

Appendix F

Greater Exeter Strategic Plan

Housing and Economic Land Available Assessment:

Site Assessments

EAST DEVON EXTRACT

June 2019



Exeter
City Council



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Notes

- The red hatched area shown on each site plan is the area originally submitted by the site promoter in the Call for Sites.
- For sites assessed as potentially capable of forming a new community, a density of 31 to 40 dwellings per hectare (net) has generally been applied.
- Further work to more accurately determine a site's potential yield may be undertaken as the GESP progresses towards submission.
- As regards the Site Suitability Assessments contained in this document:
 - The Environment Agency and Devon County Council have made the following general comments:
 - Any potential future development that could alter or otherwise impact upon an ordinary watercourse¹ must be discussed with DCC Flood Risk Management and Land Drainage Consent sought where necessary.
 - If a site contains a main river², a permit from the Environment Agency will be required for any proposed works or structures in, under, over or within 8 metres of the top of the riverbank. Further details and guidance is available at <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.
 - [Sites containing an ordinary watercourse or a main river should include green corridors kept free from development. The width of a corridor must be relative to the size of the watercourse and/or associated flood risk area.](#)
 - As a result of climate change, existing Flood Zones will expand, so parts of Flood Zone 2 will become Flood Zone 3 and parts of Flood Zone 1 will become Flood Zone 2. Where necessary this matter will need to be addressed within the level 2 Strategic Flood Risk Assessment for the GESP, or site specific Flood Risk Assessments.
 - Rather than providing comments on potential development sites in the HELAA, South West Water has advised that it will review development proposals individually as and when approached by a potential developer or at planning application stage to assess the impact upon public potable water and drainage networks and to ensure that, if necessary, any improvements are secured to accommodate development prior to its implementation.
 - Western Power Distribution has advised that there is currently no indication that the sites assessed in this document cannot be connected to the electricity network and that they will develop the network to accommodate new connections and general load growth.

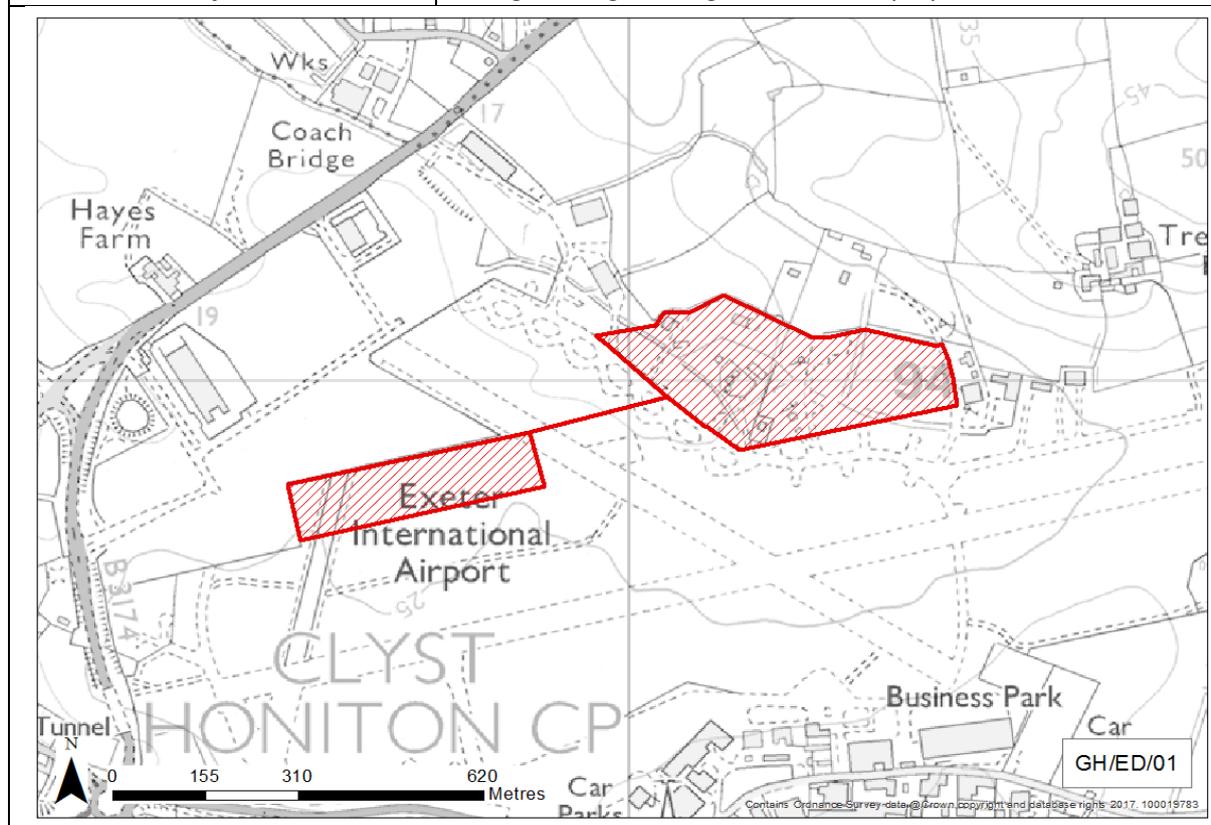
¹ An ordinary watercourse is defined as a watercourse that is not part of a "main river" and includes all rivers and streams, ditches, drains, cuts, culverts, dikes, sluices, sewers (other than public sewers) and passages, through which water flows.

² Main rivers are usually larger streams and rivers, but some of them are smaller watercourses of local significance. In England Defra decides which watercourses are designated as main rivers. These main rivers often present a significant flood risk.

- National Grid has advised that it will comment on any infrastructure requirements later in the planning process.

Site Assessments

SITE OVERVIEW	
HELAA Reference no.	GH/ED/01
Customer Reference no.	wz15y87
Area Site Plan	Map A
Site name	Land to the north of Exeter International Airport
Site descriptions	Two parcels of land which form part of the functioning airfield at Exeter International Airport. The sites bound the existing Skypark allocation to the north and the airport to the south.
Total site area (ha)	13.10
Gross site area (ha)	10.94
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 10.94 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	No
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Approximately 11.49 ha of the site is within the Airport Vector. However, employment uses are less sensitive in this regard.

Flood Zone 3b	Approx. 2.17 ha of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b). 2.17 ha is therefore discounted from having any development potential.
Conclusion	An area of approximately 10.94 ha has passed the Stage A Suitability Assessment for strategic employment.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access is reliant upon third party land. Highways at Skypark are designed to enable access to this and other sites if necessary, but this means that access to the site is primarily dependent upon Skypark timescales. Development has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approx 1.5 km from Cranbrook train station (albeit across a relatively fast road). The Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 approximately 500m from the centre of the site, as does the foot/cycle path link to the West End employment sites and Exeter (on the opposite side of the road). Generally pedestrian/cycle movement into adjoining sites, across and along the B3174 would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites. However there is no evidence that economic development would have a detrimental recreational impact. It is within the Great Crested Newt Consultation Zone.
Flood risk, water quality and drainage	<p>Flooding: In addition to those areas of the site that are within Flood Zone 3, approximately 0.23 ha within the eastern part of the site is within Flood Zone 2 and a significant amount of the site is considered to be at surface water flood risk. Land within Flood Zone 2 has a medium probability of experiencing fluvial flooding and should only be developed for economic use if the sequential and exceptions tests are adhered to. The area that is in Flood Zone 2 is integral to the site. Employment development is generally considered to be “less vulnerable” and could therefore potentially be located in this area. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Any planning application must be accompanied by a Flood Risk Assessment. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites’ foul drainage. Would require confirmation that capacity exists without detriment to current situation via either the sewage treatment works or via combined storm overflows on infrastructure.</p>
Heritage and Archaeology	<p>Heritage Sensitivity: Low. Site contains a number of archaeological assets/remains relating to the former RAF Exeter air base and its use during WWII. However these are unlikely to be significant constraints.</p> <p>Conservation Sensitivity: Medium. Site is c.260m west of the Grade II Listed “Treasebeare Farmhouse” and 560m east of the Grade II* Listed “Church of St Michael” and other associated Grade II Listed Buildings in Clyst Honiton. However, there would likely be little if any impact upon their settings,</p>

	mainly due to existing development at the airport. Requires further assessment.
Infrastructure	Would be required to plug in to the Cranbrook District Heating network. Broadband: Adjacent homes/businesses already have access to superfast broadband. It should be possible to roll this out to any new development.
Landscape	Landscape sensitivity: Low-Medium. Site is not located within a nationally or locally protected landscape and intervisibility with the AONB is likely to be low or non-existent. Site forms part of the Exeter International Airport operational area and as such any visual relationships with Killerton or Rockbeare Manor which might exist would be seen in the context of this. Attention should be paid to the emerging Cranbrook Plan DPD.
Safety related constraints	Noise: The site is entirely within the Airport 57db noise vector. No noise sensitive development could occur within this zone, however, it is unlikely that economic development would be as constrained as other uses such as housing and education. The site is outside the airport public safety zone, however there may be mitigations required to restrict access to the airport/runway if the site were to be developed. Noise: Other than existing nearby industrial uses, the main noise emitter is the railway.
Soils and contamination	Agricultural Land sensitivity: potentially Grade 3, however essentially previously developed land associated with the airport. Minerals and Waste sensitivity: Low. No constraints.
Other	Flat site. Previously allocated in the 1995-2011 East Devon Local Plan (2006) for a new airport terminal building, however this is not going ahead.
Site potential	Of the 13.11 ha submitted site, around 2.17 ha is within floodzone 3. This means the gross site area is approximately 10.94ha. Residential: The site is too small to be considered strategic and, in any case, would not be suitable for residential development due to noise constraints associated with the airport in particular. Employment: Up to 10.94 ha of employment land, subject to flood risk and the delivery of effective SUDS which may reduce this potential a little. Conclusion: The site is only suitable for employment uses as an extension to Skypark. The site adjoins other land submitted to the HELAA (GH/ED/02).

AVAILABILITY ASSESSMENT

The site promoter(s) has confirmed that the site will be available for development within:

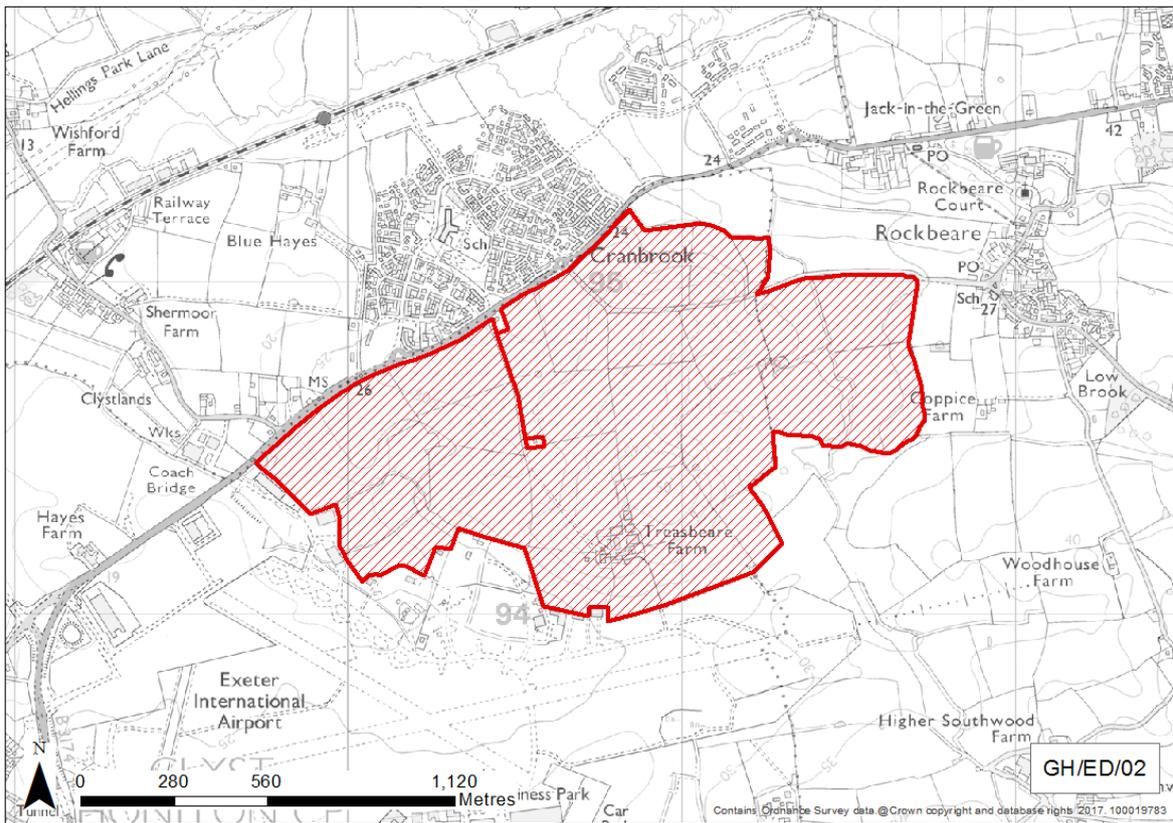
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

HELAA Panel advice is that the site is achievable for strategic employment development, but not until years 6-10 due to access constraints. However, there is potential for earlier delivery if Skypark timescales allow.

SITE OVERVIEW

HELAA Reference no.	GH/ED/02
Customer Reference no.	f215yq3
Area Site Plan	Map A
Site name	<i>Land south of Cranbrook New Town</i>
Site descriptions	<i>Large site, primarily pastoral farmland. Comprises an area of slightly elevated land, a local ridge and land in the valley floor immediately to the south of Cranbrook Phase 1. Part of the site is proposed for allocation in the Cranbrook Plan DPD. As the DPD is at a relatively early stage of development, the proposed allocation has not been excluded from the gross site area. Part of the site is currently allocated as "Green Wedge" between Rockbeare and Cranbrook and as part of the Clyst Valley Regional Park.</i>
Total site area (ha)	139.57
Gross site area (ha)	63.97
Min/Mid/Max yield	1,190 dwg / 1,363 dwg / 1,535 dwg / 63.97 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	Yes
Employment?	Yes

Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Approximately 18.7 ha of the southern part of the site is within the Airport Vector. However, employment uses are less sensitive in this regard.
Flood Zone 3b	Approx 14 ha of the eastern most part of the site is in Flood Zone 3, together with c.1.8 ha of the western most part of the site. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	<ul style="list-style-type: none"> • Approx. 105.07 ha has passed Stage A Suitability Assessment for strategic housing development. • Approx. 123.77 ha has passed Stage A Suitability Assessment for strategic employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access could be achieved off the B3174, Treasbeare Lane or Parsons Lane. Development has potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approx 1.2km from Cranbrook train station, albeit across a relatively fast road. The Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs across the front of the site, as does the foot/cycle path link to the West End employment sites and Exeter (on the opposite side of the road). Pedestrian/cycle movement across and along the B3174 would need to be greatly improved.
Ecology	Site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites and so appropriate mitigation would be required. Part of the site is allocated as Clyst Valley Regional Park. It is within a Nitrate vulnerable Zone. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	<p>Flooding: In addition to areas of the site within floodzone 3, approx. 1 ha at the eastern- and western-most parts of the site are within floodzone 2. These areas have a medium probability of experiencing fluvial flooding and only have the potential to be developed for residential or economic use if the sequential and exceptions tests set out in the NPPG are adhered to. Also, a number of areas at risk of surface water flooding cross the site. Any planning application would need to be accompanied by a Flood Risk Assessment and a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive:</p> <p>Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.</p>
Heritage and Archaeology	Heritage sensitivity: low. The site is adjacent to the Exeter-Honiton Roman Road and various historical field networks and enclosures are known to be in the vicinity. It also contains a number of archaeological assets/remains relating to the former RAF Exeter air base and its use during WWII. However these are unlikely to be significant constraints.

	Conservation Risk Level - Medium - The site contains the Grade II Listed Treasebeare Farm and has potential to impact significantly upon the setting of the Grade II* Listed Church of the Blessed Virgin Mary and other Grade II Listed Buildings in nearby Rockbeare unless carefully planned and designed. Requires further assessment.
Infrastructure	Site would need to contribute to all new facilities in Cranbrook and plug in to the existing District Heating network. Education: Rockbeare Primary School and Cranbrook Secondary School have limited capacity for expansion. Broadband: Homes/businesses adjacent to the site already have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: Medium-High. Site is not within a nationally protected landscape and there is limited scope for intervisibility between the site and the AONB. However, parts of the site are located within the locally designated Clyst Valley Regional Park and Green Wedge between Cranbrook and Rockbeare. The site includes a local ridge which overlooks Exeter Airport, Rockbeare village (containing multiple Listed Buildings) and Rockbeare Manor. Development would need to be pulled back from that ridgeline especially in the east to avoid significant landscape impacts. Development of land to the north and east of the local ridge would have a Medium to Medium-Low sensitivity. The site is bounded and crossed by multiple hedgerows and trees some of which may be of landscape importance. Attention should be paid to the emerging Cranbrook Plan DPD.
Safety related constraints	Noise: The southern part of the site is within the Airport 57db noise vector and, in addition to this, more land may be impacted by noise emanating from engine testing. No noise sensitive development could occur within this zone, however it may be suitable for less noise sensitive uses such as employment and sports pitches. The site is also adjacent to the Cranbrook Energy Centre which is a Combined Heat and Power (CHP) plant which would restrict residential development in it's immediate vicinity primarily on amenity grounds. Public health: The site is outside of the airport public safety zone, however there may be mitigations required to restrict access to the airport/runway if the site were developed.
Soils and contamination	Agricultural land classification: Grades 2, 3a and 3b. Minerals and Waste sensitivity: Low. No constraints.
Other	Gently rolling site up to the ridgelines, then significantly steeper. Around 26 ha of land would be unsuitable for development due to steep topography.
Site potential	Of the 139.57 ha total site area, around 15.8 ha is in floodzone 3 and a further c.59.8ha is either likely to be too steep to develop or would be unrelated to the remainder of the site, having excluded areas of floodplain and steep slopes. This means the gross site area is c.63.97ha. Residential: Site has potential to deliver 1,190-1,535 dwellings. However, constraints highlighted above will significantly reduce this potential. Employment: Up to 63.97 ha of employment land, subject to the same constraints. Conclusion: The site is most likely to be suitable for a mix of housing and employment uses as an extension to the new town of Cranbrook. The site adjoins other land submitted to the HELAA (GH/EX/01 and 04).

AVAILABILITY ASSESSMENT

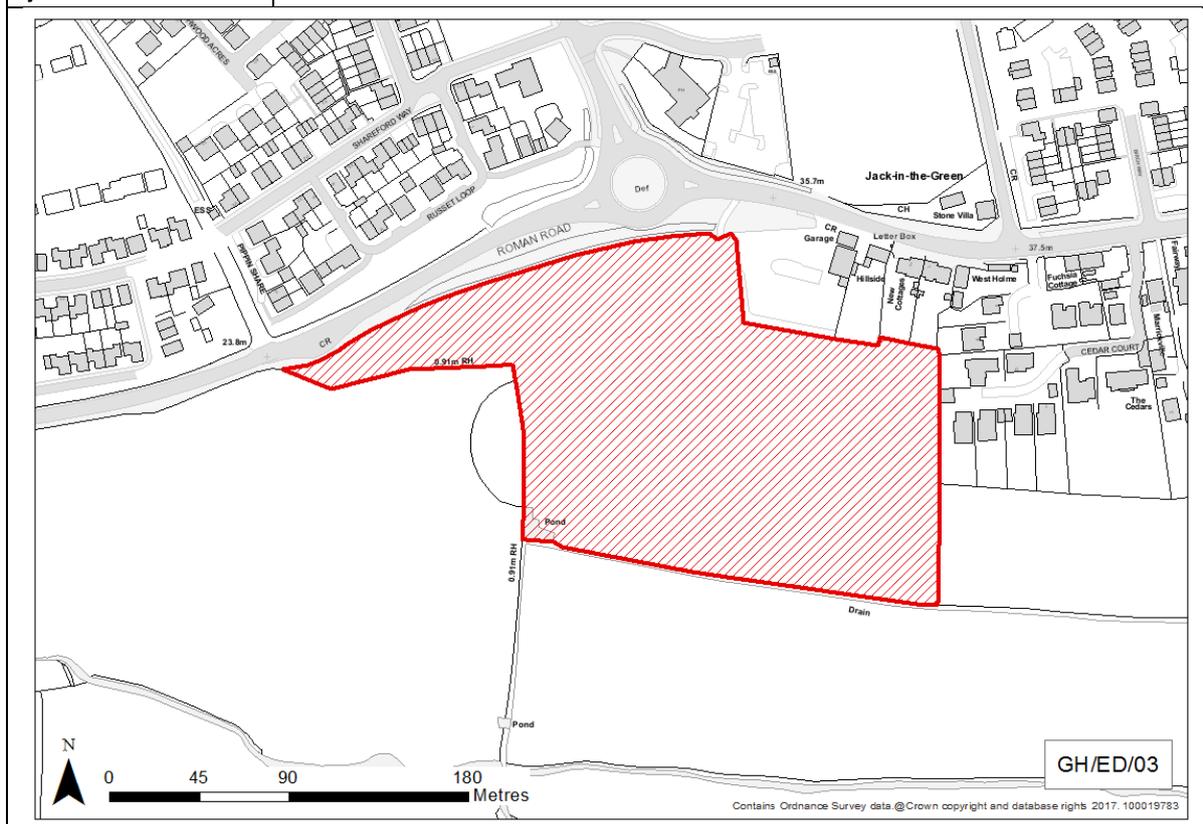
The site promoter(s) has confirmed that the site will be available for development within:

The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential/employment/mixed use development alongside HELAA sites GH/ED/03-12. The Panel has advised that sites in the western part of that group could start to come forward in Years 1-5, with sites in the eastern part likely coming forward in later periods.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/03
Customer Reference no.	xu142s2
Area Site Plan	Map A
Site name	Land at Till House Farm, Broadclyst
Site descriptions	Small parcel of pastoral farmland immediately to the south of the future Cranbrook town centre. The site is bounded by the B3174 on the north, the Cranbrook Country Park on the west, Jack-in-the-Green on the east and floodplain on the south. The field includes a small area of elevated land before a significant slope to the south. The entire site is currently allocated as "Green Wedge" between Cranbrook and Rockbeare and part of the Clyst Valley Regional Park.
Total site area (ha)	3.37
Gross site area (ha)	3.25
Min/Mid/Max yield	60 dwg / 69 dwg / 78 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A
Strategic potential:

Housing?	Yes
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	Approximately 0.1 ha of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	Approx. 3.25 ha has passed Stage A Suitability Assessment for strategic housing and employment development .

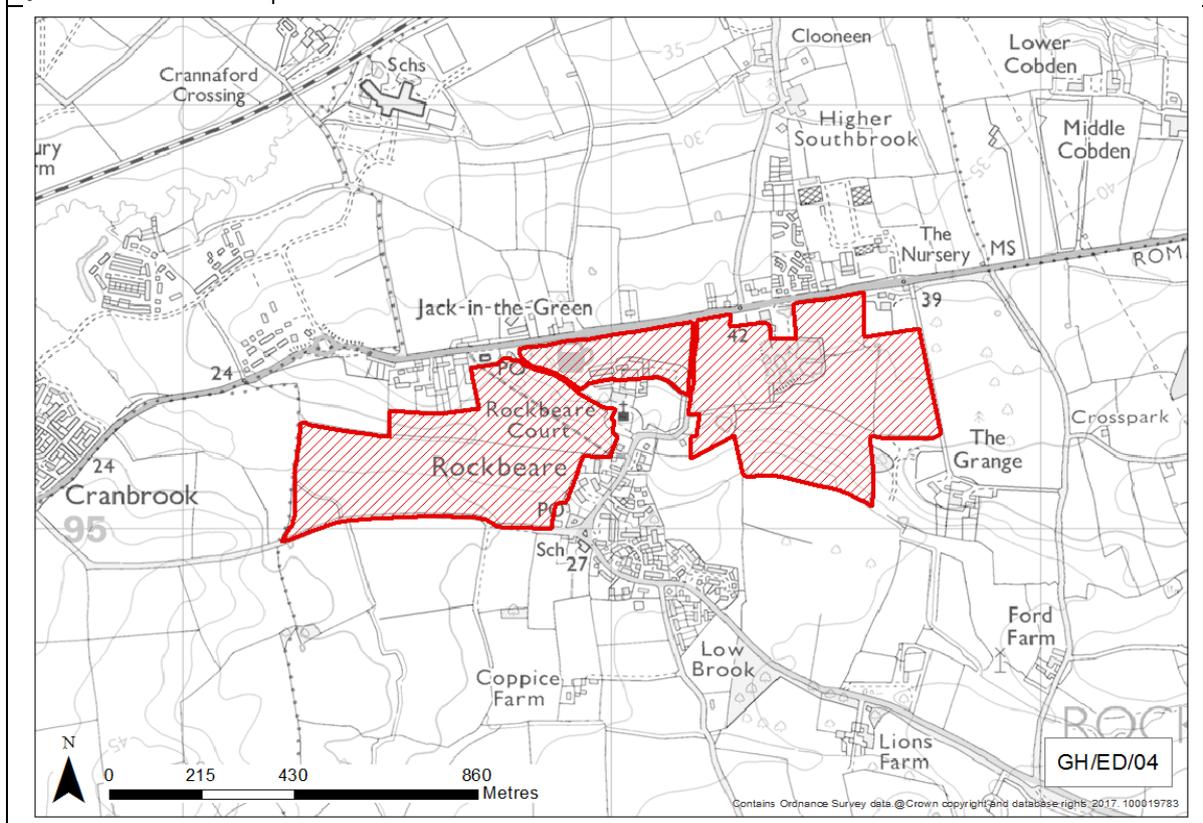
SUITABILITY ASSESSMENT: STAGE B	
Access	Access easily achievable off the B3174. Development has potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. Centre of the site is approx 1.4km from Cranbrook train station (albeit across a relatively fast road) and the Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs across the front of the site. Pedestrian/cycle movement across and along the B3174 would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	Flooding: In addition to the area within Flood Zone 3, c.0.02 ha is within Flood Zone 2. This area has a medium probability of experiencing fluvial flooding and only have the potential to be developed for residential or economic use if the sequential and exceptions tests set out in the NPPG are adhered to. Any planning application must be accompanied by a Flood Risk Assessment. The areas of the site within Flood Zones 2 and 3 are also at risk of surface water flooding. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: High. The route of the Exeter-Honiton Roman Road runs through the northern part of the site, along with the historic parish boundary. Various historical field networks and enclosures are known to be in the vicinity. These should be considered as significant constraints to development. Conservation Risk Level - Medium - The site is just 40m from the Grade II Listed Hillside Cottage and 75m from the Grade II Listed Stone Villa both at Jack-in-the-Green as well as 270m from the Grade II Listed Rocbeare Bridge. The Grade II* Listed Church of the Blessed Virgin Mary is approximately 545m to the east and there may be some impact upon its setting unless carefully managed. Requires further assessment.

