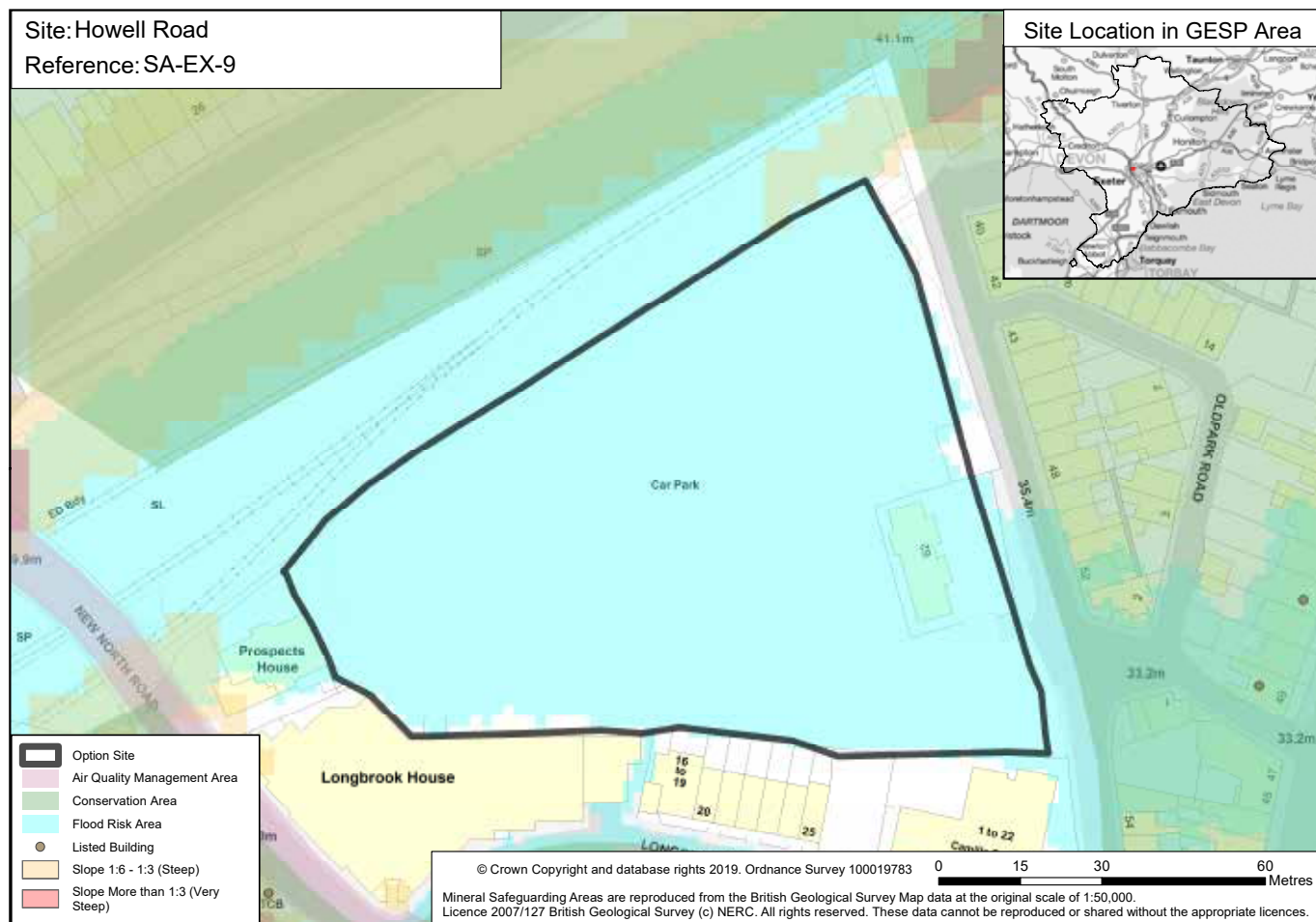
The site has a number of sensitivities which development would need to take into account, including:

- It may impact upon the Pebblebed Heaths and Exe Estuary which are *Natura 2000* protected wildlife sites sensitive to an increase in the number of visitors
- It may contain Great Crested Newts and other *protected species*
- It is not located in close proximity to an existing Railway route
- Development here could increase traffic on the Clyst St Mary Roundabout and Junctions 29 and 30 of the M5 which are at or nearing capacity
- Grade II listed buildings are present and the Grade I listed Bishops Court is nearby
- A large proportion of the site is high grade agricultural land
- A small area of the site is affected by flooding along the Aylesbeare stream / Holbrook
- Part of the site experiences aircraft noise due to its proximity to Exeter airport
- It is adjacent to the Hill Barton energy recovery site allocated in the Devon Waste Plan, the existing waste uses on site and is partially within the associated Waste Consultation Zone

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Funding of measures to reduce the impact on the Pebblebed Heaths and Exe Estuary including provision of *Suitable Alternative Natural Greenspace (SANG)*
- Extend and improve the Clyst Valley Regional Park including significant woodland planting
- Attractive and legible pedestrian and cycle routes across the A30 and A3052 and into Exeter and contributions towards the delivery of the Clyst Valley Trail
- Considerable improvements to the bus network including provision of new park and ride facilities along both the A30 and A3052 corridors and bus priority on the A3052
- Delivery of an avenue link between the A30 and the A3052
- Delivery of a district heating network utilising *low carbon* heat opportunities and linking to the existing Cranbrook network
- New primary schools including early years plus potentially a new learning and skills campus including early years, primary and secondary provision
- A variety of amenities and services including a town centre, employment, sports facilities, youth, library provision, healthcare provision and a recreation and *biodiversity* corridor along the Aylesbeare Stream
- Development will need to respect the privacy of existing dwellings located nearby
- Measures to address the risk of flooding on site



Site Name: Howell Road	
Site Reference	SA-EX-9
Housing and Employment Land Availability Assessment (HELAA) sites included	7i15yuh
Parish(es)	Not applicable
District(s)	Exeter City Council
Site size	0.9 hectares
Number of homes considered in Sustainability Appraisal Report	72 – 86 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	106 homes
Potential for employment use	No
Relationship with existing allocations and other potential GESP sites	None
Planning status	None
Summary description of the site	Large public surface car park and a housing association hostel, located just north of the city centre in a <i>mixed use</i> area including homes and businesses. The Exeter-London mainline railway runs along the northern site boundary.

Opportunities

This site is identified for consideration in the GESP because:

- It provides an opportunity to make more efficient use of a *brownfield* site
- It has excellent access to public transport and is close to a wide range of job opportunities and facilities, giving the potential for car-free residential development
- It gives an opportunity to significantly enhance the appearance of the area
- A proportion of the site is in public sector ownership, enabling additional influence over design and delivery and the opportunity to reinvest proceeds into city improvements
- Most of the site has been put forward by the landowner for development

Sensitivities

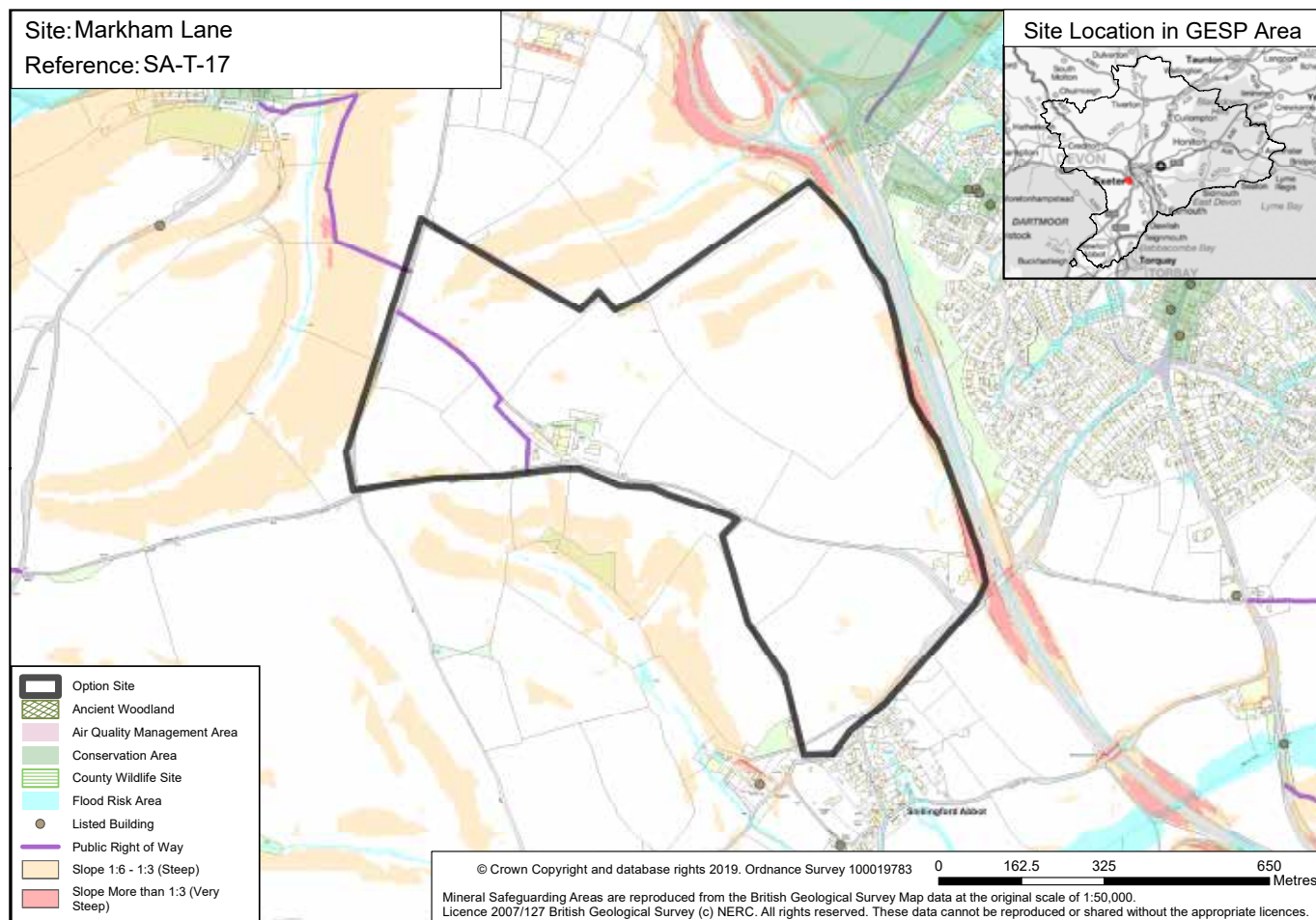
The site has a number of sensitivities which development would need to take into account, including:

- It includes a public car park, a hostel, substantial sewer pipes and an attenuation tank below ground
- It may impact upon the Exe Estuary, which is a *Natura 2000* protected wildlife site sensitive to an increase in the number of visitors
- It is affected by air and noise pollution from nearby roads and the railway and may be contaminated
- It is affected by flood risk

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- High quality and high density design that provides a healthy living environment for new residents and respects the privacy of existing dwellings located nearby
- A new public park at the western end of the site, above the attenuation tank
- Relocation of sewer pipes along the southern and northern boundaries
- Car-free residential development supported by more sustainable transport measures including a car club and e-bikes, plus significant enhancement of pedestrian/cycle routes (potentially including a new pedestrian link between the site and New North Road)
- Funding of measures to reduce the impact on the Exe Estuary, including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- Financial contributions towards expanded primary and secondary school provision, medical facilities and utilities provision in Exeter



Site Name: Markham Lane

Site Reference	SA-T-17
Housing and Employment Land Availability Assessment (HELAA) sites included	Wt14xs7, u01290n, pn137xi
Parish(es)	Ide / Shillingford St George
District(s)	Teignbridge District Council
Site size	62 hectares
Number of homes considered in Sustainability Appraisal Report	1,004 – 1,280 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	1100 homes
Potential for employment use	No
Relationship with existing allocations and other potential GESP sites	Site is about 2km from South West Exeter (SWE1) urban extension in the Teignbridge <i>Local Plan</i> and the site option SA-T-18 (Peamore).
Planning status	None
Summary description of the site	This site is a series of agricultural fields on a steep hill on the south-western fringe of Exeter, within the landscape setting of the city. The site is just 3.5km from the city centre, making it potentially accessible by non-car means. The site is currently served by minor single track lanes.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- The site is close to the city and 1km from Alphington which has a good bus service
- Site is within cycling distance of Exeter including the city centre and Matford
- A proportion is in public sector ownership, providing potential influence over delivery and the opportunity to reinvest proceeds into infrastructure

Sensitivities

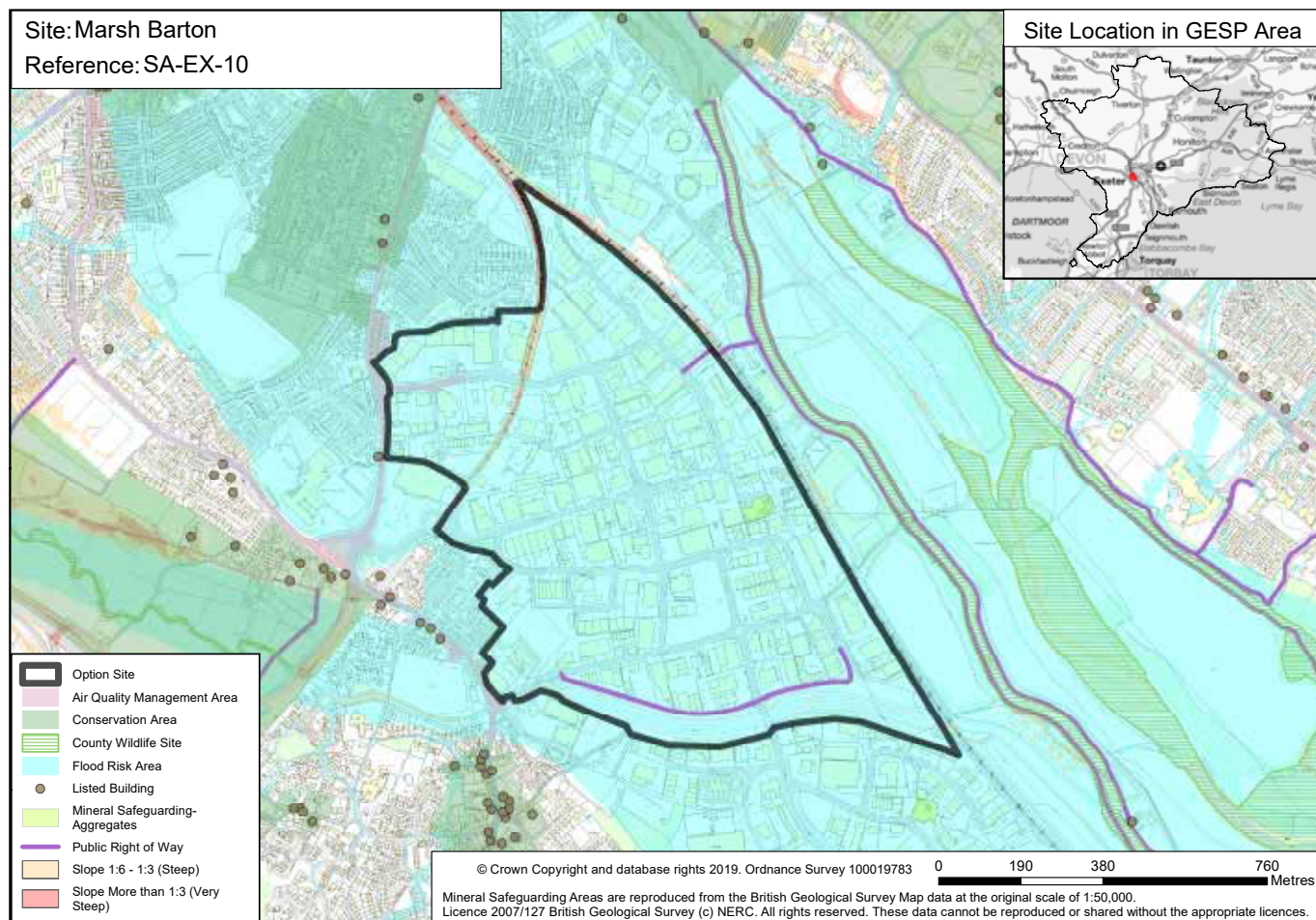
The site has a number of sensitivities which development would need to take into account, including:

- It may impact upon the Exe Estuary, which is a *Natura 2000* protected wildlife site sensitive to an increase in the number of visitors
- It may contain Great Crested Newts and other *protected species*
- Impacts on existing villages of Ide and Shillingford Abbot
- Landscape impact, particularly on the green setting of Exeter. The site is within the locally designated 'Area of Great Landscape Value'
- A large proportion of the site is high grade agricultural land
- Possible noise from A30 and impact on A30 Ide Junction
- Potential for relatively high development costs and infrastructure costs
- Creating a suitable access to the Ide A30 Junction may be unfeasible and requires further investigation

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Funding of measures to reduce the impact on the Exe Estuary including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- Ensure protection of *protected species* including Greater Crested Newts and their supporting habitats
- Significant *green infrastructure* designed to minimise the impact of development on the landscape and to provide amenities such as play space and allotments
- Junction and local road network upgrades. Further evidence on the cost and feasibility of improving vehicle accessibility from A30 Ide Junction and Alphington A30 bridge is required, including whether bus services would be capable of serving the site
- Improved foot and cycle routes into Alphington, Shillingford Abbot and Ide
- A new primary school or increased primary school capacity in the local area
- Contribution towards Secondary School and GP provision off site
- A multi-use community building with potential to accommodate a range of community uses
- Measures to address the risk of flooding on site
- Development will need to respect the privacy of existing dwellings located nearby



Site Name: Marsh Barton	
Site Reference	SA-EX-10
Housing and Employment Land Availability Assessment (HELAA) sites included	None
Parish(es)	Not applicable
District(s)	Exeter City Council
Site size	85 hectares
Number of homes considered in Sustainability Appraisal Report	4,545 – 5,400 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	5,544 homes
Potential for employment use	Would need to incorporate employment floorspace.
Relationship with existing allocations and other potential GESP sites	Adjoins site option SA-EX-6 (Water Lane) to its east. Policy CP2 of the Exeter Core Strategy protects the employment status of the site. The site is identified for future redevelopment in Exeter City Council's <i>Liveable Exeter</i> Programme.
Planning status	Various employment and commercial permissions across the trading estate area. Planning consent has been granted for a new train station off Alphin Brook Road.
Summary description of the site	A large area of older employment, retail, quasi retail and car showroom uses in the south of the city, largely bounded by the mainline railway, Alphonington Road, residential areas and the Alphin Brook. Generally low rise, lower quality buildings on level ground with main access from south and west. Contains an energy from waste plant in the south east corner, a recycling centre and an emerging retail/leisure quarter near Exeter Retail Park.

Opportunities

This site is identified for consideration in the GESP because:

- It provides a substantial, flat *brownfield* redevelopment opportunity
- It is within cycling distance of the city centre and within walking distance of Exeter St Thomas and the proposed Marsh Barton railway stations, the Alphington Road bus route and St Thomas local shops. It therefore has the potential to provide largely car-free residential development
- Redevelopment could significantly enhance the appearance of this key gateway to Exeter City Centre
- A proportion of the site is in public sector ownership, providing additional influence over design and delivery and the opportunity to reinvest proceeds into city improvements
- Additional residents in this area would boost city and local centre viability and create the demand for additional commercial and retail facilities in the area
- It could utilise *waste heat* from the energy from waste facility on site

Sensitivities

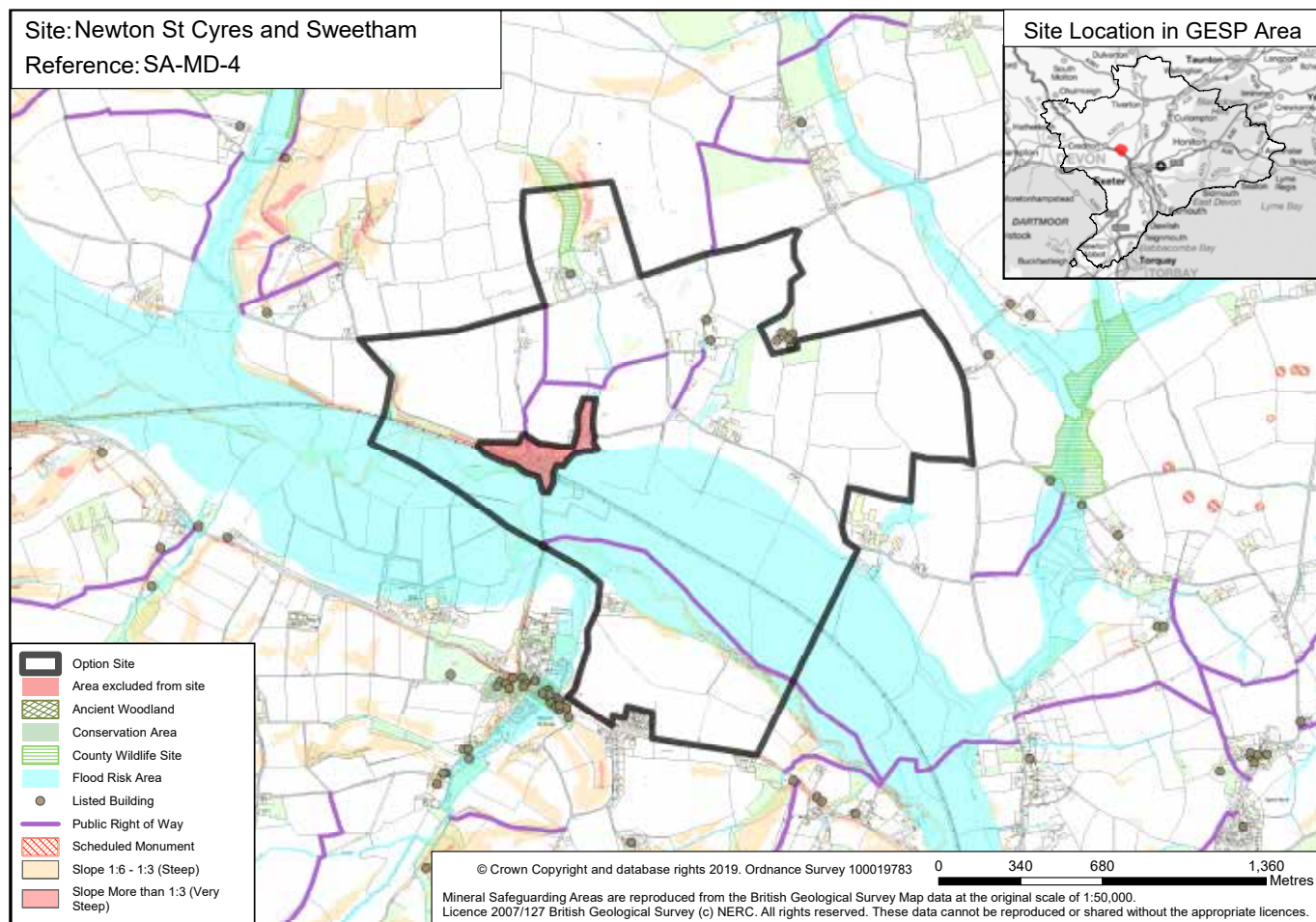
The site has a number of sensitivities which redevelopment would need to take into account, including:

- It may impact upon the Exe Estuary, which is a *Natura 2000* protected wildlife sites sensitive to an increase in the number of visitors
- Loss of, or disturbance to, many local businesses providing about 4,000 – 5,000 jobs
- Existing uses including the energy from waste plant and various recycling and waste management facilities
- All of the site is affected by flooding (flood zone 3)

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include::

- High quality, high density design that provides a healthy living environment for new residents
- A phased release of land for employment use, to allow for consideration of supply and demand
- A local centre at the heart of the site
- A new all-through school comprising a primary school, a secondary school and SEN provision, plus a children's centre service delivery base
- Potential youth and library provision as part of wider community facilities
- Funding of measures to reduce the impact on the Exe Estuary including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- Largely car-free residential development supported by more sustainable transport measures including car clubs, e-bikes, bus services and some focused junction improvements
- East-west and north-south *green infrastructure*/cycling/walking routes linking to the wider city, including crossings over the railway line into the Water Lane area
- Financial contributions towards the Exeter cycle network and park and ride expansion at Peamore and Alphington
- Flood defence and resilience analysis and infrastructure
- The need for development to take account of the energy from waste plant which would need to be retained. Consideration of the other existing waste management uses on site
- Development will need to respect the privacy of nearby dwellings



Site Name: Newton St Cyres and Sweetham

Site Reference	SA-MD-4
Housing and Employment Land Availability Assessment (HELAA) sites included	mh15yzj, wm15y5z
Parish(es)	Newton St Cyres, Shobrooke, Upton Pyne
District(s)	Mid Devon District Council, East Devon District Council
Site size	303 hectares
Number of homes considered in Sustainability Appraisal Report	3,787 – 4,886 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	1,200 homes
Potential for employment use	It would need to provide a mix of employment uses alongside housing.
Relationship with existing allocations and other potential GESP sites	Possible relationship with site options SA-MD-3 (Cridton South) and SA-ED-26 (Cowley) to collectively deliver transport infrastructure, including rail, bus and cycle improvements.
Planning status	None
Summary description of the site	The site is around 8km from Exeter and comprises predominantly gently undulating agricultural land. The hamlet of Sweetham is located in the centre of the site with the larger village of Newton St Cyres on the south-west boundary. The site includes farms and isolated dwellings, with a golf course near Higher Rewe. The Tarka Line railway segregates the site with a small station at Sweetham.

Opportunities

This site is identified for consideration in the GESP because:

- The site is reasonably close to Exeter, with the potential to access high quality jobs in the city
- The train station offers the potential for residents to travel by rail, with less than 10 minute journey time, into Exeter (or beyond)
- With provision of an appropriate route residents could cycle to Exeter or Crediton
- The characteristics of the site provides the opportunity to deliver a new sensitively designed rural settlement based on garden village principles
- In combination with the other potential GESP sites (Crediton and Cowley) there is potential to bring investment in improved rail services and cycle links e.g. the proposed cycle route (the Boniface Trail) from Crediton to Exeter

Sensitivities

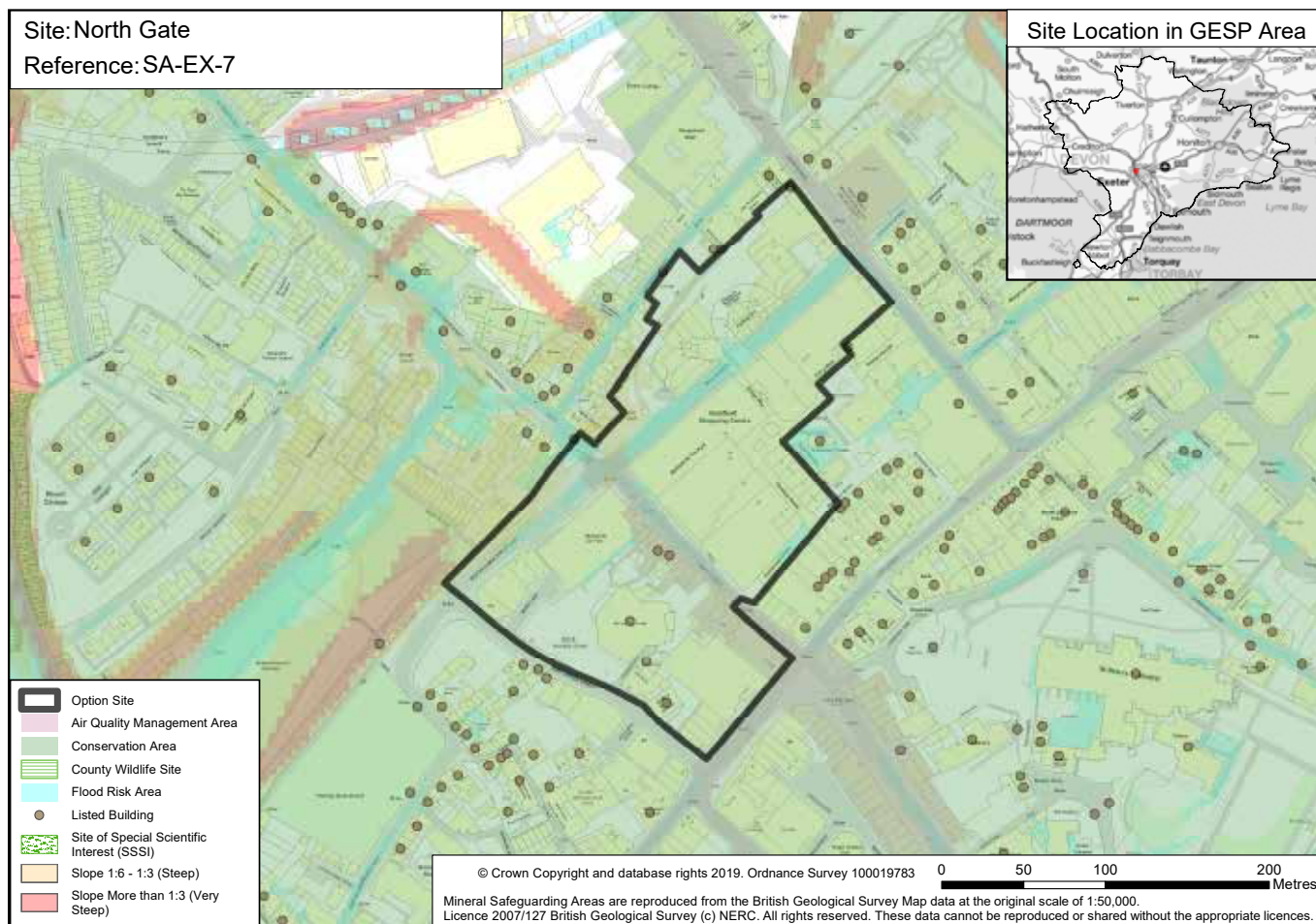
The site has a number of sensitivities which development would need to take into account, including:

- A number of designated heritage assets are within or the edge of the site including Grade II listed buildings and the Newton St Cyres Conservation Area
- A large area of the site is affected by flooding along the River Creedy and includes sections of Langford Road and Station Road
- The highway network in the area is restricted and is likely to require significant investment to provide increased capacity and flood resilient access to the site
- The site is segregated by the Tarka Line railway, with access points to Sweetham over railway bridges on Langford Road and Station Road
- Crediton and Exeter Air Quality Management Areas could be impacted from increased travel movements.
- A large proportion of the site is high grade agricultural land

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Contribution to the strategic cycle link from Crediton to Exeter (the Boniface Trail)
- Enhancements to public transport infrastructure to enable increased frequency of rail and bus services between Crediton and Exeter, with more frequent stops at Newton St Cyres station
- Improved cycle facilities at Newton St Cyres railway station
- A package of improvements to upgrade Langford Road to address increased capacity and enable flood resilient access to the site
- A primary school
- Financial contributions towards secondary school provision and transport, and GP services
- A village centre to include local services, a multi-functional community building, and employment space such as a work hub
- Measures to address the risk of flooding on site
- Development will need to respect the privacy of existing dwellings located nearby



Site Name: North Gate	
Site Reference	SA-EX-7
Housing and Employment Land Availability Assessment (HELAA) sites included	ca15y7f
Parish(es)	Not applicable
District(s)	Exeter City Council
Site size	3.9 hectares
Number of homes considered in Sustainability Appraisal Report	181 - 216 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	310 homes
Potential for employment use	Yes
Relationship with existing allocations and other potential GESP sites	The Guildhall and Harlequins Shopping Centres are identified as part of Exeter's primary shopping area in the Exeter <i>Local Plan</i> First Review. The site is close to site option SA-EX-23 (South St, Market St and Fore St). The site is identified for future redevelopment in Exeter City Council's <i>Liveable Exeter</i> Programme.
Planning status	Site has been the subject of numerous planning consents. The Harlequins Shopping Centre is currently the subject of a planning application for redevelopment including co-living apartments and a hotel.
Summary description of the site	Mixed-use site within Exeter's urban area, including part of the Guildhall and all of the Harlequins Shopping Centres (developed in the 1980/90s), alongside the Guildhall and Mary Arches public car parks, a large listed Bingo Hall, smaller scale commercial uses and homes.

