

East Devon Working Draft Local Plan – December 2021

Site Assessment – Western side of East Devon

This report is specifically concerned with assessment of sites that are in the western side of East Devon and are close to the city of Exeter, as set out in the working draft local plan. This document should be read alongside the Working draft Plan as it has formed the initial appraisal work to inform proposed site allocation choices. The working draft plan sets out more detail on how sites were selected.

On maps that follow (with the exception of Cranbrook) sites are colour coded and ranked as follows:

- 6 - (darker green) - Excellent site, no real constraints or sensitivities and limited infrastructure costs.
- 5 - (lighter green) - Good site, minor constraints or sensitivities and limited infrastructure costs.
- 4 - (yellow) - Fair site, Moderate constraints or sensitivities and any infrastructure costs can likely be overcome.
- 3 - (pink) - Poor site, Has large constraints and sensitivities but with high quality development these perhaps can be overcome. Infrastructure costs may be high but potentially could be deliverable.
- 2 - (Red) - Very poor site, highly constrained or sensitive. Might have major infrastructure costs that put the site at particular risk of delivery. At a push can be delivered but not a desirable option.
- 1 - (Brown) - Undeliverable site, constraints and sensitivities can't be overcome or infrastructure costs are completely prohibitive.

Recommendations for sites have been informed by site assessments and a strategic overview and vision for where development should be located. As a result in some cases sites that have scored highly in terms of the site assessment may not be recommended for allocation. They may either not fit within a logical strategy for growth and/or may lead to levels of growth in a particular location which are potentially excessive for that location or community to sustain.