Infrastructure	The site would need to contribute to all new facilities in Cranbrook and plug in to the existing District Heating network. Education: Rockbeare Primary School and Cranbrook Secondary School have limited capacity for expansion. Broadband: Homes/businesses adjacent to the site already have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: high. Site is not within a nationally protected landscape. However it is entirely within the locally designated Clyst Valley Regional Park and Green Wedge between Cranbrook and Rockbeare. Development would be highly visible and likely to result in Cranbrook appearing to "spill over" into the Rockbeare valley. The site is bounded by multiple hedgerows and trees, some of which may be of landscape importance. Attention should be paid to the emerging Cranbrook Plan DPD.
Safety related constraints	No known safety constraints.
Soils and contamination	Agricultural land classification: Grades 3a and 3b. Minerals and Waste sensitivity: Low. No constraints.
Other	The site slopes relatively gently away from the road towards the south.
Site potential	0.12 ha of the total site area is discounted on grounds of being within Flood Zone 3, leaving a gross site area of c.3.25 ha Residential: Based upon the gross site area, the site has the potential to deliver an average of 69 dwellings. However, constraints relating to landscape, impact on Rockbeare and location of the Roman Road within the site in particular will significantly reduce this potential. Employment: Site would not be suitable for employment development primarily due to topography. Conclusion: The site is only suitable for residential uses as an extension to the new town of Cranbrook. However, yields are likely to be significantly below the high level HELAA projections above due to constraints highlighted. Site adjoins other land submitted to the HELAA (GH/ED/04).

AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT
The HELAA Panel has assessed the site as achievable for strategic residential/employment/mixed use development alongside HELAA sites GH/ED/02 and GH/ED/04-12. The Panel has advised that sites in the western part of that group could start to come forward in Years 1-5, with sites in the eastern part likely coming forward in later periods.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/04
Customer Reference no.	uv140e5
Area Site Plan	Map A
Site name	<i>Land at Rockbears</i>
Site descriptions	<i>Large site comprising three distinct areas: an area of primarily agricultural floodplain in the valley floor in the western third; a local ridge and elevated pastoral farmland between Rockbears to the south and the Cranbrook allocation to the north in the central third; and elevated land to the east of the Oriental Promise in the eastern third. Part of the site is proposed for allocation in the Cranbrook Plan DPD. As the DPD is at a relatively early stage of development, the proposed allocation has not been excluded from the gross site area. The entire site is currently allocated as “Green Wedge” between Cranbrook and Rockbears and part of the site is allocated as part of the Clyst Valley Regional Park.</i>
Total site area (ha)	42.40
Gross site area (ha)	23.45
Min/Mid/Max yield	436 dwg / 500 dwg / 563 dwg / 23.45 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	Approximately 13.25ha of the site is within Flood Zone 3 (12.6 ha in the western part and 0.65 ha in the eastern part). A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	Approximately 29.15ha has passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access easily achievable off the B3174, or alternatively off the Rockbeare road. Development has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is c.2.3km from Cranbrook train station (albeit across a relatively fast road) and the Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs across the front of the site. Pedestrian/cycle movement across and along the B3174 would need to be greatly improved. An existing Public Right of Way crosses the western part of the site between Rockbeare and Jack-in-the-Green.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone and there is a known Newt presence on site. The site is bounded by/includes hedgerows/trees which may be of some ecological merit. The site includes historic parkland at Rockbeare Court and significant floodplain which could accommodate an extension to the Cranbrook Country Park with biodiversity enhancement.
Flood risk, water quality and drainage	Flooding: In addition to the c.13.25 ha of the site that is within Flood Zone 3, c.0.05 ha is within Flood Zone 2. Land within Flood Zone 2 has a medium probability of experiencing fluvial flooding and only has the potential to be developed for residential or economic use if the sequential and exceptions tests set out in the NPPG are adhered to. Any planning application must be accompanied by a Flood Risk Assessment. The fish ponds at the Oriental Promise have some surface water flood risk associated with them, as do other areas within the site. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.

Heritage and Archaeology	Heritage Sensitivity: Medium. Site adjoins the Exeter-Honiton Roman Road and various historical field networks and enclosures are in the vicinity. Some potential for prehistoric and medieval activity. Requires further assessment. Conservation Sensitivity: High. The site is in close proximity to and is likely to impact significantly upon the setting of the Grade II* Listed Church of the Blessed Virgin Mary, the Grade II Listed Rockbeare Court, Tudor Cottage, The Old Rectory, Ford Farm and other Grade II Listed Buildings in nearby Rockbeare unless carefully planned and designed. There is also some potential for impact upon the Grade I Listed Rockbeare Manor, associated Listed Buildings and Registered Park and Garden which lie approximately 750m-1.5km from the developable part of the site.
Infrastructure	The site would need to contribute to all new facilities in Cranbrook and plug in to the existing District Heating network. Education: Rockbeare Primary School and Cranbrook Secondary School have limited capacity for expansion. Broadband: Homes/businesses adjacent to the site already have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: high. The site is not located within a nationally protected landscape. However, it is partly within the locally designated Clyst Valley Regional Park and entirely within the Green Wedge between Cranbrook and Rockbeare. The site contains a local ridge which overlooks Rockbeare village (containing multiple Listed Buildings) and Rockbeare Manor. Development would need to be pulled back from that ridgeline to avoid significant landscape impacts. Development of land to the east of Oriental Promise and north of the ridgeline would be less sensitive to development. The site is bounded and crossed by multiple hedgerows and trees some of which may be of landscape importance. Attention should be paid to the emerging Cranbrook Plan DPD.
Safety related constraints	No known safety constraints.
Soils and contamination	Agricultural land classification: Grade 3a and 3b. Minerals and Waste sensitivity: Low. No constraints.
Other	The site includes a relatively steep escarpment amounting to around 5.45 ha. This would not be developable.
Site potential	Of the 42.4 ha submitted site, around 13.25 ha is within floodzone 3 and a further c.5.7 ha is on land which is either too steep or would be unrelated to the remainder of the site having excluded areas of floodplain and steep slopes. This leaves a gross site area of c.23.45 ha. Residential: Based upon the gross site area, the site has potential to deliver an average of 500 dwellings. However, constraints highlighted above may significantly reduce the site's potential. Employment: Up to 23.45 ha of employment land, subject to the same constraints. Conclusion: Site is most likely to be suitable for a mix of housing and employment uses as an extension to the new town of Cranbrook. However, yields are likely to be significantly below the high level HELAA projections above as a result of the constraints indicated. The site adjoins other land submitted to the HELAA (GH/ED/03, 05 and 08).

AVAILABILITY ASSESSMENT

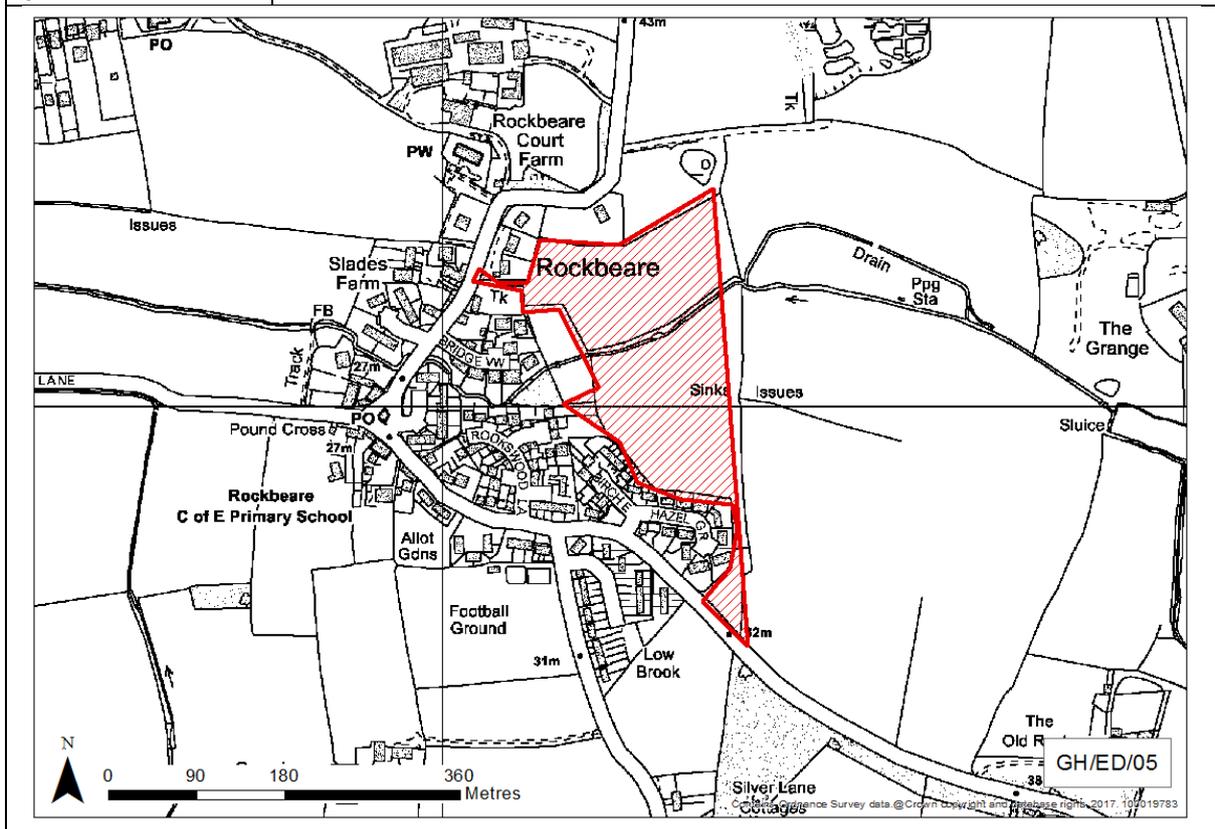
The site promoter(s) has confirmed that the site will be available for development within:

The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential/employment/mixed use development alongside HELAA sites GH/ED/02-03 and GH/ED/05-12. The Panel has advised that sites in the western part of that group could start to come forward in Years 1-5, with sites in the eastern part likely coming forward in later periods.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/05
Customer Reference no.	it137in
Area Site Plan	Map A
Site name	<i>Land to the east of Bridge View and north of Hazel Grove, Rockbeare</i>
Site descriptions	<i>Small site in the valley floor immediately to the east of Rockbeare, consisting of primarily agricultural farmland. The floodplain dissects the site. The northern part of the site (0.77 ha) has planning permission for 9 dwellings and this is excluded from the gross site area. The same part of the site is currently allocated as "Green Wedge" between Rockbeare and Cranbrook.</i>
Total site area (ha)	4.54
Gross site area (ha)	1.68
Min/Mid/Max yield	27 dwg / 34 dwg / 40 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes
Employment?	Yes

Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	Approximately 2.16 ha in the central part of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	Approx 1.68 ha has passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access is achievable off the main Rockbeare road, but is narrow and has no prospect of being widened. The northern part of the site has planning permission for 9 dwellings and the access would not be suitable to accommodate any more dwellings. The southern part of the site could potentially be accessed separately. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 2.3km from Cranbrook train station (albeit across a relatively fast road) and the Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs across the front of the site. Pedestrian/cycle movement across and along the B3174 in to Cranbrook would need to be greatly improved.
Ecology	Site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit. The site includes significant floodplain which could be used to ameliorate flood risk to Rockbeare village and enhance biodiversity.
Flood risk, water quality and drainage	Flooding: In addition to the 2.16 ha that is within Flood Zone 3, an area of c. 0.48 ha in the central part of the site is within Flood Zone 2. Land within Flood Zone 2 has a medium probability of experiencing fluvial flooding and only has the potential to be developed for residential or economic uses if the sequential and exceptions tests set out in the NPPG are adhered to. Any planning application must be accompanied by a Flood Risk Assessment. The areas of the site within Flood Zones 2 and 3 are also at risk of surface water flooding. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. The location of Flood Zones 2 and 3 and the area at risk of surface water flooding effectively split the site in two, clearly defining two separate areas for consideration. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Medium. Site is c.300m from the Exeter-Honiton Roman Road and various historical field networks and enclosures are known to be in the vicinity. Requires further assessment. Conservation sensitivity:

	Medium. The site is in close proximity to and could potentially impact upon the setting of the Grade II* Listed Church of the Blessed Virgin Mary, the Grade II Listed Little Croft, The Croft, Rockbeare Court, Tudor Cottage, Ford Farm and Old Rectory and other Grade II Listed Buildings in nearby Rockbeare unless carefully planned and designed. There is also some potential for impact upon the Grade I Listed Rockbeare Manor, associated Listed Buildings and a Registered Park and Garden which lie approximately 340m-1.1km from the site. Requires further assessment.
Infrastructure	If the site were to be considered alongside other sites to the South of Cranbrook as a whole, then significant infrastructure contributions would be required to all new facilities in Cranbrook. The site would also be expected to plug in to the existing District Heating network. Education: Rockbeare Primary School and Cranbrook Secondary School have limited capacity for expansion. Broadband: Homes/businesses adjacent to the site already have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: Medium-High. The site is not located within a nationally protected landscape. However, it is partly within the locally designated Green Wedge between Cranbrook and Rockbeare. Due to its location on the lower slopes of a local ridge and valley floor, the site would be more closely associated with the historic settlement of Rockbeare which contains numerous Listed Buildings than it would Cranbrook and would likely have intervisibility with Rockbeare Manor. Part of the site was originally an orchard. The site is bounded and crossed by multiple hedgerows and trees, some of which may be of landscape importance. Attention should be paid to the emerging Cranbrook Plan DPD.
Safety related constraints	No known safety constraints.
Soils and contamination	Agricultural land classification: Developable area of land outside and to the north of the floodplain is classified as Grade 3b. Minerals and Waste sensitivity: Low. No constraints.
Other	The site rises gradually away from the floodplain. Small power lines cross the site, but these would be capable of diversion or undergrounding.
Site potential	Of the 4.54ha submitted site, 0.7 ha is already consented and around 2.16 ha is within floodzone 3, giving a gross site area of c.1.68 ha. Residential: Based upon the gross site area the site has the potential to deliver an average of 34 homes. However, constraints highlighted above may significantly reduce this potential. Employment: Site would not be suitable for employment primarily due to location and accessibility. Conclusion: The site is only suitable for residential uses as an extension to Rockbeare village and not part of Cranbrook. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site adjoins other land submitted to the HELAA (GH/ED/04 and 06).

AVAILABILITY ASSESSMENT

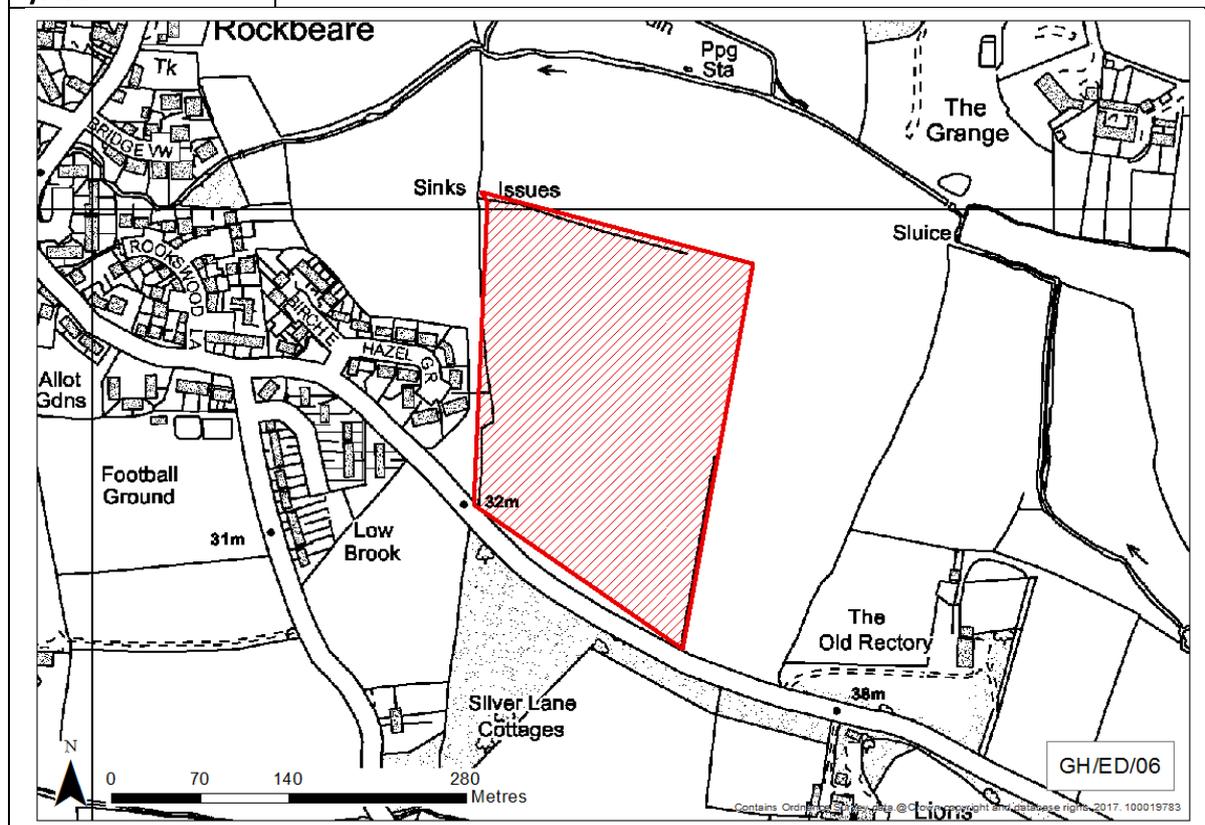
The site promoter(s) has confirmed that the site will be available for development within:

The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential/employment/mixed use development alongside HELAA sites GH/ED/02-04 and GH/ED/06-12. The Panel has advised that sites in the western part of that group could start to come forward in Years 1-5, with sites in the eastern part likely coming forward in later periods.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/06
Customer Reference no.	4x14ypl
Area Site Plan	Map A
Site name	<i>Land forming part of Lions Farm, Rockbeare</i>
Site descriptions	<i>Small site in the valley floor comprising agricultural farmland to the south-east of (and slightly detached from) Rockbeare. Northern part of the site is within the floodplain.</i>
Total site area (ha)	5.47
Gross site area (ha)	2.93
Min/Mid/Max yield	35 dwg / 44 dwg / 53 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.

Airport	Site is outside the Airport Vector.
Flood Zone 3b	Approximately 2.46ha in the northern part of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	Approximately 3.01ha has passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access could be achieved from the main Rockbeare road but this would involve removing a section of the existing hedgebank. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 2.5km from Cranbrook train station (albeit across a relatively fast road) and the Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs across the front of the site. Pedestrian/cycle movement across and along the B3174 in to Rockbeare and Cranbrook would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit. Mature trees are currently being damaged by arable farming. The site includes significant floodplain which could be used to ameliorate flood risk to Rockbeare village and enhance biodiversity.
Flood risk, water quality and drainage	<p>Flooding: In addition to the area within Flood Zone 3, an area measuring c. 0.08 ha in the northern part of the site is within Flood Zone 2. Land within Flood Zone 2 has a medium probability of experiencing fluvial flooding and should only be developed for residential or economic uses if the sequential and exceptions tests set out in the NPPG are adhered to. Any planning application must be accompanied by a Flood Risk Assessment. There is a risk of surface water flooding along the road from which access would be taken. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible.</p> <p>Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.</p>
Heritage and Archaeology	<p>Heritage sensitivity: Medium. The site lies approximately 500m from the Exeter-Honiton Roman Road and various historical field networks and enclosures are known to be in the vicinity. Requires further assessment.</p> <p>Conservation sensitivity: Medium. The site is in close proximity to and could potentially impact upon the setting of the Grade II Listed The Old Rectory, Lions Farm and Ford Farm as well as the Grade I Listed Rockbeare Manor, associated Listed Buildings and a Registered Park and Garden which lie approximately 130m-930m from the site. There could also be an impact on the settings of the Grade II* Listed Church of the Blessed Virgin Mary</p>

	and other Grade II Listed Buildings in nearby Rockbeare, unless carefully planned and designed. Requires further assessment.
Infrastructure	If the site were to be considered alongside other sites to the South of Cranbrook as a whole, then significant infrastructure contributions would be required to all new facilities in Cranbrook. The site would also be expected to plug in to the existing District Heating network. Education: Rockbeare Primary School and Cranbrook Secondary School have limited capacity for expansion. Broadband: Homes/businesses adjacent to the site already have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: Medium. The site is not within any nationally or locally protected landscapes and intervisibility with the AONB is likely to be low or non-existent. The site is in the Rockbeare valley below a local ridge. Therefore it is far more closely associated with the historic settlement of Rockbeare which contains numerous Listed Buildings than it would be with Cranbrook and would likely have intervisibility with Rockbeare Manor. The site is bounded by multiple hedgerows and trees, some of which may be of landscape importance. Attention should be paid to the emerging Cranbrook Plan DPD.
Safety related constraints	No known safety constraints.
Soils and contamination	Agricultural land classification: Grade 3. Minerals and Waste sensitivity: Low. No constraints.
Other	The site is flat.
Site potential	Of the 5.47 ha submitted site, around 2.46 ha is within Flood Zone 3. This gives a gross site area of c.3.01 ha. Residential: Based upon the gross site area, the site has the potential to deliver an average of 44 dwellings. However, constraints highlighted above may significantly reduce this potential. Employment: Site would not be suitable for employment primarily due to location and accessibility. Conclusion: The site is only suitable for residential uses as an extension to Rockbeare village and not part of Cranbrook. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site adjoins other land submitted to the HELAA (sites GH/ED/06 and 07).

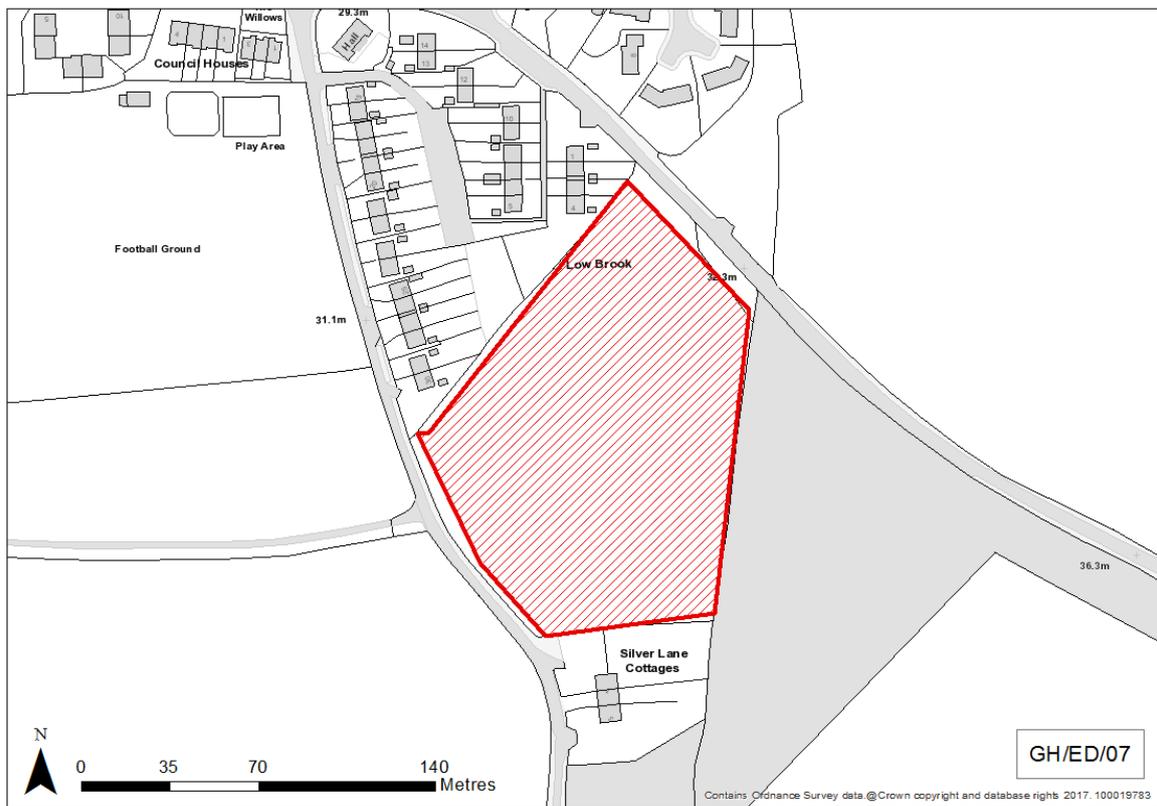
AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential/employment/mixed use development alongside HELAA sites GH/ED/02-05 and GH/ED/07-12. The Panel has advised that sites in the western part of that group could start to come forward in Years 1-5, with sites in the eastern part likely coming forward in later periods.