Opportunities

This site is identified for consideration in the GESP because:

- It provides an opportunity to make more efficient use of a *brownfield* site
- It has excellent access to public transport and is close to a wide range of job opportunities and facilities, giving the potential for car-free residential development
- It gives an opportunity to significantly enhance the appearance of the area and to improve the setting of the City Wall and listed buildings
- A proportion of the site in public sector ownership, enabling additional influence over design and delivery and the opportunity to reinvest proceeds into city improvements
- Part of the site has been put forward by landowners for redevelopment
- There are on-going structural changes in the retail sector
- Additional residents in this area could boost city centre viability

Sensitivities

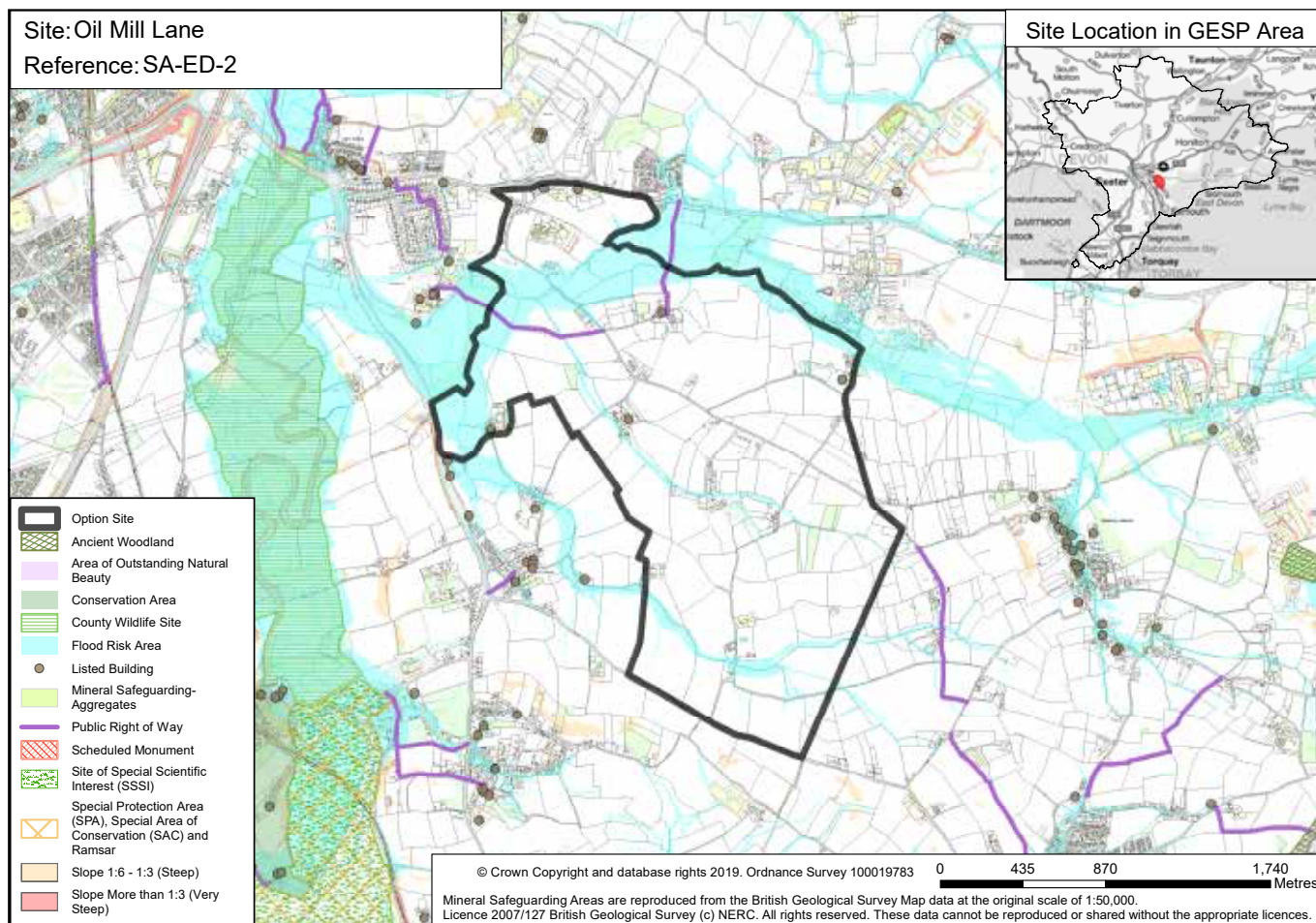
The site has a number of sensitivities which development would need to take into account, including:

- It includes existing businesses, homes and public car parks
- It may contain important archaeological remains
- It is in the City Centre Conservation Area and contains or lies close to the City Wall (a Scheduled Ancient Monument) and numerous listed and locally listed buildings
- It may impact upon the Exe Estuary, which is a *Natura 2000* protected wildlife site sensitive to an increase in the number of visitors
- It may be contaminated and is affected by dust, air and noise pollution from existing businesses and the transport network

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Redevelopment for homes of the Harlequins Shopping Centre and for shops/offices/homes of suitable parts of the Guildhall Shopping Centre
- The need to respect the privacy of existing dwellings located nearby
- High quality, high density design that celebrates and preserves the site's heritage assets
- Significant enhancement of public realm and walking/cycling routes through the site, linked to the wider city
- Measures to minimise car use, including car-free residential development supported by more sustainable transport measures including car clubs and e-bikes and financial contributions towards highways junction improvements
- Funding of measures to reduce the impact on the Exe Estuary, including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- Financial contributions towards the expansion of primary and secondary schools in Exeter



Site Name: Oil Mill Lane

Site Reference	SA-ED-2
Housing and Employment Land Availability Assessment (HELAA) sites included	4e14yea, r614ymq, lc15xij, fm12vyh
Parish(es)	Sowton, Clyst St Mary, Clyst St George, Woodbury
District(s)	East Devon District Council
Site size	380 hectares
Number of homes considered in Sustainability Appraisal Report	6,696 - 8,640 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	4,000 homes
Potential for employment use	It would need to provide a mix of employment uses alongside housing.
Relationship with existing allocations and other potential GESP sites	There is a relationship with site options SA-ED-3 (Hill Barton) and SA-ED-7 (Higher Greendale) due to their close proximity and potential for the joint delivery of infrastructure, services and facilities.
Planning status	None
Summary description of the site	A large area largely comprising rolling farmland extending from the A3052 to Woodbury Road. Adjoins Crealy Adventure Park to the north-east.

Opportunities

This site is identified for consideration in the GESP because:

- It comprises predominantly level land with limited landscape or historic sensitivity
- There are approximately 30,000 jobs located within 5km of the site including at Skypark, Science Park, Greendale and Hill Barton Business Parks
- It could deliver a link road connecting the A376 and A3052 which could relieve pressure from local traffic on the Clyst St Mary Roundabout
- It could help to deliver of Clyst Valley Regional Park and proposed Clyst Valley Trail
- It has the capacity to deliver a self-sufficient, mixed-use garden community
- It could utilise waste heat from nearby projects including the strategic energy recovery locations at Hill Barton and Greendale Barton which are allocated in the Devon Waste Plan if these came forward

Sensitivities

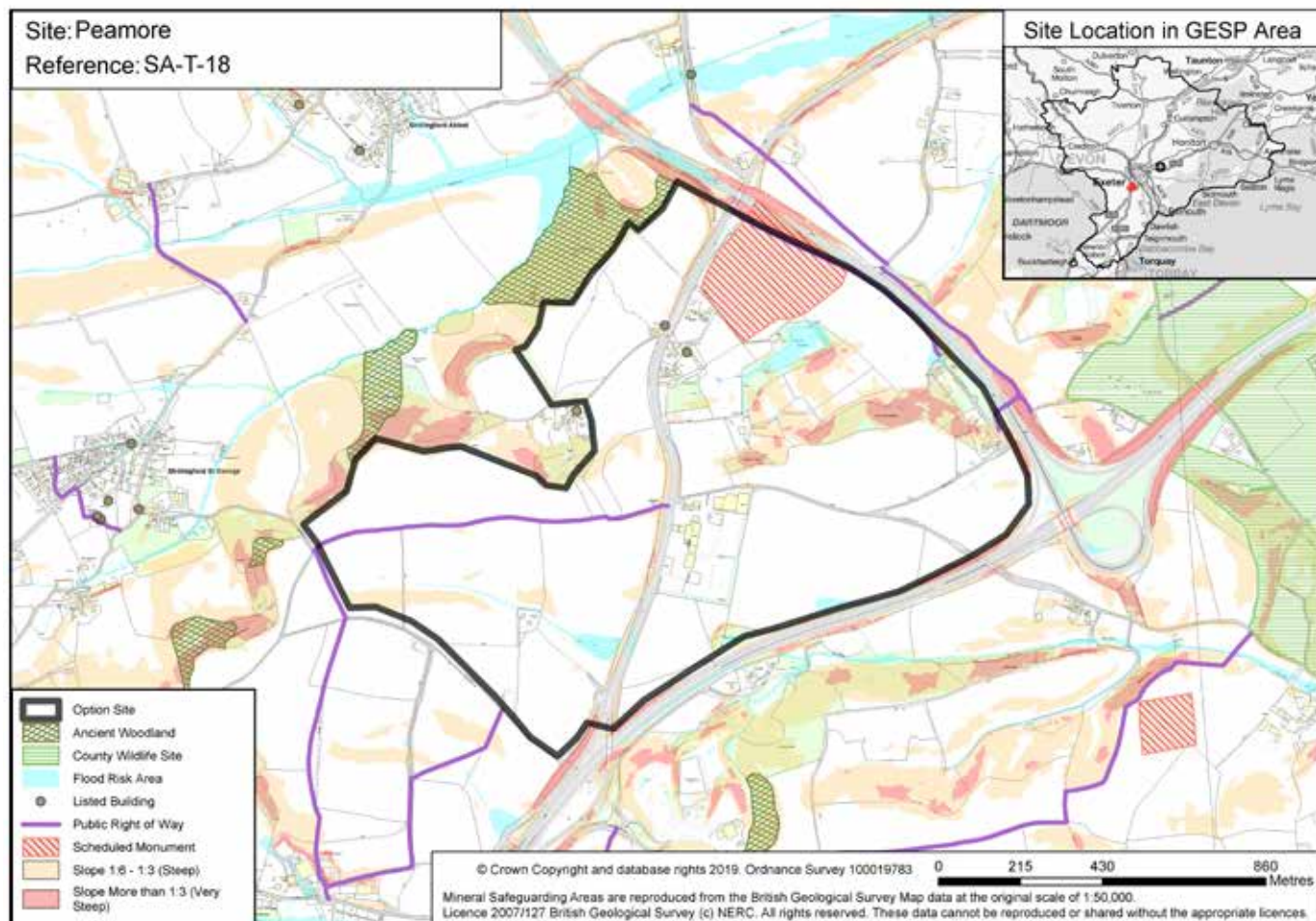
The site has a number of sensitivities which development would need to take into account, including:

- It may impact upon the Pebblebed Heaths and Exe Estuary which are *Natura 2000* protected wildlife sites sensitive to an increase in the number of visitors
- It may contain Great Crested Newts and other *protected species*
- It is not located in close proximity to an existing railway line
- Development could increase traffic on the Clyst St Mary roundabout and Junction 30 of the M5 which is at or nearing capacity. Potential traffic impact on Topsham
- Grade II listed buildings are present and the Grade II* listed Bishops Court is nearby
- It is located near to historic settlements of Clyst St George, Clyst St Mary and Woodbury Salterton
- Grade 2 and 3a agricultural land is present on the site
- An area of the site is affected by flooding along the Grindle Brook
- Possible difficulty in accessing the site over a floodplain
- Possible difficulty in the availability of land for development
- It may be visible from the East Devon Area of Outstanding Natural Beauty

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Funding of measures to reduce the impact on the Pebblebed Heaths and Exe Estuary including provision of *Suitable Alternative Natural Greenspace (SANG)*
- Extending and improving the Clyst Valley Regional Park
- Attractive and legible pedestrian and cycle routes towards the Exe Estuary Trail, Topsham Train station and into Exeter
- The delivery of a section of the Clyst Valley Trail
- Considerable improvements to the bus network including provision of new park and ride facilities and bus priority along the A3052 corridor
- The delivery of an avenue link between the A376 and A3052
- New primary schools including early years plus potential provision of a new learning and skills campus including early years, primary and secondary provision
- A variety of amenities and services including a town centre, employment, sports facilities, healthcare, youth, library provision and a recreation and *biodiversity* corridor along the Grindle Brook
- Measures to address the risk of flooding on site
- Development will need to respect the privacy of existing dwellings located nearby



Site Name: Peamore

Site Reference	SA-T-18
Housing and Employment Land Availability Assessment (HELAA) sites included	7e137me, wx1372u
Parish(es)	Exminster Parish & Shillingford St George Parish
District(s)	Teignbridge District Council
Site size	146 hectares
Number of homes considered in Sustainability Appraisal Report	1,612 – 2,080 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	1500 homes
Potential for employment use	The site includes a permission for approximately 16 hectares of employment land and would need to provide a mix of employment uses alongside housing.
Relationship with existing allocations and other potential GESP sites	Adjacent to existing Teignbridge <i>Local Plan</i> & Exeter Core Strategy allocations in South West Exeter.
Planning status	Part of site includes <i>outline planning consent</i> to extend industrial estate with 16 hectares of employment land granted in 2018
Summary description of the site	The site is south west of Exeter, 4-5km from the centre. A significant proportion of the site is defined by the Grade II listed Peamore House and its estate, including listed buildings, features and parkland trees. This area is agricultural in use. Residential properties scatter the site, with a concentration at Little Silver. Towards the south of the site is an industrial estate, which has planning permission for an extension. The site is undulating, with areas of steep slope. Around the site edges is the A38 and A30 with the A379 bisecting.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- The site contains an existing substantial employment planning permission, which would enable jobs within walking distance for residents
- Devon County Council has agreed to pursue a park and ride site in this location to provide a link to Exeter
- The site is adjacent to the existing South West Exeter allocation with opportunities for shared infrastructure
- The site is within cycling distance of Exeter
- Appropriate site layout and public realm enhancements could enhance the setting of Peamore House and estate, and the Scheduled Monument
- The A379 bisecting the site largely has sufficient width to construct segregated cycle lanes

Sensitivities

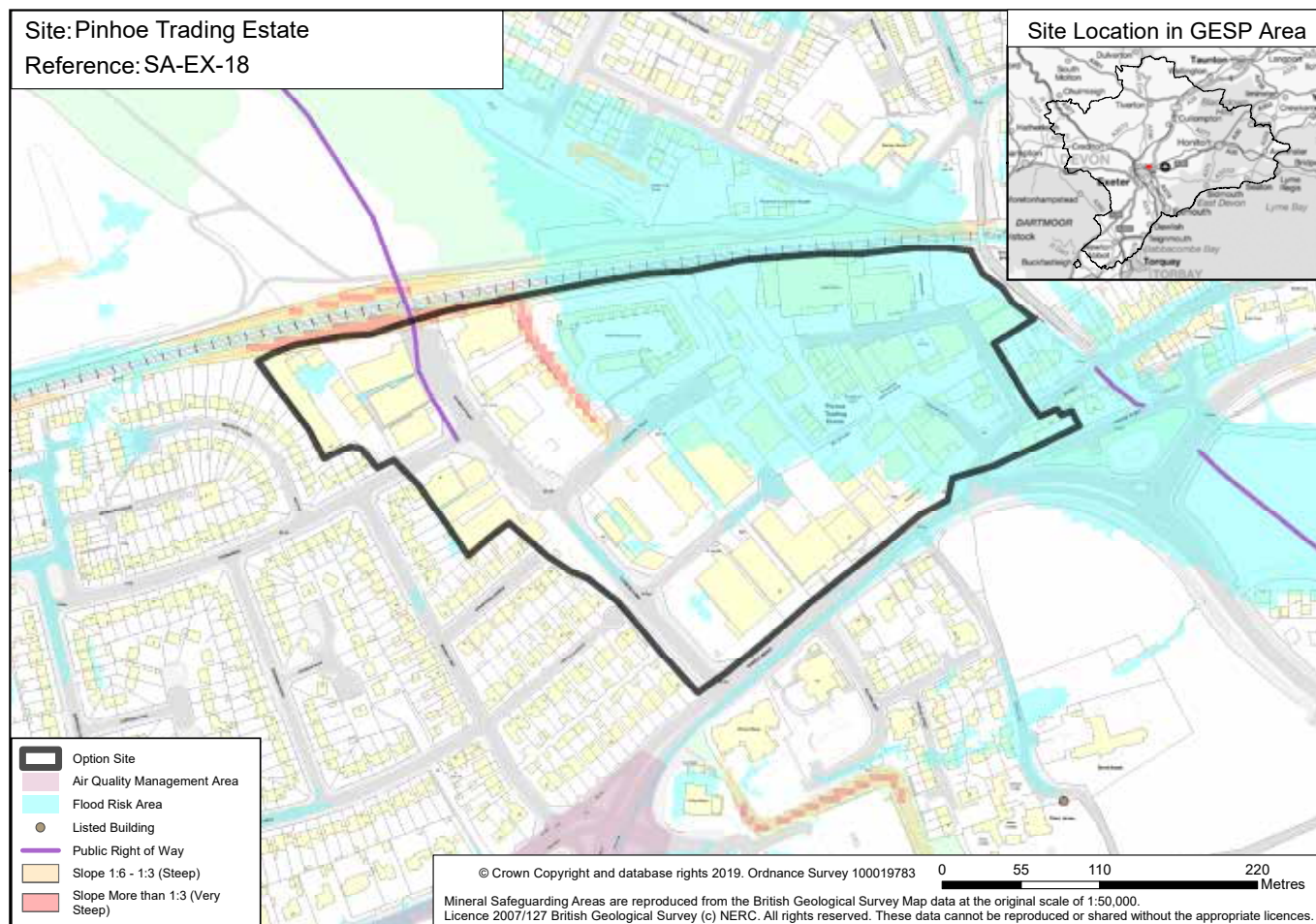
The site has a number of sensitivities which development would need to take into account, including:

- Peamore House and other listed buildings and features which form part of the historic house estate
- The Scheduled Monument
- It may impact on the Exe Estuary and Dawlish Warren which are *Natura 2000* protected wildlife sites sensitive to an increase in the number of visitors
- Wooded areas, including Little Silver Plantation and with Ancient Woodland next to the site
- The site may contain Great Crested Newts, Cirl Buntings and other *protected species*
- Within Area of Great Landscape Value designation (identified in Teignbridge *Local Plan*)
- A large proportion of the site is high grade agricultural land
- Steeper slope areas within the site
- The impact of the surrounding and bisecting trunk and major roads on the site

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- A Park and Ride site and safeguarding of a potential new north bound sliproad onto the A38. These would bring local benefit to the site, and also wider region with the delivery of strategic transport infrastructure
- Improved cycle and walking links towards Exeter including bridge points over the A30
- Various highway and access improvements, including public realm enhancement of the A379
- A primary school
- A community building, flexible in design to host local services as required
- Contribution towards secondary school and GP provision off site
- Funding of measures to reduce the impact on the Exe Estuary and Dawlish Warren, including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- Potential connection to South West Exeter district heating network
- Development will need to respect the privacy of existing dwellings within and nearby the site
- Significant employment land delivery reflecting the existing planning permission



Site Name: Pinhoe Trading Estate	
Site Reference	SA-EX-18
Housing and Employment Land Availability Assessment (HELAA) sites included	None
Parish(es)	Not applicable
District(s)	Exeter City Council
Site size	9.4 hectares
Number of homes considered in Sustainability Appraisal Report	351 – 417 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	278 homes
Potential for employment use	Would need to incorporate employment floorspace.
Relationship with existing allocations and other potential GESP sites	Monkerton / Hill Barton strategic allocation, made in the Exeter Core Strategy, is to the south.
Planning status	The site has been the subject of numerous planning consents. The trading estate is protected for employment use by Policy CP4 of the Exeter Core Strategy and is also covered by the waste consultation zone for Pinbrook recycling centre
Summary description of the site	Suburban trading estate comprising a range of unit sizes, together Pinbrook Recycling Centre, one home and a supermarket.

Opportunities

This site is identified for consideration in the GESP because:

- It provides an opportunity to make more efficient use of a *brownfield* site
- It has good access to public transport, is on a strategic cycle route, and is close to a wide range of job opportunities and facilities, giving the potential for car-free residential development
- It gives an opportunity to significantly enhance the appearance of the area
- A proportion of the site is in public sector ownership, enabling additional influence over design and delivery and the opportunity to reinvest proceeds into city improvements

Sensitivities

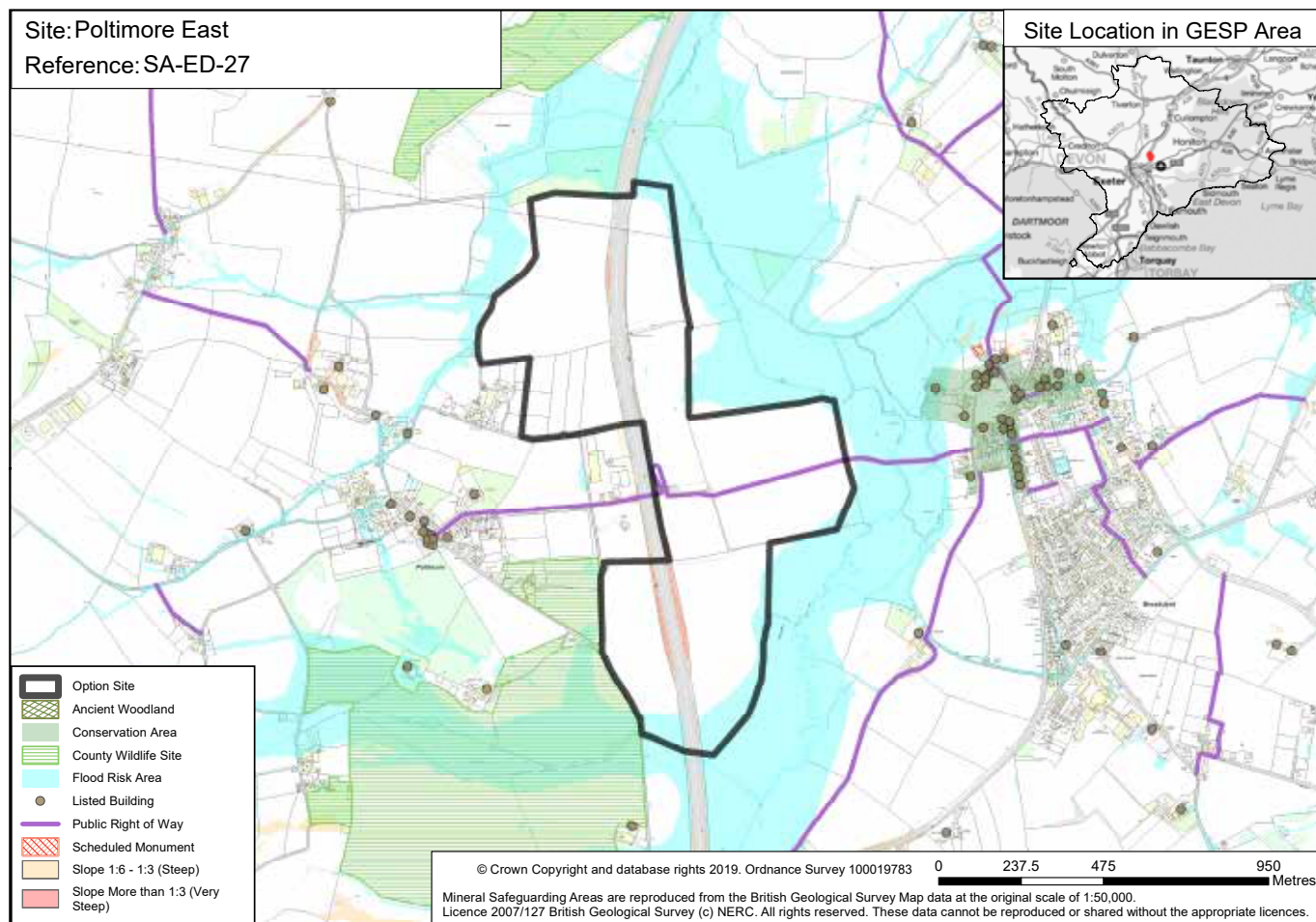
The site has a number of sensitivities which redevelopment would need to take into account, including:

- It includes a number of employment and retail premises and a home
- Part of the site is affected by the Pin Brook floodplain
- The site includes Pinbrook Recycling Centre and its Waste Consultation Zone
- It is likely to be contaminated and is affected by air and noise pollution from existing businesses, vehicles and the railway line
- It may impact upon the Exe Estuary and Pebblebed Heaths, which are *Natura 2000* protected wildlife site sensitive to an increase in the number of visitors

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- A phased release of land for employment use, to allow for consideration of supply and demand
- Consideration of the recycling centre to enable continued operation
- High quality, high density design that creates a healthy living environment for residents and includes a new wetland park around the Pin Brook to address the risk of flooding
- Funding of measures to reduce the impact on the Exe Estuary and Pebblebed Heaths, including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- Measures to minimise car use, including potential car-free residential development, motor vehicular access restrictions and financial contributions towards highways junction improvements, park and ride facilities and enhancement of pedestrian/cycle routes including linking to strategic cycle route
- Financial contributions towards the expansion of primary and secondary schools, medical facilities and utilities provision in Exeter
- The need to respect the privacy of nearby dwellings