Contents

East Devon Working Draft Local Plan – December 2021 1

Site Assessment – Western side of East Devon 1

Assessment for Cranbrook..... 3

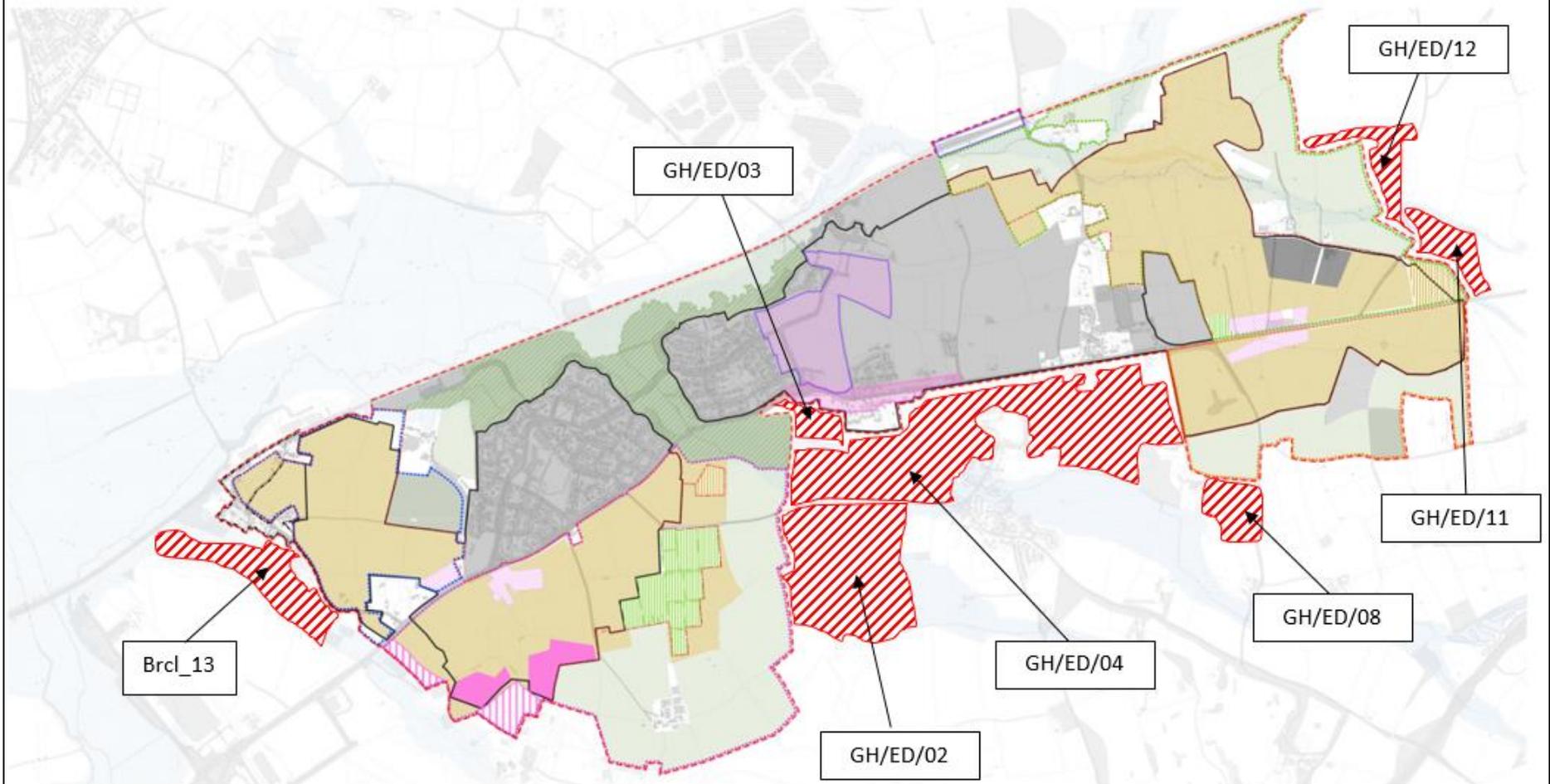
Tithebarn and Blackhorse..... 9

North of Topsham 10

Assessment for Cranbrook

The plan on the next page shows the Cranbrook Plan policies map. The purple dotted line on the map shows the outer edge of the Cranbrook Plan area; this is the boundary (land within) that is proposed to be excluded from the new local plan. Whilst the Cranbrook Plan will remain in place there are land areas on the edge of what is Cranbrook (or will be the edge where planned development occurs) that could accommodate further development. The red hatched sites have been submitted through calls for sites (boundaries are approximate only – please refer to original submission plans for precise boundaries) and could be allocated for development in the new local plan. The assessment table that follows on after the map reviews the suitability of these sites. In some cases it should be noted that actual submitted sites include land that falls within the Cranbrook Plan area. The parts of such sites that fall within the Cranbrook Plan area have, however, been excluded from assessment and the plan.

Cranbrook Plan - Policies Map



Key

Strategic policies

- CB2 Blueways Expansion Area, including SANGS
- CB3 Townsland Expansion Area, including SANGS
- CB4 Coloders Expansion Area, including SANGS
- CB5 Grange Expansion Area, including SANGS
- CB2 CB3 CB4 CB5 Non-specific use allocations

- CB1 CB4 Gypsy and Traveller allocations
- CB1 Employment land allocation
- CB3 CB4 Sports Pitches
- CB4 Coloders education land
- CB9 Built Up Area boundary of Cranbrook

- CB6 Built Up Area boundary of Broadclyst Station
- CB33 Land suballocated for second station
- CB4 Land suballocated for energy use
- CB15 Delivery of Suitable Alternative Natural Green Space

Non-strategic policies

- CB22 Cranbrook Town Centre
- CB25 Residential Development in the Town Centre and Neighbourhood centres
- CB24 London Road commercial and retail proposals