SITE OVERVIEW

HELAA Reference no.	GH/ED/07
Customer Reference no.	d214ypd
Area Site Plan	Map A
Site name	<i>Land at Coppice Farm, Rockbeare</i>
Site descriptions	<i>Small site in the valley floor to the south of Rockbeare. Comprises agricultural farmland.</i>
Total site area (ha)	<i>1.52</i>
Gross site area (ha)	<i>1.52</i>
Min/Mid/Max yield	<i>24 dwg / 30 dwg / 36 dwg / 0 ha employment</i>



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	Yes
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.

Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access achievable off the main Rockbeare road or the lane to Southwood. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. Centre of site is c.2.4km from Cranbrook train station (albeit across a relatively fast road) and the Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs across the front of the site. Pedestrian/cycle movement across and along the B3174 in to Rockbeare and Cranbrook would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. A buffer with woodland on the eastern edge of the site would be necessary.
Flood risk, water quality and drainage	Flooding: The site is entirely within Flood Zone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. Areas at risk of surface water flooding run along the road from which access would be taken. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Medium. The site lies approximately 700m from the Exeter-Honiton Roman Road and various historical field networks and enclosures are known to be in the vicinity. Requires further assessment. Conservation sensitivity: Medium. The site is in close proximity to and could potentially impact upon the setting of the Grade II Listed Little Silver, Lions Farm Ford Farm and Old Rectory as well as potentially the Grade I Listed Rockbeare Manor, associated Listed Buildings and a Registered Park and Garden which lie approximately 330m-1km from the site. There could also be an impact on the settings of the Grade II* Listed Church of the Blessed Virgin Mary and other Grade II Listed Buildings in nearby Rockbeare unless carefully planned and designed. Requires further assessment.
Infrastructure	If the site were to be considered alongside other sites to the South of Cranbrook as a whole, then significant infrastructure contributions would be required to all new facilities in Cranbrook. The site would also be expected to plug in to the existing District Heating network. Education: Rockbeare Primary School and Cranbrook Secondary School have limited capacity for expansion. Broadband: Homes/businesses adjacent to the site

	already have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: Medium (with potential to be Low-Medium). The site is not located within any nationally or locally protected landscapes and intervisibility with the AONB is likely to be low or non-existent. The site sits within the Rockbeare valley below a local ridge. As such it is far more closely associated with the historic settlement of Rockbeare which contains numerous Listed Buildings than it would be Cranbrook and may have some intervisibility with Rockbeare Manor. The site is bounded by multiple hedgerows and trees, some of which may be of landscape importance. Attention should be paid to the emerging Cranbrook Plan DPD.
Safety related constraints	No known safety constraints.
Soils and contamination	Agricultural land classification: Grade 3. Minerals and Waste sensitivity: Low. No constraints.
Other	The site is flat. Small power lines cross the site, but these would be capable of diversion or undergrounding.
Site potential	Of the 1.52ha submitted site, there are no areas that should be discounted from the gross site area. Residential: The gross site area has the potential to deliver an average of 30 dwellings. However, constraints highlighted above may significantly reduce this potential. Employment: Site would not be suitable for employment primarily due to location and accessibility. Conclusion: The site is only suitable for residential use as an extension to Rockbeare village and not part of Cranbrook. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site adjoins other land submitted to the HELAA (GH/EX/05 and 06).

AVAILABILITY ASSESSMENT

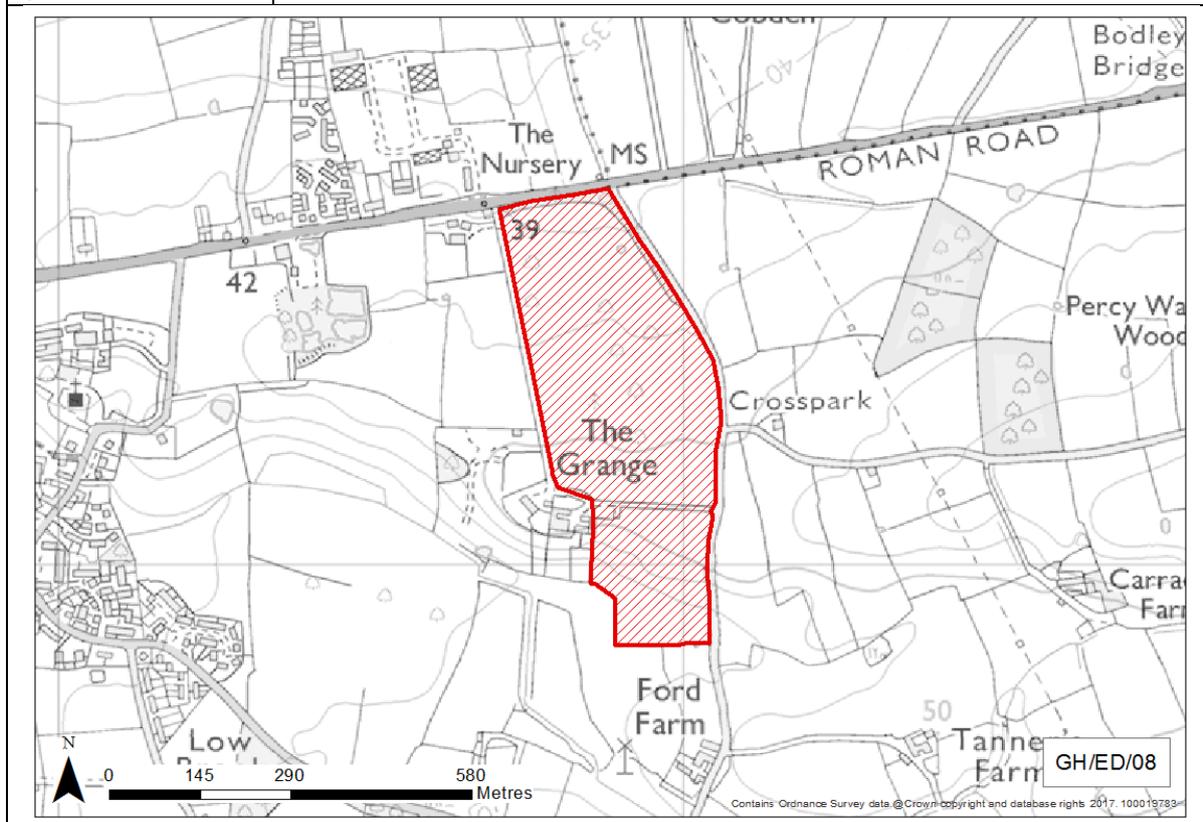
The site promoter(s) has confirmed that the site will be available for development within:

The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential/employment/mixed use development alongside HELAA sites GH/ED/02-06 and GH/ED/08-12. The Panel has advised that sites in the western part of that group could start to come forward in Years 1-5, with sites in the eastern part likely coming forward in later periods.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/08
Customer Reference no.	da137yi
Area Site Plan	Map A
Site name	Land at Rockbears Straight (to the south of London Road and to the west of Gribble Lane)
Site descriptions	Large site of primarily flat historic parkland elevated above a local ridge sloping down to a small area of the site within the valley floor. Site lies immediately south of the Cranbrook allocation bounded by the B3174 to the north, Gribble Lane to the east, farmland to the south and The Grange and farmland to the west. Part of the site is proposed for allocation in the Cranbrook Plan DPD. As the DPD is at a relatively early stage of development, the proposed allocation has not been excluded from the gross site area.
Total site area (ha)	16.6
Gross site area (ha)	16.6
Min/Mid/Max yield	309 dwg / 354 dwg / 398 dwg / 16.6 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access easily achievable off the B3174 or alternatively off Gribble Lane if this were widened. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 3km from Cranbrook train station (albeit across a relatively fast road), 2.7km from Whimble train station (although this is not easily accessible from this location) and the Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs across the front of the site. Pedestrian/cycle movement across and along the B3174 would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone and in close proximity of ponds known to support Newt presence. The site is bounded by/includes hedgerows/trees which may be of some ecological merit. Mature parkland trees are dotted throughout the site, some protected by TPO. The site is identified by the Growth Point GI Strategy for parkland enhancement.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. Some areas of surface water flood risk cross the site. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Medium. The site lies adjacent to the Exeter-Honiton Roman Road and various historical field networks and enclosures are known to be in the vicinity, as well as orchard planting around Ford Farm. Requires further assessment. Conservation sensitivity: Medium. There are a small number of Grade II Listed Buildings within a few hundred metres of the site

	including Ford Farm, The Old Rectory and Carradale Farm. However, topography and vegetation in particular mean that development of this site would be unlikely to impact significantly upon their settings. There is some potential for impact upon the Grade I Listed Rockbeare Manor, associated Listed Buildings and a Registered Park and Garden which lie approximately 400-800m from the site. Requires further assessment.
Infrastructure	If the site were to be considered alongside other sites to the South of Cranbrook as a whole, then significant infrastructure contributions would be required for all new facilities in Cranbrook. The site would also be expected to plug in to the existing District Heating network. Education: Rockbeare Primary School and Cranbrook Secondary School have limited capacity for expansion. Broadband: Homes/businesses adjacent to the site only have access to standard broadband. However, superfast should be able to be rolled out to any new development relatively easily.
Landscape	Landscape sensitivity: Medium-High. The site is not located within any nationally or locally protected landscapes and intervisibility with the AONB is likely to be low. The site sits primarily on a plateau above a local ridge. However, the southern-most part of the site contains this ridge and land sloping down to the valley floor. There may be some intervisibility with Rockbeare Manor associated with development at this ridge. The site is identified as historic parkland and previously contained an orchard in its southern portion. The site is bounded by multiple hedgerows and trees and contains many parkland trees, some of which may be of landscape importance. Attention should be paid to the emerging Cranbrook Plan DPD.
Safety related constraints	No known safety constraints.
Soils and contamination	Agricultural land classification: Grades 3a and 3b. Minerals and Waste sensitivity: Low. No constraints.
Other	The majority of the site is flat, but the southern section below the driveway slopes away to the south. None of the site is undevelopable.
Site potential	Of the 16.6 ha submitted site, there are no areas that should be discounted from the gross site area. Residential: Gross site area could deliver an average of 354 dwellings. However, constraints highlighted may significantly reduce this potential. Employment: Up to 16.6ha of employment, subject to same constraints. Conclusion: The site is most likely to be suitable for a mix of housing and employment uses as an extension to the new town of Cranbrook. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site adjoins other land submitted to the HELAA (GH/EX/04 and 09).

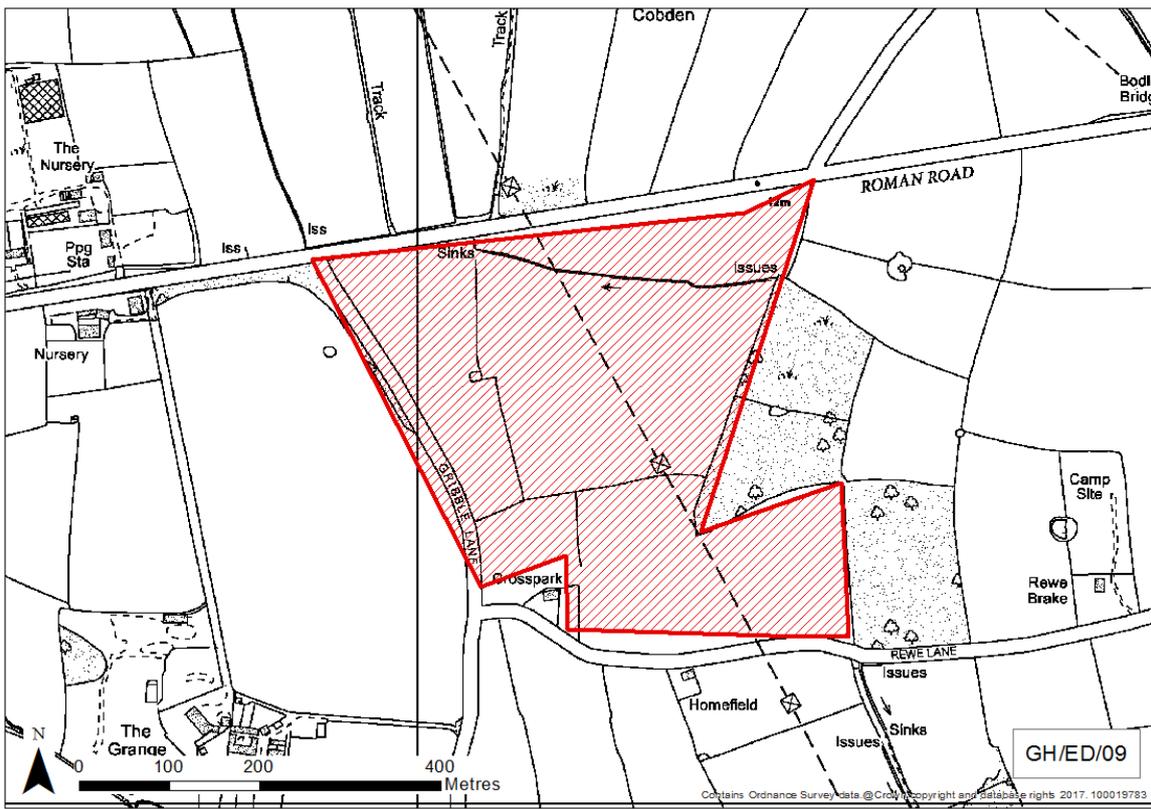
AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential/employment/mixed use development alongside HELAA sites GH/ED/02-07 and GH/ED/09-12. The Panel has advised that sites in the western part of that group could start to come forward in Years 1-5, with sites in the eastern part likely coming forward in later periods.

SITE OVERVIEW

HELAA Reference no.	GH/ED/09
Customer Reference no.	jb14y7s
Area Site Plan	Map A
Site name	<i>Land on the north side of Rewe Lane, Whimble</i>
Site descriptions	<i>Large flat site of agricultural farmland immediately to the south of the Cranbrook eastern allocation. Bounded by the B3174 to the north, the Percy Wakley Wood to the east, Rewe Lane to the south and Gribble Lane to the west. Part of the site is proposed to be allocated for development in the Cranbrook Plan DPD. As the DPD is at a relatively early stage of development, the proposed allocation has not been excluded from the gross site area.</i>
Total site area (ha)	18.32
Gross site area (ha)	18.32
Min/Mid/Max yield	341 dwg / 396 dwg / 440 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	Yes
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access easily achievable off the B3174 or alternatively off Gribble Lane if this were widened. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 3.2km from Cranbrook train station (albeit across a relatively fast road), 2.4km from Whimble train station (although this is not easily accessible from this location) and the Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs across the front of the site. Pedestrian/cycle movement across and along the B3174 would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit. A buffer with Percey Wakely Woodland Trust Reserve on the eastern edge of the site would be necessary.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. Some areas of surface water flood risk cross the site. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Medium. The site lies adjacent to the Exeter-Honiton Roman Road and various historical field networks and enclosures are known to be in the vicinity. Requires further assessment. Conservation sensitivity: Medium. There are a small number of Grade II Listed Buildings within a few hundred metres of the site including Ford Farm, The Old Rectory and Carradale Farm. However, topography and vegetation in particular mean that development would be unlikely to impact significantly upon their settings. Some potential for impact upon the Grade I Listed Rockbeare Manor, associated Listed Buildings and Registered Park and Garden which lie approximately 850-1,100m from the site. Requires further assessment.

Infrastructure	If the site were to be considered alongside other sites to the South of Cranbrook as a whole, then significant infrastructure contributions would be required for all new facilities in Cranbrook. The site would also be expected to plug in to the existing District Heating network. Education: Whimple Primary School is at capacity and as such any new development would require a new primary school. Clyst Vale Community College and Cranbrook Secondary School have limited capacity for expansion. Broadband: Homes/businesses adjacent to the site only have access to standard broadband. However, superfast should be able to be rolled out to any new development relatively easily.
Landscape	Landscape sensitivity: Medium-Low. The site is not located within any nationally or locally protected landscapes and intervisibility with the AONB is likely to be low or non-existent. The main bulk of the site sits on a slight plateau a good distance back from a local ridge above the Rockbeare valley. The site is bounded and crossed by multiple hedgerows and trees, some of which may be of landscape importance. Attention should be paid to the emerging Cranbrook Plan DPD.
Safety related constraints	High voltage powerlines cross through the centre of the site from south-east to north-west. There is discussion about undergrounding these as part of the DPD.
Soils and contamination	Agricultural land classification: Grades 3a and 3b. Minerals and Waste sensitivity: Low. No constraints.
Other	Flat. Powerlines are a potential constraint, but as they cross through the centre of the site they are not excluded from the developable area.
Site potential	Of the 18.32 ha submitted site, there are no areas that should be discounted from the gross site area. Residential: The gross site area has the potential to deliver an average of 396 dwellings. However, constraints highlighted above may significantly reduce this potential. Employment: Up to 18.32ha of employment land, subject to the same constraints. Conclusion: The site is most likely to be suitable for a mix of housing and employment uses as an extension to the new town of Cranbrook. However, yields are likely to be significantly below the high level HELAA projections above as a result of the constraints highlighted. The site adjoins another site submitted to the HELAA (GH/EX/08).

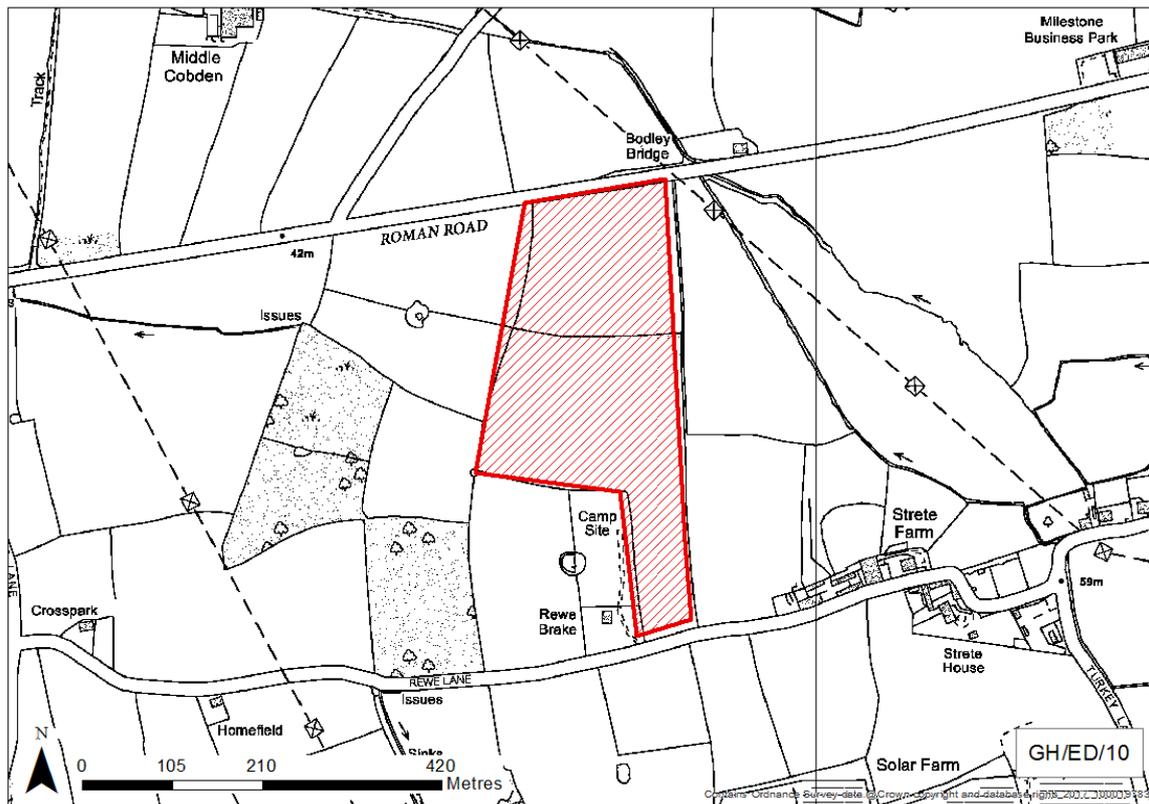
AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential/employment/mixed use development alongside HELAA sites GH/ED/02-08 and GH/ED/10-12. The Panel has advised that sites in the western part of that group could start to come forward in Years 1-5, with sites in the eastern part likely coming forward in later periods.

SITE OVERVIEW

HELAA Reference no.	GH/ED/10
Customer Reference no.	yc14yt6
Area Site Plan	Map A
Site name	<i>Land on the north side of Rewe Lane – site 2</i>
Site descriptions	<i>Reasonably small site of agricultural farmland immediately to the south of the eastern most extent of the Cranbrook eastern allocation. Bounded by the B3174 to the north, farmland to the east, Rewe Lane to the south and the Percy Wakley Wood to the west. The site is not proposed to be allocated for development in the Cranbrook Plan DPD.</i>
Total site area (ha)	8.15
Gross site area (ha)	8.15
Min/Mid/Max yield	152 dwg / 174 dwg / 196 dwg / 8.15 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing? Yes

Employment? Yes

Strategic Policy N/A. See paragraph 6.3 of the main HELAA Report.

Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic housing and employment development.

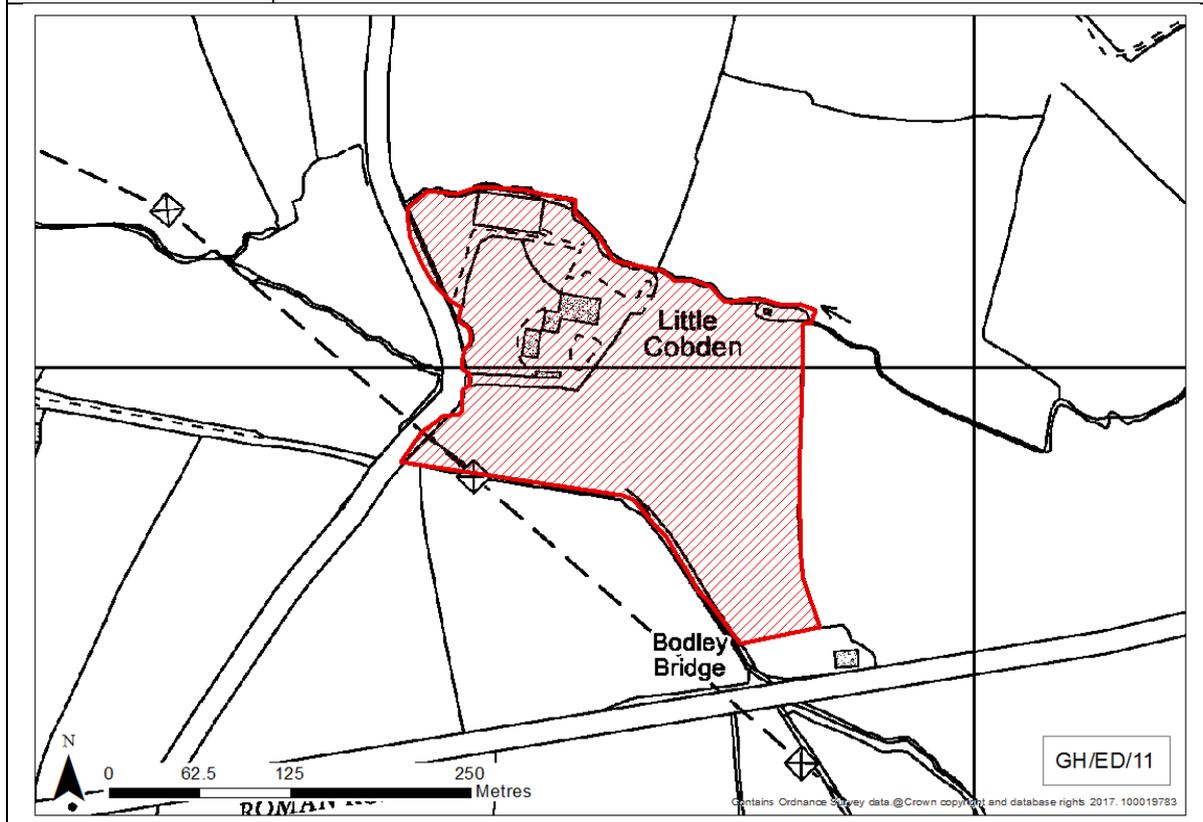
SUITABILITY ASSESSMENT: STAGE B	
Access	Access easily achievable off the B3174. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 3.8km from Cranbrook train station (albeit across a relatively fast road), 2km from Whimble train station (although this is not easily accessible from this location) and the Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs across the front of the site. Pedestrian/cycle movement across and along the B3174 would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit. A buffer with Percey Wakely Woodland Trust Reserve on the western edge of the site would be necessary.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. Some areas of surface water flood risk cross the site. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Medium. The site lies adjacent to the Exeter-Honiton Roman Road and various historical field networks and enclosures are known to be in the vicinity. A former park obelisk is also contained within the site. Requires further assessment and potential for obelisk/parkland restoration. Conservation Risk Level - Medium - There are a small number of Grade II Listed Buildings within a few hundred metres of the site including Carradale Farm, however, topography and vegetation in particular mean that development of this site would be unlikely to impact significantly upon their settings. There is some potential for impact upon the Grade I Listed Rockbeare Manor, associated Listed Buildings and Registered Park and Garden which lie approximately 1,000-1,300m from the site. Requires further assessment.
Infrastructure	If the site were to be considered alongside other sites to the South of Cranbrook as a whole, then significant infrastructure contributions would

	be required to all new facilities in Cranbrook. The site would also be expected to plug in to the existing District Heating network. Education: Whimble Primary School is at capacity and as such any new development would require a new primary school. Clyst Vale Community College and Cranbrook Secondary School have limited capacity for expansion. Broadband: Homes/businesses adjacent to the site only have access to standard broadband. However, superfast should be able to be rolled out to any new development relatively easily.
Landscape	Landscape sensitivity: Medium-Low. The site is not located within any nationally or locally protected landscapes and intervisibility with the AONB is likely to be low or non-existent. The main bulk of the site sits on a slight plateau, a good distance back from a local ridge above the Rockbeare valley. The site is bounded and crossed by multiple hedgerows and trees, some of which may be of landscape importance. Attention should be paid to the emerging Cranbrook Plan DPD.
Safety related constraints	High voltage powerlines cross close to the north-eastern corner of the site (though are not within it).
Soils and contamination	Agricultural land classification: Grades 3a and 3b. Minerals and Waste sensitivity: Low. No constraints.
Other	The site is flat. None of the site is undevelopable.
Site potential	Of the 8.15 ha submitted site, there are no areas that should be discounted from the gross site area. Residential: The gross site area has the potential to deliver an average of 174 dwellings. However, constraints above may significantly reduce this potential. Employment: Up to 8.15ha of employment, subject to the same constraints. Conclusion: The site is most likely to be suitable for a mix of housing and employment uses as an extension to the new town of Cranbrook. However, yields are likely to be significantly below the high level HELAA projections above as a result of the constraints highlighted.

AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT
The HELAA Panel has assessed the site as achievable for strategic residential/employment/mixed use development alongside HELAA sites GH/ED/02-09 and GH/ED/11-12. The Panel has advised that sites in the western part of that group could start to come forward in Years 1-5, with sites in the eastern part likely coming forward in later periods.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/11
Customer Reference no.	sk141xd
Area Site Plan	Map A
Site name	Land at Little Cobden, Whimble
Site descriptions	Small site containing agricultural farmland together with Little Cobden (Grade II Listed) and its immediate curtilage. The site is bounded by a stream and farmland to the north, farmland to the east, Bodley Bridge Cottage to the south and Cobden Lane and the eastern-most extent of the Cranbrook Eastern expansion area allocation to the west. The site is not proposed to be allocated for development in the Cranbrook Plan DPD.
Total site area (ha)	5.010
Gross site area (ha)	3.79
Min/Mid/Max yield	69 dwg (net) / 80 dwg (net) / 90 dwg (net) / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes

Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	Approximately 1.21 ha of the site along the northern and southern boundaries is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	Approximately 3.89 ha has passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access achievable via Cobden Lane (no direct access onto the B3174), which may require some improvement to accommodate development unless accessed via the allocated Eastern expansion area for Cranbrook. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 3.9km from Cranbrook train station (which in due course should be more easily accessible via Cranbrook development), 1.6km from Whimble train station (although this is not easily accessible from this location) and the Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 which is a short walk from the site. Pedestrian/cycle movement in to Cranbrook would need to be secured.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	Flooding: In addition to the land within floodzone 3, parts of the site are at risk of surface water flooding which also extend across Cobden Lane from where access would be taken. Any planning application must be accompanied by a Flood Risk Assessment. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. Development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure. (i.e. 3b).
Heritage and Archaeology	Heritage sensitivity: Low. The site lies approximately 40m from the Exeter-Honiton Roman Road and various historical field networks and enclosures are known to be in the vicinity associated with the Medieval manor and orchard planting. Conservation sensitivity: High. The Grade II Listed Little Cobden Farmhouse is located within the site. This would require careful

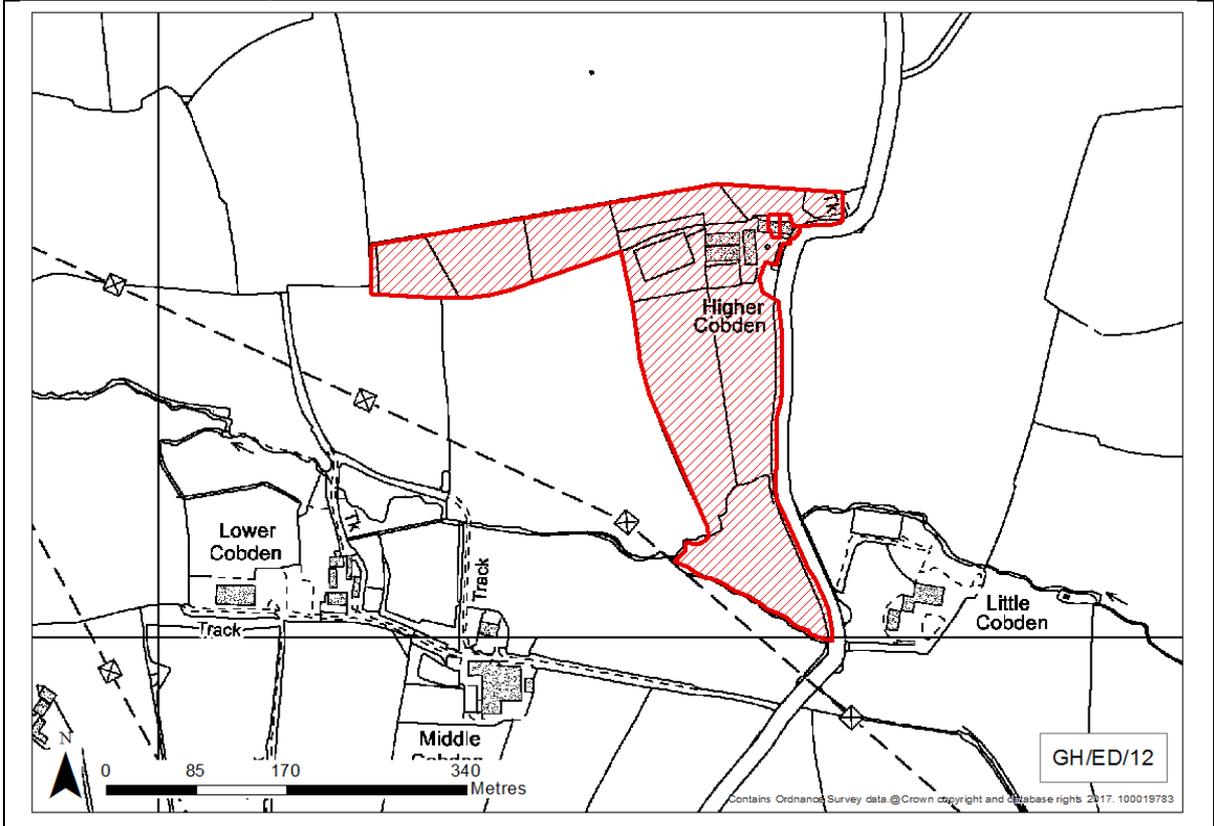
	planning and design in order to not detract from the setting of the Listed Building.
Infrastructure	If site were to be considered alongside other sites to the South of Cranbrook as a whole, then significant infrastructure contributions would be required to all new facilities in Cranbrook. The site would also be expected to plug in to the existing District Heating network. Education: Whimble Primary School is at capacity and as such any new development would require a new primary school. Clyst Vale Community College and Cranbrook Secondary School have limited capacity for expansion. Broadband: Homes/businesses adjacent to the site only have access to standard broadband. However, superfast should be able to be rolled out to any new development relatively easily.
Landscape	Landscape sensitivity: medium. The site is not located within any nationally or locally protected landscapes and intervisibility with the AONB is likely to be low or non-existent. The site sits on relatively flat land between two small streams, with associated streamside planting that is characteristic of the local landscape character type. The site previously contained an orchard. The site is bounded by multiple hedgerows and trees, some of which may be of landscape importance. Attention should be paid to the emerging Cranbrook Plan DPD.
Safety related constraints	High voltage powerlines cross the south-eastern corner of the site.
Soils and contamination	Agricultural land classification: Grade 3. Minerals and Waste sensitivity: Low. No constraints.
Other	Relatively flat site. In addition to the 1.21 ha of floodzone, a further 0.1 ha of land is underneath high voltage powerlines.
Site potential	Of the 5.1 ha submitted site, around 1.21 ha is within floodzone 3 and a further 0.1 ha is underneath the high voltage powerlines on the edge of the site. This leaves a gross site area of approximately 3.79 ha. Residential: The gross site area has the potential to deliver an average of 80 dwellings (net). However, constraints highlighted above may significantly reduce this potential. Employment: The site would not be suitable for employment primarily due to accessibility. Conclusion: The site is only suitable for residential uses as an extension to Cranbrook. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted.

AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential/employment/mixed use development alongside HELAA sites GH/ED/02-10 and GH/ED/12. The Panel has advised that sites in the western part of that group could start to come forward in Years 1-5, with sites in the eastern part likely coming forward in later periods.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/12
Customer Reference no.	q2141w1
Area Site Plan	Map A
Site name	<i>Land at Higher Cobden, Whimble</i>
Site descriptions	<i>Small site comprising agricultural farmland together with Higher Cobden. The site is bounded by farmland to the north, Cobden Lane to the east and the eastern-most extent of the Cranbrook Eastern expansion area allocation to the south and west. The site is proposed to be allocated for potential SANGS in the Cranbrook Plan DPD.</i>
Total site area (ha)	6.29
Gross site area (ha)	5.11
Min/Mid/Max yield	94 dwg (net) / 108 dwg (net) / 122 dwg (net) / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes
Employment?	Yes

Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	Approximately 1.18 ha of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	An area of approximately 5.11 ha has passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access achievable via Cobden Lane (no direct access onto the B3174), which may require some improvement to accommodate development unless accessed via the allocated Eastern expansion area for Cranbrook. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 3.7km from Cranbrook train station (which in due course should be more easily accessible via Cranbrook development), 1.5km from Whimple train station (although this is not easily accessible from this location) and the Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 which is a short walk from the site. Pedestrian/cycle movement in to Cranbrook would need to be secured.
Ecology	Site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. Site is bounded by/includes hedgerows/trees which may be of some ecological merit. A remnant orchard exists in the north of the site which should be retained and protected.
Flood risk, water quality and drainage	Flooding: In addition to the 1.18 ha within floodzone 3, c.0.05 ha at the southern end of the site is within floodzone 2. This area has a medium probability of experiencing fluvial flooding and only has the potential to be developed for residential or economic use if the sequential and exceptions tests set out in the NPPG are adhered to. Any planning application must be accompanied by a Flood Risk Assessment. Both floodzone areas are also at risk of surface water flooding, which extends across Cobden Lane where access would be taken. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Low. The site lies approximately 260m from the Exeter-Honiton Roman Road and various historical field networks and enclosures are known to be in the vicinity associated with the Medieval manor and orchard planting. Conservation sensitivity: medium. The Grade II Listed Little Cobden Farmhouse is located opposite the site. This would require

	careful planning and design in order to not detract from the setting of the Listed Building.
Infrastructure	If the site were to be considered alongside other sites to the South of Cranbrook as a whole, then significant infrastructure contributions would be required to all new facilities in Cranbrook. The site would also be expected to plug in to the existing District Heating network. Education: Whimble Primary School is at capacity and as such any new development would require a new primary school. Clyst Vale Community College and Cranbrook Secondary School have limited capacity for expansion. Broadband: Homes/businesses adjacent to the site only have access to standard broadband. However, superfast should be able to be rolled out to any new development relatively easily.
Landscape	Landscape sensitivity: medium-high sensitivity. The site is not located within a nationally protected landscape. However, it is partly within the locally designated Green Wedge between Cranbrook and Whimble. The site contains a local ridge with a high level of visibility across the local area. Lower slopes south of Higher Cobden are perhaps less sensitive. The site has previously contained historical landscape features such as orchards and ditches. The site is bounded and crossed by multiple hedgerows and trees, some of which may be of landscape importance. Attention should be paid to the emerging Cranbrook Plan DPD.
Safety related constraints	No known safety constraints.
Soils and contamination	Agricultural land classification: Grade 3a. Minerals and Waste sensitivity: Low. No constraints.
Other	The site is relatively steeply sloped, though not so much that it is undevelopable.
Site potential	Of the 6.29 ha submitted site, around 1.18 ha is within floodzone 3. This leaves a gross site area of c.5.11 ha. Residential: Based on the gross site area, the site has the potential to deliver an average of 108 dwellings (net). However, constraints highlighted above may significantly reduce this potential. Employment: The site would not be suitable for employment primarily due to accessibility. Conclusion: The site is only suitable for residential uses as an extension to Cranbrook. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted.

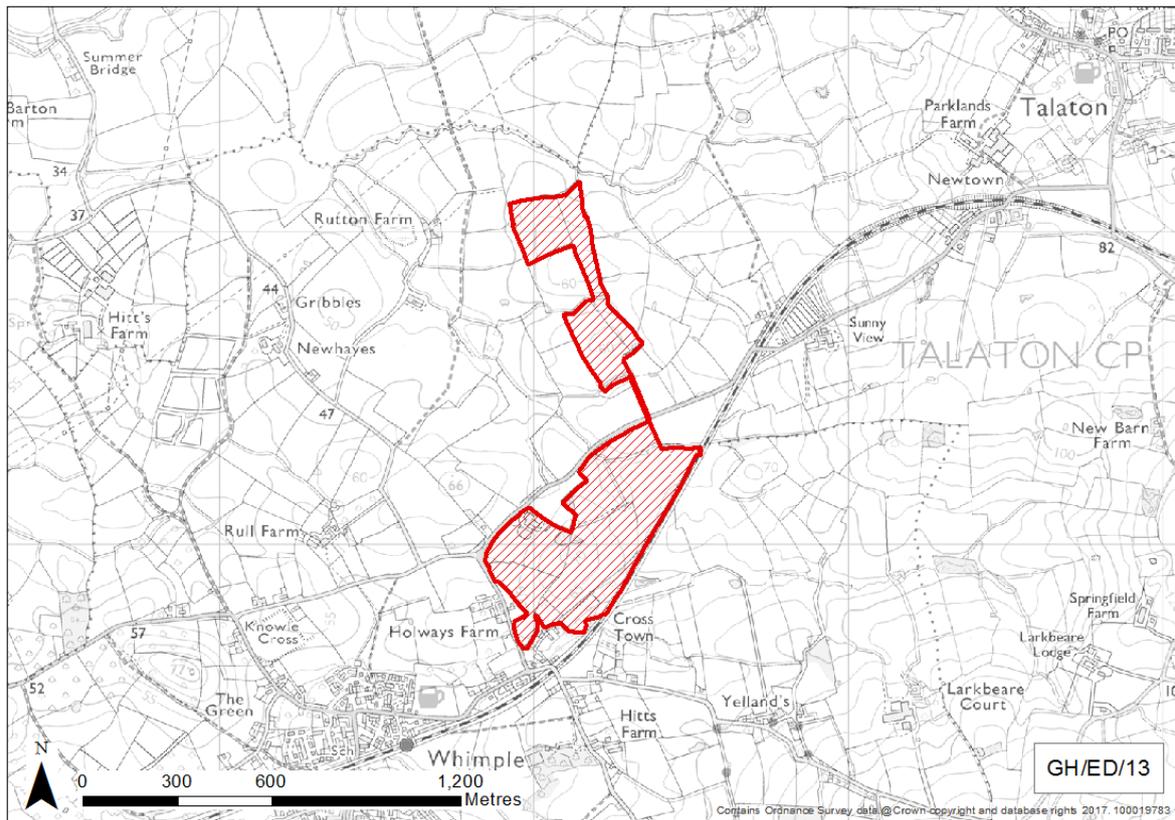
AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential/employment/mixed use development alongside HELAA sites GH/ED/02-11. The Panel has advised that sites in the western part of that group could start to come forward in Years 1-5, with sites in the eastern part likely coming forward in later periods.

SITE OVERVIEW

HELAA Reference no.	GH/ED/13
Customer Reference no.	3m137yy
Area Site Plan	Map B
Site name	<i>Perriton Barton, Whimble</i>
Site descriptions	<i>Large site to the north-east of Whimble, consisting of multiple rolling pastoral and agricultural fields as well as Perriton Farm and a few small woods and ponds. Site is separated into two parcels lying north and south of the Whimble-Talaton road. The southern parcel is bordered by the Whimble-Talaton road to the north and west, the railway to the east and south-east and Perriton Farmhouse to the south. The northern parcel is bordered by agricultural fields and small pockets of woodland on all sides, with a narrow tree lined track leading from it's south-eastern corner down to the road.</i>
Total site area (ha)	31.59
Gross site area (ha)	21.69
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	Yes
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Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	Approximately 0.67 ha of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	An area of approximately 30.92 ha has passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Site can be considered in two parcels (north and south). Southern parcel is capable of access from the local Whimble – Talaton road in multiple locations. Northern parcel is linked to the road via a narrow unmade track bordered by mature trees. Track is not wide enough to host an access road for employment or residential uses. Also, the local road network is narrow. Together with the railway bridge in Whimble, these constraints would likely require significant improvements to accommodate strategic scale development. The degree of improvements are likely be far beyond what would be viable for a development of this scale. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approx 1.1km from Whimble train station, but the site is as close as 480m at its closest point. The Sidmouth-Ottery-Whimble-Talaton-Feniton-Ottery-Sidmouth bus runs through the site, although is fairly infrequent at present. Pedestrian/cycle movement into Whimble and beyond would need to be greatly improved.
Ecology	Site is within 10km of the Pebblebed Heaths European Site and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. Site is bounded by/includes hedgerows/trees which may be of ecological merit. This includes three small copses, two of which contain ponds. Part of the site contains traditional orchards associated with Perriton Farmhouse, which should be protected and enhanced. Site is also in fairly close proximity to Rutton Farm County Wildlife Site.
Flood risk, water quality and drainage	Flooding: In addition to the area within floodzone 3, a small sliver of land in the southern-most part of the site (c.0.1 ha) is within floodzone 2. This area has a medium probability of experiencing fluvial flooding and only has the potential to be developed for residential or economic use if the sequential and exceptions tests set out in the NPPG are adhered to. Any planning application must be accompanied by a Flood Risk Assessment. Numerous smaller areas at risk of surface water flooding cross the site and an area of c.10.2 ha in the southern half of the site is within the Whimble Critical Drainage Area. EDDC are currently working on a scheme to improve conveyance through the railway culvert which is responsible for much surface water flood risk. There is a need for surface water to be managed to a higher standard than normal, to ensure that any new development will contribute to a reduction in flood risk in line with the NPPF. Any development must be accompanied by a suitable drainage strategy to deal

	<p>with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible.</p> <p>Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of site's foul drainage. Would require confirmation that capacity exists without detriment to current situation via either the sewage treatment works or via combined storm overflows on infrastructure.</p>
Heritage and Archaeology	<p>Heritage sensitivity: Low. Contains possible historical field boundaries and is located in an area known for historic catch meadows and orchards. Requires further assessment. Conservation sensitivity: Medium. Site is in close proximity to a number of Grade II Listed buildings. These include Perky Pool Cottage, Perriton Farmhouse, Rull Manor and Rull Farmhouse amongst others. The Whimble Conservation Area which is just 500m from the southern end of the site. Requires further assessment.</p>
Infrastructure	<p>Significant infrastructure investment in education and SuDS in particular would be required. Whimble Primary School is at capacity and as such any new development would require a new primary school. Clyst Vale Community College has limited capacity for expansion. Homes/businesses adjacent to the site have access to superfast broadband, so it should be possible to roll this out to any new development relatively easily.</p>
Landscape	<p>Landscape sensitivity: Medium. Site is not within any nationally or locally protected landscapes. However, part is positioned on a local ridge, potentially increasing its visibility. The site historically contained a number of orchards. It is bounded and crossed by hedgerows and trees which may be of landscape importance. Requires further visual assessment. The three small copses within the site would not be developable and as such c.0.069 ha is excluded from the developable area.</p>
Safety related constraints	<p>Noise: Site is affected by railway noise constraints.</p>
Soils and contamination	<p>Agricultural land classification: Grade 3. Minerals and Waste sensitivity: Low. No constraints.</p>
Other	<p>Topography: The site consists of multiple fields of generally gently rolling small hills which are a little steeper in places but not undevelopable.</p>
Site potential	<p>Of the 31.59 ha submitted site, around 9.13 ha on the north side of the Whimble-Talaton road is considered to be detached and isolated from the rest of the site and c.0.77 ha in the southern part of the site is within floodzone 3. This means the gross site area is c.21.69ha.</p> <p>Residential: The gross site area has the potential to deliver an average of c.462 dwellings. However, constraints highlighted above may reduce that potential. The site would need to deliver in excess of 500 homes in order to be considered a strategic housing site for the purposes of the GESP.</p> <p>Employment: Up to 21.69 ha of employment land, subject to the same constraints. However, it is unlikely that the site would be suitable for employment, primarily due to accessibility.</p> <p>Conclusion: Site is most likely to be suitable for predominantly residential use, as either an extension to Whimble or as a new standalone settlement.</p>

AVAILABILITY ASSESSMENT

The site promoter(s) has confirmed that the site will be available for development within:

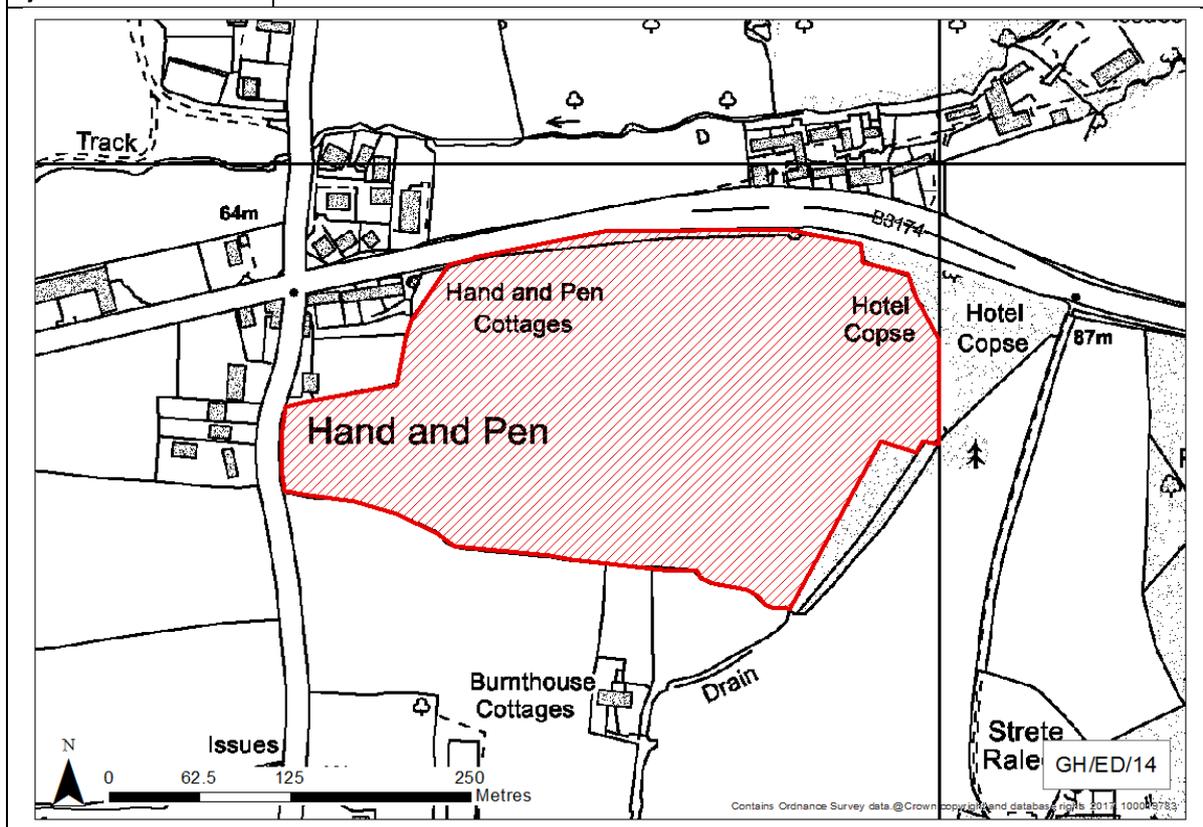
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as unachievable for strategic scale residential/mixed use development, advising that the amount of development that could be achieved would be insufficient to deliver the necessary supporting infrastructure (including highways connectivity to B3174/A30). A much smaller scale of residential development could potentially be achieved (in the 10s) without such significant infrastructure requirements, but it would not be strategic in scale.