Site Name: Poltimore East

Site Reference	SA-ED-27
Housing and Employment Land Availability Assessment (HELAA) sites included	u715y6r
Parish(es)	Poltimore
District(s)	East Devon District Council
Site size	44.3 hectares
Number of homes considered in Sustainability Appraisal Report	Motorway Services Area only
Indicative number of homes factoring in sensitivities and requirements (see below)	Motorway Services Area only
Potential for employment use	No
Relationship with existing allocations and other potential GESP sites	Falls largely within the Clyst Valley Regional park allocation in the East Devon <i>Local Plan</i> .
Planning status	None
Summary description of the site	A series of agricultural fields on a shallow ridge which slopes gently down eastwards towards the River Clyst. The M5 passes north-south through its centre and the historic villages of Poltimore and Broadclyst are situated 400m to the west and east respectively. The grade II* listed Poltimore house is situated some 400m to the south-west.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- It provides an opportunity to reconsider the existing motorway service station provision at Exeter which could free up the existing site for alternative uses and relieve pressure on Junction 30 of the M5
- There are limited feasible locations for the proposed use between Junctions 28 and 30
- It could deliver part of the proposed Clyst Valley Trail with the potential for co-location of new educational and visitor facilities related to the Clyst Valley Regional Park
- It could deliver *biodiversity* and recreational enhancements to the Clyst Valley Regional Park
- It could provide a link to Poltimore House which is on the Historic England heritage at risk register, increasing the number of potential visitors which may aid in restoration efforts

Sensitivities

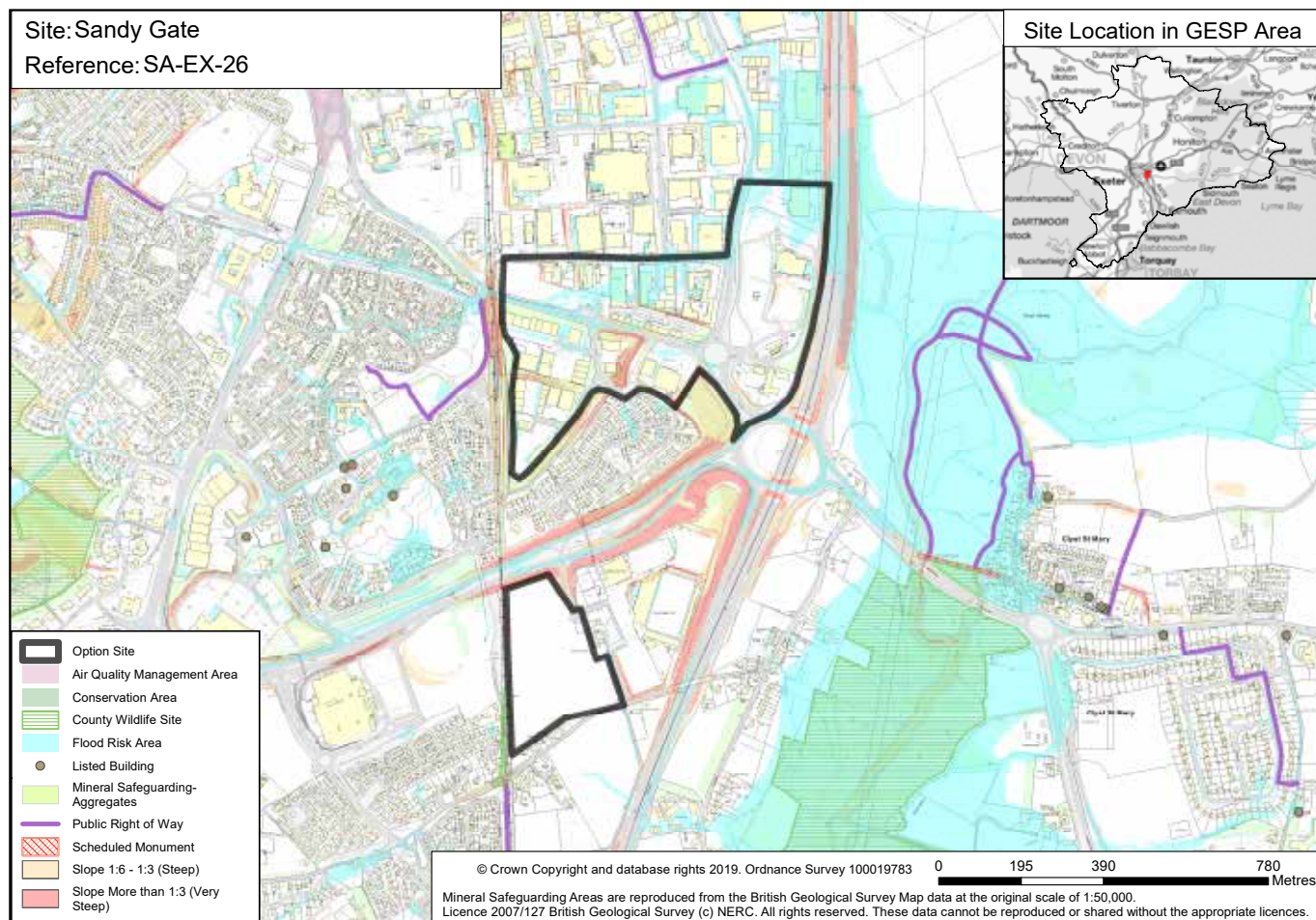
The site has a number of sensitivities which development would need to take into account, including:

- Site is largely within the East Devon *Local Plan* designated Clyst Valley Regional Park
- It could impact on views from Killerton Estate, Poltimore House and Broadclyst Village, which are important heritage assets in the area
- A public footpath runs east-west through the site, crossing over the motorway at this point – this is used by the Two Counties Way regional walking route and is also proposed for inclusion in the Clyst Valley Trail
- It contains Grade 2 and 3a agricultural land
- It may contain Great Crested Newts and other *protected species*

Requirements

Planning requirements for the site will aim to create a high quality visitor experience for motorway users in both directions with direct access from the M5 as an “on-line” facility. It will need to be future-proofed to serve a high proportion of electric vehicles with capacity to increase this to 100%. Other emerging requirements include:

- The site would be considered in the context of potential relocation of the existing Motorway Service Area at Junction 30
- Bespoke, high quality design, open spaces and landscaping to reflect its visibility and sensitive countryside location close to heritage assets
- Appropriate financial and/or land in lieu contributions towards the creation and enhancement of the Clyst Valley Regional Park and Clyst Valley Trail
- Retention of the public right of way/long distance footpath running through the site with access to the on-site food, comfort and other facilities
- Contribution towards the enhancement of Poltimore House as a potential key visitor attraction in the area



Site Name: Sandy Gate	
Site Reference	SA-EX-26
Housing and Employment Land Availability Assessment (HELAA) sites included	fe13bki
Parish(es)	Not applicable
District(s)	Exeter City Council
Site size	36 hectares
Number of homes considered in Sustainability Appraisal Report	625 - 806 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	1,050 homes
Potential for employment use	Yes
Relationship with existing allocations and other potential GESP sites	A potential alternative motorway service station is identified at site SA-ED-27 (Poltimore East). The site is identified for future redevelopment in Exeter City Council's <i>Liveable Exeter</i> Programme.
Planning status	The southern section of the site is allocated in the Newcourt Strategic allocation of the Exeter Core Strategy
Summary description of the site	A split site lying to the west of Junction 30 of the M5 motorway. The site contains a motorway services, fuel station, retail, surface car parking/park & ride, industrial/employment units, hotel, restaurants and cafés, and agricultural land.

Opportunities

This site is identified for consideration in the GESP because:

- It would support the relocation of the Motorway Service Area with potential to relieve congestion at Junction 30
- It provides an opportunity to make more efficient use of a *brownfield* site
- It is within cycling distance of Exeter city centre and has excellent access to public transport (bus services and Digby & Sowton Railway Station) giving the potential for car-free residential development
- It has good proximity to existing key employment areas and job opportunities, including Sowton and Exeter city centre, with potential for improved active travel connections.

Sensitivities

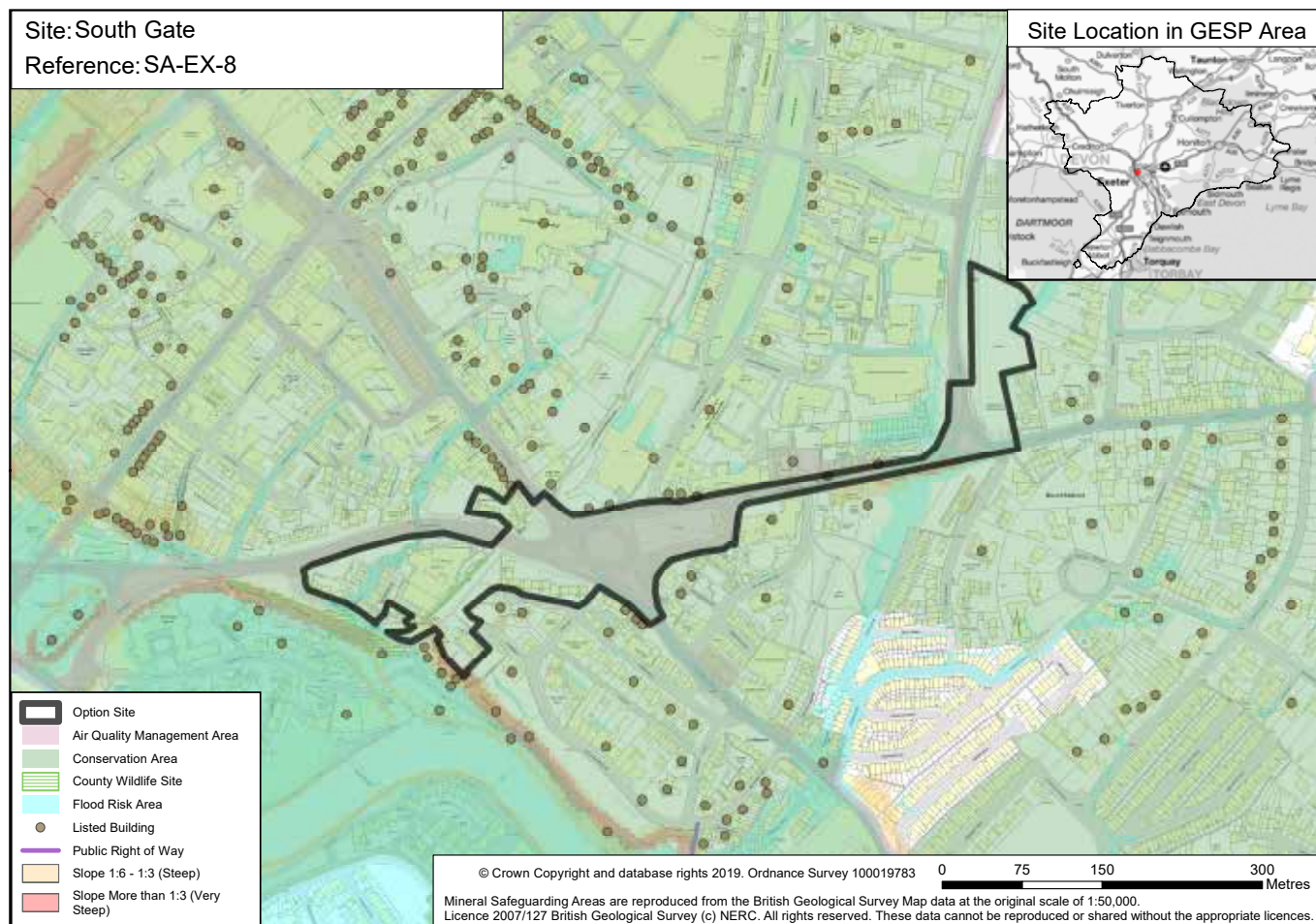
The site has a number of sensitivities which development would need to take into account, including:

- Existing homes, businesses, park and ride site and motorway service station
- Feasibility and potential high cost of altering the local highway and junctions
- It may impact upon the Pebblebed Heaths and Exe Estuary which are *Natura 2000* protected wildlife sites sensitive to an increase in the number of visitors
- It contains trees with Tree Protection Orders
- Possible air and noise pollution from M5 motorway and the railway
- A small area of the site is affected by flooding

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- High quality, moderate to high density design that provides a healthy living environment for new residents and respects the privacy of existing dwellings nearby
- Financial contributions towards improved medical facilities and provision, schools and other social infrastructure to serve the development
- Retention of park and ride capacity on site or potential off-site relocation to A376 or A3052
- Car-free residential development supported by more sustainable transport measures including car clubs and e-bikes
- Measures to minimise car use and promote sustainable and active travel, including a financial contribution to enhance bus routes and provision of pedestrian/cycle routes that improve links to Digby & Sowton railway station and city centre
- Highway enhancements to Junction 30, Sandygate roundabout and the A3052, including a financial contribution to secure an attractive travel interchange point
- Funding of measures to reduce the impact on the Pebblebed Heaths and Exe Estuary including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- A variety of amenities and services including employment, recreational, leisure and retail spaces
- Mitigation of noise from M5 and railway (e.g. orientation, triple glazing, planting, sound buffers, and acoustic panelling)
- Measures to address the risk of flooding on site



Site Name: South Gate	
Site Reference	SA-EX-8
Housing and Employment Land Availability Assessment (HELAA) sites included	wx15ywf, os12v7n, 0v15yoa
Parish(es)	Not applicable
District(s)	Exeter City Council
Site size	4.2 hectares
Number of homes considered in Sustainability Appraisal Report	202 - 240 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	300 homes
Potential for employment use	A potential for a mix of employment uses alongside housing.
Relationship with existing allocations and other potential GESP sites	Close to site options SA-EX-22 (West Gate) and SA-EX-23 (South St, Market St and Fore St). The site is identified for future redevelopment in Exeter City Council's <i>Liveable Exeter</i> Programme.
Planning status	None
Summary description of the site	Reconfiguration of the Holloway Street/Western Way/South Street/Magdalen Street junction together with land around it, including surface car parking and blocks of flats, plus the redevelopment of Magdalen Road Car Park.

Opportunities

This site is identified for consideration in the GESP because:

- It provides a substantial *brownfield* redevelopment opportunity
- A proportion of the site has been put forward by landowners for redevelopment
- It is within walking distance of the city centre, railway and bus stations, giving the potential for car-free residential development
- Redevelopment could significantly enhance the appearance of this key gateway to Exeter City Centre within and close to a Conservation Area
- A proportion is in public sector ownership, providing additional influence over design and delivery and the opportunity to reinvest proceeds into city improvements
- Additional residents in this area could boost city centre viability

Sensitivities

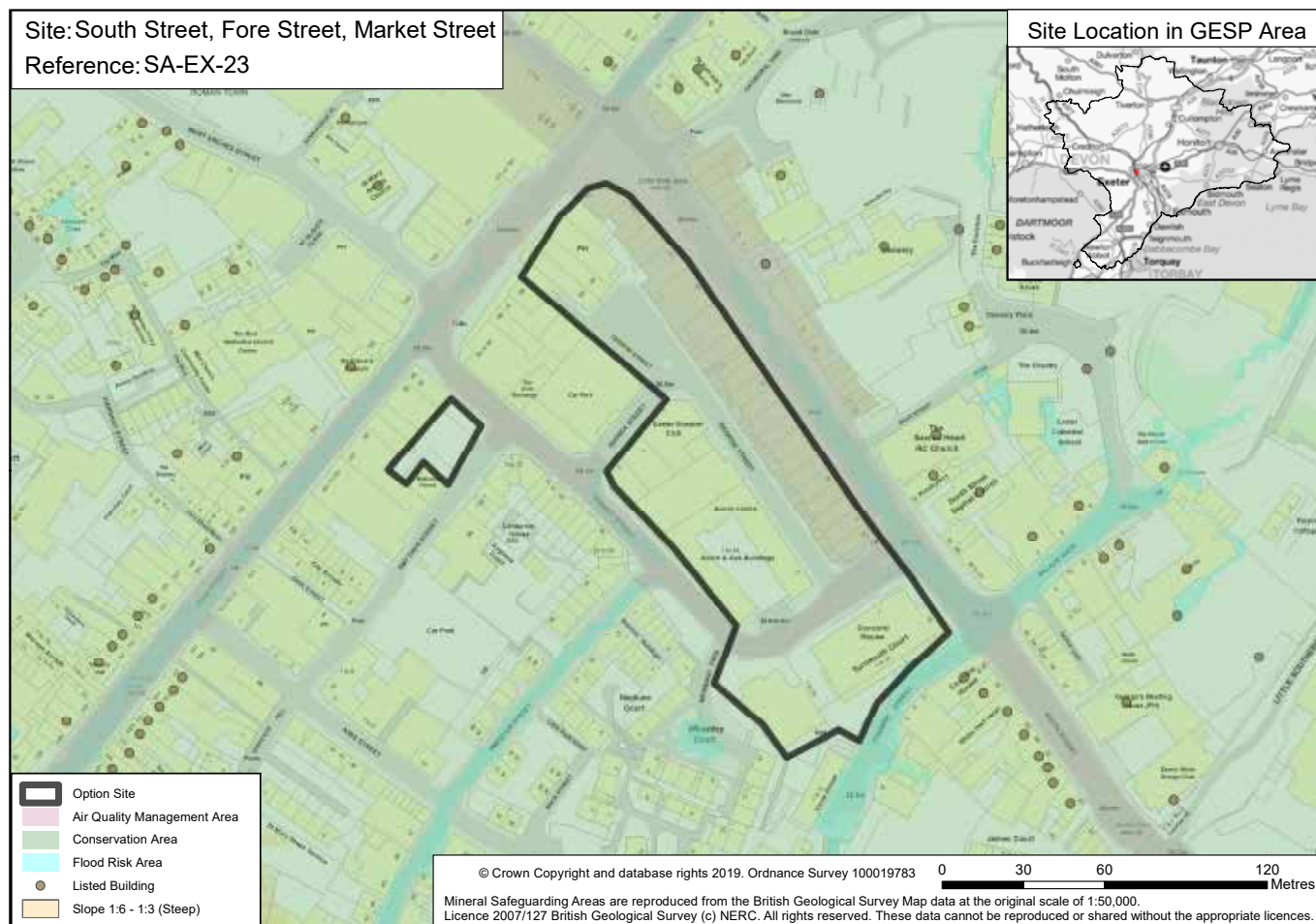
The site has a number of sensitivities which redevelopment would need to take into account, including:

- It is within two Conservation Areas and close to an array of Listed Buildings that provide the site's setting and context
- The scheduled Exeter City Walls run through the western end of the site and it contains other significant buried archaeological remains
- It may impact upon the Exe Estuary, which is a *Natura 2000* protected wildlife site sensitive to an increase in the number of visitors
- The impact of the bisecting urban roads on the site and the need to retain sufficient highway capacity
- It is affected by dust, air and noise pollution from vehicles and may be contaminated
- Potential nuisance to new residents from night time economy
- Development could result in a reduction in city centre parking

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Meeting the housing needs of existing residents
- The provision of new shops/leisure facilities and workspaces
- A design and layout that carefully respects and enhances the Conservation Areas, Listed Buildings and Scheduled Monument and significantly improves the appearance of this key gateway to the city centre
- Funding of measures to reduce the impact on the Exe Estuary including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- Car-free residential development supported by more sustainable transport measures including car-clubs and e-bikes
- Highways junction amendments that improve pedestrian and cycle access between the Quay and city centre
- Financial contributions towards the Exeter cycle network and public transport
- Contributions to expanded primary and secondary school provision and other social infrastructure to serve the development
- Respect the privacy of nearby dwellings



Site Name: South Street, Market Street And Fore Street

Site Reference	SA-EX-23
Housing and Employment Land Availability Assessment (HELAA) sites included	4d13784
Parish(es)	Not applicable
District(s)	Exeter City Council
Site size	1.3 hectares
Number of homes considered in Sustainability Appraisal Report	88 – 105 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	175 homes
Potential for employment use	Yes
Relationship with existing allocations and other potential GESP sites	Close to the site options SA-EX-7 (North Gate) and SA-EX-8 (South Gate). Premises fronting South Street and Fore Street are identified as part of Exeter's secondary shopping area in the Exeter <i>Local Plan</i> First Review.
Planning status	The car park off Smythen Street is the subject of a current planning application for 9 apartments.
Summary description of the site	Mixed use area of post-war redevelopment within Exeter city centre next to the Corn Exchange, currently including shops, offices, homes and two small public car parks.

Opportunities

This site is identified for consideration in the GESP because:

- It provides an opportunity to make more efficient use of a *brownfield* site
- It has excellent access to public transport and is close to a wide range of job opportunities and facilities, giving the potential for car-free residential development
- It gives an opportunity to significantly enhance the appearance of the area
- A large proportion is in public sector ownership, enabling additional influence over design and delivery and the opportunity to reinvest proceeds into city improvements
- Part of the site has been put forward by landowners for development

Sensitivities

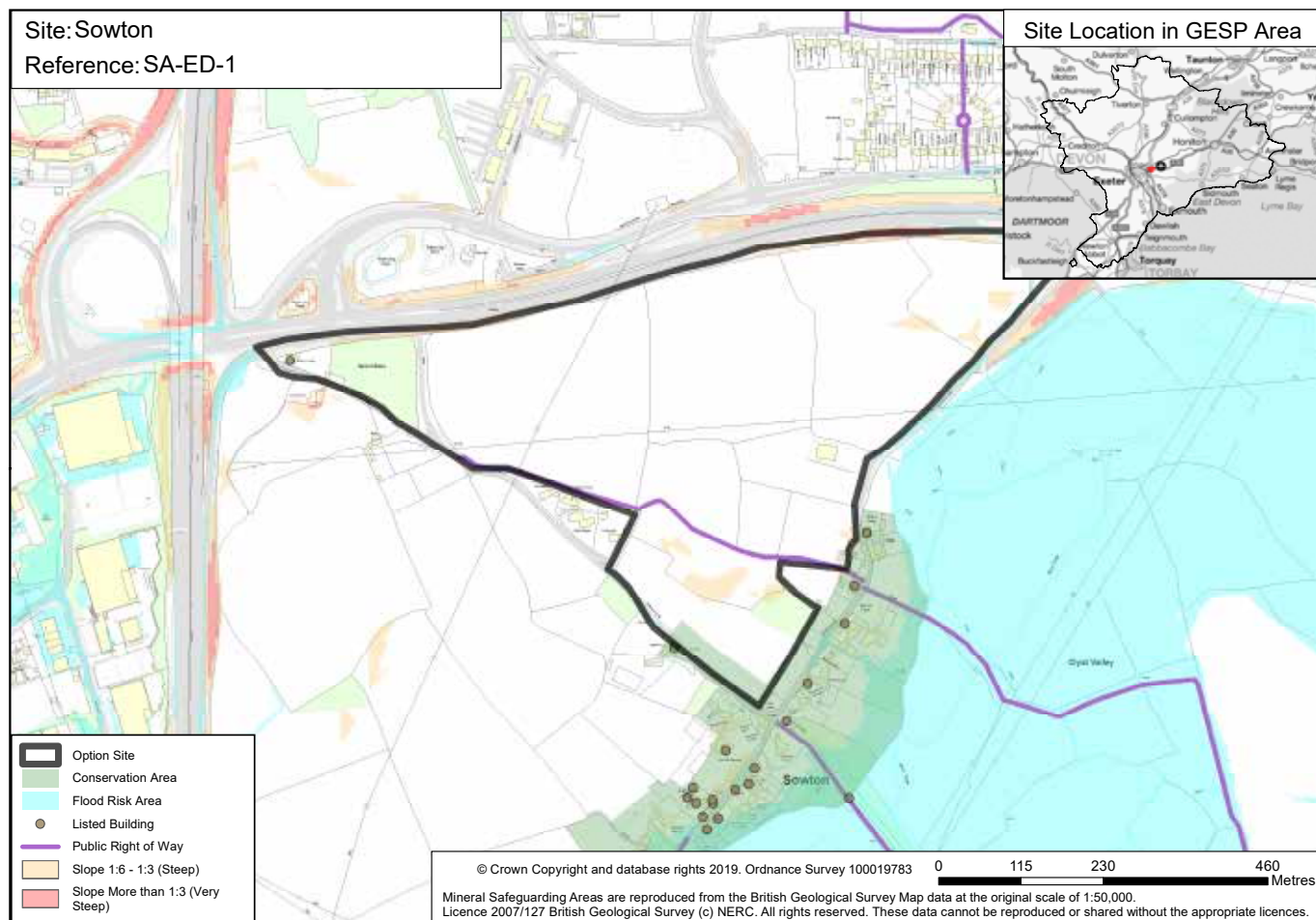
The site has a number of sensitivities which development would need to take into account, including:

- It includes a number of existing homes and businesses
- It is part of an Area of Archaeological Importance, with the potential to contain significant remains
- It is also in the Central Conservation Area and close to a Scheduled Ancient Monument (Hall of the Vicars Choral) and numerous listed buildings
- It may impact upon the Exe Estuary, which is a *Natura 2000* protected wildlife site sensitive to an increase in the number of visitors
- It is affected by air pollution from nearby roads and noise pollution from other city-centre uses and may be contaminated

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing a well-designed new neighbourhood with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Redevelopment of premises fronting Fore Street and South Street to provide new shops, offices and community facilities, with homes above
- Redevelopment of much of the rest of the site, to provide new homes
- High quality, high density design that celebrates and preserves the site's important heritage assets, creates a healthy living environment for new residents and respects the privacy of existing residents
- Car-free residential development supported by more sustainable transport measures including car-clubs and e-bikes
- Removal of on-street parking in George Street, significant enhancement of pedestrian/cycle routes and financial contributions to traffic calming measures on South Street
- Funding of measures to reduce the impact on the Exe Estuary, including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- Financial contributions towards the expansion of primary and secondary schools, medical facilities and utilities provision in Exeter



Site Name: Sowton	
Site Reference	SA-ED-1
Housing and Employment Land Availability Assessment (HELAA) sites included	ks137av, dl15yzt
Parish(es)	Sowton
District(s)	East Devon District Council
Site size	30 hectares
Number of homes considered in Sustainability Appraisal Report	Employment only
Indicative number of homes factoring in sensitivities and requirements (see below)	Employment only
Potential for employment use	Yes
Relationship with existing allocations and other potential GESP sites	The site would form an extension to the existing Science Park on the opposite side of the A30 which is an allocation in the adopted East Devon <i>Local Plan</i> and in the process of being delivered. The majority of the site is also allocated as the Clyst Valley Regional Park.
Planning status	None
Summary description of the site	An area of land adjoining the A30 and close to Junction 29 of the M5. The site slopes gently down from east to west towards the River Clyst. The village of Sowton is situated adjacent to the south.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- It could form an extension to the Exeter Science Park and encourage the provision of high-tech, well paid jobs in a landscaped environment
- It could link into existing bus and cycle routes into Exeter and Cranbrook at the Science Park
- It could link into the existing district heat network serving the Science Park

Sensitivities

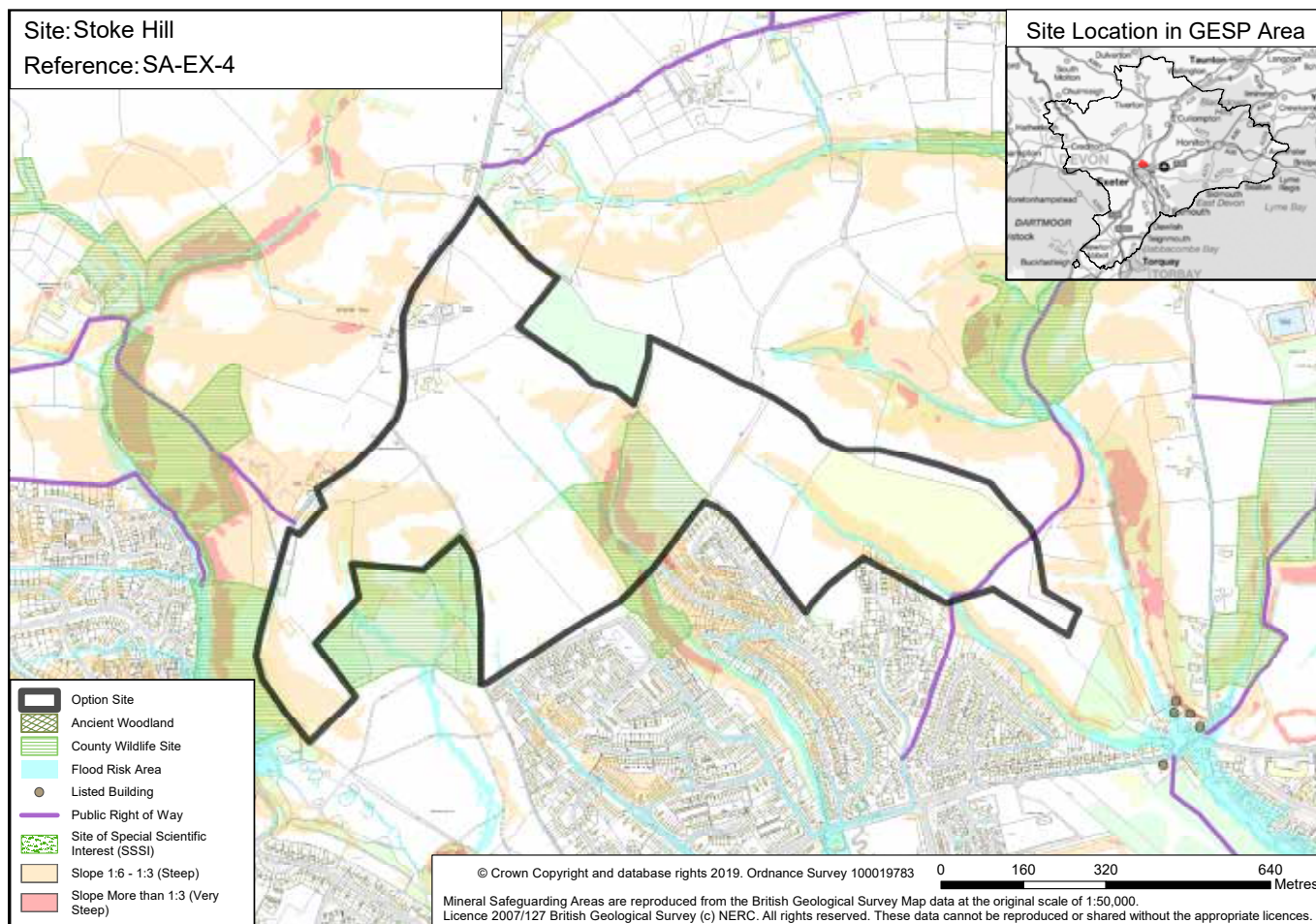
The site has a number of sensitivities which development would need to take into account, including:

- Site is within the East Devon *Local Plan* designated Clyst Valley Regional Park
- Areas of the site are visually prominent in the landscape
- It is currently separated from Exeter by the M5 and the existing Science Park by the A30
- Development could increase pressure on Junction 29 of the M5 which is at or nearing capacity
- It is adjacent to the historic settlement of Sowton which has a conservation area and includes a number of listed buildings including the Grade I listed church
- It contains Grade 2 and 3a agricultural land
- It may contain Great Crested Newts and other *protected species*
- It experiences aircraft noise due to its proximity to Exeter Airport
- High voltage lines currently run through the site

Requirements

Planning requirements for the site will aim to create a successful place to work, providing well designed new development with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide investment in *low carbon* energy and transport, high speed internet and wildlife mitigation and enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- A new landmark pedestrian and cycle bridge over the A30 connecting into existing routes at Redhayes
- Incorporation of large areas of green, open parkland with planting to reflect its location in the Clyst Valley Regional Park
- Junction improvements at London Road / Sowton Lane
- Provision of a small amount of facilities to serve workers of the site
- A wide landscaped buffer on the southern edge of the site to help mitigate the visual impact on the historic village of Sowton and its approach along Sowton Lane
- Retention of the public right of way running along the southern edge of the site
- Investigate potential undergrounding of high voltage lines



Site Name: Stoke Hill	
Site Reference	SA-EX-4
Housing and Employment Land Availability Assessment (HELAA) sites included	d913byh, z714yxa, qp15ywr, p613cg7, 8g13b3q
Parish(es)	Not applicable
District(s)	Exeter City Council
Site size	58 hectares
Number of homes considered in Sustainability Appraisal Report	736 - 948 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	768 homes
Potential for employment use	No
Relationship with existing allocations and other potential GESP sites	Allocated as Valley Park and/or landscape setting in the Exeter Core Strategy and Exeter <i>Local Plan</i> First Review.
Planning status	None
Summary description of the site	Located to the north of Exeter's built-up area. Comprises agricultural fields bound by hedgerows and belts of mature trees, interspersed with areas of rough vegetation and woodland. Topography is complex and steep in places. Crossed by Mile Lane bridleway.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- Homes would be 3km from the City centre, with potential for improved walking and cycling routes and bus services
- It could include new opportunities for publicly accessible *green infrastructure*

Sensitivities

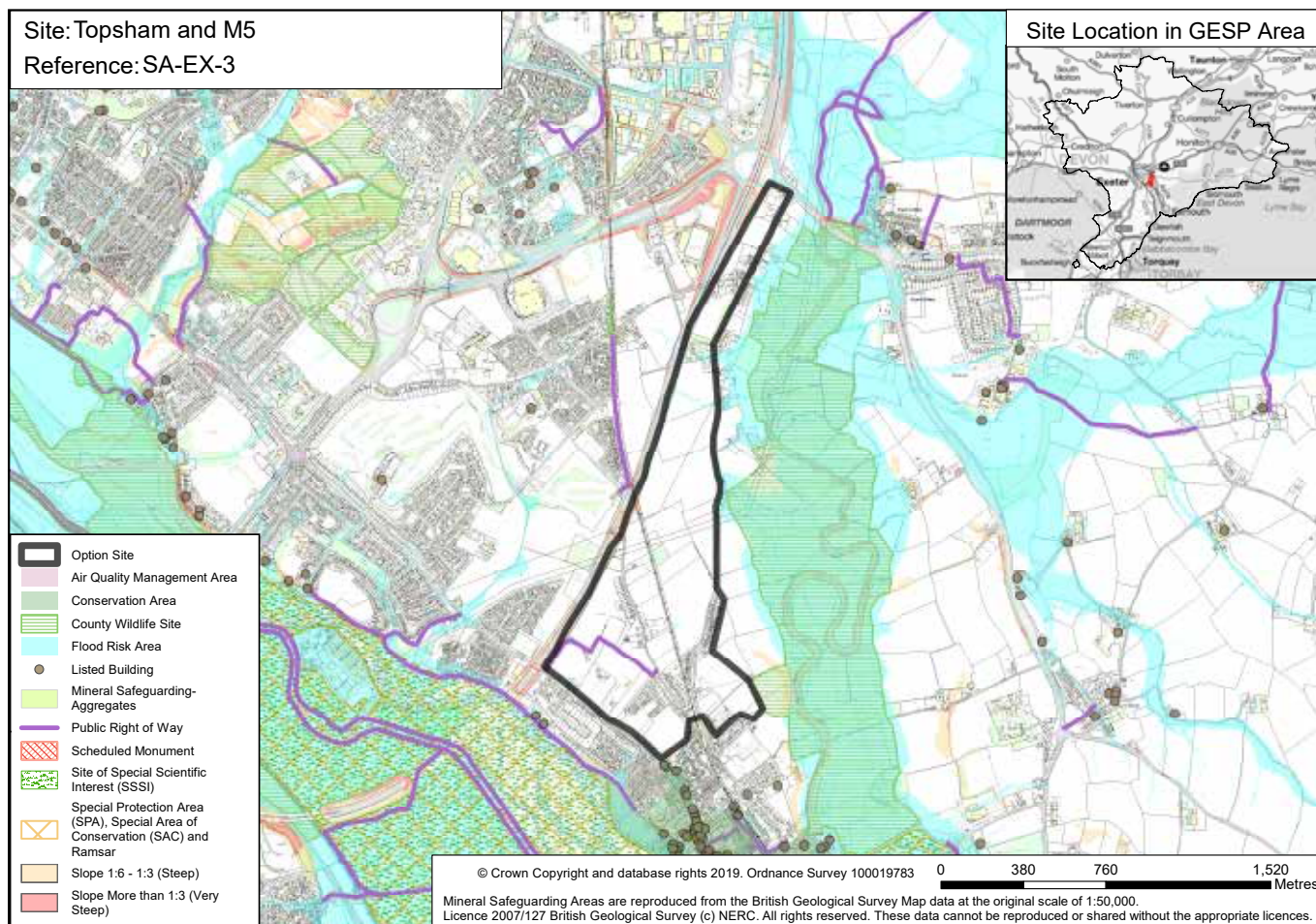
The site has a number of sensitivities which development would need to take into account, including:

- It may impact upon the Exe Estuary, which is a *Natura 2000* protected wildlife site sensitive to an increase in the number of visitors
- It contains a County Wildlife Site and may also contain Great Crested Newts/Cirl Buntings and other *protected species*
- It includes part of Savoy Hill Valley Park and is of high landscape value, with a number of steep slopes that are unsuited to residential development
- Parts are affected by flooding
- It is close to a landfill site and therefore may be contaminated
- It is close to existing homes in Beacon Heath
- Road access is constrained

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Funding of measures to reduce the impact on the Exe Estuary, including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- The need to safeguard *protected species* and their supporting habitats
- No development within Savoy Hill Valley Park
- Measures to address the risk of flooding, including ensuring that surface water run-off does not cause issues downstream
- Improved foot, cycle and bus routes into the City, including an extension of the Chancellors Way bus loop.
- Decontamination to ensure a healthy living environment for residents
- Development will need to respect the privacy of existing dwellings
- Financial contributions towards the expansion of primary and secondary schools, medical facilities and utilities provision in Exeter



Site Name: Topsham and M5

Site Reference	SA-EX-3
Housing and Employment Land Availability Assessment (HELAA) sites included	fo141jb, h015yge, p815y97, 9613bzo, zd15kp3, vg15yhq, vr141et, g315x0y, dk15x1x, cq15y3m, l715yim,
Parish(es)	Topsham / Clyst St George
District(s)	Exeter City / East Devon District Council
Site size	95 hectares
Number of homes considered in Sustainability Appraisal Report	1,316 – 1,700 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	1,500 homes
Potential for employment use	Yes
Relationship with existing allocations and other potential GESP sites	Site is near site option SA-ED-2 (Oil Mill Lane).
Planning status	Multiple applications for piecemeal residential development within the site are at various stages, from submitted to approval granted at appeal. Permissions have been granted for 286 dwellings (54 under construction); two care homes and 47 assisted living apartments.
Summary description of the site	Between the M5 and Topsham and approximately 5 km from Exeter city centre. Contains a range of existing uses including residential, sports facilities and agriculture.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion has been put forward by landowners for development
- It provides a sustainable location for development, being close to Topsham and Topsham Road which host a range of facilities and services including schools and public transport. It is also within cycling distance of Exeter
- It is well located in relation to existing employment areas including Sowton and Exeter city centre, with potential for improved active travel connections
- It has excellent access to public transport, both bus services and proximity to Newcourt and Topsham Railway Stations

Sensitivities

The site has a number of sensitivities which development would need to take into account, including:

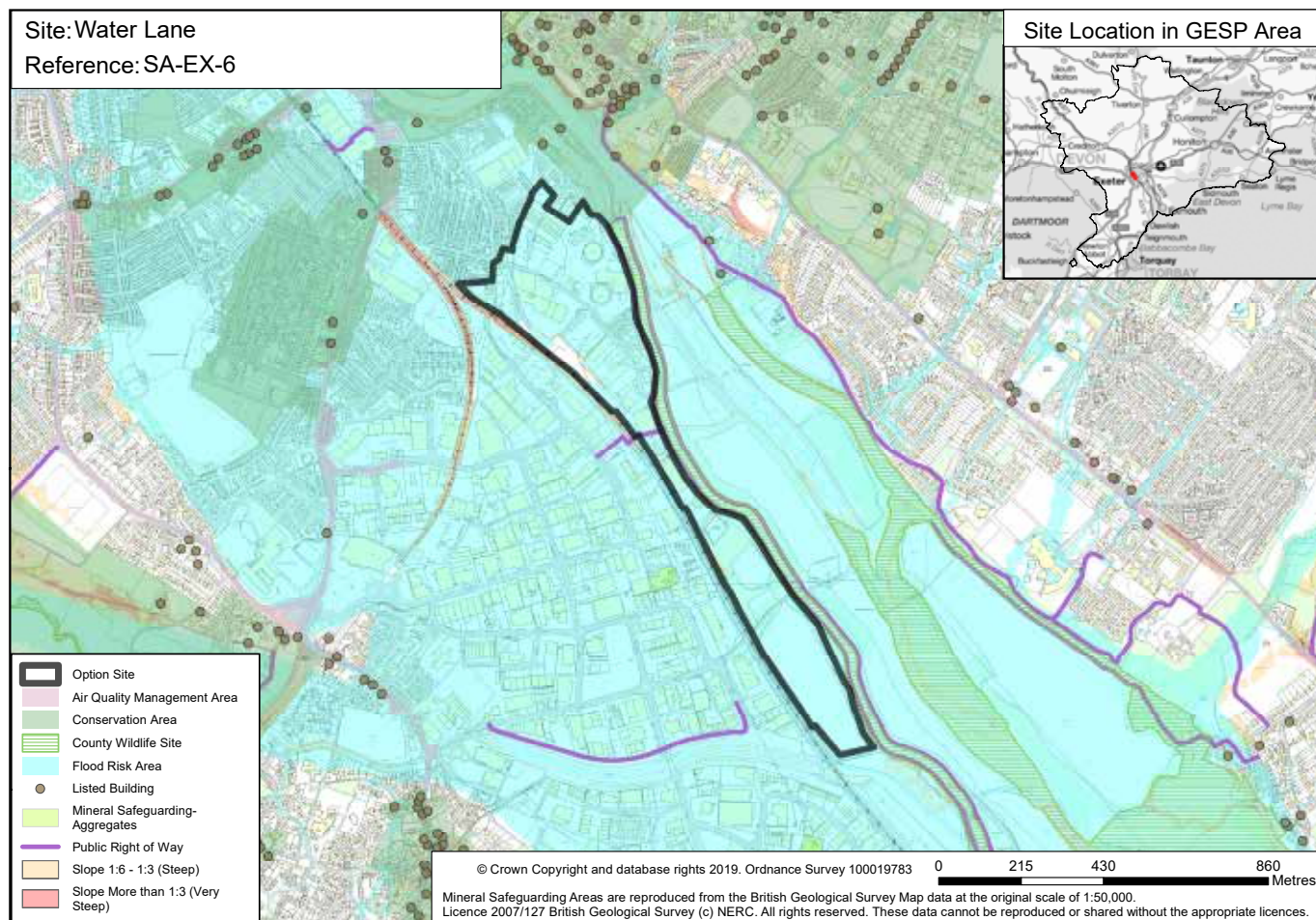
- Cost and feasibility of improving the local highway and junctions, particularly Old Rydon Lane and the Clyst Road junction with the A379
- Development may impact upon the Pebblebed Heaths and Exe Estuary which are *Natura 2000* protected wildlife sites sensitive to an increase in the number of visitors
- It may contain *protected species*
- A large proportion of the site is high grade agricultural land
- Possible noise from M5 Motorway and railway
- It is close to a variety of listed buildings and Topsham Conservation Area

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

High quality, moderate to high density design that provides a healthy living environment for new residents and respects the privacy of nearby existing dwellings

- A new primary school with early years to serve the site and contributions to additional secondary school provision
- A multi-purpose community facility and neighbourhood hub to host local events and work space for small businesses etc
- Financial contributions towards improved medical facilities and provision at Topsham and/or Glasshouse Medical Centres
- Measures to minimise car use and promote sustainable and active travel, including minimal car parking for new residents, financial contributions to significantly improve pedestrian/cycle links to Newcourt and Topsham railway stations a new pedestrian/cycle bridge over the Avocet Line and enhanced bus services between Topsham and Exeter
- Highway improvements including along Sidmouth Road, Clyst Road and Rydon Lane
- The potential safeguarding of land for a new railway spur (to be confirmed)
- Funding of measures to reduce the impact on the Pebblebed Heaths and Exe Estuary including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- Mitigation of noise from M5 and railway (e.g. orientation, triple glazing, planting, sound buffers, and acoustic panelling)
- Measures to address the risk of flooding on site, including ensuring that surface water run-off does not cause issues downstream
- A financial contribution towards the upgrading of electricity infrastructure



Site Name: Water Lane	
Site Reference	SA-EX-6
Housing and Employment Land Availability Assessment (HELAA) sites included	gq15yle, t313u6v, t416ya3
Parish(es)	Not applicable
District(s)	Exeter City Council
Site size	26 hectares
Number of homes considered in Sustainability Appraisal Report	1,363 – 1,620 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	1,570 homes
Potential for employment use	Yes
Relationship with existing allocations and other potential GESP sites	Site is identified for mixed-use redevelopment in Policy KP6 of the Exeter <i>Local Plan</i> First Review and Policy CP3 of the Exeter Core Strategy (2006-2026). It is to the north of site option SA-EX-10 (Marsh Barton) and is identified for future redevelopment in Exeter City Council's <i>Liveable Exeter</i> Programme.
Planning status	Previous planning applications for piecemeal residential development within the site have been refused, because the infrastructure and environment needed to create <i>sustainable development</i> will only be delivered if the site is redeveloped comprehensively. 800 homes are already committed in the Exeter Core Strategy.
Summary description of the site	Predominantly industrial site between the Exe Canal and a mainline railway. Also includes a large electricity sub-station, a vacant gas works, a biogas power station, existing homes, a social club and the disused Grace Road Playing Fields.

Opportunities

This site is identified for consideration in the GESP because:

- It provides an opportunity to make more efficient use of a *brownfield* site
- It has excellent access to public transport and is close to a wide range of job opportunities and facilities, giving the potential for car-free residential development
- It gives an opportunity to significantly enhance the appearance of the area
- A proportion is in public sector ownership, enabling additional influence over design and delivery and the opportunity to reinvest proceeds into city improvements
- A proportion of the site has been put forward by landowners for development
- Additional residents in this area could boost city centre viability

Sensitivities

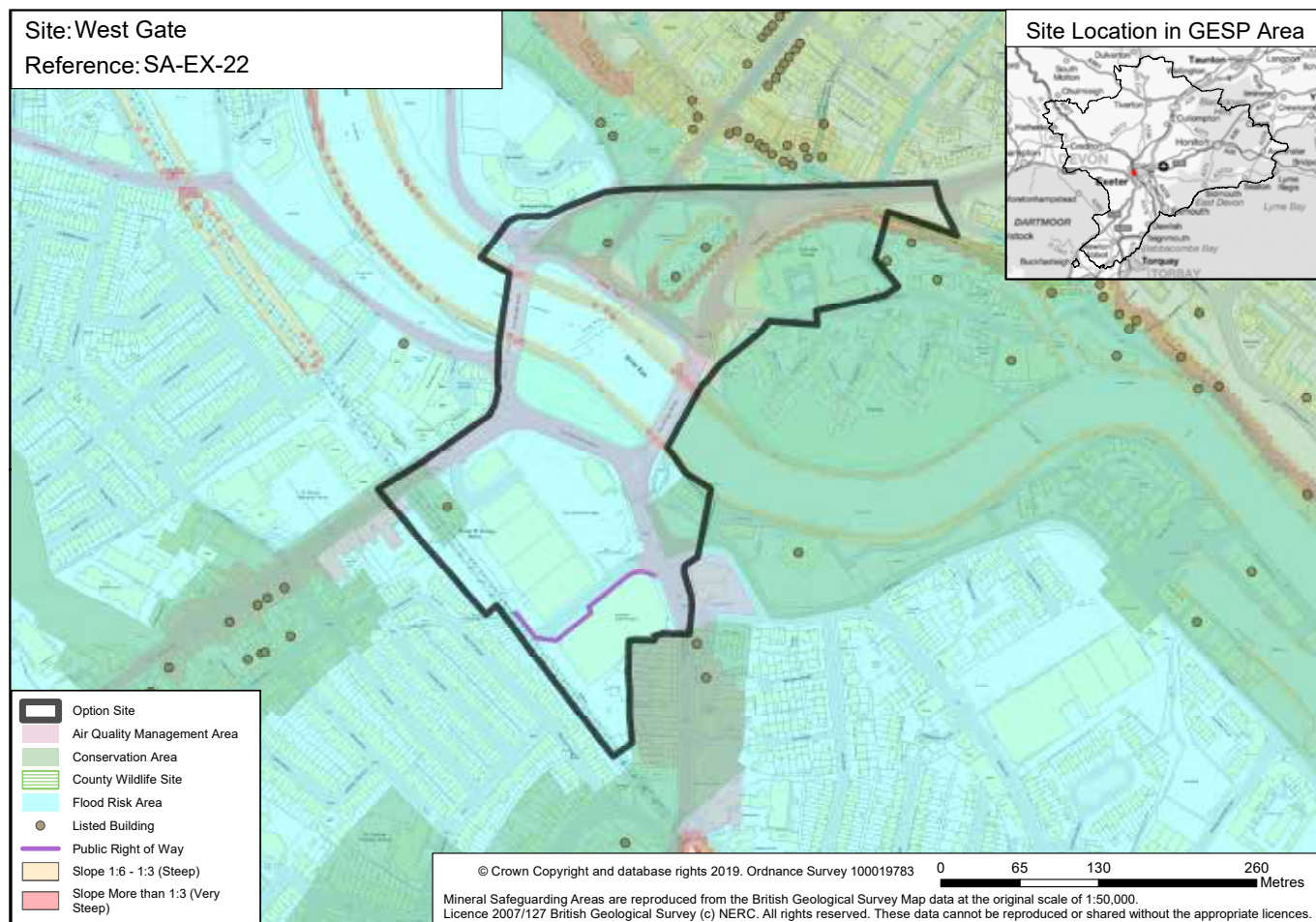
The site has a number of sensitivities which redevelopment would need to take into account, including:

- It includes a number of existing business and utilities, plus public car, coach and boat parking
- Most of the site is affected by flooding (flood zone 3)
- Parts of the site are within the Waste Consultation Zones of the Marsh Barton energy from waste plant and the Exton Road recycling facility
- It may impact upon the Exe Estuary, which is a *Natura 2000* protected wildlife site sensitive to an increase in the number of visitors
- It adjoins a County Wildlife Site (the Canal) and may contain Great Crested Newts and other *protected species*
- It is likely to be contaminated and is affected by dust, air and noise pollution from existing businesses, vehicles and the railway
- It may contain archaeological remains and includes some locally listed buildings

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- High quality and high density design that takes a strategic approach to flood risk mitigation
- Provision of new workspaces, shops/leisure uses and community facilities including a primary school with early years
- Potential off-site relocation of the electricity sub-station
- Phased development that takes account of the Marsh Barton energy from waste plant ensuring its operation, and biogas power station. Development that respects the privacy of existing residents
- Car-free residential development supported by more sustainable transport measures including car-clubs and e-bikes
- Other measures to minimise car use including vehicular access restrictions and financial contributions towards pedestrian/cycle routes including a new crossing of the Exe Canal
- Funding of measures to reduce the impact on the Exe Estuary, including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- Financial contributions towards improved medical facilities and utilities provision in Exeter



Site Name: West Gate	
Site Reference	SA-EX-22
Housing and Employment Land Availability Assessment (HELAA) sites included	None
Parish(es)	Not applicable
District(s)	Exeter City Council
Site size	9 hectares
Number of homes considered in Sustainability Appraisal Report	224-266 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	620 homes
Potential for employment use	Yes
Relationship with existing allocations and other potential GESP sites	Close to the site options SA-EX-8 (South Gate) and SA-EX-23 (South St, Market St and Fore St). Policy S3 of the Exeter <i>Local Plan</i> 1st Review protects ground floor retail use at Riverside Retail Park. Policy CP10 of the Exeter Core Strategy protects facilities that meet the city's community, social, health, leisure and recreational needs.
Planning status	The site is identified for future redevelopment in Exeter City Council's <i>Liveable Exeter</i> Programme.
Summary description of the site	Predominantly <i>brownfield</i> . The site contains a retail park with car parking, offices and some residential properties. It also includes Riverside Leisure Centre, the remains of the Medieval Exe Bridge and a section of the City Wall.

Opportunities

This site is identified for consideration in the GESP because:

- It provides a *brownfield* redevelopment opportunity
- It is within walking distance of the city centre and has excellent access to public transport, jobs and services with potential for car-free residential development
- A significant proportion is in public sector ownership, providing additional influence over design and delivery and the opportunity to reinvest proceeds into city improvements
- It could incorporate a mix of uses including residential, employment, commercial and public realm.
- There are on-going structural changes in the retail sector
- It could deliver sustainable transport improvements including improved pedestrian and cycle connectivity across the river

Sensitivities

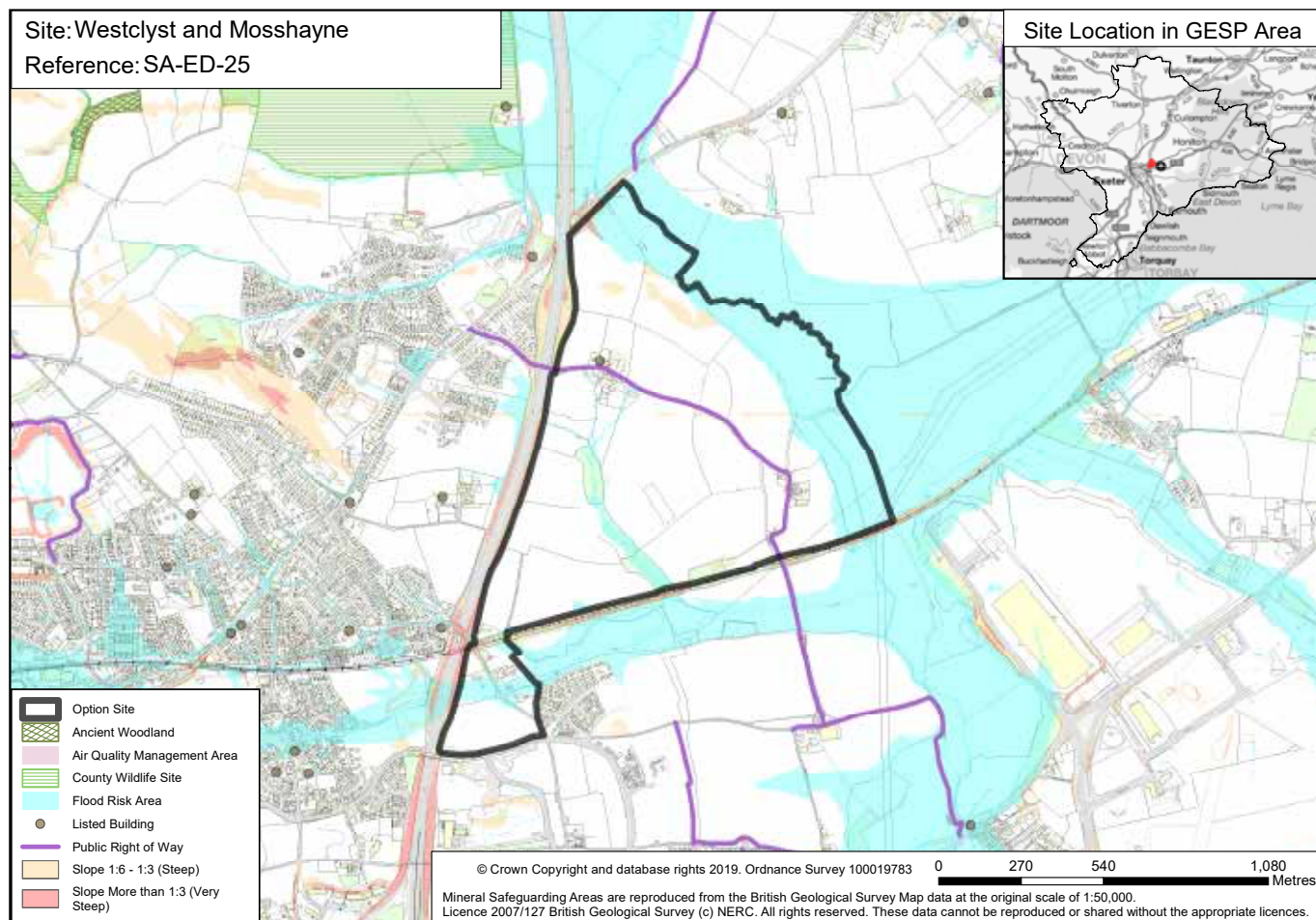
The site has a number of sensitivities which development would need to take into account, including:

- It includes a leisure centre, homes, businesses, public car parks and transport infrastructure A large area of the site is affected by flooding (flood zone 3)
- It contains (and is adjacent to) historically important features including the medieval Exe Bridge and City Wall scheduled monuments and the Grade II listed St Thomas Station and Cricklepit Mill. The northern half of the site is within Riverside Conservation Area
- It may impact upon the Exe Estuary, which is a *Natura 2000* protected wildlife site sensitive to an increase in the number of visitors
- *Biodiversity* interests are identified within the City Wall and *protected species* may use the River Exe
- It may be contaminated and is affected by dust, air and noise pollution from existing businesses and vehicles
- The site includes key river crossings and roads, which are key features of the city's highway network and bus corridors

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- High quality, high density development that takes a strategic approach to flood risk and carefully respects and enhances the setting and character of heritage assets
- New shops and workspaces, alongside a retained and potentially enhanced Riverside Leisure Centre
- An expanded and enhanced public park around the medieval bridge, connected to the River Exe
- Funding of measures to reduce the impact on the Exe Estuary, including provision/contribution towards *Suitable Alternative Natural Greenspace (SANG)*
- Designated cycle and pedestrian capacity, improving connections to the city centre
- Wider highway changes including junction improvements and bus only provision
- Contributions to expanded primary and secondary school provision and other social infrastructure to serve the development
- Development will need to respect the privacy of existing dwellings



Site Name: Westclyst and Mosshayne

Site Reference	SA-ED-25
Housing and Employment Land Availability Assessment (HELAA) sites included	ro14yot, 9515y3t, eu15yro
Parish(es)	Broadclyst
District(s)	East Devon District Council
Site size	117 hectares
Number of homes considered in Sustainability Appraisal Report	1,656 - 2,136 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	1,600 homes
Potential for employment use	It could potentially accommodate employment uses in the part of the site fronting Tithebarn Lane
Relationship with existing allocations and other potential GESP sites	Sites immediately to the west of the site and the M5 and south of the site and the railway have been allocated by the East Devon <i>Local Plan</i> and Exeter Core Strategy and are now under construction. The site is in close proximity to significant numbers of jobs proposed on allocated sites in East Devon's West End. Part of the site is allocated as Clyst Valley Regional Park.
Planning status	None
Summary description of the site	117ha of predominantly agricultural land and marshland surrounded by the M5 motorway, railway and the River Clyst.