For information

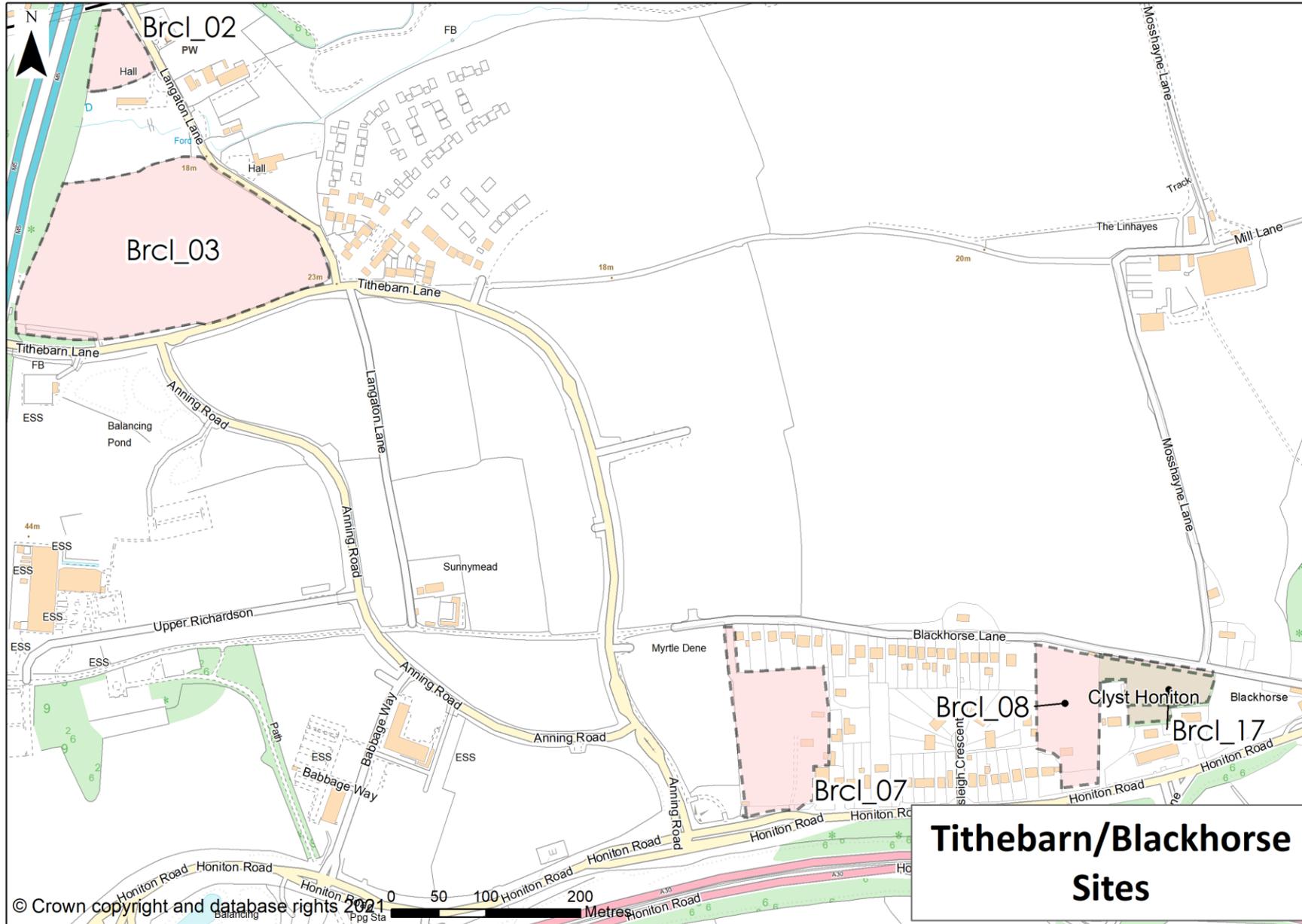
- Flood Zone 2
- Existing Cranbrook outline permission
- Cranbrook Plan area
- Allocations boundary
- Cranbrook Country Park