The HELAA Panel has assessed the site as unachievable for employment development at any scale.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/14
Customer Reference no.	y115y7e
Area Site Plan	Map A
Site name	Land off London Road, Hand Pen, Whimpe
Site descriptions	Reasonably small site of gently sloping agricultural land, immediately to the east of the hamlet of Hand-and-Pen. Site is bounded by the B3174 to the north, woodland to the east, agricultural fields and the curtilage of Burnthouse Cottages (Grade II Listed) to the south and the hamlet of Hand-and-Pen to the west.
Total site area (ha)	8.23
Gross site area (ha)	8.23
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 8.23 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	No
Employment?	Yes

Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access is currently via a field gate off the B3174 on the inside of a fast bend in the road. It is likely that the access point may need to be reconfigured slightly further west to address this, but this appears to be achievable. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 1.5km from Whimple train station (though not easily accessible from this location) and the main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 across the front of the site. Pedestrian/cycle movement to Cranbrook, West Hill and Ottery St Mary would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites. However, there is no evidence that economic development has a detrimental recreational impact. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit. A buffer with woodland (also an unconfirmed wildlife site) to the south-east of the site would be required. The restoration of historic parkland associated with Strete Raleigh House should be supported.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. Areas at risk of surface water flooding run along the road from which access would be taken. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Low. The site is immediately adjacent to the Exeter-Honiton Roman Road and in close proximity (c.1.3km) to a known Neolithic-Roman settlement at Straightgate Farm. The site also contains a former quarry pit and there are historic field networks known throughout this area. Requires further assessment. Conservation sensitivity: Medium. The Grade II Listed Burnthouse Cottages are located just 95m south of the site and there is clear intervisibility between them. There are a small number of other Grade II Listed Buildings within a few hundred metres of the site,

	including Strete Raleigh House and Strete Raleigh Farmhouse. However, these are unlikely to be so significantly impacted upon due to topography and vegetation which screens the site. Requires further assessment.
Infrastructure	Broadband: Homes/businesses adjacent to the site have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: Medium. The site is not located within any nationally or locally protected landscapes and intervisibility with the East Devon AONB is likely to be low or none existant. There may be some visual prominence in the wider landscape, including with the historic parkland and Listed Buildings in the area. The site is bounded by hedgerows and trees which may be of landscape importance. Requires further visual assessment.
Safety related constraints	Noise: The site is affected by A30 noise constraints.
Soils and contamination	Agricultural land classification: Grade 3. Minerals and Waste sensitivity: Low. No constraints.
Other	The site slopes gently down to the north-west.
Site potential	Of the 8.23ha submitted site, there are no areas that should be discounted from the gross site area. Residential: The site has not been assessed for residential uses as it would not be capable of yielding 500+ dwellings on it's own or in combination with other sites. Employment: Up to 8.23 ha of employment use, although constraints highlighted above may significantly reduce this potential. Conclusion: The site is only suitable for employment uses as part of a new a standalone site. However, yields are likely to be significantly below the high level HELAA projections above as a result of the constraints highlighted.

AVAILABILITY ASSESSMENT

The site promoter(s) has confirmed that the site will be available for development within:

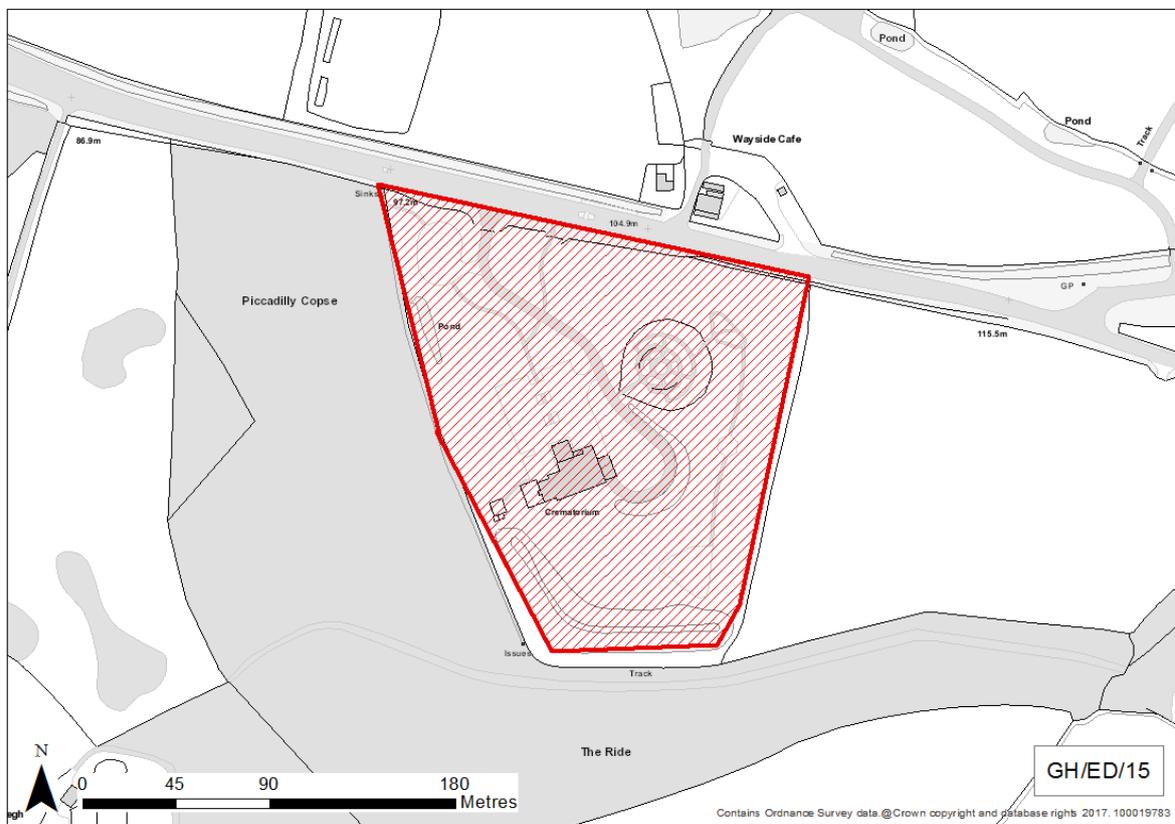
The next 5 years	
A 6-10 year period	
An 11-15 year period	Yes
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has advised that the site is achievable for strategic employment development, either in years 1-5 (subject to confirmation of earlier availability by the landowner) or in later periods.

SITE OVERVIEW

HELAA Reference no.	GH/ED/15
Customer Reference no.	ng1455v
Area Site Plan	Map C
Site name	<i>Land to south of London Road, Street Raleigh</i>
Site descriptions	<i>Small site accommodating the East Devon Crematorium, bounded by the B3174 to the north, an open agricultural field to the east and woodland to the south and west.</i>
Total site area (ha)	<i>3.11</i>
Gross site area (ha)	<i>0.00</i>
Min/Mid/Max yield	<i>0 dwg / 0 dwg / 0 dwg / 0 ha employment</i>



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	No
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.

Conclusion	Site has passed Stage A Suitability Assessment for strategic employment development.
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SUITABILITY ASSESSMENT: STAGE B	
Access	Decent access already in place off the B3174 for the Crematorium on site. Development has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 1.8km from Whimple train station (though not easily accessible from this location) and the main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 across the front of the site. Pedestrian/cycle movement to Cranbrook, West Hill and Ottery St Mary would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites. However, there is no evidence that economic development has a detrimental recreational impact. It is within the Great Crested Newt Consultation Zone. Site is bounded by/includes hedgerows/trees which may be of some ecological merit. A buffer with woodland (also an unconfirmed wildlife site) to the south and west of the site would be required.
Flood risk, water quality and drainage	<p>Flooding: The site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. Areas at risk of surface water flooding run along the road from which access would be taken. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible.</p> <p>Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.</p>
Heritage and Archaeology	Heritage sensitivity: Low. The site was subject to an archaeological trench evaluation in May 2009 in support of the planning application for the Crematorium. This identified the ditch and bank field boundary crossing the site most likely to be post-medieval or later, but otherwise results were largely negative. The site is in close proximity (c.910m) to a known Neolithic-Roman settlement at Straightgate Farm and 200m from the Exeter-Honiton Roman Road. Most significantly though the site is the Crematorium. Conservation sensitivity: Low. There are a small number of Grade II Listed Buildings within a few hundred metres of the site, but these are unlikely to be impacted upon due to topography and vegetation which screens the site.
Infrastructure	Broadband: Homes/businesses adjacent to the site only have access to standard broadband, but it should be possible to roll out superfast to any new development relatively easily. Other: The site currently hosts the East Devon Crematorium which was only built in 2010/11. If the site were to be used for strategic employment purposes then this key element of the

	district's infrastructure would need to be relocated. This would not be easy and may not be possible, due to the emotional connection people will have with the memorial gardens and the fact that ashes are sprinkled and in some cases buried on site.
Landscape	Landscape sensitivity: medium. The site is not located within any nationally or locally protected landscapes and intervisibility with the East Devon AONB is likely to be low or non-existent. The site sits in a large clearing surrounded by mixed plantation woodland, presumably associated with Strete Raleigh. It contains planting associated with the East Devon Crematorium, which screens the site from significant intervisibility. The site is bounded and crossed by hedgerows and trees and bounded by woodland which may be of landscape importance. Requires further visual assessment.
Safety related constraints	Noise: The site is affected by A30 noise constraints.
Soils and contamination	Agricultural land classification: Grade 3. Minerals and Waste sensitivity: Low. No constraints.
Other	The site contains the East Devon Crematorium and as such it would be unsuitable for housing. As an existing (and recently constructed) land use it would also be particularly difficult to re-locate. This essentially also makes the site unsuitable for employment development. The site slopes gently down to the west.
Site potential	Residential: The site has not been assessed for residential use as it would not be capable of yielding 500+ dwellings on it's own or in combination with other sites. Employment: The site would not be suitable for employment use as it is currently a crematorium. Conclusion: The site is not suitable for residential or employment redevelopment due to it's current use as a crematorium. As it has failed the Stage B Suitability Assessment, assessments of Availability and Achievability are not required. The site adjoins other land submitted to the HELAA (GH/ED/16).

AVAILABILITY ASSESSMENT

The site promoter(s) has confirmed that the site will be available for development within:

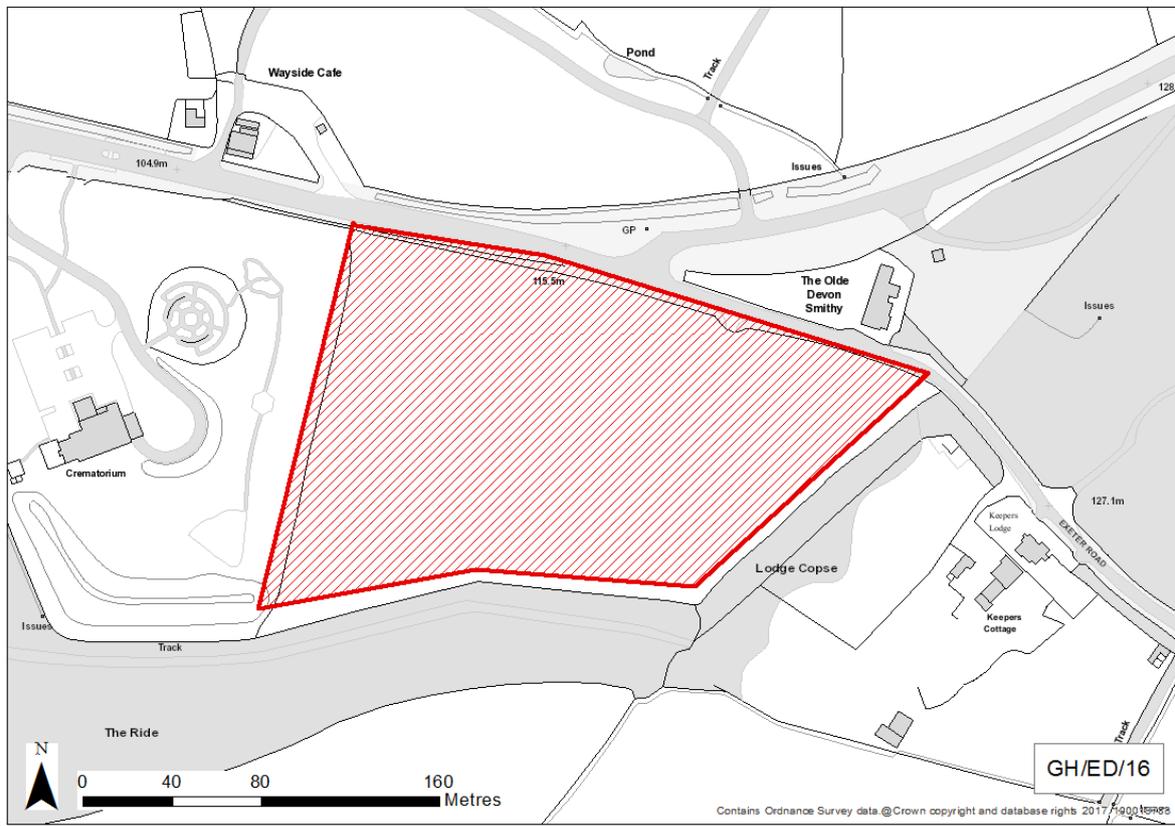
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has advised that the site is unachievable for strategic residential/employment/mixed use development, due to its existing use as a crematorium.

SITE OVERVIEW

HELAA Reference no.	GH/ED/16
Customer Reference no.	gm145lv
Area Site Plan	Map C
Site name	<i>Land west of Street Raleigh Farm, Whimple</i>
Site descriptions	<i>Small, gently sloping agricultural field between the Daisymount junction on the A30 and the hamlet of Hand and Pen. The site is bounded by the B3174 to the north, woodlands of Lodge Copse and The Ride to the east and south and the East Devon Crematorium to the west.</i>
Total site area (ha)	3.25
Gross site area (ha)	3.25
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 3.25 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	No
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.

Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access is currently achieved off the B3174 relatively close to a fast corner and staggered slightly from the junction with the Straightway Head road. It is likely that the access point may need to be reconfigured slightly further west to address this, but this appears to be achievable. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 1.8km from Whimple train station (though not easily accessible from this location) and the main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 across the front of the site. Pedestrian/cycle movement to Cranbrook, West Hill and Ottery St Mary would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites. However, there is no evidence that economic development has a detrimental recreational impact. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit. A buffer with woodland (also an unconfirmed wildlife site) to the south of the site would be required.
Flood risk, water quality and drainage	<p>Flooding: The site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. Areas at risk of surface water flooding run along the road from which access would be taken. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible.</p> <p>Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.</p>
Heritage and Archaeology	Heritage sensitivity: low. The site is in close proximity (c.650m) from a known Neolithic-Roman settlement at Straightgate Farm and 300m from the Exeter-Honiton Roman Road. Conservation sensitivity: Medium. Curtilage elements of Strete Raleigh House are in close proximity to the site and there may be some impact. Requires further assessment.
Infrastructure	Broadband: Homes/businesses adjacent to the site only have access to standard broadband. However, it should be possible to roll out superfast to any new development relatively easily.
Landscape	Landscape sensitivity: medium. The site is not located within any nationally or locally protected landscapes and intervisibility with the East Devon AONB is likely to be low or non-existent. The site sits in a large clearing surrounded by mixed plantation woodland presumably associated with

	Strete Raleigh, which screens the site from significant intervisibility. The site is bounded and crossed by hedgerows and trees and bounded by woodland which may be of landscape importance. Requires further visual assessment.
Safety related constraints	Noise: The site is affected by A30 noise constraints.
Soils and contamination	Agricultural land classification: Grade 3. Minerals and Waste sensitivity: Low. No constraints.
Other	The site is adjacent to the East Devon Crematorium and as such would be unsuitable for housing. The site slopes gently down to the west.
Site potential	Of the 3.25 ha submitted site, there are no areas that should be discounted from the gross site area. Residential: The site has not been assessed for residential uses as it would not be capable of yielding 500+ dwellings on it's own or in combination with other sites. Employment: Up to 3.25 ha of employment use. However, constraints highlighted above may significantly reduce the site's potential. Conclusion: The site is only suitable for employment uses as part of a new a standalone site, but is too small on its own to be considered a strategic employment site for the purposes of the GESP. The site adjoins other land submitted to the HELAA (GH/ED/15).

AVAILABILITY ASSESSMENT

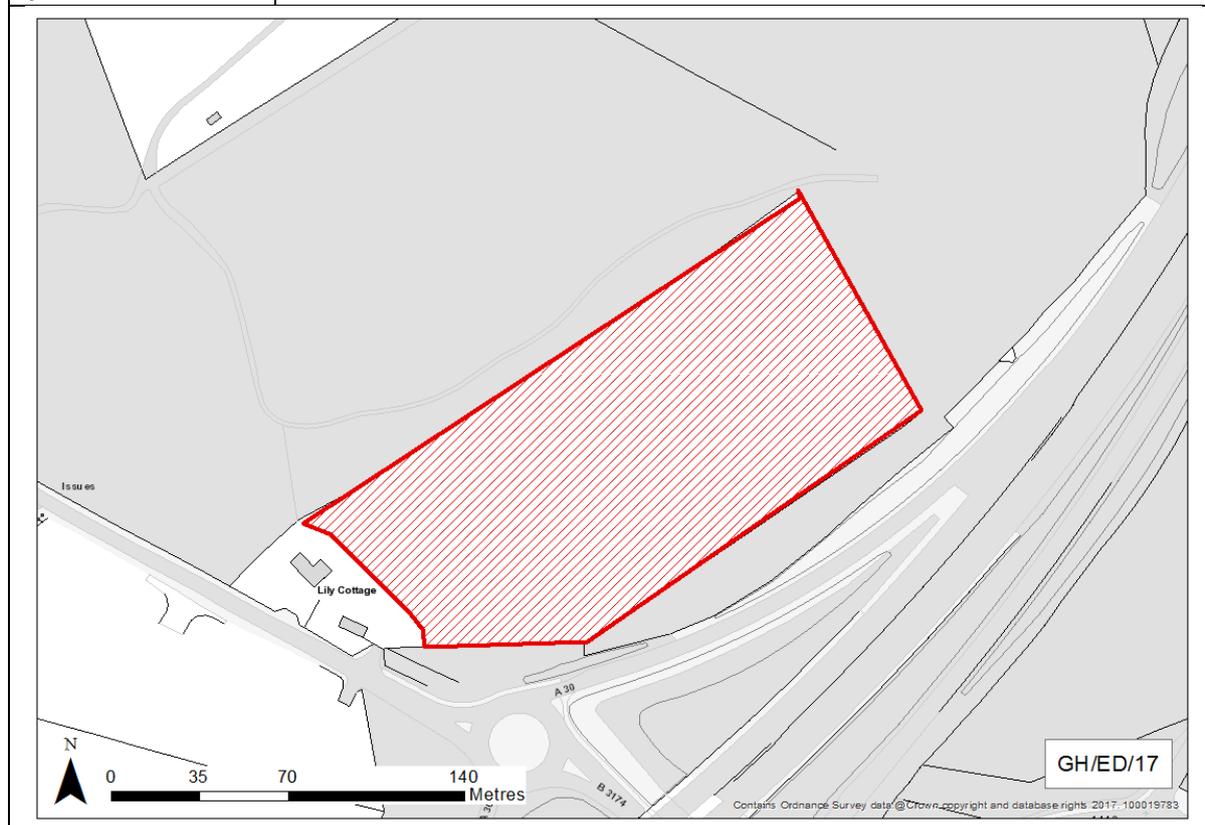
The site promoter(s) has confirmed that the site will be available for development within:

The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic employment development alongside HELAA sites GH/ED/17-20. The Panel has advised that delivery of the group of sites could commence in years 1-5.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/17
Customer Reference no.	0k145ds
Area Site Plan	Map C
Site name	<i>Land adjoining Lily Cottage, Street Raleigh, Whimple</i>
Site descriptions	<i>Small flat site of semi-natural grassland, possibly previously used as a compound during construction of the A30 trunk road. The site is bounded to the north, east and west by plantation woodland, the the south-east by the A30 and to the south-west by Lily Cottage and the B3174.</i>
Total site area (ha)	2.12
Gross site area (ha)	2.12
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 2.12 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	No
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.

Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Site as submitted does not adjoin the public highway. However, the land between it and the highway is understood to be in the same ownership, meaning that access should be achievable. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 2.2km from Whimple train station (though not easily accessible from this location) and the main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 across the front of the site. Pedestrian/cycle movement to Cranbrook, West Hill and Ottery St Mary would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites. However, there is no evidence that economic development has a detrimental recreational impact. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit. The site adjoins broadleaved woodland priority habitat which is an unconfirmed wildlife site. The site itself may have ecological value.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. The site is crossed by areas of surface water flood risk. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Low. The site is in close proximity (c.220m) from a known Neolithic-Roman settlement at Straightgate Farm and 530m from the Exeter-Honiton Roman Road. Conservation sensitivity: Low. There are a small number of Grade II Listed Buildings within a few hundred metres of the site, but these are unlikely to be impacted upon due to topography and vegetation which screen the site.
Infrastructure	Broadband: Homes/businesses adjacent to the site only have access to standard broadband. However, it should be possible to roll out superfast to any new development relatively easily.
Landscape	Landscape sensitivity: Medium-High. The site is not located within any nationally or locally protected landscapes and intervisibility with the East

	Devon AONB is likely to be low or non-existent. The site is not highly representative of the LCT characteristics and would be seen in the context of the adjacent A30. The site is bounded by hedgerows and trees which may be of landscape importance. Requires further visual assessment.
Safety related constraints	Noise: The site is affected by A30 noise constraints. There may also be noise constraints associated with traffic movements for the proposed new quarry at Straightgate Farm.
Soils and contamination	Agricultural land classification: Grade 3 and 4. Minerals and Waste: The land is partly within a Mineral Consultation Area for the sand and gravel resource, but is unlikely to constrain future extraction and there is no mineral objection. No waste management constraint
Other	The site is flat.
Site potential	Of the 2.12ha submitted site, there are no areas that should be discounted from the gross site area. Residential: The site has not been assessed for residential uses as it would not be capable of yielding 500+ dwellings on its own or in combination with other sites. Employment: Up to 2.12 ha of employment uses. However, constraints highlighted above may significantly reduce the site's potential. Conclusion: The site is only suitable for employment uses as part of a new standalone site, assuming that access could be achieved across land in the same ownership but that was not submitted. The site is opposite other land submitted to the HELAA (GH/ED/18).

AVAILABILITY ASSESSMENT

The site promoter(s) has confirmed that the site will be available for development within:

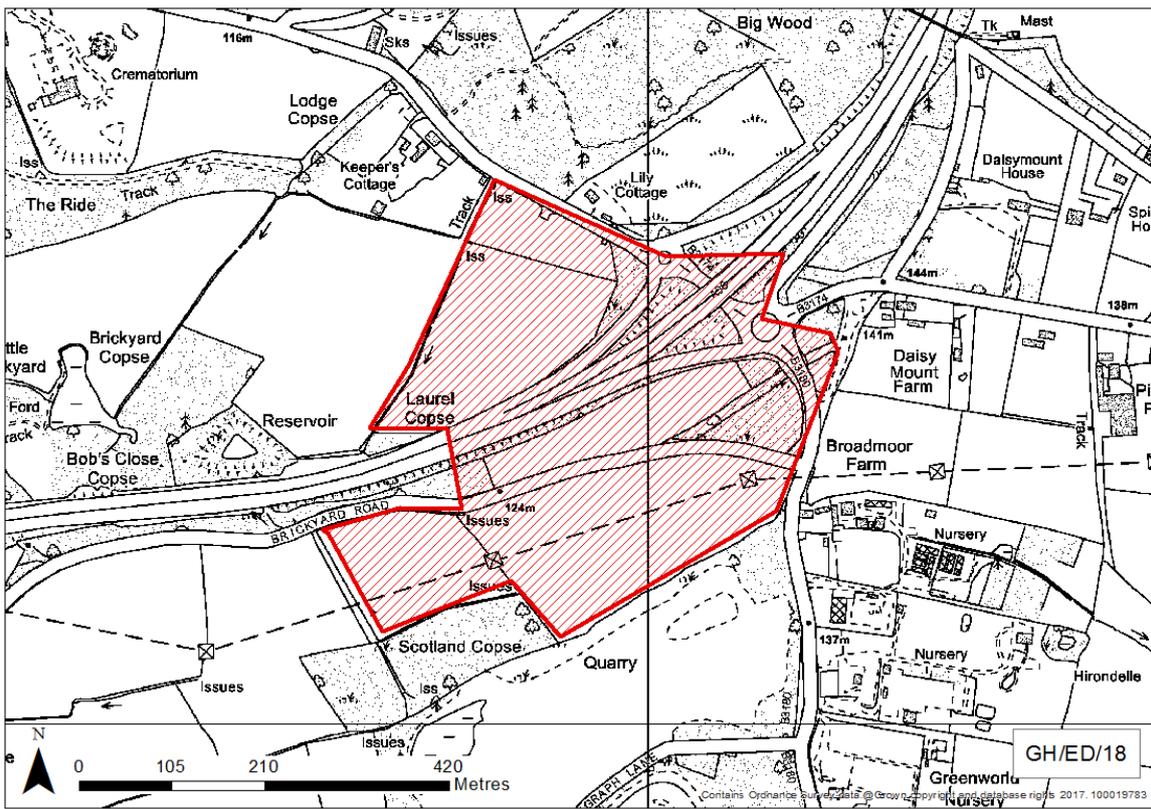
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic employment development alongside HELAA sites GH/ED/16 and GH/ED/18-20. The Panel has advised that delivery of the group of sites could commence in years 1-5.