Opportunities

This site is identified for consideration in the GESP because:

- It is close to Pinhoe train station
- It is close to significant job opportunities in Exeter and the West End
- It is well located to attract strategic employment development as part of a mix of uses
- It could easily link in to the Monkerton/Tithebarn heat network
- Pinhoe and the allocated urban extensions in the vicinity include a number of essential services already which could be enhanced

Sensitivities

The site has a number of sensitivities which development would need to take into account, including:

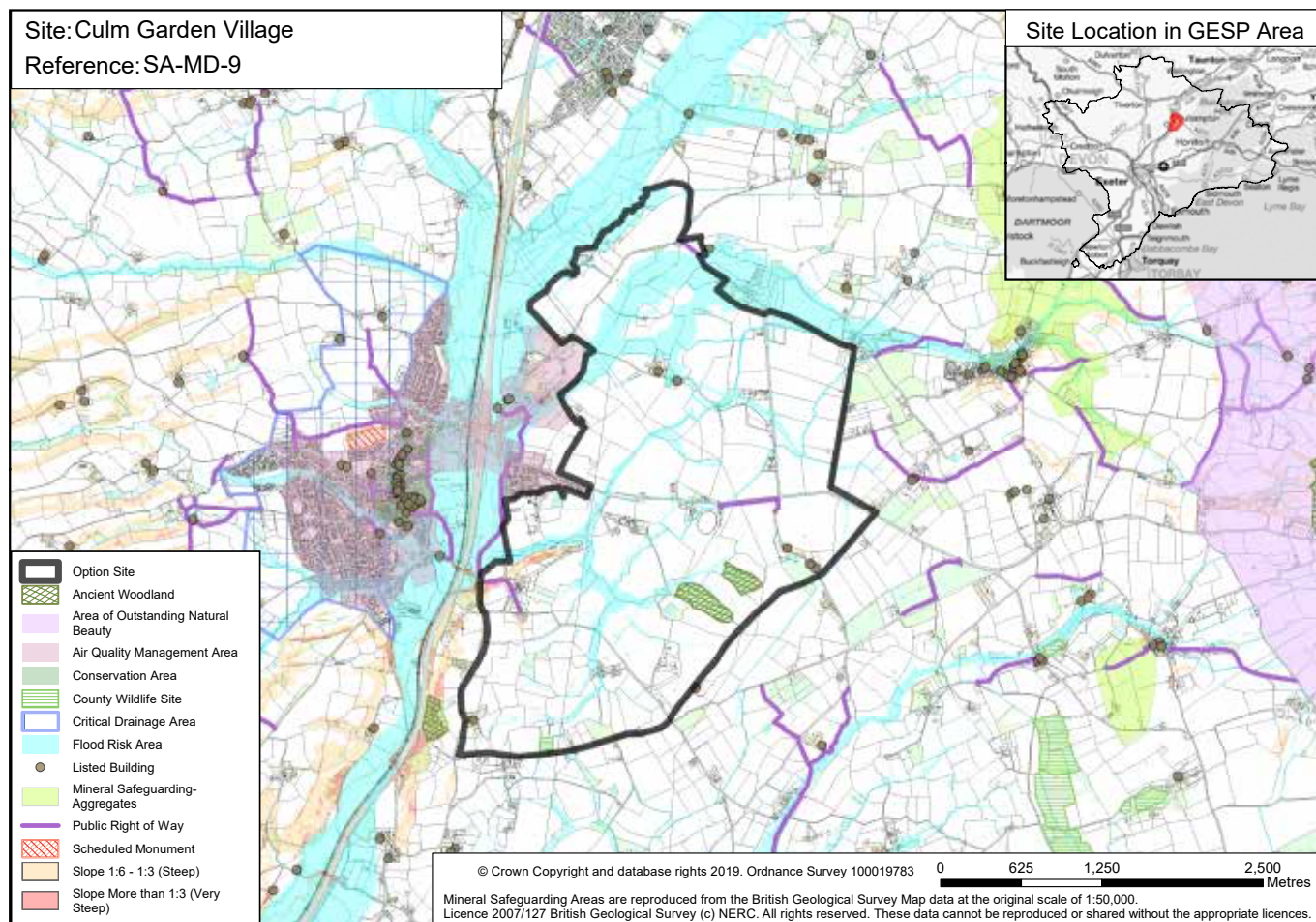
- It may impact upon the Pebblebed Heaths and Exe Estuary which are *Natura 2000* protected wildlife sites sensitive to an increase in the number of visitors
- A large area of the site is affected by flooding
- Topography and visual prominence in the north/east of the site could reduce capacity
- Langaton Lane would currently be unsuitable and lacks resilience as sole point of access
- The M5 and railway could act as barriers to movement causing issues of severance
- Highway constraints in Pinhoe Village
- The southern-most part of the site contains potentially important archaeological assets
- A number of listed features exist within and nearby including the Broadclyst Conservation Area and associated Grade I Listed Buildings alongside Poltimore House, Killerton House and the Registered Park and Gardens
- It contains part of the allocated Clyst Valley Regional Park
- Local primary schools in Pinhoe are at/approaching capacity and the potential for Clyst Vale Community College to expand would need consideration
- A large proportion of the site is high grade agricultural land
- The noise from the M5 and railway could reduce capacity and need mitigation
- It may contain Great Crested Newts and other *protected species*

Requirements

Planning requirements for the site will aim to create a high quality visitor experience for motorway users in both directions with direct access from the M5 as an “on-line” facility. It will need to be future-proofed to serve a high proportion of electric vehicles with capacity to increase this to 100%. Other emerging requirements include:

- Funding of measures to reduce the impact on the Pebblebed Heaths and Exe Estuary including provision of *Suitable Alternative Natural Greenspace (SANG)*
- Measures to address the risk of flooding on site
- Rail infrastructure improvements to enable half-hourly train service frequency
- Potential local highway improvements
- Pedestrian and cycle connectivity to jobs and services in Pinhoe, Exeter and West End of East Devon.
- Measures to reduce noise impacts from the M5
- On-site primary school provision including early years plus additional secondary places
- High quality, accessible employment uses allowing for expansion of the Science Park
- A variety of amenities and services including a small amount of convenience retail, sports, recreation and healthcare provision
- Development will need to respect the privacy of existing dwellings located nearby

North Strategic Growth Area: Site Options



Site Name: Culm Garden Village	
Site Reference	SA-MD-9
Housing and Employment Land Availability Assessment (HELAA) sites included	c7140zo, e415yyo, ws137ym, k015y7d, f0137bk, dj15y49
Parish(es)	Cullompton, Kentisbeare, Uffculme
District(s)	Mid Devon District Council
Site size	802 hectares
Number of homes considered in Sustainability Appraisal Report	12,493 - 16,120 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	5,000 homes (reflects scale of Garden Village proposal)
Potential for employment use	It would need to provide a mix of employment uses alongside housing.
Relationship with existing allocations and other potential GESP sites	East of Cullompton has been designated as a Garden Village by the Government. The emerging Mid Devon <i>Local Plan</i> Review proposes to allocate 2,600 dwellings and 32,000m ² of employment at East Cullompton CU7. The emerging <i>Local Plan</i> also proposes to allocate employment space at Week Farm CU17 and CU18 Venn Farm.
Planning status	None (see above)
Summary description of the site	A large area of predominantly flat agricultural land east of the M5 at Cullompton. The site includes the emerging East Cullompton allocation within the Mid Devon <i>Local Plan</i> Review and includes the Culm Garden Village area. It includes dispersed farms and isolated dwellings.

Opportunities

This site is identified for consideration in the GESP because:

- A first phase of the site is an allocation in the Mid Devon *Local Plan* Review
- The area has been designated by Government as a Garden Village, a new community that will focus on high quality housing, jobs and facilities in an attractive, green environment
- The draft Cullompton *Neighbourhood Development Plan* supports the principle of development here
- A large proportion of the site has been put forward by landowners for development
- The site generally has level topography
- It is close to the M5 and the Great Western Mainline providing good links to Exeter and beyond
- Its large scale would enable comprehensive masterplanning, significant infrastructure provision and high quality design
- It offers the potential for a mixture of uses including residential, employment and community infrastructure, helping to reduce the need to travel
- There are opportunities for district heating on site and renewable energy generation
- It could deliver a regional hub for sports

Sensitivities

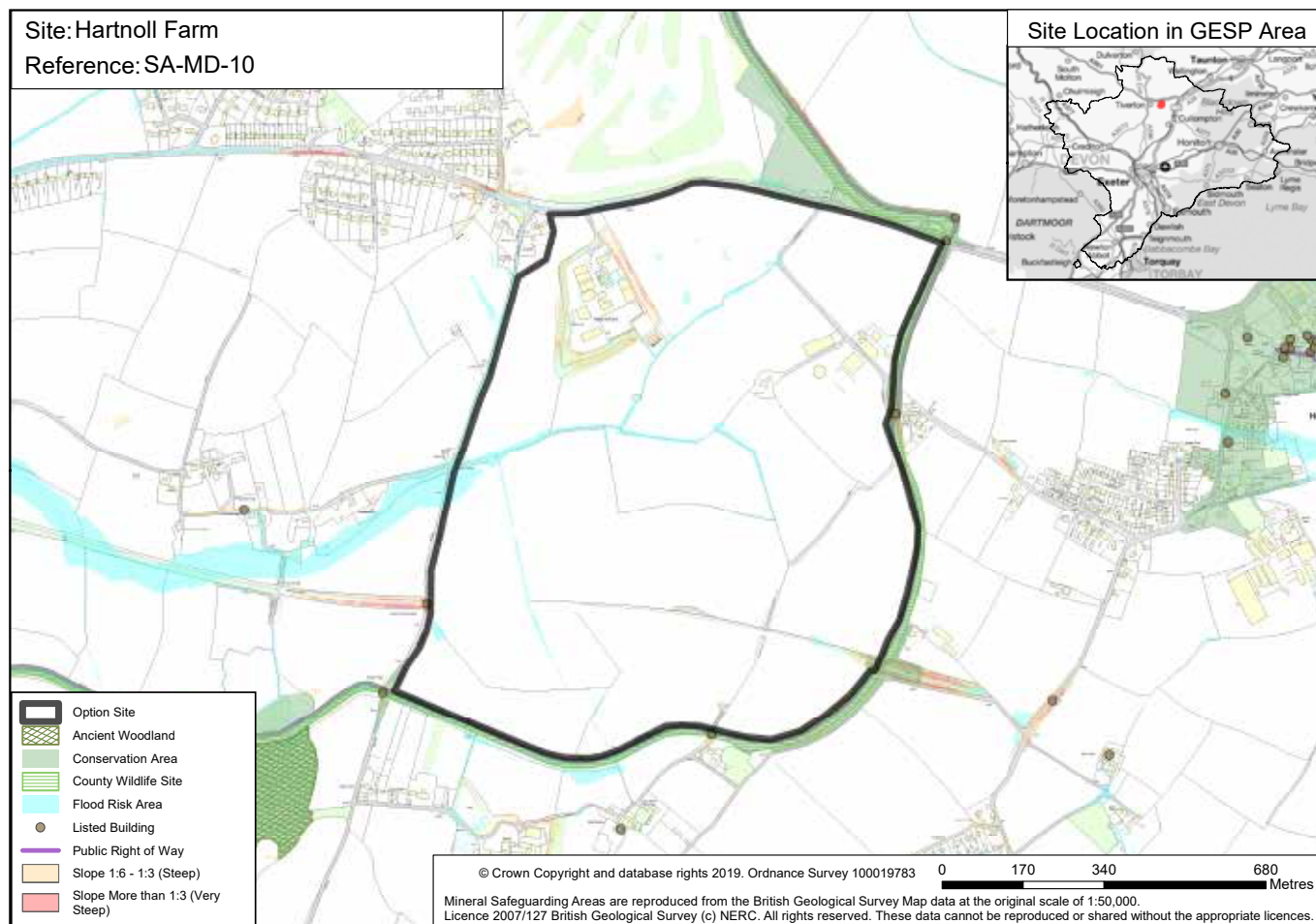
The site has a number of sensitivities which development would need to take into account, including:

- A large area of the site is affected by flooding
- There are areas of ancient woodland in the southeast of the site
- There is potential for significant commuting to Exeter by car
- There are a number of listed buildings associated with farms
- Two lines of pylons run across the site
- The wish to maintain physical and visual separation from Kentisbeare
- It may be visible from the Blackdown Hills Area of Outstanding Natural Beauty
- It may contain Great Crested Newts and other *protected species*
- A large proportion of the site is high grade agricultural land

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed, high quality new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- A town centre relief road and capacity improvements at junction 28 M5 to deliver a strategic highway improvement
- A new railway station at Cullompton and improvements to bus services
- Attractive pedestrian and cycle routes through the site, to Cullompton, Willand and Tiverton
- Primary schools and an education campus including early years, primary, secondary, special educational needs and skills
- Significant areas of multifunctional open space, such as a country park, allotments, orchards, landscaping and sports facilities
- Measures to address the risk of flooding on site
- A variety of amenities and services including retail, employment, sports, recreation, youth, healthcare provision, library provision, community building and outdoor play space
- Development will need to respect the privacy of existing dwellings located nearby
- Contributions to or provision of a site for a new recycling centre
- Consideration of how to minimise the impact of the pylons across the site including potential re-routing of the lower voltage power lines



Site Name: Hartnoll Farm	
Site Reference	SA-MD-10
Housing and Employment Land Availability Assessment (HELAA) sites included	wl140eq
Parish(es)	Halberton
District(s)	Mid Devon District Council
Site size	101 hectares
Number of homes considered in Sustainability Appraisal Report	1,683 - 2,172 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	950 homes
Potential for employment use	Site includes 5ha of existing employment uses at Hartnoll Business Centre, limited potential for further employment.
Relationship with existing allocations and other potential GESP sites	The emerging Mid Devon <i>Local Plan</i> Review allocates 1,580-1,830 dwellings and 30,000m ² of commercial floorspace at the Tiverton Eastern Urban Extension (EUE) TIV1 (and considered in the Allocations and Infrastructure DPD). The majority of the EUE is covered by a masterplan. Possible link with the site SA-MD-12 (Sampford Peverell South) to deliver transport infrastructure.
Planning status	A <i>condition</i> attached to Anaerobic Digester at Red Linhay, stipulates that feedstock for the plant is sourced from specific sources, including Hartnoll Farm (17/01142/FULL).
Summary description of the site	A site east of Tiverton and west of Halberton. Relatively level and predominately agricultural with Hartnoll Business Centre occupying 5ha of the northern part of the site. The site is bounded to the south and east by the Grand Western Canal.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- It would provide a logical extension to Tiverton linked to an existing allocation and planned facilities
- There is the potential to provide residential development linked to existing employment, reducing the need to travel
- The site has level topography which would enable fairly significant levels of development
- The site will have good strategic highway access from a new junction on the A361
- Its large scale would enable comprehensive masterplanning and high quality design
- The site provides the potential to improve National Cycle Network Route 3 along the disused railway line
- The Grand Western Canal would provide significant walking/cycle access and leisure potential
- There are opportunities for district heating linked to the anaerobic digester and Red Linhay

Sensitivities

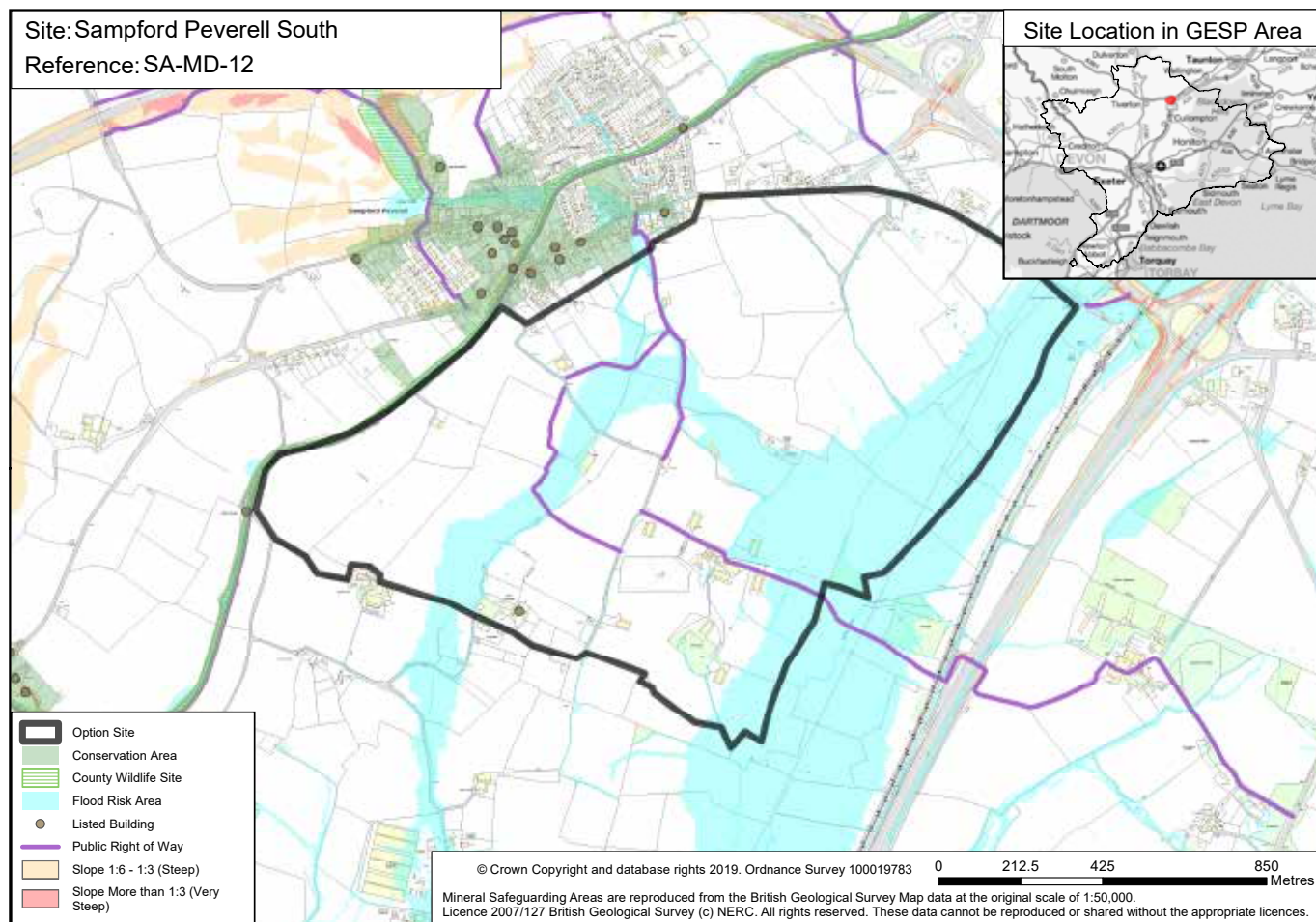
The site has a number of sensitivities which development would need to take into account, including:

- The Grand Western Canal (Conservation Area, Local Nature Reserve, and County Wildlife Site) which would need careful treatment and landscaping
- It may impact upon the Culm Grasslands SAC which is a *Natura 2000* protected wildlife site sensitive to deterioration in air quality (related to traffic on the A361)
- Potential for car-borne out-commuting to Exeter
- A small area of the site is affected by flooding
- A small number of listed structures adjacent to the site associated with the Grand Western Canal and the dismantled railway
- The wish to maintain physical and visual separation from Halberton
- A large proportion of the site is high grade agricultural land

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Completion of planned new junction on A361 to mitigate impacts on M5 Junction 27
- Improvements to bus services and to vehicle and pedestrian/cycle access to Post Hill and Crown Hill
- Attractive pedestrian and cycle routes through the site making use of the disused railway including contribution to strategic cycle links to Tiverton Parkway and Cullompton
- Additional primary and early years provision in the local area with contributions to additional secondary provision
- Measures to address the risk of flooding on site
- A variety of amenity and community facilities including community building, outdoor play space, small local shop and potential contributions to healthcare improvements
- Contributions to a new recycling centre
- Development will need to respect the privacy of existing dwellings located nearby
- Respecting the character of the area set out in the Eastern Urban Extension masterplans



Site Name: Sampford Peverell South

Site Reference	SA-MD-12
Housing and Employment Land Availability Assessment (HELAA) sites included	6o14ya5
Parish(es)	Sampford Peverell, Halberton
District(s)	Mid Devon District Council
Site size	167 hectares
Number of homes considered in Sustainability Appraisal Report	2,148 - 2,772 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	2200 homes
Potential for employment use	It would need to provide a mix of employment uses alongside housing.
Relationship with existing allocations and other potential GESP sites	Possible relationship with site option SA-MD-10 (Hartnoll Farm) to collectively deliver transport infrastructure, including bus, cycle and highway improvements.
Planning status	None
Summary description of the site	The site is predominantly relatively flat agricultural land to the south of Sampford Peverell. There are small farmsteads and fields bounded by mature hedgerows and trees. The site adjoins the Great Western Canal and Sampford Peverell to the west, with the Great Western Mainline and M5 motorway in close proximity to the eastern boundary. The northern area of the site is within walking distance of Tiverton Parkway railway station. It is approximately 1.5km from Junction 27 of the M5 and 8km from the centre of Tiverton.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- The site is generally relatively level
- The site is close to the M5 motorway and Great Western Mainline strategic transport corridor providing access to Exeter and other towns/cities along the corridor
- The train station at Tiverton Parkway (adjacent to the site) offers the potential for residents to travel by rail, with an average 15 minute journey time to Exeter
- The characteristics of the site provides the opportunity to deliver a sensitively designed rural settlement that complements the existing character of Sampford Peverell
- In combination with the potential GESP site at Tiverton there is potential for investment in strategic cycle routes and highway improvements to the A361 Tiverton Parkway junction and Junction 27 of the M5

Sensitivities

The site has a number of sensitivities which development would need to take into account, including:

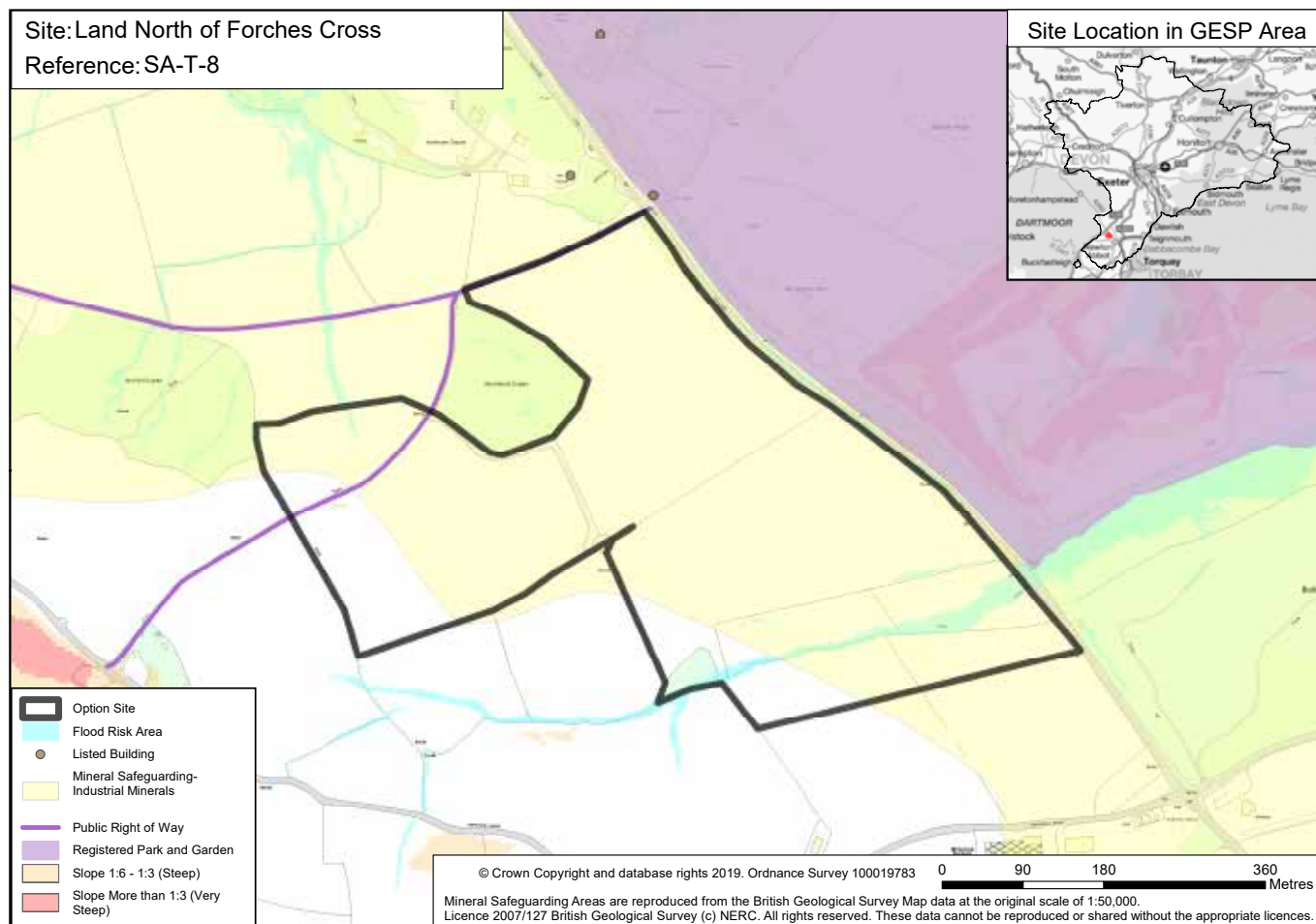
- Part of the eastern boundary is next to the Grand Western Canal county wildlife site and local nature reserve
- It may contain Great Crested Newts and other *protected species*
- Landscape sensitivity is high around the setting of heritage assets – Great Western Canal and Sampford Peverell conservation areas and associated listed buildings
- Large areas of the site are affected by flooding associated with the River Lyner along the eastern boundary and with streams/sluices running across the site that may constrain access through the site – there is also a sewage works in the centre of the site
- Potential for traffic impacts on B3181 to Tiverton, A361 Tiverton Parkway junction, and congestion at Junction 27 of the M5
- Possible impact on Air Quality Management Area at Cullompton from increased travel movements – with uncertain impacts on Culm Grasslands Special Area of Conservation arising from increased journeys west along A361
- Noise from the M5 to the eastern edge of the site would require a suitable buffer zone
- A large proportion of the site is high grade agricultural land

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Mitigation of impacts on M5 J27 and at Halberton, including potential for a new slip road at Tiverton Parkway junction
- Contribution towards strategic cycle links from Tiverton to Tiverton Parkway station and Tiverton to Willand/Cullompton
- Additional primary school capacity with financial contributions towards expansion of existing secondary school provision
- A multi-functional community building, to host local services that complement existing services in Sampford Peverell and opportunities to provide employment space
- Provision of appropriate healthcare facilities
- Measures to address the risk of flooding on site
- Development will need to respect the privacy of existing dwellings located nearby
- Provision of a landscape buffer to the Grand Western Canal

South Strategic Growth Area: Site Options



Site Name: Land north of Forches Cross

Site Reference	SA-T-8
Housing and Employment Land Availability Assessment (HELAA) sites included	iz137wn
Parish(es)	Newton Abbot
District(s)	Teignbridge District Council
Site size	23 hectares
Number of homes considered in Sustainability Appraisal Report	Employment only
Indicative number of homes factoring in sensitivities and requirements (see below)	Employment only
Potential for employment use	Yes
Relationship with existing allocations and other potential GESP sites	Close to existing allocation NA1 in the Teignbridge <i>Local Plan</i>
Planning status	None
Summary description of the site	23 ha of gently undulating fields west of the A382, approximately 2.5 km north of Newton Abbot and 1.5 km south of Drumbridges (A38).