Ref	Housing Capacity	Allocation suitability rating	Comments	Proposed allocation
Brcl_13	25	4	This large Greenfield site falls to the west of Cranbrook, west of Station Road. Most of the site is in Floodzone 3 and as such has been discounted from offering scope for built development, although given its proximity to the Bluehayes expansion of Cranbrook, could be suitable for open space and for providing access to the proposed Cranbrook to Mosshayne cycle route. However parts of the site fronting on to London Road do offer potential for development to add to existing development on this road in what would potentially not be an unreasonable manner on land not of significant landscape or built environment quality. The potential capacity on acceptable land has been reduced significantly from a possible gross capacity and site evaluation reflects scope for a much smaller development than a gross site area, that overall would score very poorly, would achieve. Based on gross site area this site could accommodate larger scale levels of development but discounting areas vulnerable to flooding a net figure of 25 units is recorded. Much of the residual suitable area is intended to be taken forward for allocation through the emerging Broadclyst Neighbourhood Plan.	No – noting neighbourhood plan proposals
GH/ED/02	600	1	The submission site GH/ED/02 included land that falls inside the Cranbrook Plan area, this assessment relates to the land outside of the Cranbrook Plan area only. The assessed area is substantial in scale and comprises of land that is elevated above Rockbeare village and is of visual prominence in terms of the village setting and wider landscape. The land is divorced from allocated built development land for Cranbrook.	No – noting adverse landscape impacts.
GH/ED/03	69	1	The submission site GH/ED/03 included a very small area of land that falls inside the Cranbrook Plan area, this assessment relates to the land outside of the Cranbrook Plan area only. This Greenfield site lies adjacent to the Cranbrook Country Park as identified in the Cranbrook Plan and is within the Clyst Valley Regional Park boundary. The allocation for park use gives	No – noting amenity importance.

Ref	Housing Capacity	Allocation suitability rating	Comments	Proposed allocation
			the site a very low suitability for built development. It is unclear where access to the site would be derived from.	
GH/ED/04	500	2	This expansive Greenfield site lies to the north of Rockbeare village and south of London Road, south, west and east of planned and existing development at Cranbrook. It was ultimately excluded from land to be allocated for development at Cranbrook and areas of it are of some prominence in the landscape and if allocated in full for built development (excluding land at risk of flood), development would compromise the separation of the new town from Rockbeare village. Partial development of the site, particularly of land along its eastern edge, could however possibly have some credibility as an option due to its limited landscape impact and perception of settlement coalescence and was previously proposed for allocation at the Cranbrook Plan DPD preferred approach stage. Reducing the capacity has not so far been undertaken, but if done it could be that the site has more suitability for development.	No – noting past assessment excluded from inclusion in the Cranbrook plan and also Rockbeare Neighbourhood Plan policy.
GH/ED/08	85	3	The submission site GH/ED/08 included land that falls inside the Cranbrook Plan area, this assessment relates to the land outside of the Cranbrook Plan area only. The assessed sites lies to the south of a ridgeline and as well as there being sensitivity to development in respect of potential adverse landscape impacts, development of the land would also have an adverse impact upon the setting of listed buildings and structures, most notably the listed gate piers at Rockbeare Manor. Site capacity reflects the southern part of the site not already allocated for development in the Cranbrook Plan.	No - noting adverse landscape impacts.
GH/ED/11	30	3	This Greenfield site abuts the eastern edge of land allocated for development at Cranbrook. It is comparatively remote from existing Cranbrook facilities but will be adjacent to the planned eastern expansion of the town and its neighbourhood centre and educational facilities. A listed building falls within the site. Discounting part of the site that are already built, including a listed building, the gross capacity of the site,	No - noting heritage impacts.

Ref	Housing Capacity	Allocation suitability rating	Comments	Proposed allocation
			calculated as 80 homes, has been significantly reduced to a lower suggested net capacity level.	
GH/ED/12	30	2	This Greenfield site comprises of agricultural farmland together with Higher Cobden buildings. The site is bounded by farmland to the north, Cobden Lane to the east and the eastern-most extent of land shown for SANGs, to the south and west, in the Cranbrook Plan. The site is on sloping and slightly elevated land though a southern part falls in a floodplain. Discounting parts of the site that are already built and some land in the existing local plan Green Wedge and a floodplain area the gross capacity of the site, calculated as 122 homes, has been significantly reduced to a lower suggested possible net capacity level.	No – noting landscape concerns and remoteness from planned built development at Cranbrook