SITE OVERVIEW

HELAA Reference no.	GH/ED/18
Customer Reference no.	if145z8
Area Site Plan	Map C
Site name	<i>Land west of West Hill, Ottery St Mary</i>
Site descriptions	<i>Large site comprising of a number of gently sloping agricultural fields, woodland and existing employment development surrounding the A30/B3174 Daisymount junction which lies within the site. The fields on the north side of the A30 have planning consent for roadside service facilities. The land immediately to the south of the A30 and north of Brickyard Road contains Halse's Agricultural Machinery and woodland. The land south of Brickyard Road is agricultural and crossed by high voltage powerlines.</i>
Total site area (ha)	17.79
Gross site area (ha)	6.5
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 6.5 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	No
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	<p>Access to the northern portion of the site (that with consent) is already constructed off the B3174, as is access to the area of the southern portion north of Brickyard Road. Access to the area of the southern portion south of Brickyard Road would be easily achievable from this lane. The site is easily accessible off the Daisymount A30 junction, which is in fact included within the submitted site though clearly not suggested for development.</p> <p>Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 2.4km from Whimble train station (though not easily accessible from this location) and the main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 through the centre of the site. Pedestrian/cycle movement to Cranbrook, West Hill and Ottery St Mary would need to be greatly improved.</p>
Ecology	<p>The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites. However, there is no evidence that economic development has a detrimental recreational impact. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit. Part of the site consists of an unconfirmed wildlife site.</p>
Flood risk, water quality and drainage	<p>Flooding: Site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. The site is crossed by areas of surface water flood risk. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation via either the sewage treatment works or via combined storm overflows on infrastructure.</p>
Heritage and Archaeology	<p>Heritage sensitivity: Low. The site contains a number of artefact discovery points and is in close proximity (approximately 380m) to a known Neolithic-Roman settlement at Straightgate Farm and 600m from the Exeter-Honiton Roman Road. It also contains castle field names. Requires further assessment. Conservation sensitivity: Medium. There are a small number of Grade II Listed Buildings within a few hundred metres of the site, including</p>

	the curtilage elements of the Grade II Listed Strete Raleigh House. The Grade 1 Listed Rockbeare Manor associated Grade II Listed Buildings and Registered Park and Garden are approximately 2.4km south-west of the site. There may be a small chance of intervisibility, but due to the distance, topography and vegetation surrounding the site impacts are likely to be minimal if at all. Requires further assessment.
Infrastructure	Broadband: Homes/businesses adjacent to the site only have access to standard broadband. It should be possible to roll out superfast to any new development relatively easily. Other: The southern portion of the site is crossed by high voltage power lines which may need to be undergrounded or relocated in order to deliver a strategic scale employment site. The northern portion of the site has an extant planning permission to deliver roadside services for the A30.
Landscape	Landscape sensitivity: Medium. The site is not located within any nationally or locally protected landscapes and intervisibility with the East Devon AONB is likely to be low or non-existent. There may be some visual prominence in the wider landscape, including with the historic parkland in the area. However, the site would to an extent be seen in the context of the A30 which dissects it. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. Requires further visual assessment.
Safety related constraints	Noise: The site is affected by A30 noise constraints. There may also be noise constraints associated with traffic movements for the proposed new quarry at Straightgate Farm. Other: The southern portion of the site is crossed by high voltage powerlines which are integral to the site.
Soils and contamination	Agricultural land classification: Grades 4 and 3. Minerals and Waste: The land is partly within a Mineral Consultation Area associated with Rockbeare Hill Quarry. However, mineral extraction has ceased and there is no mineral objection to development. No waste management constraint.
Other	The site is dissected by the A30 and the Daisymount junction (which amount to approximately 4.19ha of the site). The field to the north of the A30 is flat and has an extant permission for roadside services for the A30 (although whilst the access has been constructed, these are not yet built). The land to the south of the A30 is further dissected by Brickyard Road, with land on the north side of the road being already developed for industrial uses (amounting to c.3.23ha of the site including Brickyard Road) and land on the south side being gently sloping but crossed by high voltage powerlines. The southerly-most field was also recently subject to a retrospective planning application to infill what was probably an old gravel pit within the site with imported inert material. Therefore it may be necessary to conduct land stability checks.
Site potential	Of the 17.79 ha submitted site, only c.6.5 ha on the south side of Brickyard Road is not taken up by the A30, Daisymount junction, the B3174, B3180, land with consent for roadside services and land already built out for employment uses. This means the gross site area is 6.5 ha. Residential: The site has not been assessed for residential uses as it would not be capable of yielding 500+ dwellings on it's own or in combination with other sites. Employment: Up to 6.5 ha of employment land subject to constraints highlighted above, which may significantly reduce the site's potential.

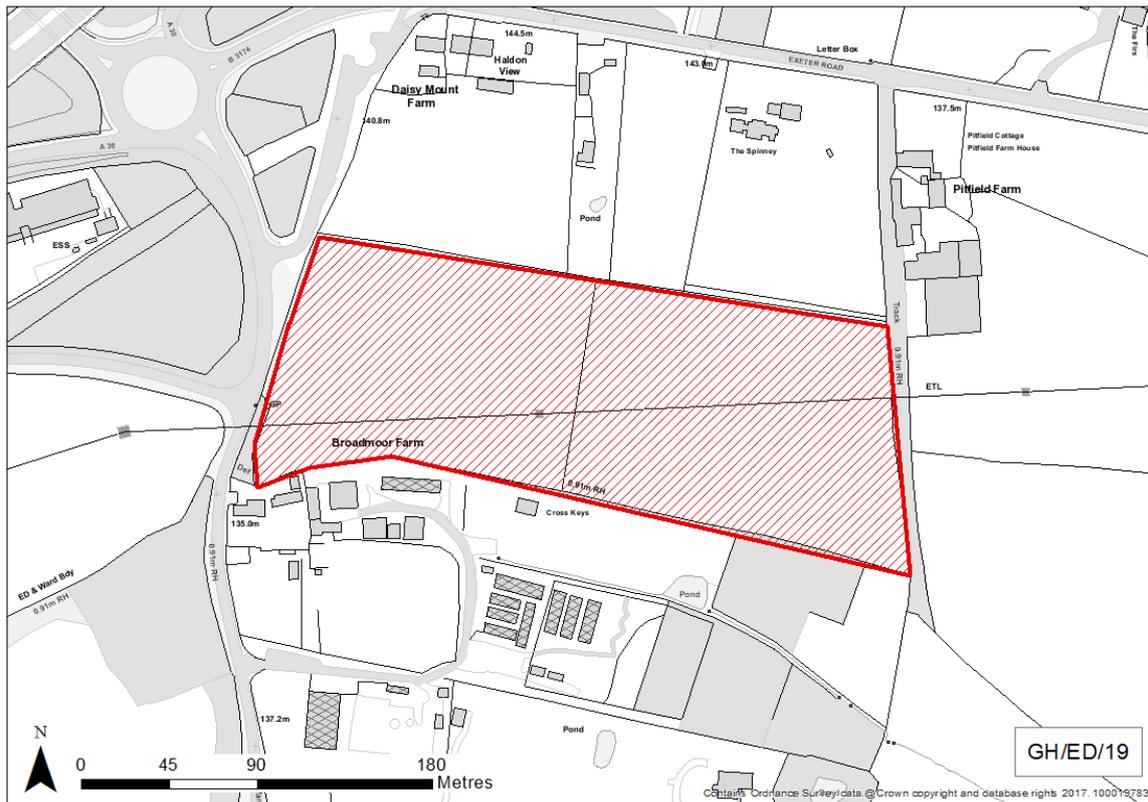
	Conclusion: The site is only suitable for employment uses as part of a new a standalone site. The site adjoins other land submitted to the HELAA (GH/E/17, 19 and 20).
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AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT
The HELAA Panel has assessed the site as achievable for strategic employment development alongside HELAA sites GH/ED/16-17 and GH/ED/19-20. The Panel has advised that delivery of the group of sites could commence in years 1-5.

SITE OVERVIEW

HELAA Reference no.	GH/ED/19
Customer Reference no.	2n13ajg
Area Site Plan	Map C
Site name	<i>Broadmoor Farmhouse 1, West Hill</i>
Site descriptions	<i>Small site of gently sloping agricultural farmland near the A30/B3174 Daisymount junction. The site is bounded to the north and east by agricultural fields, the West Hill Nurseries to the south and Exmouth Road (B3180) to the west.</i>
Total site area (ha)	3.69
Gross site area (ha)	3.69
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 3.69 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	No
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.

Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access is currently via the old road which now forms a layby on the B3180 at the Daisymount junction of the A30. A new access might be possible, however this would be dependent on achieving adequate 40mph visibility splays. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 2.7km from Whimple train station (though not easily accessible from this location) and the main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 around 100m north of the site. A variant of this service runs along the B3180 across the front of the site. Pedestrian/cycle movement to Cranbrook, West Hill and Ottery St Mary would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites, however there is no evidence that economic development has a detrimental recreational impact. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	Flooding: Site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. Areas at risk of surface water flooding run along the road from which access would be taken. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of site's foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Low. The site is in close proximity (c.300m) to a known Neolithic-Roman settlement at Straightgate Farm and 910m from the Exeter-Honiton Roman Road and includes the historic parish boundary. Conservation sensitivity: Low. There are a small number of Grade II Listed Buildings within a few hundred metres of the site. However, these are unlikely to be impacted upon due to topography and vegetation which screen the site.
Infrastructure	Broadband: Homes/businesses adjacent to the site only have access to standard broadband. It should be possible to roll out superfast to any new development relatively easily. Other: The site is crossed by high voltage

	power lines which may need to be undergrounded or relocated in order to deliver a strategic scale employment site.
Landscape	Landscape sensitivity: High. The site is not located within any nationally or locally protected landscapes. However, there may be intervisibility with the East Devon AONB as the site is located on a prominent ridge on the opposite side of the Otter Valley. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. A PRoW runs along its eastern boundary. Requires further visual assessment.
Safety related constraints	Noise: Site is affected by A30 noise constraints. Other: Crossed by high voltage powerlines which are integral to the site.
Soils and contamination	Agricultural land classification: Grade 4. Minerals and Waste: The land is partly within a Mineral Consultation Area for the sand and gravel resource, but is unlikely to constrain future extraction and there is no mineral objection. No waste management constraint
Other	The site slopes gently away from the road to the east.
Site potential	Of the 3.69 ha submitted site, there are no areas that should be discounted from the gross site area. Residential: The site has not been assessed for residential uses as it would not be capable of yielding 500+ dwellings on it's own or in combination with other sites. Employment: Up to 3.69 ha of employment uses, subject to constraints highlighted above which may significantly reduce this potential. Conclusion: The site is only suitable for employment uses as part of a new a standalone site. However, yields are likely to be significantly below the high level HELAA projections above as a result of the constraints highlighted. The site adjoins other land submitted to the HELAA (GH/EX/18 and 20).

AVAILABILITY ASSESSMENT

The site promoter(s) has confirmed that the site will be available for development within:

The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic employment development alongside HELAA sites GH/ED/16-18 and GH/ED/20. The Panel has advised that delivery of the group of sites could commence in years 1-5.

Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access is currently via the B3180 on the inside of a reasonably fast bend near to the Daisymount junction of the A30. A new access might be possible, however this would be dependent on achieving adequate 40mph visibility splays. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 2.7km from Whimble train station (though not easily accessible from this location) and the main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 around 100m north of the site. A variant of this service runs along the B3180 across the front of the site. Pedestrian/cycle movement to Cranbrook, West Hill and Ottery St Mary would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites. However, there is no evidence that economic development has a detrimental recreational impact. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	<p>Flooding: The site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. There is a small drain and pond located within the site which has an associated surface water flood risk. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible.</p> <p>Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.</p>
Heritage and Archaeology	<p>Heritage sensitivity: Low. The site is in close proximity (c.375m) to a known Neolithic-Roman settlement at Straightgate Farm and 1.1km from the Exeter-Honiton Roman Road. It includes the historic parish boundary.</p> <p>Conservation sensitivity: Low. There are a small number of Grade II Listed Buildings within a few hundred metres of the site. However, these are unlikely to be impacted upon due to topography and vegetation which screen the site.</p>
Infrastructure	Broadband: Homes/businesses adjacent to the site only have access to standard broadband. However, it should be possible to roll out superfast to any new development relatively easily.
Landscape	Landscape sensitivity: High. The site is not located within any nationally or locally protected landscapes. However, there may be intervisibility with the East Devon AONB as the site is located on a prominent ridge on the

	opposite side of the Otter Valley. The site is bounded and crossed by hedgerows and trees which may be of landscape importance and a PRow runs along its eastern boundary. Requires further visual assessment.
Safety related constraints	Noise: The site is affected by A30 noise constraints.
Soils and contamination	Agricultural land classification: Grade 4. Minerals and Waste: The land is partly within a Mineral Consultation Area for the sand and gravel resource, but is unlikely to constrain future extraction and there is no mineral objection. No waste management constraint.
Other	The site is currently populated with various structures, including 3 dwellings and West Hill Nursery (plants).
Site potential	Of the 4 ha submitted site, there are no areas that should be discounted from the gross site area. Residential: The site has not been assessed for residential uses as it would not be capable of yielding 500+ dwellings on it's own or in combination with other sites. Employment: Up to 4 ha of employment uses. However, constraints above may significantly reduce this potential. Conclusion: The site is only suitable for employment use as part of a new a standalone site. However, yields are likely to be significantly below the high level HELAA projections above as a result of the constraints highlighted. The site adjoins other land submitted to the HELAA (GH/EX/18 and 19).

AVAILABILITY ASSESSMENT

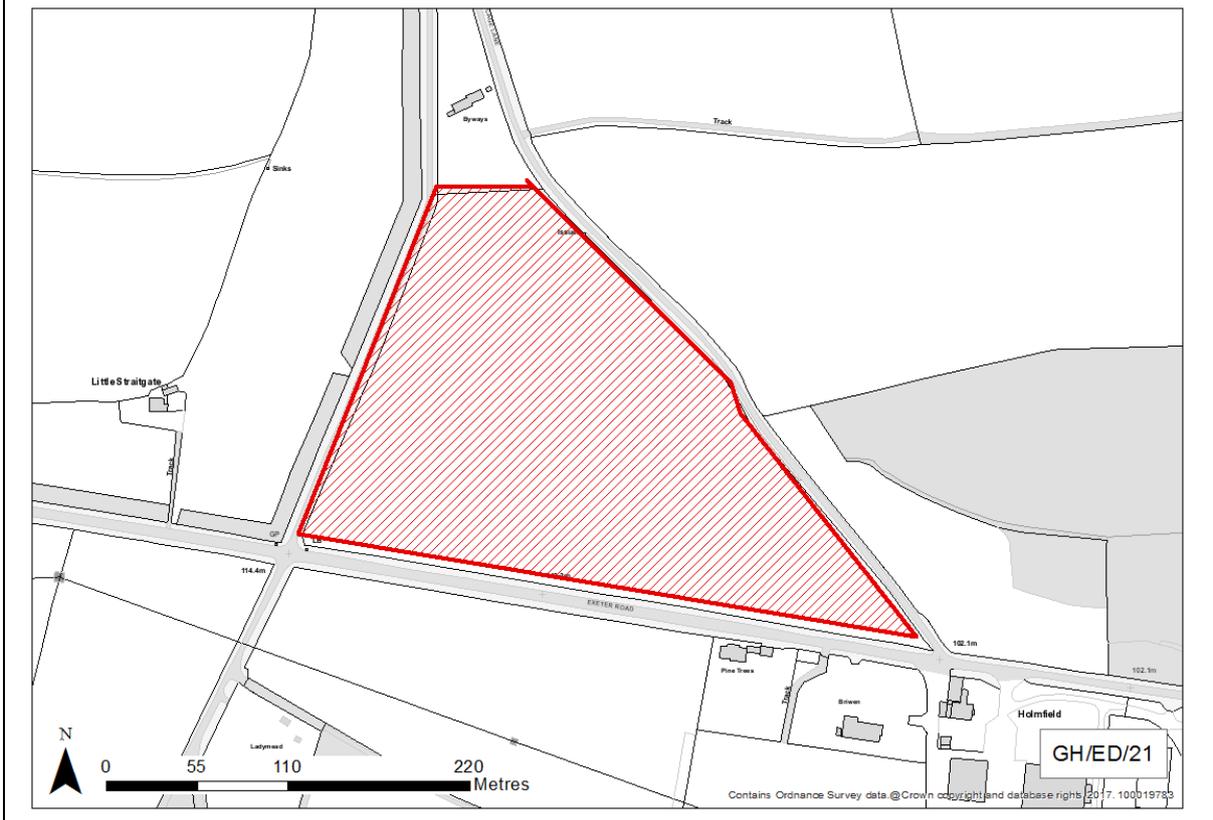
The site promoter(s) has confirmed that the site will be available for development within:

The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic employment development alongside HELAA sites GH/ED/16-19. The Panel has advised that delivery of the group of sites could commence in years 1-5.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/21
Customer Reference no.	o6145a5
Area Site Plan	Map C
Site name	<i>Land at Toadpit Lane, West Hill, Ottery St Mary</i>
Site descriptions	<i>Small gently sloping agricultural field on the north side of the main road leading from Ottery St Mary to the Daisymount junction of the A30. The site is bounded by Birdcage Lane, agricultural fields and Cadhay Bog to the north-east, the B3174 to the south, and a country lane and agricultural fields to the west. The fields to the west are the site of the proposed Straightgate Farm quarry.</i>
Total site area (ha)	5.24
Gross site area (ha)	5.24
Min/Mid/Max yield	63 dwg / 79 dwg / 94 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes

Employment?	No
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Current access is via a field gate at the junction of a small country lane and the B3174 Exeter Road. However, this is a national speed limit road and as such either large visibility splays would be necessary (and not necessarily possible) or the speed limit would need to be reduced which might not accord with policy. Development has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approx 3.4km from Whimble train station (though not easily accessible from this location). The main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 across the front of the site. Pedestrian/cycle movement into Ottery St Mary would need to be greatly improved. At present access would entail a long and dangerous walk/cycle along a busy and fast main road.
Ecology	The site is within 10km of the Pebblebed Heaths European Site so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site lies almost adjacent to Cadhay Bog CWS (approx. 40m) and is in close proximity to Cadhay Wood CWS (c.275m). Development would likely create increased recreational pressures on these sites, which are recognised as being rich in biodiversity and contain registered ancient woodland. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. There is a small area of surface water flood risk associated with the beginning of the watercourse which runs through the Cadhay Bog to the west of the site. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Low. A number of potential archaeological features have been identified on the adjacent Straitgate Farm site, including a known Neolithic-Roman settlement. Requires further evaluation. Conservation sensitivity: Medium. The Grade II Listed Straightgate Farmhouse is in reasonably close proximity to the site. However, potential

	impacts may be limited due to topography and vegetation. The site is approximately 1.8km west of the western-most boundary of the Ottery St Mary Conservation Area, which contains numerous Listed Buildings including the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and others. It is also approximately 1.6km south-west of the Grade I Cadhay Barton. In both cases strategic-scale development may impact on the wider settings of these heritage assets. Requires further evaluation.
Infrastructure	Health: Primary healthcare infrastructure is likely to need improvement. Education: Assuming relocation of Tipton St John Primary School to Ottery St Mary, there will be additional capacity for up to 500-800 new dwellings. Secondary provision at Kings School, Ottery St Mary is at capacity and further expansion may be difficult. Broadband: Homes/businesses adjacent to the site only have access to standard broadband. However, it should be possible to roll out superfast to any new development relatively easily.
Landscape	Landscape sensitivity: High. The site is located outside but reasonably near (approximately 4.3km) to the East Devon AONB. There would be significant intervisibility with the East Hill Strips within the AONB, due to the site's location on the slopes of a prominent ridge on the opposite side of the valley. The site may also be visible from Belbury Castle hillfort. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PRoWs in the wider landscape context, which may offer views of the site. Requires further visual assessment.
Safety related constraints	No known safety constraints.
Soils and contamination	Agricultural land classification: Grade 3. Minerals and Waste: The site is wholly within a Mineral Safeguarding Area for the sand and gravel resource. Development would be opposed unless it can be demonstrated, through submission of a Mineral Resource Assessment, that the resource is not economic or otherwise meets the requirements of Policy M2 of the Devon Minerals Plan. No waste management constraint.
Other	The site gently slopes to the north-east.
Site potential	Of the 5.24 ha submitted site, there are no areas that should be discounted from the gross site area. Residential: Based upon the gross site area, the site has the potential to deliver an average of 79 dwellings. However, constraints highlighted above, may significantly reduce this potential. Employment: The site would not be suitable for employment primarily due to accessibility. Conclusion: The site is only suitable for residential uses as part of a larger extension to Ottery St Mary, extension to West Hill or as part of a standalone new settlement between the two. However, yields are likely to be significantly below the high level HELAA projections above as a result of the constraints highlighted. The site is adjacent or opposite other land submitted to the HELAA (GH/EX/22, 23 and 24).

AVAILABILITY ASSESSMENT

The site promoter(s) has confirmed that the site will be available for development within:

The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential development alongside HELAA sites GH/ED/22-28. The Panel has advised that development of the group of sites could commence with GH/ED/26 and GH/ED/28 in years 1-5, with more westerly sites likely to come forward in later phases to avoid piecemeal development and to enable the provision of highways/access to services.

SITE OVERVIEW

HELAA Reference no.	GH/ED/22
Customer Reference no.	fu145jn
Area Site Plan	Map C
Site name	<i>Wood Cottage, Birdcage Lane, Ottery St Mary</i>
Site descriptions	<i>Small sloping agricultural field on the north side of the main road leading from Ottery St Mary to the Daisymount junction of the A30. The site is bounded by Cadhay Bog CWS to the north and east, the B3174 to the south and Birdcage Lane to the west.</i>
Total site area (ha)	1.23
Gross site area (ha)	1.23
Min/Mid/Max yield	20 dwg / 25 dwg / 30 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	Yes
Employment?	No
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.

Conclusion	Site has passed Stage A Suitability Assessment for strateic housing development.
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SUITABILITY ASSESSMENT: STAGE B	
Access	Current access is via a field gate on Birdcage Lane near its junction with the B3174 Exeter Road. However, this is a national speed limit road and as such either large visibility splays would be necessary (and not necessarily possible) or the speed limit would need to be reduced, which might not accord with policy. If access remained on Birdcage Lane then it would likely require improvements. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 3.7km from Whimble train station (though not easily accessible from this location). The main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 across the front of the site. Pedestrian/cycle movement into Ottery St Mary would need to be greatly improved. At present, access would comprise a long and dangerous walk/cycle along a busy and fast main road.
Ecology	The site is within 10km of the Pebblebed Heaths European Site, so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site adjoins Cadhay Bog CWS, a non-designated tract of ancient woodland, species-rich wet woodland, dry woodland and mixed and coniferous woodland. Development in such close proximity would likely increase informal recreation within the CWS, with potential to destroy habitat. The site is also in fairly close proximity to Cadhay Wood CWS (c.330m) and would likely create increased recreational pressure on a site which is also recognised as being rich in biodiversity and contains registered ancient woodland. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. There is a small area of surface water flood risk associated with the early stages of the watercourse which runs through the Cadhay Bog to the west of the site. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Low. A number of potential archaeological features have been identified on the adjacent Straitgate Farm site, including a known Neolithic-Roman settlement. Requires further evaluation. Conservation sensitivity: Medium. The Grade II Listed Straightgate Farmhouse is in reasonably close proximity to the site. However, potential impacts may be limited due to topography and vegetation. The site is approximately 1.7km west of the western-most boundary of the Ottery St

	<p>Mary Conservation Area, which contains numerous Listed Buildings including the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and others. It is also approximately 1.5km south-west of the Grade I Cadhay Barton. In both cases strategic-scale development of the site may impact on the wider settings of these heritage assets. Requires further evaluation.</p>
Infrastructure	<p>Health: Primary healthcare infrastructure is likely to need improvement. Education: Assuming relocation of Tipton St John Primary School to Ottery St Mary, there will be additional capacity for up to 500-800 new dwellings. Secondary provision at Kings School, Ottery St Mary is at capacity and further expansion may be difficult. Broadband: Homes/businesses adjacent to the site only have access to standard broadband. It should be possible to roll out superfast to any new development relatively easily.</p>
Landscape	<p>Landscape sensitivity: High. The site is located outside but reasonably near (c.4.2km) to the East Devon AONB. There would be significant intervisibility with the East Hill Strips within the AONB, due to the site's location on the slopes of a prominent ridge on the opposite side of the valley. The site may also be visible from Belbury Castle hillfort. Vegetation within Cadhay Bog may reduce visibility of parts of the site to an extent. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PRowS in the wider landscape context, which may offer views of the site. Requires further visual assessment.</p>
Safety related constraints	<p>No known constraints.</p>
Soils and contamination	<p>Agricultural land classification: Grade 3. Minerals and Waste: The site is partly within a Mineral Safeguarding Area for the sand and gravel resource and adjoins other land with this resource. Any proposals should include a Mineral Resource Assessment to meet the requirements of Policy M2 of the Devon Minerals Plan. No waste management constraint.</p>
Other	<p>The site slopes fairly significantly to the north towards Cadhay Bog.</p>
Site potential	<p>Of the 1.23 ha submitted site, there are no areas that should be discounted from the gross site area.</p> <p>Residential: Based upon the gross site area, the site has potential to deliver an average of 25 dwellings. However, constraints highlighted above, may significantly reduce this potential.</p> <p>Employment: The site would not be suitable for employment primarily due to accessibility.</p> <p>Conclusion: The site is only suitable for residential uses as part of a larger extension to Ottery St Mary, extension to West Hill or as part of a standalone new settlement between the two.. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site is opposite other land submitted to the HELAA (GH/EX/21).</p>

AVAILABILITY ASSESSMENT

The site promoter(s) has confirmed that the site will be available for development within:

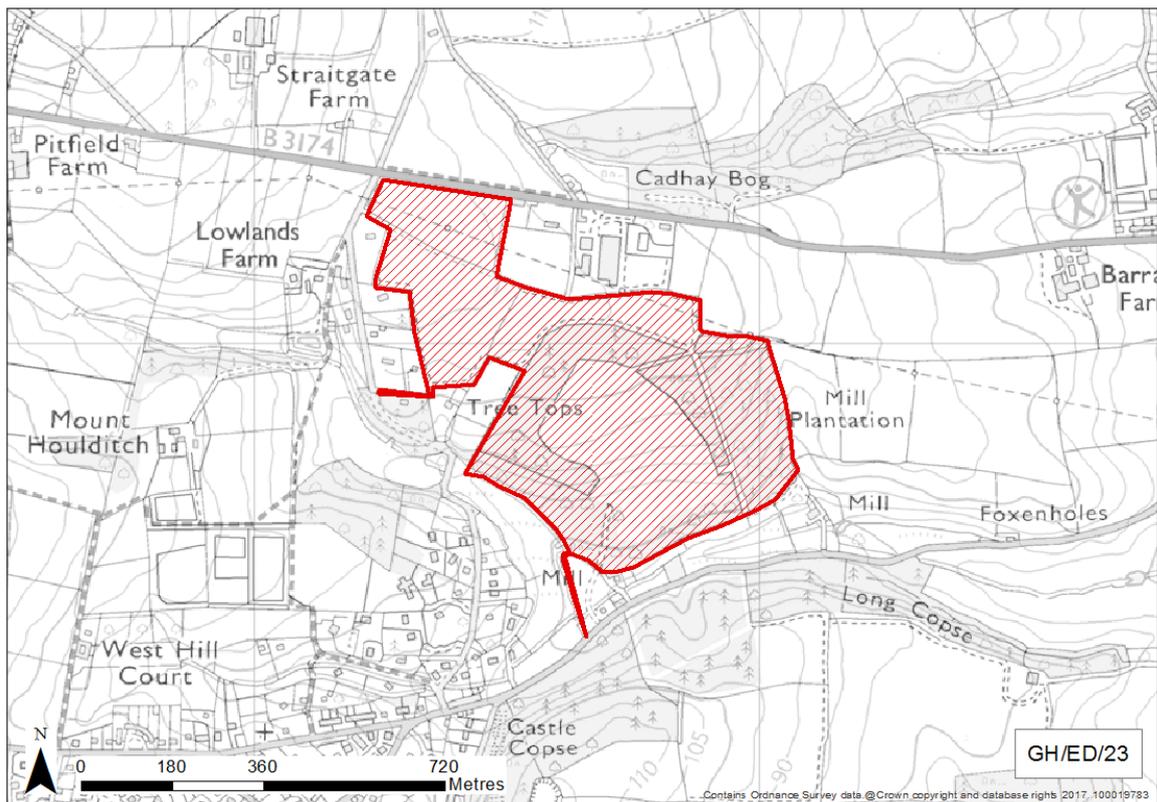
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential development alongside HELAA sites GH/ED/21 and GH/ED/23-28. The Panel has advised that development of the group of sites could commence with GH/ED/26 and GH/ED/28 in years 1-5, with more westerly sites likely to come forward in later phases to avoid piecemeal development and to enable the provision of highways/access to services.