Opportunities

This site is identified for consideration as an employment site in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- The adjacent A382 is planned to be improved, widened and a cycle path added
- The site is close to the A38 Drumbridges junction
- The site's topography is suitable for employment uses
- It is adjacent to an existing Teignbridge *Local Plan* employment allocation at Forches Cross
- Land safeguarded for ball clay may not be allocated for permanent development

Sensitivities

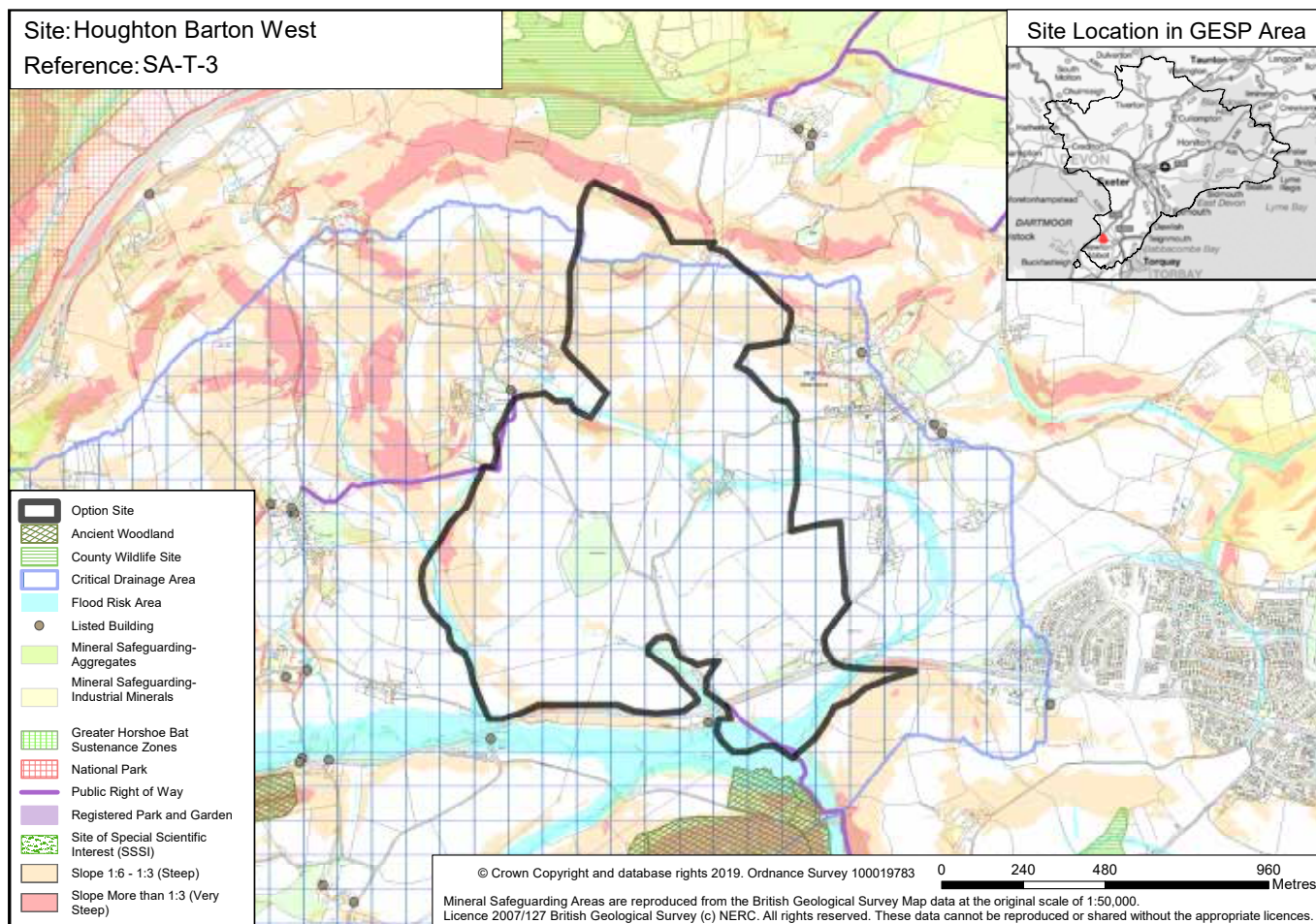
The site has a number of sensitivities which development would need to take into account, including:

- It may contain Greater Horseshoe Bats, Great Crested Newts, Cirl Buntings and other *protected species*
- It is close to Stover House (Grade II) and Stover Registered Park and Garden and other listed buildings and features which form part of the historic house estate
- It is largely within the Bovey Basin Minerals Safeguarding area for Ball Clay identified in the Devon Minerals Plan
- Landscape impact –the site is currently separated from the built up area of Newton Abbot and development will alter the character of this location
- A large proportion of the site may be high grade agricultural land
- Wooded areas, particularly Moorlands Copse

Requirements

Planning requirements for the site will aim to create a great place to work, providing well designed new development with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Ensure protection of *protected species* including Greater Horseshoe Bats and their supporting habitats such as mature hedgerows and dark corridors
- Carefully considered design, use of materials, planting and landscaping to ensure minimal impact on the heritage, landscape and *biodiversity* of the area
- Development to have limited lifespan to enable minerals to be extracted in the longer term
- Appropriate junction upgrade to allow safe access to and from the site
- Improved cycle and walking links towards Newton Abbot and NA1, including crossing or bridge points over main roads where necessary
- Contributions to a new recycling centre
- Land safeguarded for electricity infrastructure (e.g. sub-station)
- Bus stop and improved bus services



Site Name: Houghton Barton West

Site Reference	SA-T-3
Housing and Employment Land Availability Assessment (HELAA) sites included	fk15yeu
Parish(es)	Newton Abbot / Ilsington
District(s)	Teignbridge District Council
Site size	120 hectares (of which 50 – 60 ha is developable)
Number of homes considered in Sustainability Appraisal Report	1,550 – 2,000 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	1750 homes
Potential for employment use	Potential for small to medium scale employment uses designed into development.
Relationship with existing allocations and other potential GESP sites	Next to the existing Teignbridge <i>Local Plan</i> Houghton Barton NA1 allocation.
Planning status	No allocations or significant permissions.
Summary description of the site	120 hectare site currently in agricultural use, adjacent to Seale Hayne and Teignbridge NA1 allocation. Site lies approximately 3.5km from Newton Abbot town centre. Site lies on the A383, with rolling countryside, rising up Ingsdon Hill and Seale Hayne ridgeline to the north.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- The site is adjacent to the existing NA1 allocation with opportunities for shared infrastructure, including neighbourhood hub, community building with GP services, *green infrastructure* and the planned new main road to the A382
- The site is within cycling distance of Newton Abbot
- The site (combined with NA1) could support a regular bus service into Newton Abbot
- Appropriate site layout, use of material, planting and supporting infrastructure could potentially support and enhance the role of Seale Hayne as a community facility
- Potential for creating public hilltop park and east-west walks along ridgeline

Sensitivities

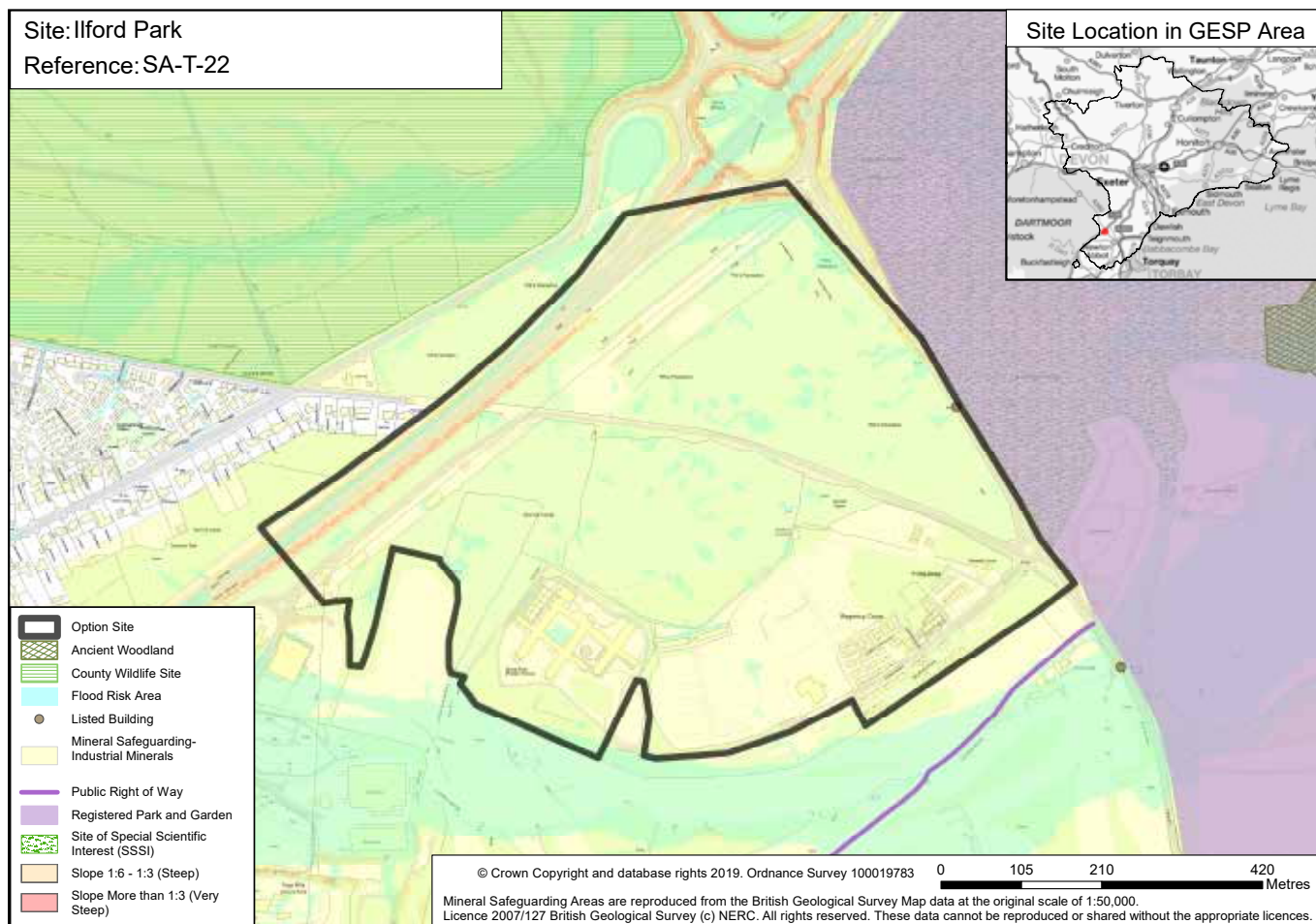
The site has a number of sensitivities which development would need to take into account, including:

- It may contain Greater Horseshoe Bats, Great Crested Newts, Cirl Buntings, Dormouse and other *protected species*
- Seale Hayne and other listed buildings which form part of the historic setting
- There is only westbound access from the A383 onto the A38. However, the new link road to Forches Cross has planning permission
- The impact of the elongation of the town on the ability of residents to make active and sustainable travel choices
- A large proportion of the site is high grade agricultural land
- There are steeper sloped areas in north of the site with higher landscape sensitivity. However, this is also a *green infrastructure* opportunity
- A small area of the site is affected by flooding, but any development would drain into the River Lemon which could increase flood risk in Newton Abbot town centre. In 2019 the area was identified by the EA as a critical drainage area, which is likely to increase water management requirements and cost

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Ensure protection of *protected species* including Greater Horseshoe Bats and their supporting habitats such as mature hedgerows and dark corridors
- Strategic *green infrastructure* to provide movement corridors, compensatory habitat and a Country Park centred on the Seale Hayne and Ingsdon hilltops
- New main road linking the A383 to the A382 serving this site and the allocated NA1 site
- A multi-use community building to host local services as required including primary health care within a community hub area designed to provide a range of shops, services and employment opportunities for the residents of this site and the NA1 allocation
- Sports hall – a 3 court indoor sports hall facility for hire to the wider community
- One or two new primary schools to provide sufficient capacity to serve the existing NA1 and this site
- Improved bus services into Newton Abbot, serving this allocation and a *park and change* facility near Forches Cross
- Contributions towards Secondary Education and/or provision of new secondary school campus
- Development will need to respect the privacy of existing dwellings located nearby
- Measures to address the risk of flooding including contributions to increase the capacity of flood defence infrastructure at Holbeam dam



Site Name: Ilford Park

Site Reference	SA-T-22
Housing and Employment Land Availability Assessment (HELAA) sites included	None
Parish(es)	Newton Abbot / Ilsington / Teigngrace
District(s)	Teignbridge District Council
Site size	46 hectares
Number of homes considered in Sustainability Appraisal Report	Employment only
Indicative number of homes factoring in sensitivities and requirements (see below)	Employment only
Potential for employment use	Yes
Relationship with existing allocations and other potential GESP sites	Less than 1km from site option SA-T-8 (Land north of Forches Cross).
Planning status	Permission granted in 2014 for <i>mixed use development</i> comprising B2 and B8 employment development (with ancillary B1 office); restaurant/public house; and residential development (including demolition of existing dwellings at Gaverick Court) together with associated landscaping, play space, drainage, car parking and access.
Summary description of the site	46 ha of flat land in use as forestry, with some commercial and residential (C2) uses. The site is adjacent to the A38 Drumbridges junction and Trago Mills. Site topography and location are well suited for providing employment development possibly including a service station. The site includes an extant planning permission for employment uses.

Opportunities

This site is identified for consideration as employment land in the GESP because:

- Part of the site has an existing planning permission for B2 and B8 employment uses
- The site is adjacent to the existing A38 Drumbridges junction
- The topography is suitable for employment uses
- Potential for a service station to serve the Devon Expressway dual carriageway
- Some significant areas of hardstanding and *brownfield* land

Sensitivities

The site has a number of sensitivities which development would need to take into account, including:

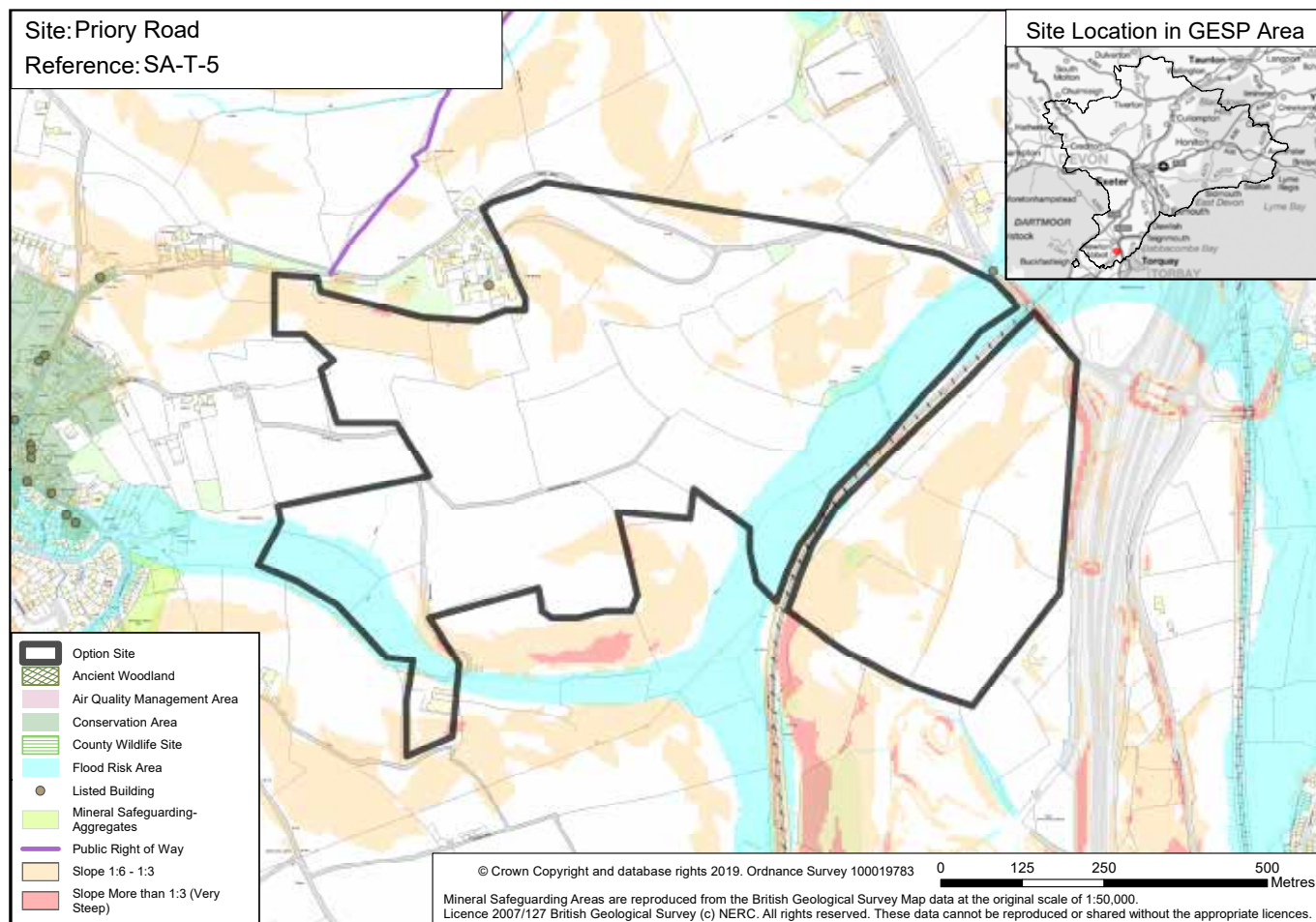
- It includes large wooded areas which might host Greater Horseshoe bats, Great Crested Newts, Cirl Buntings and other *protected species*
- Close to Stover Country Park SSSI (freshwater lake)
- Close to Stover Registered Park and Garden and other listed buildings and features which form part of the historic Stover House estate
- Within the Bovey Basin Minerals Safeguarding area for Ball Clay identified in the Devon Minerals Plan
- Existing Gaverick Court provides accommodation and specialist care for up to 95 vulnerable elderly World War Two veterans
- Existing permissions have not been delivered due to significant investment needed in infrastructure including electricity sub-stations and highways

Requirements

Planning requirements for the site will aim to create a great place to work, providing well designed new development with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document.

Other emerging requirements include:

- Ensure protection of *protected species* including Greater Horseshoe Bats and their supporting habitats such as trees, mature hedgerows and dark corridors
- Carefully considered design, materials and planting to ensure minimal impact on the heritage, landscape and *biodiversity* of the area including water quality management
- The planned widening of the A382 and appropriate junction upgrades to allow safe vehicular access to and from the site
- Improved cycle links towards the Templar way, including crossing or bridge points over main roads where necessary
- Provision of *green infrastructure* routes and connecting movement corridors for leisure or active travel commuting purposes
- Land safeguarded for electricity sub-station (area to be determined)
- Development to have limited lifespan to enable minerals to be extracted in long term
- Bus stop and improved bus services



Site Name: Priory Road	
Site Reference	SA-T-5
Housing and Employment Land Availability Assessment (HELAA) sites included	uj137p9, if13b9q, hv13be8
Parish(es)	Kingskerswell / Abbotskerswell
District(s)	Teignbridge District Council
Site size	59 hectares
Number of homes considered in Sustainability Appraisal Report	706 - 912 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	500 homes
Potential for employment use	No
Relationship with existing allocations and other potential GESP sites	Site is south of the NA3 allocation in the Teignbridge <i>Local Plan</i> .
Planning status	None
Summary description of the site	3km south of Newton Abbot, adjacent to the A380 and close to existing allocation NA3, the area is primarily in agricultural use.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- The site is adjacent to the existing NA3 allocation which offers some opportunities for shared infrastructure, in particular primary education
- The site is within cycling distance of Newton Abbot

Sensitivities

The site has a number of sensitivities which development would need to take into account, including:

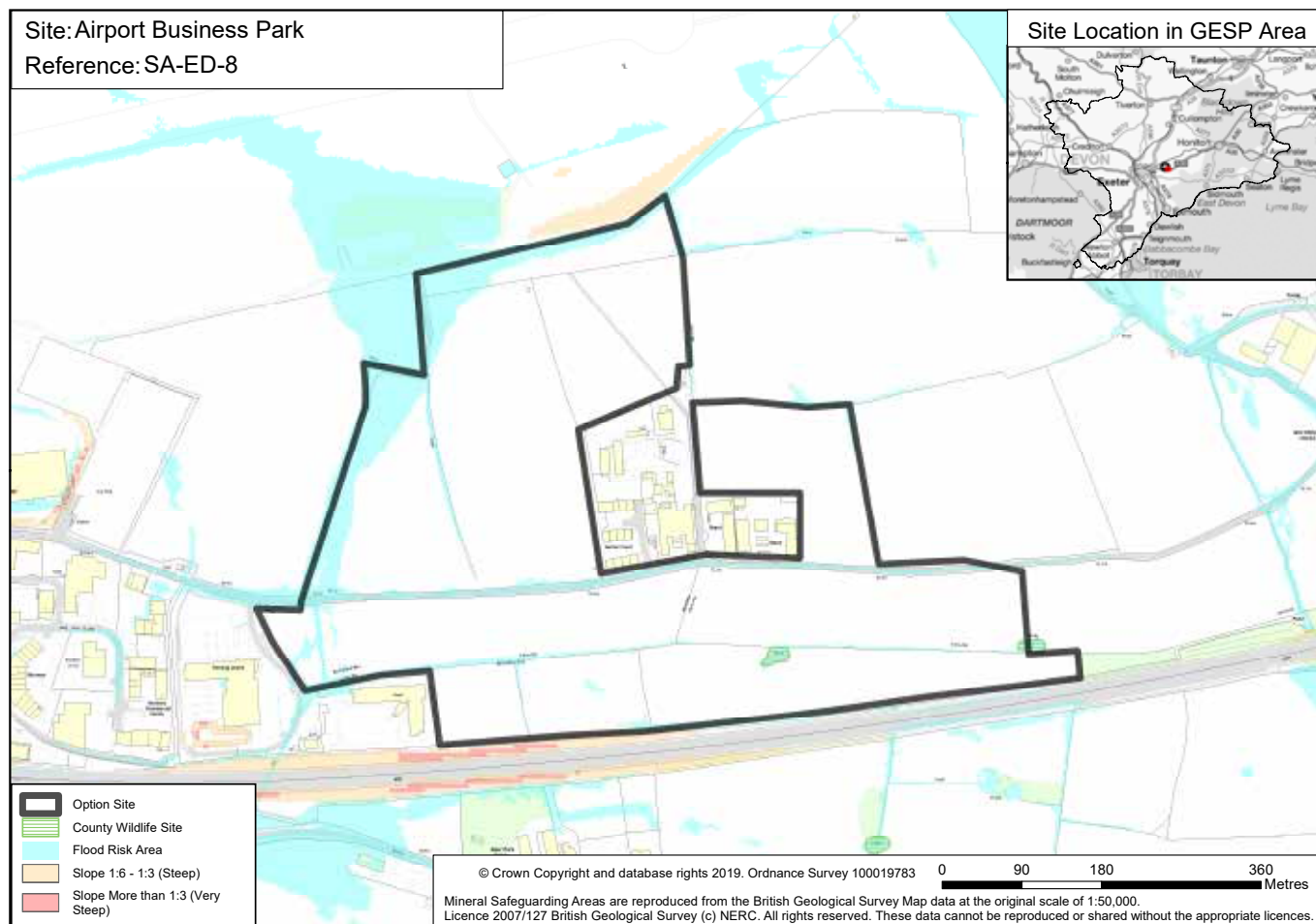
- It may contain Greater Horseshoe Bats, Cirl Buntings, Great Crested Newts, Dormouse, Otter and other *protected species*
- Existing residential properties including those in Grade II* listed St Augustine's Priory
- Steep topography within the site affecting 12 ha, with mature trees and hedgerows
- A large proportion of the site is high grade agricultural land
- Cost of improving access into the site from Kingskerswell Road including widening of the road bridge over the railway and potential impact on the Grade 2 listed bridge
- A large area of the site is affected by flooding
- The severing impact of the bisecting railway line on the permeability and walkability of any development
- Landscape and visual impact

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Ensure protection of *protected species* including Greater Horseshoe Bats and their supporting habitats such as mature hedgerows, waterways and dark corridors
- Design must have regard to the setting of the listed Priory and Langford Bridge
- Significant *green infrastructure* to provide benefits such as play space, allotments and green spaces, which can also be designed to buffer sensitive features
- Improved access and junction works including the potential widening of the road bridge over the railway line
- Improved cycle and walking links to provide safe routes including to Abbotskerswell and Kingskerswell with potential for bridge over railway line to minimise severance
- A primary school or increased capacity of nearby primary schools
- A flexible multi-use community building to host local services and events as required
- Contribution towards secondary school capacity and GP provision off site
- On-site measures to address the risk of flooding
- Development will need to respect the privacy of existing dwellings located nearby

East Strategic Growth Area: Site Options



Site Name: Airport Business Park	
Site Reference	SA-ED-8
Housing and Employment Land Availability Assessment (HELAA) sites included	8915ymr, st14y0w, 0115yrm
Parish(es)	Clyst Honiton, Rockbeare and Aylesbeare
District(s)	East Devon District Council
Site size	27 hectares
Number of homes considered in Sustainability Appraisal Report	Employment only
Indicative number of homes factoring in sensitivities and requirements (see below)	Employment only
Potential for employment use	Yes
Relationship with existing allocations and other potential GESP sites	An existing East Devon <i>Local Plan</i> allocation of business park expansion is immediately to the west of this site. The site is close to jobs and homes being delivered on other sites across the West End, allocated in the East Devon <i>Local Plan</i> . The site is close to other GESP site options including SA-ED-1 (Sowton), SA-ED-3 (Hill Barton), SA-ED-5 (North of Airport) and SA-ED-25 (Westclyst).
Planning status	Not Applicable
Summary description of the site	27ha of primarily agricultural land sandwiched between the airport and the A30. Bounded by the existing airport business park and allocated expansion immediately to the west, and the site of the proposed France-Alderney-Britain Connector (FAB Link) Converter Station to the east.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- It is close to homes, jobs and services on sites allocated in the East Devon *Local Plan*
- It is well located to attract strategic employment development
- It has the potential to link in to existing *heat networks* and benefit from private wire opportunities from the Skypark Energy Centre as well as harness waste *heat* from the adjacent proposed FAB Link development
- Could make use of and further enhance planned improvements to Long Lane and wider airport access

Sensitivities

The site has a number of sensitivities which development would need to take into account, including:

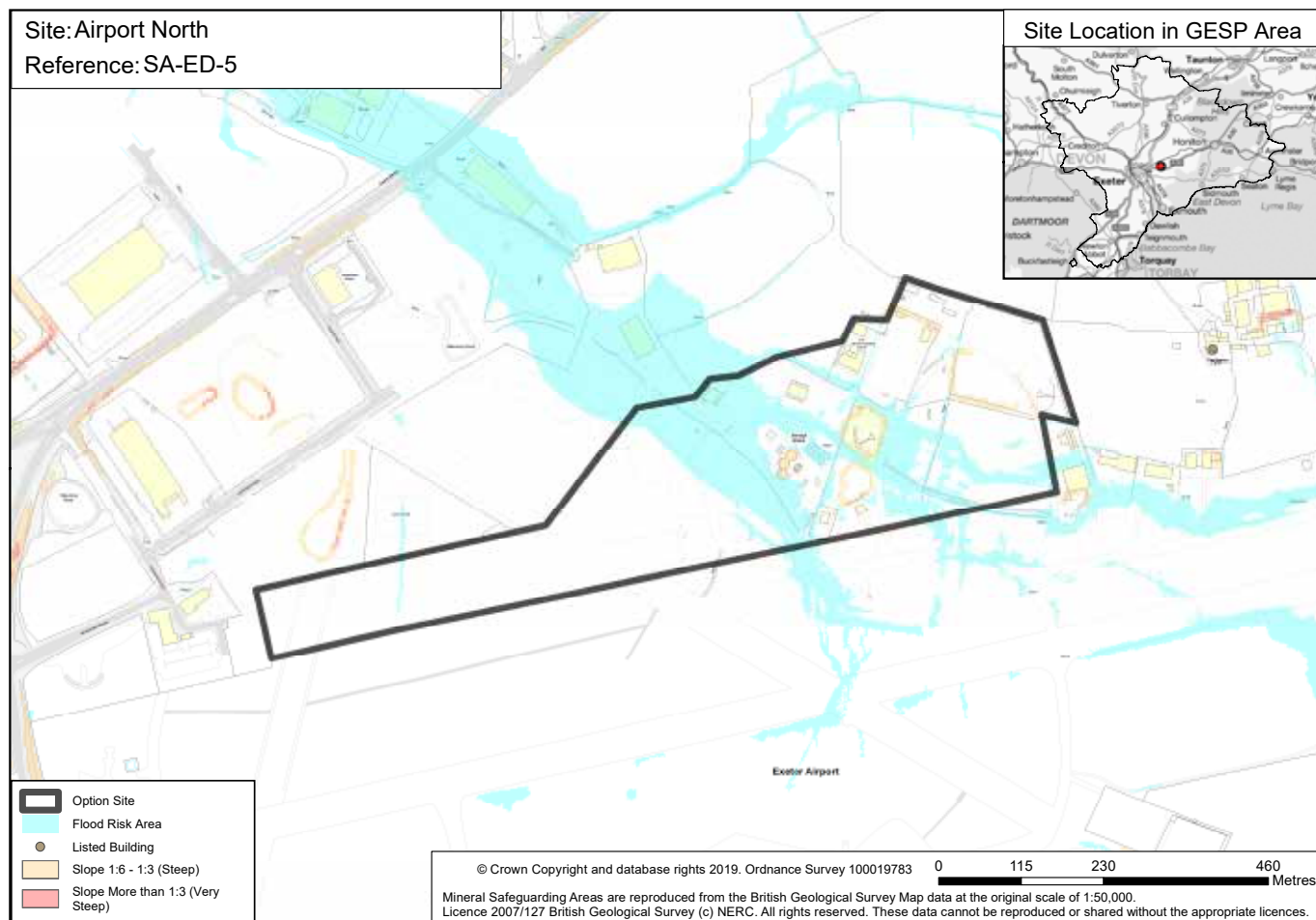
- Access along Long Lane needs significant improvement (plans in progress)
- Airport junction on the A30 is nearing capacity
- A small area of the site is affected by flooding
- A number of Listed Buildings exist nearby the site including the Grade I Listed Rockbeare Manor and associated Listed Buildings and Registered Park & Gardens
- The site may contain Great Crested Newts and other *protected species* and contains the Beautiport County Wildlife Site
- Noise from airport (take-off and landing of aircraft and engine testing)
- A large proportion of the site is high grade agricultural land
- Airport related development could be required on this site and there is the potential for impact upon safe operation of the airport without appropriate safeguarding
- It may be visible from the East Devon Area of Outstanding Natural Beauty

Requirements

Planning requirements for the site will aim to create a great place to work, providing well designed new development with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document.