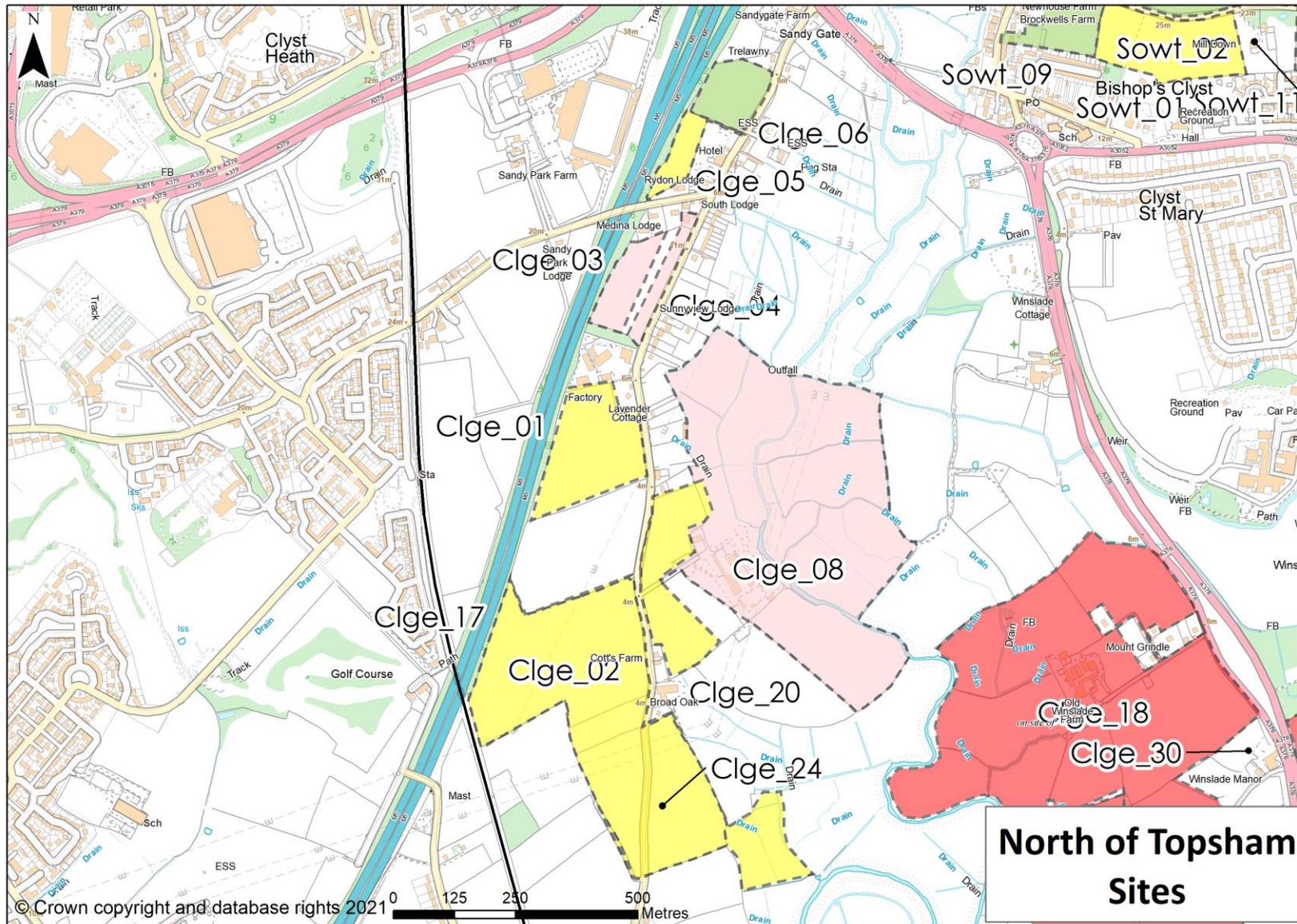


Tithebarn and Blackhorse

Ref	Approx housing capacity	Allocation suitability rating	Comments	Preferred approach to allocate
Brc1_03	100	3	Adjacent existing Tithebarn development and therefore well located with limited landscape concerns, although suffers from significant noise impacts from the M5. More suitable for employment uses giving strategic importance and road links and therefore allocated as an extension to the Science Park.	Yes- employment only.
Brc1_07	34	3	Relatively flat site well related to existing Blackhorse homes although significant distance from nearby facilities and services. Airport noise prevents the site being a suitable option.	No
Brc1_08	35	3	Relatively flat site well related to existing Blackhorse homes although significant distance from nearby facilities and services. Airport noise prevents the site being a suitable option.	No
Brc1_17	6	3	Steeply sloping site well related to existing Blackhorse homes although significant distance from nearby facilities and services. Airport noise prevents the site being a suitable option.	No
Brc1_02	10	3	Site is sandwiched between the railway and M5 and not particularly well related to existing development being located along the narrow Langaton lane. Noise would provide a poor environment for residents and has poor pedestrian access.	No

It should be noted that the sites assessed should be read in the context of substantial development that has already occurred in this part of East Devon and land that has planning permission for development. Much of the recent development and land with planning permission is not shown on the map.

North of Topsham



Report to accompany Working Draft Local Plan to Strategic Planning Committee on the 14 December 2021

Ref.	Approx Housing Capacity	Allocation suitability rating	Comments	Preferred approach to allocate
Clge_01	100	4	Relatively level agricultural field, M5 runs along the western boundary, noise impact from M5. With good access road, adjoining to the commercial site and numbers of new dwelling in the northeast of the site. Within close proximity (12m) to flood zone 3 and high surface water flood risk.	Yes
Clge_02	304	4	Relatively level large-scale agricultural field, M5 runs along the western boundary, noise impact from M5. The development of land at this location needs an approved Movement Masterplan which will require contributions to a new ped/cycle bridge link over the railway to Newcourt Rd. Parts of eastern edge lie within flood zone 3.	Yes