SITE OVERVIEW

HELAA Reference no.	GH/ED/23
Customer Reference no.	Im14517
Area Site Plan	Map C
Site name	<i>Land to the south of Holyfield, Ottery St Mary</i>
Site descriptions	<i>Large site north-east of West Hill. Comprises elevated, sloping agricultural land and a former gravel extraction quarry surrounded by plantation woodland between the village and the B3174. The site is bounded by the B3174 and Taylor's Catering to the north, agricultural fields to the south sloping down towards Ottery and the river, woodlands and West Hill Road to the south and Toadpit Lane and development to the west.</i>
Total site area (ha)	33.91
Gross site area (ha)	18.31
Min/Mid/Max yield	220 dwg / 275 dwg / 330 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes
Employment?	No
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	The site is currently accessible from the B3174 Exeter Road. However, this is a national speed limit road and as such either large visibility splays would be necessary (and not necessarily possible) or the speed limit would need to be reduced, which might not accord with policy. Access is also available from Toadpit Lane, which is a small country lane connecting the village of West Hill and the B3174, and West Hill Road. Toadpit Lane would not be suitable to accommodate strategic scale development in this location, unless it were significantly improved. It may not be possible to access the entire site from West Hill Road due to changes in levels associated with the former quarry which this access serves. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 3.8km from Whimple train station (though not easily accessible from this location). The main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 across the front of the site and a variant runs along West Hill Road. Pedestrian/cycle movement into Ottery St Mary would need to be greatly improved. At present, access would comprise a long and dangerous walk/cycle along a busy and fast main road.
Ecology	The site is within 10km of the Pebblebed Heaths European Site, so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is in close proximity to Cadhay Bog CWS (approx. 130m) and Cadhay Wood CWS (c.470m). Despite being on the opposite side of the road, development would likely create increased recreational pressures on these sites which are recognised as being rich in biodiversity and contain registered ancient woodland. The site is bounded by/includes hedgerows/trees which may be of some ecological merit. A significant proportion of the site being covered by mixed woodland plantations originally planted as part of the original quarry development.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. There is a small area of surface water flood risk within the former quarry area and areas of surface water flood risk surround the site on the west and south sides. Any

	development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Low. The southern portion of the site was previously used as a quarry in the 20th century (Foxenhole Quarry). There is a small earthwork mound in the southern-most part of the site. The site is also in close proximity to two former mills and a mill leat, as well as various enclosures and a known Neolithic-Roman settlement at Straightgate Farm. Requires further evaluation. Conservation sensitivity: Medium. There are two Grade II Listed buildings in reasonably close proximity to the site (Straightgate Farm and Foxenhole Mills). However, potential impacts may be limited due to topography and vegetation. The site is approximately 1.4km west of the western-most boundary of the Ottery St Mary Conservation Area, which contains numerous Listed Buildings including the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and others. It is also approximately 1.6km south-west of the Grade I Cadhay Barton. In both cases strategic-scale development of the site may impact on the wider settings of these heritage assets. Requires further evaluation.
Infrastructure	Health: Primary healthcare infrastructure is likely to need improvement. Education: Assuming relocation of Tipton St John Primary School to Ottery St Mary, there will be additional capacity for up to 500-800 new dwellings. Secondary provision at Kings School, Ottery St Mary is at capacity and further expansion may be difficult. Broadband: Homes/businesses adjacent to the site have access to superfast broadband, so it should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: High. The site is located outside but reasonably near (c.3.7km) to the East Devon AONB. There would be significant intervisibility with the East Hill Strips within the AONB, due to the site's location on the slopes of a prominent ridge on the opposite side of the valley. The site may also be visible from Belbury Castle hillfort. Vegetation surrounding the former quarry itself may reduce visibility of parts of the site. However, a significant proportion of the site is on an open hillside making it particularly sensitive in the landscape. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PROWs in the wider landscape context which may offer views of the site. Requires further visual assessment.
Safety related constraints	High voltage powerlines cross the northern part of the site.
Soils and contamination	Agricultural Land Classification: Grade 3. Minerals and Waste: The site includes a former gravel extraction quarry but there are no associated constraints evident. Most of the site is within a Mineral Safeguarding Area for the sand and gravel resource, with the whole site being within the associated Mineral Consultation Area. While the eastern part is a former quarry that has been worked out and restored, the western part retains a potential resource. Any proposals should therefore include a Mineral

	Resource Assessment to meet the requirements of Policy M2 of the Devon Minerals Plan. No waste management constraint
Other	The site is essentially divided into two parts, a gently sloping higher part in the north-west and the former quarry which consists of a relatively flat open area surrounded by steep plantation-wooded slopes. The difficult topography, wooded nature of parts of the site and fact that high voltage powerlines cross it significantly reduce the developable area by approximately 15.6 ha, even before further factors regarding landscape, heritage and access are considered.
Site potential	Of the 33.91 ha site, approximately 15.6 ha comprises wooded slopes, plantation woodland or is land underneath high voltage powerlines on the edge of the site. Therefore the gross site area is approximately 18.31ha. Residential: Based upon the gross site area, the site has potential to deliver an average of 275 dwellings. However, constraints highlighted above, may significantly reduce this potential. Employment: The site would not be suitable for employment primarily due to accessibility. Conclusion: The site is only suitable for residential uses as part of a larger extension to Ottery St Mary, extension to West Hill or as part of a standalone new settlement between the two. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site is adjacent or opposite other land submitted to the HELAA (GH/EX/21, 24, 25 and 26).

AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT
The HELAA Panel has assessed the site as achievable for strategic residential development alongside HELAA site GH/ED/21, GH/ED/22 and GH/ED/24-28. The Panel has advised that development of the group of sites could commence with GH/ED/26 and GH/ED/28 in years 1-5, with more westerly sites likely to come forward in later phases to avoid piecemeal development and to enable the provision of highways/access to services.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/24
Customer Reference no.	jg145e2
Area Site Plan	Map C
Site name	<i>Pine Trees, Exeter Road, Ottery St Mary</i>
Site descriptions	<i>Small site comprising the residential dwelling "Pine Trees" and its garden. Lies on the south side of the main road leading from Ottery St Mary to the Daisymount junction of the A30. The site is bounded by the B3174 to the north, "Briwen" to the east and agricultural fields to the south and west.</i>
Total site area (ha)	0.31
Gross site area (ha)	0.31
Min/Mid/Max yield	5 dwg (net) / 7 dwg (net) / 8 dwg (net) / 0 ha employment

SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes
Employment?	No
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Current access is via the private driveway to "Pine Trees" on the B3174 Exeter Road. However, this is a national speed limit road and as such either large visibility splays would be necessary (and not necessarily possible) or the speed limit would need to be reduced, which might not accord with policy. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 3.6km from Whimple train station (though not easily accessible from this location). The main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 across the front of the site. Pedestrian/cycle movement into Ottery St Mary would need to be greatly improved. At present, access would comprise a long and dangerous walk/cycle along a busy and fast main road.
Ecology	The site is within 10km of the Pebblebed Heaths European Site, so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is located in close proximity to Cadhay Bog CWS and Ancient Woodland site (c.100m), a tract of ancient woodland, dry woodland and mixed and coniferous woodland. Development in such close proximity would likely increase informal recreation within it, with potential to destroy habitat. The site is also in fairly close proximity to Cadhay Wood CWS (c.470m) and would likely create increased recreational pressure on a site which is also recognised as being rich in biodiversity and contains registered ancient woodland. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	<p>Flooding: The site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. Development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the</p>

	sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Low. A number of potential archaeological features have been identified on the adjacent Straightgate Farm site, including a known Neolithic-Roman settlement. Requires further evaluation. Conservation sensitivity: Medium. The Grade II Listed Straightgate Farmhouse is in reasonably close proximity to the site. However, potential impacts may be limited due to topography and vegetation. The site is approximately 1.8km west of the western-most boundary of the Ottery St Mary Conservation Area, which contains numerous Listed Buildings including the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and others. It is also approximately 1.7km south-west of the Grade I Cadhay Barton. In both cases strategic-scale development of the site may impact on the wider settings of these heritage assets. Requires further evaluation.
Infrastructure	Health: Primary healthcare infrastructure is likely to need improvement. Education: Assuming relocation of Tipton St John Primary School to Ottery St Mary, there will be additional capacity for up to 500-800 new dwellings. Secondary provision at Kings School, Ottery St Mary is at capacity and further expansion may be difficult. Broadband: Homes/businesses adjacent to the site only have access to standard broadband. It should be possible to roll out superfast to any new development relatively easily.
Landscape	Landscape sensitivity: High. The site is located outside but reasonably near (approximately 4.3km) to the East Devon AONB. There would be significant intervisibility with the East Hill Strips within the AONB, due to the site's location on the slopes of a prominent ridge on the opposite side of the valley. The site may also be visible from Belbury Castle hillfort. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PRowS in the wider landscape context, which may offer views of the site. Requires further visual assessment.
Safety related constraints	No known safety constraints.
Soils and contamination	Agricultural Land Classification: Grade 3. Minerals and Waste: The site is within a Mineral Safeguarding Area for the sand and gravel resource and adjoins other land with this resource. Any proposals should include a Mineral Resource Assessment to meet the requirements of Policy M2 of the Devon Minerals Plan. No waste management constraint.
Other	The site gently slopes to the north-east. It also contains an existing dwelling, with the majority of the site being the existing garden.
Site potential	Of the 0.31ha submitted site, there are no areas that should be discounted from the gross site area. Residential: Based upon the gross site area, the site has the potential to deliver an average of 7 dwellings (net). However, constraints highlighted above, may significantly reduce this potential. Employment: The site would not be suitable for employment primarily due to accessibility. Conclusion: The site is only suitable for residential uses as part of a larger extension to Ottery St Mary, extension to West Hill or as part of a standalone new settlement between the two. However, yields are likely to be significantly below the high level HELAA projections above, as a result of

	constraints highlighted. The site is adjacent or opposite other land submitted to the HELAA (GH/EX/21 and 23).
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AVAILABILITY ASSESSMENT

The site promoter(s) has confirmed that the site will be available for development within:

The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential development alongside HELAA sites GH/ED/21-23 and GH/ED/25-28. The Panel has advised that development of the group of sites could commence with GH/ED/26 and GH/ED/28 in years 1-5, with more westerly sites likely to come forward in later phases to avoid piecemeal development and to enable the provision of highways/access to services.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/25
Customer Reference no.	d1145b9
Area Site Plan	Map C
Site name	<i>Land west of Oakland, Ottery St Mary</i>
Site descriptions	<i>Small site comprising two sloping agricultural fields, on the south side of the main road leading from Ottery St Mary to the Daisymount junction of the A30. The site is bounded by the B3174 to the north, agricultural fields to the east and south and Taylor's Catering business to the west.</i>
Total site area (ha)	<i>1.53</i>
Gross site area (ha)	<i>1.53</i>
Min/Mid/Max yield	<i>24 dwg / 31 dwg / 37 dwg / 0 ha employment</i>



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes
Employment?	No
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.

Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Current access is via a field gate on the B3174 Exeter Road, or through the private drive of the adjacent Taylor's Catering business. Whilst the Exeter Road is reduced to 40mph limit in this location, it is unlikely that sufficient visibility splays could be provided. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 3.9km from Whimple train station (though not easily accessible from this location). The main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 across the front of the site. Pedestrian/cycle movement into Ottery St Mary would need to be greatly improved. At present, access would comprise a long and dangerous walk/cycle along a busy and fast main road.
Ecology	The site is within 10km of the Pebblebed Heaths European Site, so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is located opposite Cadhay Bog CWS and Ancient Woodland site, a tract of ancient woodland, species-rich wet woodland, dry woodland and mixed and coniferous woodland. Development in such close proximity would likely increase informal recreation within it, with potential to destroy habitat. Site is also in fairly close proximity to Cadhay Wood CWS (c.540m) and would likely increase recreational pressure on a site which is also recognised as being rich in biodiversity and contains registered ancient woodland. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Low. A number of potential archaeological features have been identified on the adjacent Straightgate Farm site, including a known Neolithic-Roman settlement. Requires further evaluation. Conservation sensitivity: Low. The site is approximately 1.5km west of the western-most boundary of the Ottery St Mary Conservation Area, which contains numerous Listed Buildings including the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and others. It is also approximately

	1.4km south-west of the Grade I Cadhay Barton. In both cases strategic-scale development of the site may impact on the wider settings of these heritage assets.
Infrastructure	Health: Primary healthcare infrastructure is likely to need improvement. Education: Assuming relocation of Tipton St John Primary School to Ottery St Mary, there will be additional capacity for up to 500-800 new dwellings. Secondary provision at Kings School, Ottery St Mary is at capacity and further expansion may be difficult. Broadband: Homes/businesses adjacent to the site only have access to standard broadband. It should be possible to roll out superfast to any new development relatively easily.
Landscape	Landscape sensitivity: High. The site is located outside but reasonably near (approximately 4.3km) to the East Devon AONB. There would be significant intervisibility with the East Hill Strips within the AONB, due to the site's location on the slopes of a prominent ridge on the opposite side of the valley. The site may also be visible from Belbury Castle hillfort. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PRowS in the wider landscape context, which may offer views of the site. Requires further visual assessment.
Safety related constraints	No known safety constraints.
Soils and contamination	Agricultural land classification: Grade 3. Minerals and Waste: Part of site is in a Mineral Safeguarding Area for sand and gravel resource, with the whole site being within the associated Mineral Consultation Area. However, the small size of the site and its relationship with existing buildings mean that it is unlikely to be economic for mineral development. Therefore no objection is made on mineral grounds. No waste management constraint.
Other	The site gently slopes to the north-east.
Site potential	Of the 1.53ha submitted site, there are no areas that should be discounted from the gross site area. Residential: Based on the gross site area, the site has potential to deliver an average of 31 dwellings. However, constraints highlighted above, may significantly reduce this potential. Employment: The site would not be suitable for employment primarily due to accessibility. Conclusion: The site is only suitable for housing as part of a larger extension to Ottery St Mary, extension to West Hill or as part of a standalone new settlement between the two. However, yields are likely to be significantly below the high level HELAA projections due to constraints highlighted. The site is opposite other land submitted to the HELAA (GH/EX/23).

AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

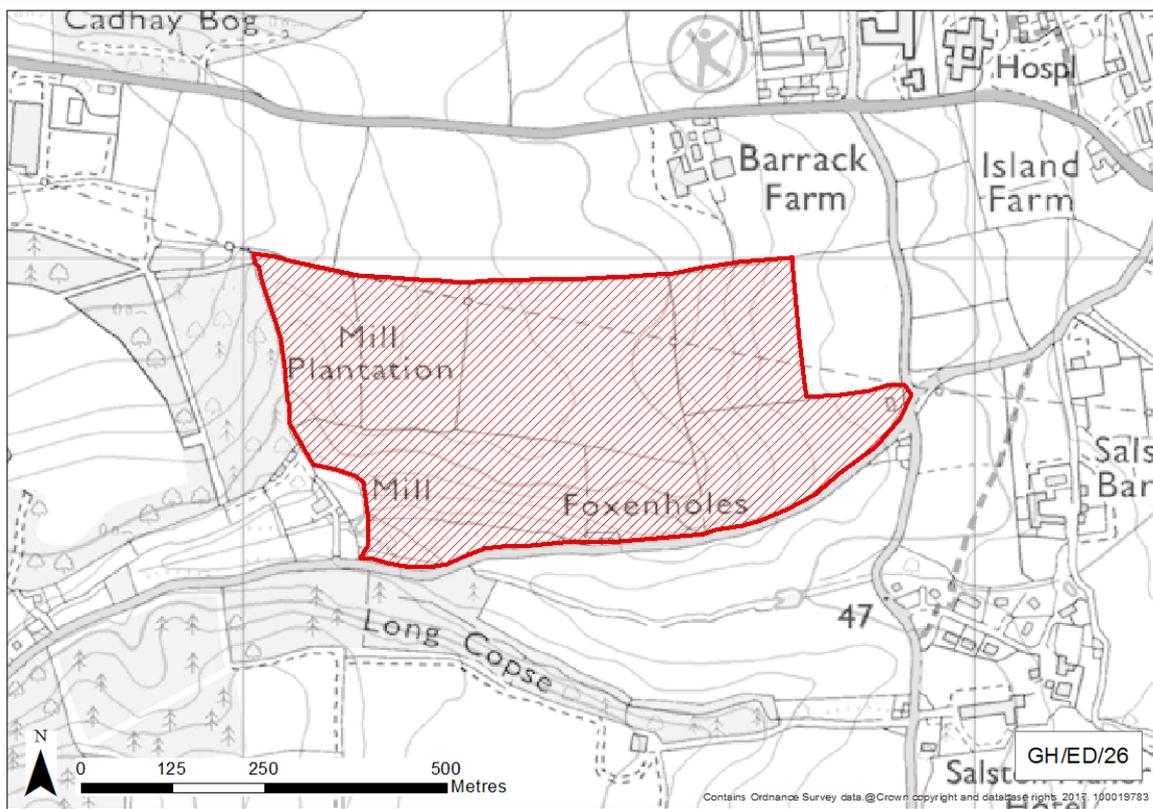
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ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential development alongside HELAA sites GH/ED/21-24 and GH/ED/26-28. The Panel has advised that development of the group of sites could commence with GH/ED/26 and GH/ED/28 in years 1-5, with more westerly sites likely to come forward in later phases to avoid piecemeal development and to enable the provision of highways/access to services.

SITE OVERVIEW

HELAA Reference no.	GH/ED/26
Customer Reference no.	mi15y33
Area Site Plan	Map C
Site name	<i>Land west of Cadhay Lane, Ottery St Mary</i>
Site descriptions	<i>Large sloping site comprising multiple agricultural fields stretching between Ottery St Mary and West Hill. The site is bounded by agricultural fields to the north, the Kings School playing fields to the east, West Hill Road to the south and plantation woodlands and the curtilage of the Grade II Listed Foxenhole Mills to the west.</i>
Total site area (ha)	26.53
Gross site area (ha)	19.17
Min/Mid/Max yield	230 dwg / 288 dwg / 345 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	Yes
Employment?	No

Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	Approximately 0.24ha of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	Site has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Current access is via a number of field gates on West Hill Road, a C-class road heading from Ottery St Mary towards West Hill. However, in most cases, the site is elevated a number of metres above the level of the road and as such considerable engineering works would likely be required to achieve a suitable access. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 4.6km from Whimple train station (though not easily accessible from this location). The main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 across the front of the site. Pedestrian/cycle movement into Ottery St Mary would need to be greatly improved. There are no existing footpaths along West Hill/Strawberry Lane linking the site in to town. However, it might be possible to link in to new footpaths being developed within the Bovis housing development directly to the east of the site.
Ecology	The site is within 10km of the Pebblebed Heaths European Site, so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is located approximately 200m from Cadhay Bog CWS and Ancient Woodland site. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	<p>Flooding: In addition to the area within floodzone 3, a small area in the south-west corner of the site (0.06 ha) is within floodzone 2. Land in floodzone 2 has a medium probability of experiencing fluvial flooding and only has the potential to be developed for residential or economic use if the sequential and exceptions tests set out in the NPPG are adhered to. Any planning application must be accompanied by a Flood Risk Assessment. An area of surface water flood risk runs along part of West Hill Road and on Cadhay Lane at the principle site entrance. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive:</p> <p>Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.</p>
Heritage and Archaeology	Heritage: A number of prehistoric enclosures and ditches exist in the vicinity of this site. Archaeological surveys at the nearby Island Farm housing site uncovered numerous finds and historic land uses in the vicinity. However

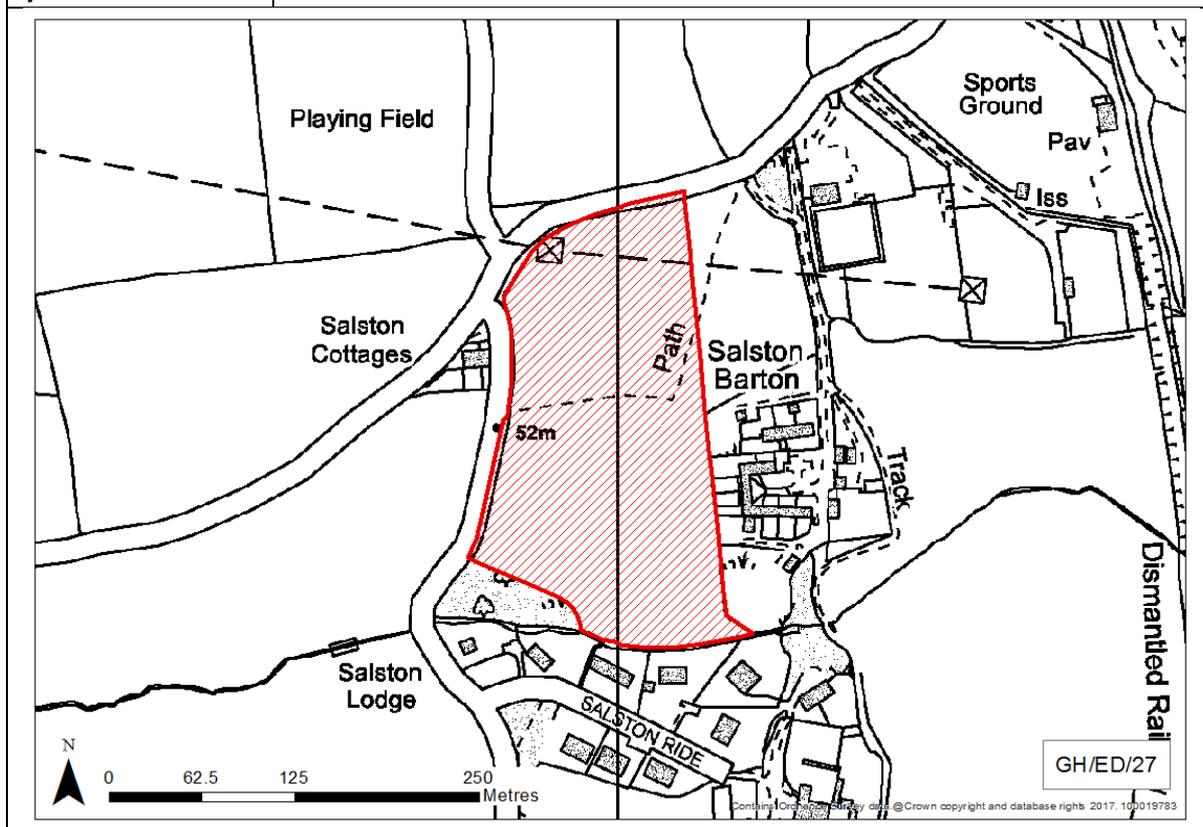
	<p>this is not expected to be a significant constraint. Conservation sensitivity: High. The site is approximately 710m south-west of the Ottery St Mary Conservation Area which contains numerous Listed Buildings, including the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and others. There would be significant intervisibility as the site rises up from the valley floor and the site would generally act as a gateway to the historic town. As such the site would need to be designed to a high quality and likely limited to lower slopes to avoid detrimental impact. The site is also approximately 50m north-east of the Grade II Listed Foxenhole Mills, 380m north of the Grade II Listed Salston Manor Hotel, 170m north-east of the Grade II Listed Salston Lodge and 440m north of another Grade II Listed Lodge at the entrance to the hotel, with which there would likely be fairly significant intervisibility impacting upon the setting and significance of these assets.</p>
Infrastructure	<p>Health: Primary healthcare infrastructure is likely to need improvement. Education: Assuming relocation of Tipton St John Primary School to Ottery St Mary, there will be additional capacity for up to 500-800 new dwellings. Secondary provision at Kings School, Ottery St Mary is at capacity and further expansion may be difficult. Broadband: Homes/businesses adjacent to the site have access to superfast broadband, so it should be possible to roll this out to any new development relatively easily.</p>
Landscape	<p>Landscape sensitivity: high. The site is located outside but reasonably near (approximately 2.9km) to the East Devon AONB. There would be significant intervisibility with the East Hill Strips within the AONB, due to the site's location on the slopes of a prominent ridge on the opposite side of the valley. The site may also be visible from Belbury Castle hillfort. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PRowS in the wider landscape context, which may offer views of the site. Requires further visual assessment.</p>
Safety related constraints	<p>No known safety constraints.</p>
Soils and contamination	<p>Agricultural land classification: Grade 3. Minerals and waste: The western part of the site is within a Mineral Consultation Area associated with the sand and gravel resource. However, the nearby resource at Foxenhole Quarry has been worked out and there is no mineral objection to housing at this site. No waste management constraint.</p>
Other	<p>The site slopes to the east and to the south and is fairly steep in places. This is particularly so in the southern portion of the site, where c.6.34ha would not be suitable for development on the grounds of being too steep or detached from the remainder of the site by this steep land and floodplain. The northern part of the site is crossed by high voltage powerlines (0.78ha of which is not integral to the site).</p>
Site potential	<p>Of the 26.53ha submitted site, c.0.24ha in the southern part of the site is within floodzone 3, a further 6.34ha consists of steeply sloped land or land otherwise detached from the remainder of the developable area and 0.78ha of land is crossed by high voltage powerlines and is not integral to the site. This means the gross site area is approximately 19.17ha. Residential: Based on the gross site area, the site has potential to deliver an average of 288 dwellings. However, the constraints highlighted above may reduce this potential.</p>