Other emerging requirements include:

- Delivery of access improvements to Long Lane
- Measures to address the risk of flooding on site
- High quality, accessible employment uses allowing for further expansion of the Airport Business Park.
- Safeguarding of land for expansion of airport facilities if necessary
- Delivery of a district heating network harnessing *waste heat* from FAB Link and exploring links to the Cranbrook/Skypark network
- Provision of a small amount of facilities to serve workers of the site
- Measures to reduce noise impacts



Site Name: Airport North

Site Reference	SA-ED-5
Housing and Employment Land Availability Assessment (HELAA) sites included	wz15y87
Parish(es)	Clyst Honiton
District(s)	East Devon District Council
Site size	22 hectares
Number of homes considered in Sustainability Appraisal Report	Employment only
Indicative number of homes factoring in sensitivities and requirements (see below)	Employment only
Potential for employment use	Yes
Relationship with existing allocations and other potential GESP sites	Skypark, immediately to the north of the site, is allocated in the existing East Devon <i>Local Plan</i> and is now under construction. The site is close to jobs and homes allocated on other sites across the West End in the East Devon <i>Local Plan</i> . Part of the site is allocated as Clyst Valley Regional Park. The site is close to other potential GESP site options including sites SA-ED-1 (Sowton), SA-ED-3 (Hill Barton), SA-ED-8 (Airport Business Park) and SA-ED-25 (Westclyst).
Planning status	The site was previously allocated in the 1995-2011 East Devon <i>Local Plan</i> for airport terminal development.
Summary description of the site	22ha of land within active airfield uses and hosting supporting infrastructure on the north side of the runway at Exeter Airport, south of Skypark and Cranbrook's proposed southern expansion area.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development
- A large amount of land within the site could be considered as *brownfield* land
- It is close to homes, jobs and services on sites allocated in the East Devon *Local Plan*
- It is well located to attract strategic employment development
- It has the potential to link in to existing *heat networks* and benefit from private wire opportunities from the Skypark Energy Centre
- Development could rely upon and enhance facilities planned on Skypark

Sensitivities

The site has a number of sensitivities which development would need to take into account, including:

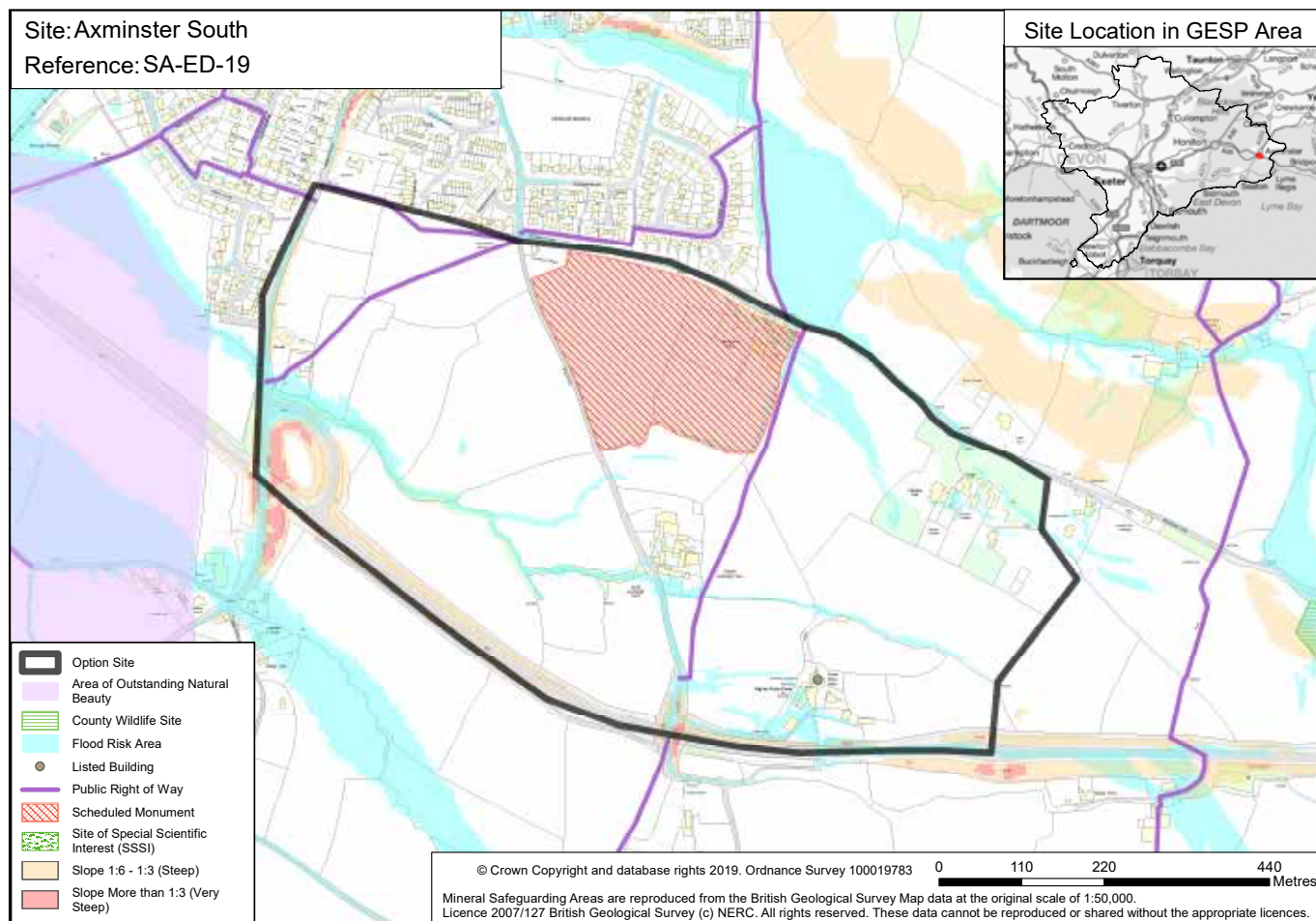
- It is dependent upon access through adjacent development sites
- The airport junction on the A30 is nearing capacity
- A small area of the site is affected by flooding
- Noise from the airport (take-off and landing of aircraft and engine testing)
- Airport related development could be required on this site and there is potential for impact upon safe operation of the airport without appropriate safeguarding
- The airport's private sewage works, engine testing pen and the newly constructed fire service training centre are all contained within the site
- A number of Listed Buildings exist nearby the site
- It may be visible from the East Devon Area of Outstanding Natural Beauty
- The site may contain Great Crested Newts and other *protected species*
- A small part of the site is allocated as the Clyst Valley Regional Park

Requirements

Planning requirements for the site will aim to create a great place to work, providing well designed new development with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document.

Other emerging requirements include:

- Safe and suitable access to the site through Skypark and potentially Cranbrook's proposed southern expansion area and secure emergency access to the airfield
- Financial contribution towards improvement of the airport junction on the A30
- Measures to address the risk of flooding on site
- Safeguarding of land for expansion of airport facilities if necessary
- High quality, accessible employment uses allowing for the expansion of Skypark
- Retention of the engine testing pen and fire service training centre
- Connection to the existing heat network and private wire from the Energy Centre
- Measures to reduce noise impacts
- Relocation of the private sewage works
- Off-site contribution towards enhancement of facilities on Skypark



Site Name: Axminster South

Site Reference	SA-ED-19
Housing and Employment Land Availability Assessment (HELAA) sites included	5r1379x
Parish(es)	Axminster
District(s)	East Devon District Council
Site size	54 hectares
Number of homes considered in Sustainability Appraisal Report	831 - 1,072 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	540 homes
Potential for employment use	It would need to provide some small scale employment alongside housing.
Relationship with existing allocations and other potential GESP sites	The adopted East Devon <i>Local Plan</i> allocates a site (E105) for around 650 dwellings and 8ha employment space as a north east urban extension of the town. The area is being masterplanned.
Planning status	None
Summary description of the site	A rectangular shaped site adjacent to the southeast of the existing built-up area of Axminster. The site is fairly level with undulating areas. It is currently in agricultural use and includes farm buildings and a small number of houses. The site is bounded to the south by the A35, the west by the A358 and the north by Woodbury Lane.

Opportunities

This site is identified for consideration in the GESP because:

- Part of the site has been put forward by landowners for development
- It would provide a logical extension to Axminster
- It has fairly level topography which would enable development
- It is located close to the A35 which provides good strategic road access
- The site could provide land for a junction improvement on the A35
- It is located within walking distance of Axminster station which provides sustainable travel options
- It is within walking distance of services and facilities in Axminster town centre
- It provides the potential to link to the National Cycle Network Route 2 along Woodbury Lane
- It links to a good network of existing public rights of way and open space to the south

Sensitivities

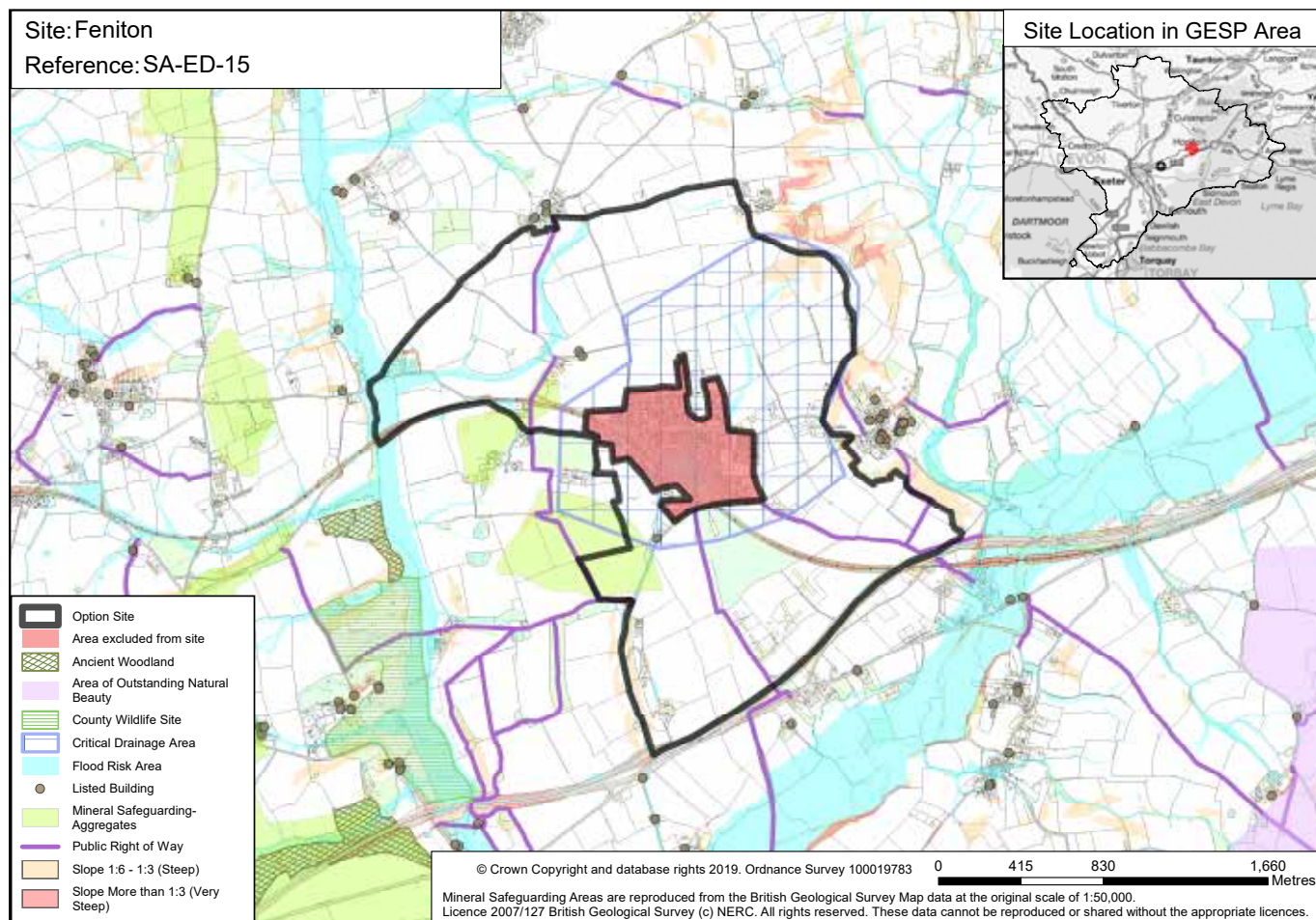
The site has a number of sensitivities which development would need to take into account, including:

- A Scheduled Monument sits within the site at Woodbury Farm, together with the considerable likelihood of significant related, Roman archaeology beyond the Monument boundary
- It may impact upon the level of nutrients discharged into the River Axe, which is a *Natura 2000* protected wildlife site
- The former route of the Taunton Stop Line anti-tank ditch would need careful consideration
- It may be visible from the Blackdown Hills and East Devon *Areas of Outstanding Natural Beauty*
- There is the potential for an increase in car-borne out-commuting to Exeter
- A small area of the site is affected by flooding
- One listed building within the site at Higher Wyke Farm
- It may contain Great Crested Newts and other *protected species*
- A large proportion of the site is likely to be high grade agricultural land

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Significant areas of multifunctional open space and landscaping associated with preserving the scheduled monument and other archaeology
- Funding of measures to mitigate any nutrient management impacts on the River Axe
- Contributions to early years, primary, secondary and special educational needs provision
- Attractive pedestrian and cycle routes through the site, to the station and town centre
- Safeguarding of land and contributions to a junction improvement on the A35
- Safeguarding of the National Cycle Network Route 2 on Woodbury Road
- Measures to address the risk of flooding on site
- Improvements to bus services
- A variety of amenity and community facilities including community building, outdoor play space, small local shop and potential contributions to healthcare improvements
- Development will need to respect the privacy of existing dwellings located nearby



Site Name: Feniton

Site Reference	SA-ED-15
Housing and Employment Land Availability Assessment (HELAA) sites included	9x14yv0, ag14yy0, ab12sf9, l7140gh, rn15ypr, 7s127ma, t413aex, uq1400m
Parish(es)	Feniton and Ottery St Mary
District(s)	East Devon District Council
Site size	352 hectares
Number of homes considered in Sustainability Appraisal Report	6,012 - 7,757 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	2,800 homes
Potential for employment use	It would need to provide a mix of employment uses alongside housing.
Relationship with existing allocations and other potential GESP sites	None
Planning status	Multiple planning applications refused and dismissed on appeal for development within this site option.
Summary description of the site	352ha of predominantly agricultural land surrounding the village of Feniton, on both sides of the railway.

Opportunities

This site is identified for consideration in the GESP because:

- It is close to Feniton train station and the A30
- Feniton includes a number of essential services already which could be enhanced
- It could potentially help to address existing issues of flood risk

Sensitivities

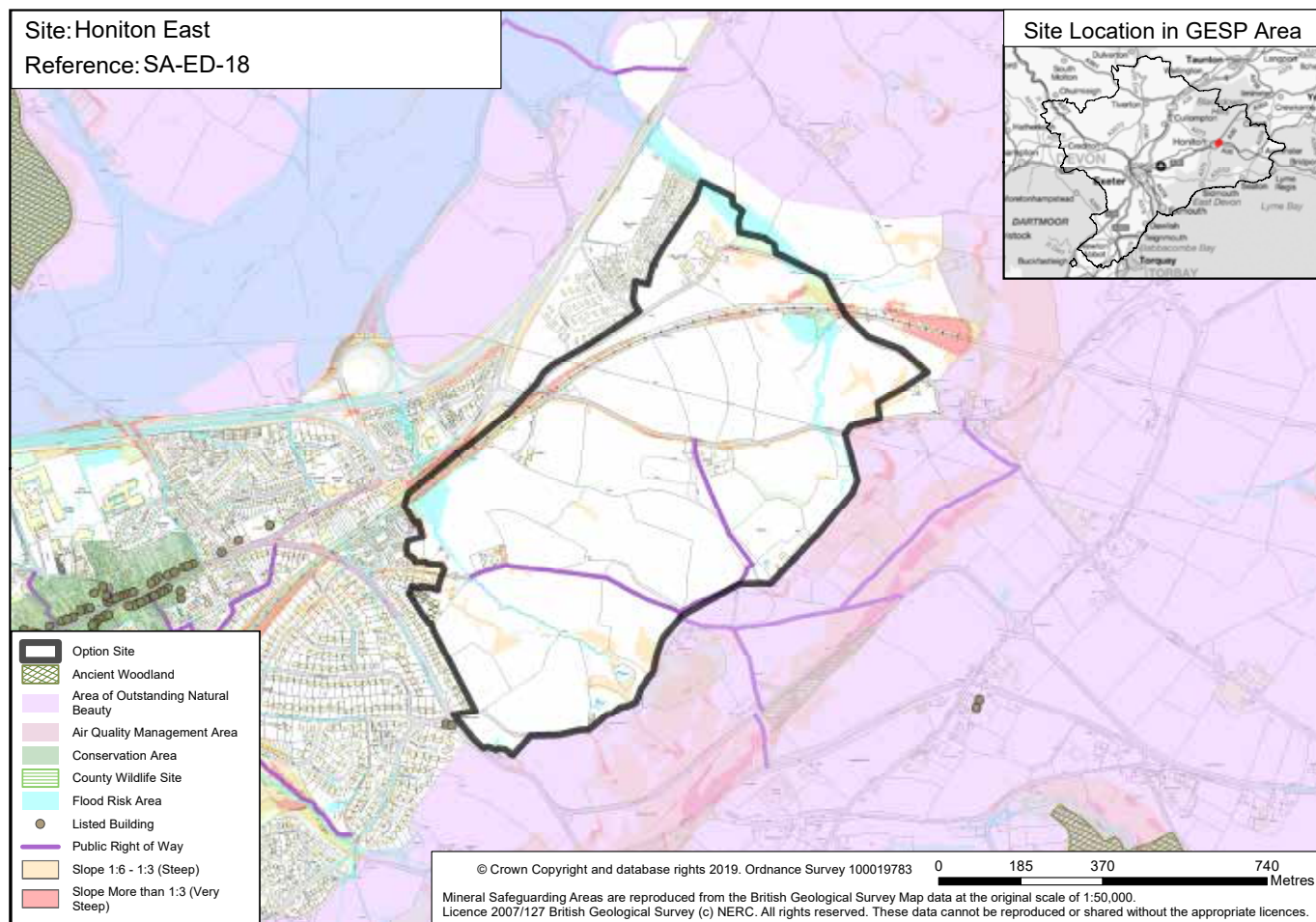
The site has a number of sensitivities which development would need to take into account including:

- It may impact upon the Pebblebed Heaths which are *Natura 2000* protected wildlife sites sensitive to an increase in the number of visitors
- Parts of the site are affected by flooding
- It may be visible from the Blackdown Hills and East Devon *Areas of Outstanding Natural Beauty* and development of higher slopes and southern parts likely to be particularly visible
- The site is partially within a mineral consultation area identified in the adopted Devon Minerals Plan
- Access from the A30 and across the railway insufficient for strategic scale development
- Frequency of train and bus services in Feniton is poor. Some distance from Exeter and could increase pressure on the already at capacity Junction 29 of the M5
- A number of Listed Buildings exist within and nearby including Grade I Listed Buildings at the Church of St Mary and Cadhay House as well as the Ottery St Mary Conservation Area
- Limited employment opportunities in close proximity
- Local primary provision at/approaching capacity. The Kings School lies a significant distance away.
- A large proportion of the site is high grade agricultural land
- Topography could reduce capacity in some parts of the site
- Reasonably close to Escot Park County Wildlife Site and may contain Great Crested Newts and other *protected species*
- South-east corner of the site contains an historic battlefield and site of a former castle

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Funding of measures to reduce the impact on the Pebblebed Heaths, including provision of *Suitable Alternative Natural Greenspace (SANG)*
- Measures to address the risk of flooding on site
- Rail infrastructure improvements to enable half-hourly train service frequency
- Significant improvements to vehicular access from the A30 plus railway crossings
- On-site primary school provision including early years plus additional secondary places
- A variety of amenities and services including a small amount of convenience retail, local employment, sports, recreation and healthcare provision
- Retention and enhancement of provision at Feniton playing fields
- Development will need to respect the privacy of existing dwellings located nearby



Site Name: Honiton East

Site Reference	SA-ED-18
Housing and Employment Land Availability Assessment (HELAA) sites included	f415yom, hv15vpa
Parish(es)	Honiton
District(s)	East Devon District Council
Site size	73 hectares
Number of homes considered in Sustainability Appraisal Report	1,234-1,593 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	1,100 homes
Potential for employment use	It would need to provide some small scale employment alongside housing.
Relationship with existing allocations and other potential GESP sites	The East Devon <i>Local Plan</i> allocates a significant amount of employment land at Honiton's western end (at the opposite end of town to this site option).
Planning status	None
Summary description of the site	72ha of agricultural land to the east of Honiton situated primarily on land rising towards and surrounded by the Blackdown Hills and East Devon <i>Areas of Outstanding Natural Beauty</i> . Site is sandwiched between the A35, Exeter-Waterloo railway line and the A30.

Opportunities

This site is identified for consideration in the GESP because:

- A large proportion of the site has been put forward by landowners for development or was promoted during the previous East Devon *Local Plan* process
- It is close to Honiton train station and both the A30 and A35
- Honiton is an important centre with good levels of employment provision as well as allocations to provide additional employment
- Honiton Community College has some limited scope for expansion

Sensitivities

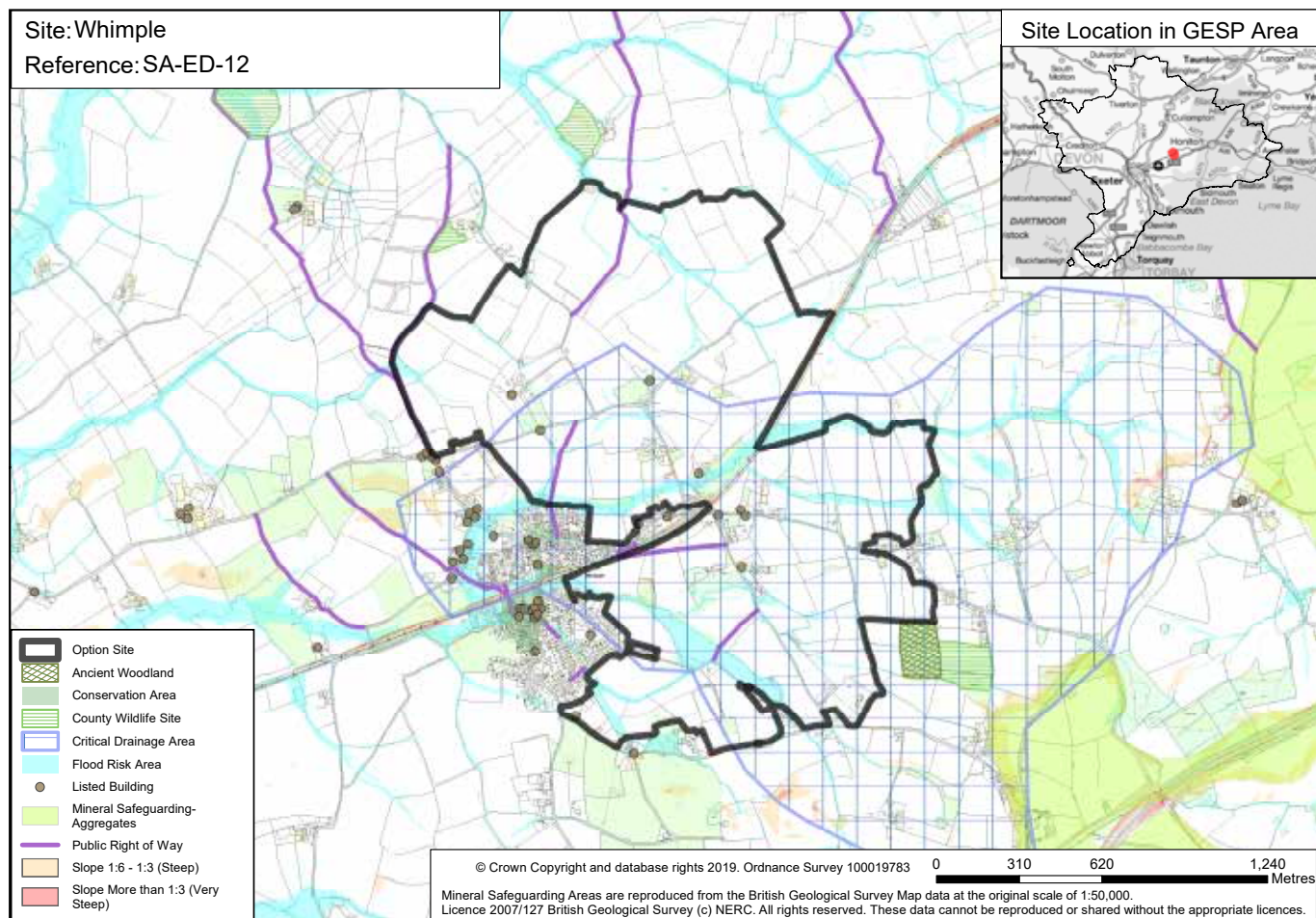
The site has a number of sensitivities which development would need to take into account including:

- The site is surrounded by the Blackdown Hills and East Devon *Areas of Outstanding Natural Beauty* and would be visible from both
- A small area of the site is affected by flooding
- Existing rail infrastructure limits the frequency of train services in Honiton
- It is some distance from Exeter and could increase traffic on Junction 29 of the M5 which is at capacity
- Potential for the achievement of safe site access from the A35 Kings Road to cause detrimental impacts on traffic flow along the *strategic road network*
- Potential severance issues caused by difficulty gaining safe pedestrian and cycle access across the A35 Kings Road
- Primary education facilities in the town are already at/approaching capacity
- The Honiton Conservation Area and multiple other Listed Buildings are nearby the site
- The steep topography could reduce capacity in some parts of the site
- The area is known for prehistoric activity and contains a section of Roman Road
- A large proportion of the site is high grade agricultural land
- Collin's Field County Wildlife Site (CWS) is close by and may contain *protected species*

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- High quality design and layout to reduce the impact upon landscape / heritage assets
- Measures to address the risk of flooding on site
- Rail infrastructure improvements to enable half-hourly train service frequency
- Potential alternative vehicular route from Kings Road to A35 junction and safe pedestrian/cycle access across Kings Road
- On-site primary school provision including early years plus a financial contribution towards expansion of facilities secondary provision
- Contributions to a new recycling centre
- A variety of amenities and services including a small amount of convenience retail, local employment, sports, recreation and healthcare provision
- Development will need to respect the privacy of existing dwellings located nearby



Site Name: Whimble

Site Reference	SA-ED-12
Housing and Employment Land Availability Assessment (HELAA) sites included	3m137yy, o814040, 2j13ay8
Parish(es)	Whimble
District(s)	East Devon District Council
Site size	242 hectares
Number of homes considered in Sustainability Appraisal Report	4,360 – 5,813 homes
Indicative number of homes factoring in sensitivities and requirements (see below)	2,500 homes
Potential for employment use	It would need to provide a mix of employment uses alongside housing.
Relationship with existing allocations and other potential GESP sites	Fairly close to Cranbrook.
Planning status	None
Summary description of the site	337ha of predominantly agricultural land to the north and east of the village of Whimble, located on both sides of the railway.