Clge_03	50	3	Gently sloping agricultural field, located between small business park and housing to north and south, with M5 along western boundary, noise impact from M5. Although individually, access to the site is challenging the site is a preferred option as long as access can be achieved through Clge_04.	Yes
Clge_04	15	3	Level, thin, rectangular small field, enclosed by hedgerow. North part includes an existing dwelling, with around 5 further dwellings in a cluster to north. Limited development potential as the size and shape of the site, however, should the site come forward in tandem with Clge_03 a more comprehensive scheme would be a preferred option.	Yes
Clge_05	5	4	Gently sloping field, located between Blue Ball (country pub) and M5, Narrow access next to Blue Ball inn, the housing capacity has reflected the access issue. Noise impact from M5.	Yes
Clge_06	20	5	Gently sloping agricultural field with good access road and adjoining to the commercial site and country pub (Blue Ball). M5 on west boundary (noise impact from M5), a single dwelling and field to north.	Yes
Clge_08	44	3	Level, comprised of 3 to 4 agricultural fields, with a group of dispersed trees in northern part. Industrial uses in south of site.	No
Clge_17	0	4	Relatively level agricultural field. Enclosed by M5 on western boundary and Clyst Road on eastern boundary. The development of land at this location needs an approved Movement Masterplan which will require contributions to a new ped/cycle bridge link over the railway to Newcourt Rd.	Yes

Report to accompany Working Draft Local Plan to Strategic Planning Committee on the 14 December 2021

Clge_20	75	4	A flat field, located between Clyst Road to west and small industrial estate to east. Southern part of site is within flood zone 3. The development of land at this location needs an approved Movement Masterplan which will require contributions to a new ped/cycle bridge link over the railway to New court Rd.	Yes
Clge_24	15	4	Relatively level agricultural fields dissected by Clyst Road. Eastern part of site is within flood zone 3, The development of land at this location needs an approved Movement Masterplan which will require contributions to a new ped/cycle bridge link over the railway to New court Rd.	Yes