Opportunities

This site is identified for consideration in the GESP because:

- It is close to Whimble train station
- Whimble includes a number of essential services already which could be enhanced
- Planned jobs growth at the West End is reasonably nearby
- It could potentially help to address existing issues of flood risk

Sensitivities

The site has a number of sensitivities which development would need to take into account, including:

- It may impact upon the Pebblebed Heaths which are *Natura 2000* protected wildlife sites sensitive to an increase in the number of visitors
- Parts of the site is affected by flooding
- Access from the A30 and across the railway insufficient for strategic scale development
- Frequency of train and bus services in Whimble is poor. Some distance from Exeter and could increase pressure on the already at capacity Junction 29 of the M5
- A number of Listed Buildings exist within and nearby the site. Development could have the potential to impact upon the setting of Whimble Conservation Area
- Local primary school provision at/approaching capacity. Clyst Vale Community College lies a significant distance away and the school has limited scope for expansion
- Topography and landscape sensitivity/visual prominence in some parts of the site
- A large proportion of the site is high grade agricultural land
- Site includes and borders multiple County Wildlife Sites and may contain Great Crested Newts and other *protected species*
- It may be visible from the East Devon Area of Outstanding Natural Beauty

Requirements

Planning requirements for the site will aim to create a great place to live and work, providing well designed new neighbourhoods with appropriate and well managed public open space and safe walking/cycling routes. All sites will need to provide a *mix of homes* (including affordable and custom build), investment in *low carbon* energy and transport, high speed internet and wildlife enhancements. More detail on these can be found in the policies within Section B of this document. Other emerging requirements include:

- Funding of measures to reduce the impact on the Pebblebed Heaths including provision of *Suitable Alternative Natural Greenspace (SANG)*
- Measures to address the risk of flooding on site
- Rail infrastructure improvements to enable half-hourly train service frequency
- Significant improvements to vehicular access from the B3174 plus railway crossings
- Pedestrian and cycle connectivity to jobs and services at Cranbrook and the West End
- On-site primary school provision including early years and on-site secondary school provision
- High quality design and layout to reduce the impact upon heritage assets
- A variety of amenities and services including a small amount of convenience retail, local employment, sports, recreation and healthcare provision
- Development will need to respect the privacy of existing dwellings located nearby

Glossary

Definition
of terms

Term	Definition
<i>Adoption</i>	The final confirmation of a <i>development plan</i> status by a local planning authority.
<i>Areas of Outstanding Natural Beauty</i>	An area with statutory national landscape designation, the primary purpose of which is to conserve and enhance natural beauty. Together with National Parks, Areas of Outstanding Natural Beauty represent the nation's finest landscapes. Areas are designated by Natural England (statutory body).
<i>Biodiversity</i>	The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.
<i>Brownfield (or previously developed land)</i>	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.
<i>Brownfield registers</i>	Registers of previously developed land that local planning authorities consider to be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017. Local planning authorities will be able to trigger a grant of permission in principle for residential development on suitable sites in their registers where they follow the required procedures.
<i>Build to Rent</i>	Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.
<i>Building Greater Exeter</i>	Building Greater Exeter is a project focussed on supporting the construction sector across Exeter and East Devon to address the skills and recruitment challenges it faces in light of predicted growth. Further information about the project can be found online.
<i>Building Regulations</i>	Building Regulations are minimum standards for design, construction and alterations to virtually every building. The regulations are developed by the UK government and approved by parliament.
<i>Call for sites</i>	A call for sites for the Greater Exeter area ran from 27 February to 10 April 2017. This call for sites provided an opportunity for agents, developers and landowners to promote land for housing or economic development within the Greater Exeter area through the planning process. Further information is available at: www.gesp.org.uk/consultations/call-for-sites . A second call for sites is taking place alongside the GESP Options Consultation.
<i>Carbon emissions</i>	Carbon dioxide equivalent (CO ₂ e) is used as a proxy for all greenhouse gases in accordance with Section 93 of the Climate Change Act 2008. The generic term carbon emissions is used to describe the release into the atmosphere of these gases attributable to human activity.

<i>Carbon offsetting fund</i>	Where <i>carbon emissions</i> cannot be reduced in line with policy targets on site funds will be collected from developers that will aim to deliver equivalent carbon savings through projects elsewhere in the Greater Exeter area.
<i>Carbon Statement</i>	A document setting out how development proposed is designed, constructed and will perform to deliver <i>net zero carbon emissions</i> , taking account of emissions from primary energy and transport.
<i>Centre for Excellence for Construction</i>	A project to create state of the art facilities and provide access to cutting edge construction technology within Cranbrook in East Devon, promoted by Exeter College.
<i>Combined Heat and Power (CHP)</i>	This is an efficient process that captures and utilises heat and generates electricity at the same time. By generating heat and power simultaneously, CHP plants can significantly reduce <i>carbon emissions</i> in comparison with separate means of conventional heat and power via an individual boiler and power station.
<i>Community Infrastructure Levy</i>	A planning charge applied to new development (exemptions apply) that local authorities can use to fund a range of infrastructure.
<i>Completions (in housing terms)</i>	A dwellings is regarded as complete when it becomes ready for occupation or when a completion certificate is issued. Counts of these dwellings are termed completions.
<i>Condition</i>	Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions. The <i>National Planning Policy Framework</i> sets out that planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification.
<i>Custom and self build</i>	Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.
<i>Data analytics</i>	Data analytics is the science of drawing insights from raw information sources. Many of the techniques and processes of data analytics have been automated into mechanical processes and algorithms that work over raw data for human consumption.
<i>Decentralised energy networks</i>	Local networks where energy (heat and/or power) is generated and distributed close to where it will be used rather than the conventional approach of large power plants providing energy (electricity and gas) through the national grid.
<i>Deliverability (in housing terms)</i>	A measure of how 'deliverable' a site is for housing development. The <i>National Planning Policy Framework</i> requires local planning authorities to assess deliverability in terms of a site's suitability, availability and achievability for housing development. A definition of a 'deliverable' site is provided in the glossary to the <i>National Planning Policy Framework</i> .

<i>Design code</i>	A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.
<i>Development plan</i>	A document setting out the local planning authority's policies and proposals for the development and use of land and buildings in the authority's area. This includes adopted <i>local plans</i> , <i>neighbourhood development plans</i> and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
<i>Development plan document</i>	Local development documents that have development plan status. Once a development plan document has been adopted by the local planning authority, planning application decisions must be made in accordance with them unless material considerations indicate otherwise. Development plan documents require community involvement, consultation procedures and independent assessment. They are officially adopted after a binding report is produced by an independent planning inspector following an independent examination of the plan and any representations made in respect of it.
<i>Devon Local Transport Plan 2026</i>	The Devon and Torbay Local Transport Plan 3, 2011-2026 sets a strategy for transport with a supporting implementation plan. The report is available to view at: www.devon.gov.uk/roadsandtransport/traffic-information/transport-planning/devon-and-torbay-local-transport-plan-3-2011-2026/
<i>Devon Metro</i>	Devon Metro is a scheme for the integration and enhancement of rail services in the Exeter <i>travel to work area</i> , being progressed by Devon County Council.
<i>DEXTCO</i>	DEXTCO is a joint venture designed to deliver more efficient heat and power in Devon through ground-breaking sustainable energy projects providing environmentally-friendly energy to homes and businesses. Partners in DEXTCO are the Royal Devon and Exeter NHS Foundation Trust, Devon County Council, Exeter City Council, University of Exeter and Teignbridge District Council.
<i>Dig Once approach and trust</i>	The co-ordination of works to ensure that minimal disruption is caused and costs are shared during development and construction work. For instance, in terms of digital connectivity infrastructure, it is possible to install full fibre networks at low cost by installing ducting at the same time as other utilities, or whilst ground is already 'open' for other construction purposes. By creating a neutral body that can hold the ducting in trust, and make it available to stakeholders for rent, it is possible to overcome some of the obstacles that have prevented progress on the delivery of full-fibre networks in the UK.

<i>Digital Exchange</i>	A place for internet supply and demand to meet. As a concept it combines the following: - A neutral place where networks can meet, close to an existing or potential cluster of digital and tech businesses - A shared space for local digital and tech businesses to locate servers to support applications and services - A mutual ownership and governance model to guarantee neutrality and support collaboration Delivery of a Digital Exchange is critical to the recommendations of the Digital Exchange / Transformational Infrastructure Scoping Report.
<i>Digital Exchange / Transformational Infrastructure Scoping Report</i>	A report produced for the Greater Exeter councils by consultancy CBN which details proposals for delivery of a Digital Exchange, and regional spine fibre and ducting network. Published on the GESP website alongside the draft GESP, available at: www.gesp.org.uk/evidence
<i>Digital futures businesses</i>	Businesses which work in the fields of computing, information technology, communications and data.
<i>Direct delivery</i>	A process whereby the public sector delivers a development itself. This contrasts with the regular approach where development is delivered by the private sector (e.g. by a developer). Direct delivery requires the public sector to take responsibility and the risk for delivering the development but provides greater control and sees revenues retained.
<i>Duty to cooperate</i>	The duty to cooperate was introduced by the Localism Act 2011, and is set out in section 33A of the Planning and Compulsory Purchase Act 2004. It places a legal duty on local planning authorities and county councils in England, and prescribed public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of <i>local plan</i> and marine plan preparation in the context of strategic cross boundary matters.
<i>Dynamic Simulation Model (DSM)</i>	A way of modelling detailed compliance with <i>Part L of the 2013 Building Regulations</i> , particularly for non-residential buildings.
<i>Economic Development Needs Assessment (EDNA)</i>	A study of the need/demand for economic development in an area. This report is available on the GESP website at: www.gesp.org.uk/evidence
<i>Employment and Skills Plans</i>	A document setting out how an employer will support people into jobs and training.
<i>Energy centres</i>	In the context of this plan, energy centres are the central source of district <i>heat networks</i> from where the heat and/or power is generated and distributed to homes and/or commercial premises. Examples include the energy centres at Skypark/Cranbrook and Monkerton.
<i>Enterprise Zone</i>	Enterprise Zones are designated areas across England that provide tax breaks and Government support.
<i>Environmental futures</i>	Technology and data-driven research into environmental problems and their solutions.
<i>Exeter and Heart of Devon Shared Economic Strategy</i>	This strategy, titled 'A collaborative approach to growth and productivity' was published in November 2016. The report is available online at: www.eastdevon.gov.uk/media/1986797/ehod-shared-economic-strategy-2017-20.pdf
<i>Exeter City Futures</i>	Exeter City Futures is an independent Community Interest Company that is working to help Exeter solve its urbanisation challenges in a way that reduces social inequality and contributes to economic growth.

<i>Exeter Digital and Data Education Hub</i>	A project to bring educators, employers and education innovators to research, implement and promote innovative ways to deliver education in <i>data analytics</i> and digital futures.
<i>Exeter Transport Strategy</i>	An Exeter focussed transport strategy which will seek to enhance public transport, create more opportunities for healthier active travel and encourage innovative travel management and ticketing. The Transport Strategy is being prepared by Devon County Council and its partners. Progress and emerging content is available here: www.devon.gov.uk/roadsandtransport/traffic-information/transport-planning/innovasump/
<i>Fibre to the premises</i>	The installation of end-to-end fibre optic connection the full distance from the exchange to the building. Fibre to the premises can deliver faster speeds, greater resilience and reliability.
<i>Five year supply</i>	A calculation undertaken by the local planning authority to assess whether or not there is a sufficient supply of deliverable sites to meet the number of homes required over the next five years. Where there is no five year supply the "presumption in favour of <i>sustainable development</i> " applies to housing applications.
<i>Full planning application/consent</i>	Full consent is the approval of a full planning application. An application for full planning permission results in a decision on the detailed proposals of how a site can be developed. If planning permission is granted, and subject to compliance with any planning conditions that are imposed, no further engagement with the local planning authority is required to proceed with the development granted permission, although other consents may be required.
<i>Gigabit-capable</i>	Digital connectivity achieving bandwidths in excess of 1,000 megabit per second.
<i>Great Trees in the Clyst Valley</i>	This is a partnership project that is encouraging the public to explore, record and restore the heritage of trees in fields, hedges, parks and orchards across parishes in the Clyst Valley of East Devon. Further information about the project can be found online.
<i>Greater Exeter Digital Connectivity Strategy</i>	A report produced for the Greater Exeter councils by Adroit Economics which identifies the digital connectivity baseline for the Greater Exeter area, evidences the economic benefits of improving digital connectivity, and identifies a number of potential options for the delivery of improved digital connectivity across the area. The report is available online at: www.gesp.org.uk/evidence
<i>Greater Exeter Green Infrastructure Strategy</i>	A report produced considering the Greater Exeter area's existing areas of high biodiversity, their corridors, and sustainable movement networks that connect them, and the key areas of accessible open space. It also will identify green infrastructure assets within the GESP allocations. This report will be published on the GESP website alongside the next version of the GESP, available at: www.gesp.org.uk/evidence
<i>Green infrastructure</i>	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
<i>Gross Value Added (GVA)</i>	Measurement of how much money is generated through goods produced and services delivered.

<i>Habitats Regulations Assessment</i>	The European Union Habitats Directive protects certain species of plants and animals which are particularly vulnerable. The Directive specifically relates to <i>Special Protection Areas</i> (SPAs), <i>Special Areas of Conservation</i> (SACs) and <i>Ramsar</i> sites known as <i>Natura 2000</i> sites. The UK Habitats Regulations are used to implement the EU Directive and require a <i>Habitats Regulations Assessment</i> (HRA). The process of HRA involves an initial 'Screening' stage followed by an Appropriate Assessment (AA) if proposals are likely to have a significant (adverse) impact on a <i>Natura 2000</i> site. The need for <i>Habitats Regulations Assessment</i> is set out within Article 6 of the EC Habitats Directive 1992, and interpreted into British law by the Conservation of Habitats & Species (Amendment) Regulations 2011.
<i>Health Innovation</i>	Clinical research and trials, particularly including the role of digital innovation in health.
<i>Heat networks</i>	<i>Heat networks</i> allow heat generated remotely to be used to provide heating and hot water to buildings connected to the network, which provides greater efficiency of space and energy use than individual conventional boilers. <i>Heat networks</i> also provide an opportunity for whole network decarbonisation, rather than house-by-house measures.
<i>High performance computing</i>	The use of supercomputers for solving complex and advanced problems through modelling, simulation and analysis.
<i>High performance computing</i>	Projections made by the Office for National Statistics of the number of additional households that will form in future years if recent demographic trends continue. The projections are updated every two years.
<i>Housing Delivery Test</i>	Measures net additional dwellings provided in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the <i>Housing Delivery Test</i> results for each local authority in England every year.
<i>Housing delivery trajectory</i>	A graph illustrating the expected rate of housing delivery over a particular period of time, usually the <i>plan period</i> .
<i>Housing market area</i>	A geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work. The Greater Exeter area broadly functions as a single <i>housing market area</i> .
<i>Infrastructure Delivery Plan (IDP)</i>	A plan which identifies the infrastructure that is required to support development and the key aims of a <i>development plan document</i> . It provides clarity for councils, landowners, developers, infrastructure providers and the community about the infrastructure required, when it is needed, how much it will cost and how it will be funded. The Greater Exeter version of this report will be published on the GESP website alongside the next version of the GESP, available at: www.gesp.org.uk/evidence
<i>Irreplaceable features</i>	Features which would be technically very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity. They include ancient woodland, ancient and veteran trees, blanket bog, limestone pavement, sand dunes, salt marsh and lowland fen.

<i>Letwin Review</i>	An independent review commissioned by the Chancellor of the Exchequer at the time of the Budget in Autumn 2017 and undertaken by the Rt Hon Sir Oliver Letwin MP on how to close the significant gap between housing completions and the amount of land allocated or permitted for housing. The review was published in October 2018.
<i>Liveable Exeter</i>	A document published by Exeter City Council in 2019 that sets out a vision for housing growth in the City, focussing upon urban renewal and densification and with the aim of improving the wellbeing of residents.
<i>Local development orders</i>	An Order made by a <i>local planning</i> authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.
<i>Local Enterprise Partnership (LEP)</i>	A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area. Greater Exeter is within the Heart of the South West <i>Local Enterprise Partnership</i> .
<i>Local Housing Allowance</i>	A rate set by government, based on private sector rents in a broad rental market area, used to calculate housing benefit for private sector tenants.
<i>Local Housing Needs Assessment</i>	An assessment of the number and type of homes needed in an area. The assessment is not constrained by planning policy considerations
<i>Local Industrial Strategy</i>	This is an emerging strategy, being produced by the Heart of the South West <i>Local Enterprise Partnership</i> . Progress and emerging content is available here: www.heartofswlep.co.uk/about-the-lep/strategies-and-priorities/local-industrial-strategy/
<i>Local plan</i>	<i>Development plan documents</i> adopted by local planning authorities, including any 'saved' policies from plans that are otherwise no longer current, and those <i>development plan documents</i> that deal specifically with minerals and waste.
<i>Low carbon</i>	Causing or resulting in only a relatively small net emission of man-made carbon dioxide into the atmosphere compared to conventional/established technologies or practices.
<i>Major development</i>	For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m ² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
<i>Major Road Network</i>	A nationally recognised network of the most important local authority roads based on volume of traffic flows and importance to the economy.
<i>Mix of homes</i>	Homes of different types, sizes and tenures.
<i>Mixed use (or mixed use development)</i>	Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.
<i>Modal filtering</i>	Highway or street designs which enable permeability for some forms of transport, such as buses, cycles and pedestrians, but limit movement for other modes such as private cars or heavy goods vehicles.

National biodiversity metric	The Defra Biodiversity Metric is designed to provide ecologists, developers, planners and other interested parties with a means of assessing changes in biodiversity value (losses or gains) brought about by development or changes in land management. The metric is a habitat based approach to determining a proxy biodiversity value. Further information is available online.
National Planning Policy Framework (NPPF)	The National Planning Policy Framework was first published on 27 March 2012 and updated on 24 July 2018 and 19 February 2019. This sets out the government's planning policies for England and how these are expected to be applied.
National Skills Academy for Construction Industry Training Board's Client Based Approach	This is a free toolkit for organisations that are planning or procuring construction projects. It provides information and guidance on employment and skills requirements. Further information is available online.
Natura 2000	<i>Natura 2000</i> sites are nature conservation sites of European importance and are designated either <i>Special Protection Areas</i> (for birds) or <i>Special Areas of Conservation</i> (for animals and habitats). In addition, <i>Ramsar</i> sites (Internationally Important Wetlands) are treated as if they were <i>Natura 2000</i> sites in accordance with government policy.
Natural England Standing Advice	This is the criteria Natural England have issued for local planning authorities to consider how a development might affect <i>protected species</i> on or near a proposed development site when reviewing a planning application.
Neighbourhood development plan	A plan prepared by a Parish Council, Town Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Net Gain (biodiversity)	Development that leaves biodiversity in a better state than before, using a quantifiable method such as the national biodiversity metric to measure gains and losses to calculate the net change.
Net Zero (emissions)	Refers to achieving an overall balance between emissions produced and emissions taken out of the atmosphere resulting in neither a surplus nor a deficit of emissions when gains and losses are added together.
Open access ducting	Ducting refers to generally plastic tubing that can accommodate multiple fibre optic cables and sub-ducting. Open access ducting should be operated by a mutual stewardship arrangement and made available in perpetuity to all fibre providers (for a fee), rather than being tied to one or more specified providers only.
Outline planning application/consent	Outline consent is the approval of an outline planning application. An application for outline planning permission allows for a decision on the general principles of how a site can be developed. Outline planning permission is granted subject to conditions requiring the subsequent approval of one or more 'reserved matters'.
Park and change	The aim of Park and Change is to allow you to park at the designated location and change to a more sustainable mode of travel.
Part L of the 2013 Building Regulations (Conservation of Fuel and Power)	This part of the Building Regulations for England and Wales covers energy efficiency requirements in new and existing buildings.

<i>Passive design</i>	Approaches to building design and development masterplanning that maximise natural heating, cooling, lighting and ventilation opportunities, and minimise additional energy use for these purposes. These can include techniques that increase thermal massing and insulation and take account of orientation and solar gain.
<i>Permanent and transit sites</i>	A permanent site for gypsy and traveller communities is intended for long-stay use by residents. It has no maximum length of stay but has often constraints on travelling away from the site. A transit site is intended for short term use and has a maximum period of stay.
<i>Plan period</i>	The plan period for the GESP is 2020-2040. The National Planning Policy Framework is clear that strategic policies should be prepared over a minimum 15 year period and a local planning authority should be planning for the full plan period.
<i>Planning obligations</i>	A legal agreement entered into under Section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. Planning obligations must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development proposed.
<i>Planning performance agreements</i>	A project management tool which the local planning authorities and applicants can use to agree timescales, actions and resources for handling particular applications. A planning performance agreement is agreed voluntarily between the applicant and the local planning authority.
<i>Planning Use Classes Order (B1, B2 & B8)</i>	The Town and Country Planning (Use Classes) Order 1987 puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class. Specific Use Classes mentioned in the GESP area: - B1 Business - Offices (other than those that fall within A2), research and development of products and processes, light industry appropriate in a residential area. - B2 General industrial - Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste). - B8 Storage or distribution - This class includes open air storage.
<i>Points of presence</i>	An interconnection point on a digital connectivity network.
<i>Policy map</i>	A policies map must illustrate geographically the application of policies in a development plan. The policies map may be supported by such other information as the Local Planning Authority sees fit to best explain the spatial application of development plan policies.
<i>Practice Guidance</i>	Practice Guidance (or National Planning Practice Guidance) is a web-based resource which brings together government planning guidance on various topics into one place. It was launched in March 2014 and coincided with the cancelling of the majority of government circulars which had previously given guidance on many aspects of planning.
<i>Priority habitats</i>	A list of habitats identified in the Natural Environment and Rural Communities Act (2006) Section 41 which are of principal importance for the conservation of biodiversity in England.
<i>Priority species</i>	A list of species identified in the Natural Environment and Rural Communities Act (2006) Section 41 which are of principal importance for the conservation of biodiversity in England.

<i>Productive / Productivity</i>	The higher the output for a give input, the more productive that process is. In this case it generally refers to labour productivity, i.e. how much output a worker produces (per hour or per job, depending on the measurement approach).
<i>Productivity Strategy</i>	The strategy for economic development produced by the Heart of the South West Local Enterprise Partnership. The report is available online at: https://heartofswlep.co.uk/wp-content/uploads/2018/04/HeartoftheSouthWestProductivityStrategy.pdf
<i>Protected species</i>	Certain plant and animal species protected to various degrees in law, particularly the Wildlife and Countryside Act, 1981 (as amended).
<i>Pump priming</i>	The stimulation of economic activity by investment, particularly government investment.
<i>Purpose built student accommodation (PBSA)</i>	Housing built specifically for university students, either on- or off-campus. Homes usually comprise either self-contained studios or 'cluster' flats with private kitchens and shared living space, or modern halls of residence containing en-suite bedrooms with shared kitchen, dining and living facilities.
<i>Ramsar</i>	Ramsar sites are wetlands of international importance, designated under the Ramsar Convention. These are called a Natura 2000 site.
<i>Registered Provider</i>	Organisations that provide affordable housing as defined in the Housing and Regeneration Act 2008. Registered providers include local authority landlords and private registered providers (such as not-for-profit housing associations and for-profit organisations).
<i>Reserved matters application</i>	Reserved matters are those aspects of a proposed development which an applicant can choose not to submit details of with an outline planning application, (i.e. they can be 'reserved' for later determination). These are defined in article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. This will typically include information about the layout, access, scale, landscaping and appearance of the development. Under section 92 of the Town and Country Planning Act 1990, applications for approval of reserved matters must be made within a specified time-limit, normally 3 years from the date outline planning permission was granted.
<i>Section 106 agreements</i>	A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.
<i>Shared Mobility Service</i>	The shared use of a vehicle, bicycle, or other transportation mode on an as-needed basis, such as car clubs and cycle hire services.
<i>Simplified Building Energy Model (SBEM)</i>	A way of modelling compliance with Part L of Building Regulations, particularly for non-residential buildings.

<i>Small sites</i>	In order to help diversify the housing market, local planning authorities are required to identify, in their development plans and brownfield registers, 10% of the housing requirement on sites no larger than 1ha in size unless there are strong reasons why this target cannot be achieved.
<i>Smart Energy Networks</i>	A system that is designed to manage flows of energy that is cost effective, secure, integrated, flexible and sustainable. Infrastructure which can enable the transition of national, local and decentralised electricity and gas grids to become smart could include energy storage and management infrastructure. In particular, this may refer to infrastructure which can help to enable the proliferation of electric vehicles (including <i>vehicle to grid</i> technologies), and increased levels of renewable and low carbon energy generation.
<i>Smart transport</i>	Innovative approaches to transport planning to solve problems, concentrating on active and sustainable travel and technology.
<i>Soft landing packages</i>	Support, usually public sector support, to encourage and help inward investment into an area.
<i>Solar masterplanning</i>	Optimising the use of natural light and heat through design and orientation of buildings to ensure a comfortable living environment throughout the year.
<i>South East Devon European Site Mitigation Strategy</i>	Published in June 2014, this is the implementation plan to provide mitigation for recreational pressure impacts on the Exe Estuary Special Protection Area (SPA), the East Devon Pebblebed Heaths Special Area of Conservation (SAC) and Special Protection Area (SPA), and Dawlish Warren Special Area of Conservation (SAC). These are Natura 2000 sites. Further information and the strategy is available online.
<i>South West Digital Health Accelerator</i>	Digital health accelerators work intensively with innovators and companies to refine, develop, and scale their innovation in the NHS and social care sector.
<i>Special Area of Conservation (SAC)</i>	Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010. They provide increased protection to a variety of wild animals, plants and habitats. These are also called a Natura 2000 site.
<i>Special Protection Area (SPA)</i>	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive. These are also called a Natura 2000 site.
<i>Standard Assessment Procedure (SAP)</i>	The method used to assess and compare the energy and environmental performance of dwellings. It is used for implementing Part L of the Building Regulations.
<i>Statement of Common Ground</i>	The National Planning Policy Framework and accompanying Planning Practice Guidance require local planning authorities to produce a Statement of Common Ground as a written record of progress made on the planning for strategic matters across local authority boundaries.

<i>Strategic Environmental Assessment</i>	A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment. The Strategic Environmental Assessment for this consultation is included in our Sustainability Appraisal Report, which is available at: www.gesp.org.uk/xxxx
<i>Strategic Infrastructure Fund</i>	A fund for specific, priority infrastructure projects which have benefits for a large area. Funds are managed jointly by partner local authorities.
<i>Strategic Road Network</i>	Highways England manages the strategic road network in England, comprising motorways and some A roads.
<i>Suitable Alternative Natural Greenspace (SANG)</i>	This is natural green space with wild countryside and walks, needed to help protect internationally important conservation sites at the East Devon Pebblebed Heaths, Dawlish Warren and the Exe Estuary. It provides more leisure choices to explore the environment and enjoy nature at its best for the growing population and people living in new developments nearby. In particular, dogs and dog walkers will be encouraged to visit SANGs.
<i>Supplementary Planning Document</i>	Documents which add further detail to the policies in the local plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
<i>Sustainability Appraisal Report</i>	Sustainability Appraisal is a statutory requirement of the Planning and Compulsory Purchase Act 2004. It is designed to ensure that the plan preparation process maximises the contribution that a plan makes to sustainable development and minimises any potential adverse impacts. The Sustainability Appraisal process involves appraising the likely social, environmental and economic effects of the policies and proposals within a plan from the outset of its development. The Sustainability Appraisal Report produced alongside this consultation is available at: www.gesp.org.uk/xxxxxx
<i>Sustainable development</i>	The objective of sustainable development can be summarised as meeting the needs of the present population without compromising the ability of future generations to meet their own needs. Achieving sustainable development within the planning system includes three overarching themes: Economic; social; and environmental.
<i>Sustainable transport/travel</i>	Modes of transport which have a limited or negligible environmental impact, in particular on congestion, air quality and carbon emissions. These typically include active travel (e.g. walking and cycling) and public transport (e.g. bus or rail).
<i>Sustainable Urban Mobility Plan</i>	Initial name for a standalone Exeter Transport Strategy. Progress and emerging content is available here: www.devon.gov.uk/roadsandtransport/traffic-information/transport-planning/innovasump/
<i>Teignbridge Rule</i>	A planning policy contained in the Teignbridge Local Plan 2013-2033 that requires sites of more than 20 dwellings to include at least 5% of plots for sale to custom and self-builders.

<i>Three phase electricity grid connection</i>	The UK electricity grid is generally operated as a three phase system, whereby there are three separate electrical connections in addition to a neutral connection across the majority, of the network. However, only a single connection (or phase, plus the neutral connection) currently serves the majority of homes in the UK. All electrical uses of a home are run on this single phase which has a maximum capacity. This, therefore constrains the load that can be put on a single house supply and can curtail proliferation of electric vehicles (and in time vehicle to grid technologies), and on-site renewable and low carbon energy generation (in particular roof-top solar photovoltaic panels). A three phase connection brings in three separate electrical connections and therefore enables two way flows and higher electrical load capacities.
<i>Transformational sectors</i>	The economic sectors with the potential to change the local economy including data analytics, environmental futures, smart transport, health innovation and other digital futures.
<i>Travel to work area</i>	Travel to work areas are a geography created to approximate labour market areas. In other words, they are derived to reflect self-contained areas in which most people both live and work.
<i>Utility Network Plan</i>	A document setting out how development proposed will incorporate digital infrastructure as one of the essential utilities in accordance with the gigabit-capable connectivity commitment within GESP.
<i>Vehicle to Grid</i>	Technology which can enable electric vehicles to take electricity from the grid when demand is low and return it when demand is high. Such technology is expected to play an important role in making the UK's electricity grid smarter in order to accommodate proliferation of electric vehicles by helping to even out peaks and troughs in demand.
<i>Viability appraisal</i>	A financial assessment to enable a local authority or a developer to establish the viability of a development project. It is based on a comparison of development cost related to development value and should be used to ensure that policies, infrastructure requirements and affordable housing targets are realistic and deliverable. The role for viability appraisal is primarily at the plan making stage.
<i>Waste heat</i>	Heat generated as a by-product arising from industrial or commercial processes
<i>White paper</i>	White papers are policy documents produced by the government that set out their proposals for future legislation.
<i>Windfall</i>	Sites which are developed but have not been specifically identified as available in the local plan process. They normally comprise previously-developed sites that have unexpectedly become available.