	<p>Employment: The site would not be suitable for employment primarily due to accessibility.</p> <p>Conclusion: The site is only suitable for residential uses as part of an extension to Ottery St Mary. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site is adjacent or opposite other land submitted to the HELAA (GH/EX/23 and 27).</p>
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AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT
<p>The HELAA Panel has assessed the site as achievable for strategic residential development alongside sites GH/ED/21-25 and GH/ED/27-28. The Panel has advised that development of the group of sites could commence with GH/ED/26 and GH/ED/28 in years 1-5, with more westerly sites likely to come forward in later phases to avoid piecemeal development and to enable the provision of highways/access to services.</p>

SITE OVERVIEW	
HELAA Reference no.	GH/ED/27
Customer Reference no.	bo15yhh
Area Site Plan	Map C
Site name	<i>Land south of Strawberry Lane, Ottery St Mary</i>
Site descriptions	<i>Small, gently sloping agricultural field to the south-west of Ottery St Mary. The site is bounded to the north by Strawberry Lane and the new "Island Farm" housing development, residential properties at Salston Barton to the east, residential properties on Salston Ride to the south, and the Ottery-Fluxton road to the west.</i>
Total site area (ha)	3.87
Gross site area (ha)	3.34
Min/Mid/Max yield	40 dwg / 50 dwg / 60 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes
Employment?	No

Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	Approximately 0.53ha of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	An area of approximately 3.34ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Current access is via a field gate on a minor C-class road heading from Ottery St Mary towards Fluxton and the Salston Manor Hotel. It may also be possible to achieve an access from Strawberry Lane on the north side of the site. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 5.1km from Whimble train station (though not easily accessible from this location). The main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 across the front of the site. Pedestrian/cycle movement into Ottery St Mary would need to be greatly improved. There are no existing footpaths along Strawberry Lane linking the site in to town. However, it might be possible to link in to new footpaths being developed within the Bovis housing development directly to the north of the site. A public right of way crosses the site.
Ecology	The site is within 10km of the Pebblebed Heaths European Site, so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is located approximately 825m from Cadhay Bog CWS and Ancient Woodland site. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	Flooding: In addition to the area within floodzone 3, around 0.02ha at the southern end of the site is within floodzone 2. Land within floodzone 2 has a medium probability of experiencing fluvial flooding and only has the potential to be developed for residential or economic use if the sequential and exceptions tests set out in the NPPG are adhered to. Any planning application must be accompanied by a Flood Risk Assessment. The areas within floodzones 2 and 3 are also at risk of surface water flooding. An additional area of surface water flood risk exists to the north of the site on Strawberry Lane, from which access would be taken. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage: A number of prehistoric enclosures and ditches exist in the vicinity of this site. Archaeological surveys at the nearby Island Farm housing site uncovered numerous finds and historic land uses in the vicinity. However

	<p>this is not expected to be a significant constraint. Conservation: The historic (though not Listed and now converted) Salston Barton lies immediately to the east of the site, on a lower level of land. Strategic scale development of this site would likely detract from the character of this complex of buildings and be a little overbearing. The site is approximately 585m south-west of the Ottery St Mary Conservation Area, which contains numerous Listed Buildings including the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and others. There is some limited intervisibility, mainly from the higher points of the site and the site would generally act as a gateway to the historic town. As such the site would need to be designed to a high quality to avoid detrimental impact. The site is also approximately 160m north of the Grade II Listed Salston Manor Hotel, 50m north-east of the Grade II Listed Salston Lodge and 195m north of another Grade II Listed Lodge at the entrance to the hotel. Intervisibility is limited due to existing development and woodland, but development of the site may impact upon the setting and significance of these assets.</p>
Infrastructure	<p>Health: Primary healthcare infrastructure is likely to need improvement. Education: Assuming relocation of Tipton St John Primary School to Ottery St Mary, there will be additional capacity for up to 500-800 new dwellings. Secondary provision at Kings School, Ottery St Mary is at capacity and further expansion may be difficult. Broadband: Homes/businesses adjacent to the site have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.</p>
Landscape	<p>Landscape sensitivity: high. The site is located outside but reasonably near (approximately 2.7km) to the East Devon AONB. There would be significant intervisibility with the East Hill Strips within the AONB, due to the site's location on the slopes of a prominent ridge on the opposite side of the valley. The site may also be visible from Belbury Castle hillfort. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PRowS in the wider landscape context, which may offer views of the site. Requires further visual assessment.</p>
Safety related constraints	<p>No known safety constraints.</p>
Soils and contamination	<p>Agricultural land classification: Grade 3. Minerals and Waste: No constraints.</p>
Other	<p>The site generally slopes east, but parts of the site are south-east facing.</p>
Site potential	<p>Of the 3.87ha submitted site, approximately 0.53ha is within floodzone 3. This means the gross site area is approximately 3.34ha.</p> <p>Residential: Based upon the gross site area, the site has the potential to deliver an average of 50 dwellings. However, constraints highlighted above may significantly reduce this potential.</p> <p>Employment: The site would not be suitable for employment primarily due to accessibility.</p> <p>Conclusion: The site is only suitable for residential uses as part of an extension to Ottery St Mary. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site is opposite other land submitted to the HELAA (GH/EX/26).</p>

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AVAILABILITY ASSESSMENT

The site promoter(s) has confirmed that the site will be available for development within:

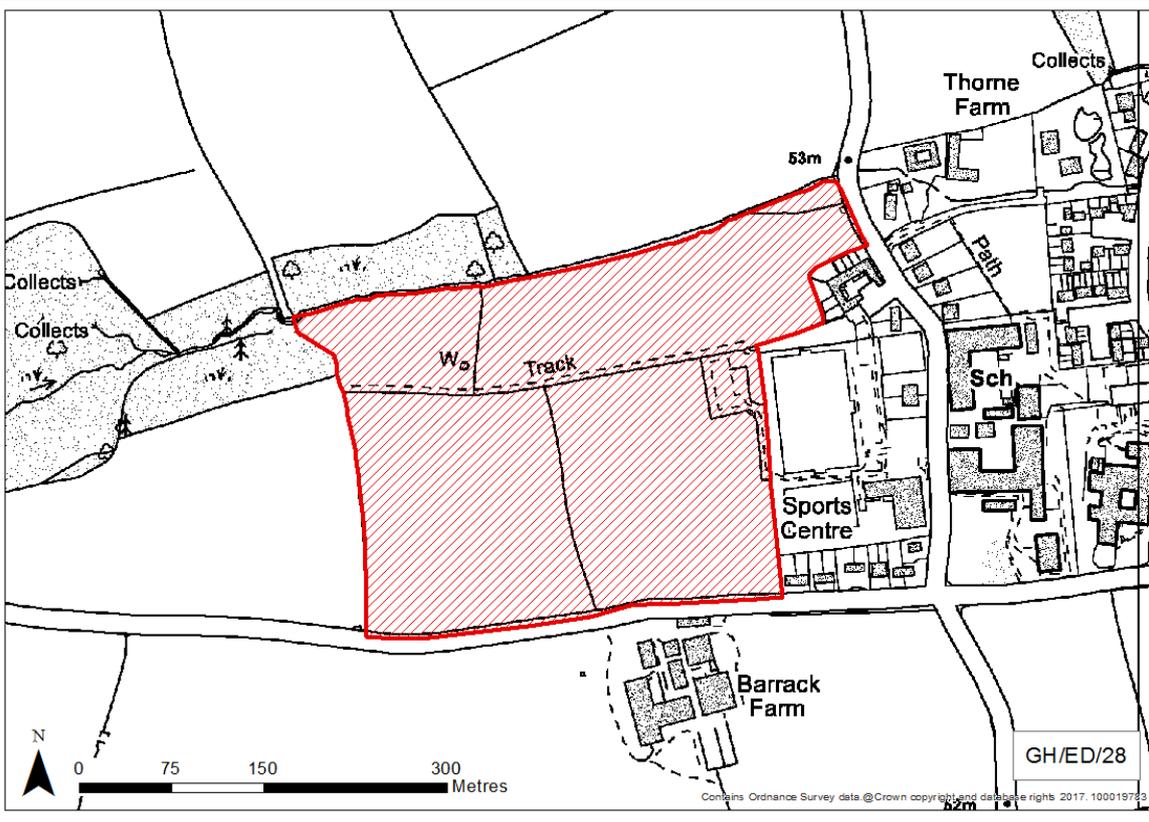
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential development alongside HELAA sites GH/ED/21-26 and GH/ED/28. The Panel has advised that development of the group of sites could commence with GH/ED/26 and GH/ED/28 in years 1-5, with more westerly sites likely to come forward in later phases to avoid piece meal development and to enable the provision of highways/access to services.

SITE OVERVIEW

HELAA Reference no.	GH/ED/28
Customer Reference no.	yf137g8
Area Site Plan	Map C
Site name	<i>Land to east of Ottery Leisure Centre, Ottery St Mary</i>
Site descriptions	<i>Reasonably large sloping site comprising four agricultural fields and the Ottery St Mary Skate Park, immediately to the west of the Kings School and sports centre. The site is bound by Cadhay Bog CWS, a small stream and agricultural fields to the north, the Kings School/sports centre to the east, the B3174 to the south and agricultural fields to the west. An area of 3.16 ha in the eastern part of the site is allocated by the East Devon Local Plan for Community and Education Use. This is excluded from the gross site area.</i>
Total site area (ha)	10.6
Gross site area (ha)	6.70
Min/Mid/Max yield	80 dwg / 101 dwg / 121 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	Yes
Employment?	No
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	Approximately 0.74ha of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	An area of approximately 6.7 ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Current access is via a field gate opposite the entrance to Barrack Farm on the B3174 Exeter Road. Whilst the Exeter Road is reduced to 40mph limit in this location, it is unlikely that sufficient visibility splays could be provided. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 4.4km from Whimple train station (though not easily accessible from this location). The main Axminster-Honiton-Ottery-Cranbrook-Exeter bus runs along the B3174 across the front of the site. Pedestrian/cycle movement into Ottery St Mary would need to be greatly improved. Existing footpaths along Exeter Road stop at the junction to Cadhay Road, c.130m east of the site. It would be difficult to deliver a new footpath along the road to meet the edge of the site, due to driveways of existing properties on one side and hedgerows on the other. It may otherwise be possible to link footpaths through the grounds of the Kings School.
Ecology	The site is within 10km of the Pebblebed Heaths European Site so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is adjacent to Cadhay Bog CWS and Ancient Woodland site, a tract of ancient woodland, species-rich wet woodland, dry woodland and mixed and coniferous woodland. Development in such close proximity would likely increase informal recreation within it, with potential to destroy habitat. The site is also in fairly close proximity to Cadhay Wood CWS (c.520m) and would likely increase recreational pressure on a site which is also recognised as being rich in biodiversity and contains registered ancient woodland. Site is bounded by/includes hedgerows/trees which may be of ecological merit.
Flood risk, water quality and drainage	Flooding: In addition to the area within floodzone 3, a small area in the northern extremity of the site (0.01ha) is within floodzone 2. Land within floodzone 2 has a medium probability of experiencing fluvial flooding and only has the potential to be developed for residential or economic use if the sequential and exceptions tests set out in the NPPG are adhered to. Any planning application must be accompanied by a Flood Risk Assessment. The areas within floodzones 2 and 3 are at risk of surface water flooding and an area of surface water flood risk also runs along Exeter Road, from which access would be taken. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through

	the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage: A number of prehistoric enclosures and ditches exist in the vicinity of this site. Archaeological surveys at the nearby Island Farm housing site uncovered numerous finds and historic land uses in the vicinity. However this is not expected to be a significant constraint. Conservation: The site is approximately 640m west of the Ottery St Mary Conservation Area, which contains numerous Listed Buildings including the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and others. There is some limited intervisibility, mainly from the higher points of the site and the site would generally act as a gateway to the historic town. As such, any development would need to be designed to a high quality to avoid detrimental impact. The site is also approximately 710m south-west of the Grade I Listed Cadhay House and registered parks and gardens, with some intervisibility from the northern part of the site which may be unacceptable.
Infrastructure	Health: Primary healthcare infrastructure is likely to need improvement. Education: Assuming relocation of Tipton St John Primary School to Ottery St Mary, there will be additional capacity for up to 500-800 new dwellings. Secondary provision at Kings School, Ottery St Mary is at capacity and further expansion may be difficult. The site is adjacent The Kings School and includes land that would likely need to be used for any future expansion. Broadband: Homes/businesses adjacent to the site have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: high. The site is located outside but reasonably near (approx. 3.3km) to the East Devon AONB. There would be significant intervisibility with the East Hill Strips within the AONB, due to the site's location on the slopes of a prominent ridge on the opposite side of the valley. The site may also be visible from Belbury Castle hillfort. The site is bound and crossed by hedgerows and trees which may be of landscape importance. There are various PRoWs in the wider landscape context, which may offer views of the site. Requires further visual assessment.
Safety related constraints	No known safety constraints.
Soils and contamination	Agricultural land classification: Grade 3. Minerals and Waste: The western part of the site is within a Mineral Consultation Area associated with the sand and gravel resource. While there is no objection in principle to housing, it may be necessary to limit the extent of any new development to achieve a buffer between it and the mineral resource to avoid constraining the resource. No waste management constraint.
Other	The site generally slopes east, but parts of the site face south-east and the northern part of the site slopes fairly steeply to the north towards the stream running out of Cadhay Bog. The site also includes the Ottery St Mary Skate Park (0.29ha) which would not be developed.
Site potential	Of the 10.60ha submitted site, approximately 0.74ha is within floodzone 3 and 3.16 is allocated for community uses. This leaves a gross site area of approximately 6.7 ha.

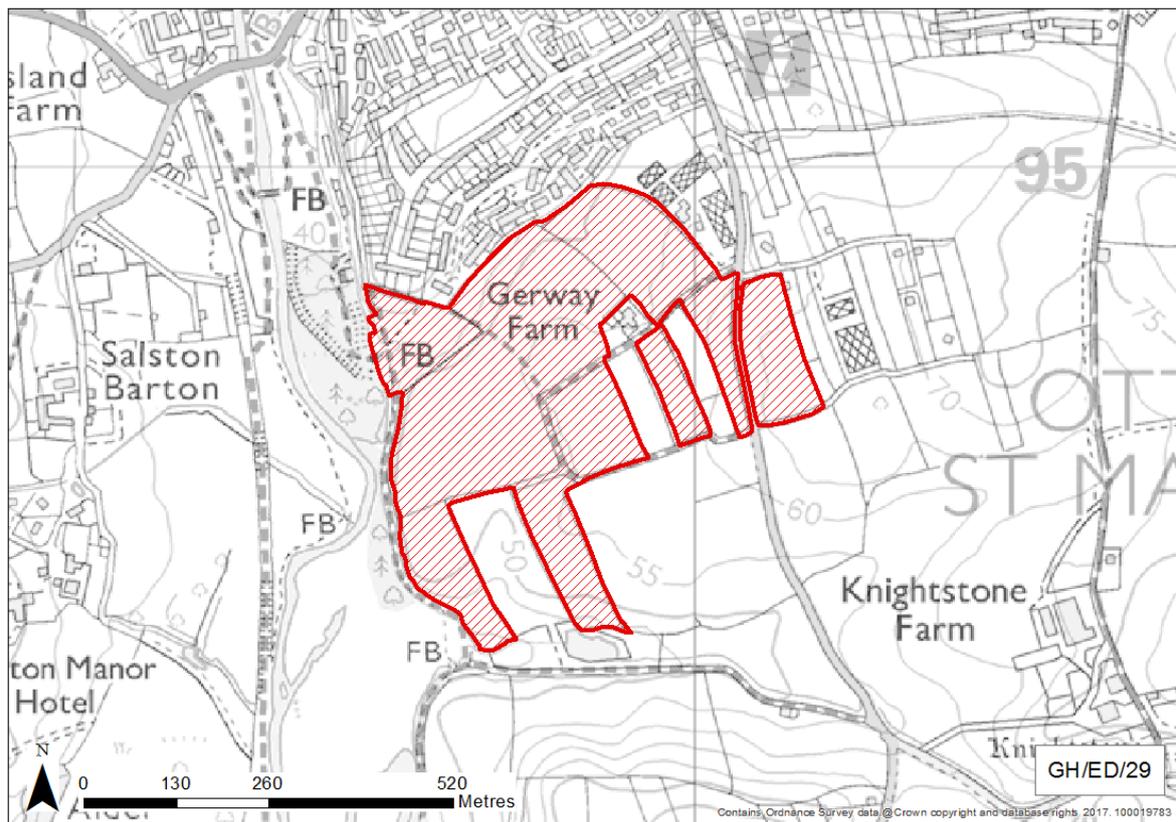
	<p>Residential: Based upon the gross site area, the site has the potential to deliver an average of 101 dwellings. However, the constraints highlighted above may significantly reduce this potential.</p> <p>Employment: The site would not be suitable for employment primarily due to accessibility.</p> <p>Conclusion: The site is only suitable for residential uses as part of an extension to Ottery St Mary. However, yields are likely to be significantly below the high level HELAA projections above as a result of the constraints highlighted.</p>
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AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT
<p>The HELAA Panel has assessed the site as achievable for strategic residential development alongside HELAA sites GH/ED/21-27. The Panel has advised that development of the group of sites could commence with GH/ED/26 and GH/ED/28 in years 1-5, with more westerly sites likely to come forward in later phases to avoid piecemeal development and to enable the provision of highways/access to services.</p>

SITE OVERVIEW

HELAA Reference no.	GH/ED/29
Customer Reference no.	3e12wvl
Area Site Plan	Map C
Site name	<i>Gerway Farm, Ottery St Mary</i>
Site descriptions	<i>Large flat site comprising multiple agricultural fields on the south side of Ottery St Mary. The majority of the site lies to the west of Sidmouth Road, between it and the River Otter, and surrounds Gerway Farm. The remaining area comprises a single parcel to the east of Sidmouth Road, immediately south of Gerway Lane. The site is bounded by Ottery St Mary and the new Gerway Nurseries housing development to the north, Sidmouth Road and residential development along Gerway Lane to the east, agricultural fields to the south and the River Otter floodplain to the west.</i>
Total site area (ha)	19.32
Gross site area (ha)	18.61
Min/Mid/Max yield	223 dwg / 279 dwg / 335 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	Yes
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Employment?	No
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	Approximately 0.71ha of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	An area of approximately 18.61ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Current access is via Sidmouth Road. The site could potentially also be accessed via Claremount Field to the north subject to construction of a short bridge. Sidmouth Road at this point is a reasonably wide C-class road, potentially capable of accommodating additional development and associated movements in itself. However, the road narrows significantly towards Sidmouth to the south and access into and through Ottery is constrained by narrow roads and a single route through the town centre. Further investigation may be required to determine if more significant highways improvements (bypass/distributor road) might be necessary. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 4.6km from Feniton train station (though not easily accessible from this location). The site itself is served by a once-weekly bus service linking Sidmouth-Ottery-Feniton-Honiton-Taunton. Ottery St Mary is well connected by bus. Regular services run to Axminster, Honiton, Sidmouth, Cranbrook, Exeter Airport and Exeter amongst other places, with buses stopping in the town centre (approx. 640m from the centre of the site). Pedestrian/cycle movement into Ottery St Mary would need to be greatly improved.
Ecology	The site is within 10km of the Pebblebed Heaths European Site, so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit. The site is adjacent to the River Otter and associated semi-natural land forming its floodplain, which is likely to be of ecological importance. Existing footpaths cross the site, linking it in to this area and beyond.
Flood risk, water quality and drainage	Flooding: In addition to the area within floodzone 3, around 1.12 ha of the site (a relatively small corridor towards the north, west and south edges) is within floodzone 2 or divided from the rest of the site by effective floodplain. A small area of surface water flood risk also crosses the site. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to

	current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: high. A number of neolithic and Roman pits have been identified within the site, as well as medieval and post-medieval artefact finds. In addition to this, the site is within a large area to the south of Ottery St Mary known to contain historic field systems. Requires further evaluation. Conservation sensitivity: low. The site is a reasonable distance from any Listed Buildings, but is located around 330m from the southern-most extent of the Ottery St Mary Conservation Area which contains numerous Listed Buildings including the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and others. The Grade II Listed Salston Hotel and associated buildings are approximately 550m west of the site, however there is very limited intervisibility.
Infrastructure	Health: Primary healthcare infrastructure is likely to need improvement. Education: Assuming relocation of Tipton St John Primary School to Ottery St Mary, there will be additional capacity for up to 500-800 new dwellings. Secondary provision at Kings School, Ottery St Mary is at capacity and further expansion may be difficult. Broadband: Homes/businesses adjacent to the site have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: high. The site is located outside but reasonably near (approx. 1.6km) to the East Devon AONB. There would be significant intervisibility with the AONB, Conservation Area and also Belbury Castle hillfort on the opposite side of the valley. As the site is located on the valley floor it would be visible from prominent ridges on each side of the valley. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PRowS crossing the site and in the wider landscape area, which may offer views of the site. Requires further visual assessment.
Safety related constraints	The HSE major hazard pipeline runs through the southern edge of the site and the consultation zone extends to cover approximately 4.2ha of the site (approx. 0.35ha of which is also floodplain).
Soils and contamination	Agricultural land classification: Grades 2 and 3. Minerals and Waste: No constraints.
Other	Site slopes off to the south-west and is crossed by small pylons which would need diverting or undergrounding.
Site potential	Of the 19.32ha submitted site, approximately 0.71ha is within floodzone 3. This leaves a gross site area of c.18.61ha. Residential: The gross site area has the potential to deliver an average of 279 dwellings. However, the constraints highlighted above may significantly reduce this potential. Employment: The site would not be suitable for employment primarily due to accessibility. Conclusion: The site is only suitable for residential uses as an extension to Ottery St Mary. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site is opposite other land submitted to the HELAA (GH/ED/30).

AVAILABILITY ASSESSMENT

The site promoter(s) has confirmed that the site will be available for development within:

The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential development alongside HELAA sites GH/ED/30-35. The Panel has advised that development could not commence until years 6-10 due to the need to design and deliver the necessary strategic highways infrastructure.

SITE OVERVIEW

HELAA Reference no.	GH/ED/30
Customer Reference no.	uy15yoy
Area Site Plan	Map C
Site name	<i>Sidmouth Road J/W Gerway Lane, Ottery St Mary</i>
Site descriptions	<i>Small, gently sloping site comprising three agricultural fields on the south side of Ottery St Mary. The site is bound by a stream and the long gardens of residential properties fronting Longdogs Lane to the north, agricultural fields to the east, residential properties and Gerway Lane to the south and Sidmouth Road to the west.</i>
Total site area (ha)	2.72
Gross site area (ha)	2.59
Min/Mid/Max yield	31 dwg / 39 dwg / 47 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	Yes
Employment?	No
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.

Flood Zone 3b	Approximately 0.13ha of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	An area of approximately 2.59ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	<p>Current access is via Gerway Lane which is not much more than a track serving nine houses off Sidmouth Road. Gerway Lane would not be suitable as it currently stands and would require improvements to visibility splays at the junction with Sidmouth Road, as well as potentially requiring widening. Alternatively, access could be secured directly off Sidmouth Road. However, this would likely require considerable highway engineering to widen Sidmouth Road and address the difference in height with the site, which is elevated from the road. Sidmouth Road at this point is a reasonably wide C-class road potentially capable of accommodating additional development and associated movements in itself. However, the road narrows significantly towards Sidmouth to the south and access into and through Ottery is constrained by narrow roads and a single route through the town centre. Further investigation may be required as to whether more significant highways improvements (bypass/distributor road) are necessary. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 4.4km from Feniton train station (though not easily accessible from this location). The site itself is served by a once-weekly service linking Sidmouth-Ottery-Feniton-Honiton-Taunton, but Ottery St Mary as a town is well connected by regular routes linking to Axminster, Honiton, Sidmouth, Cranbrook, Exeter Airport and Exeter amongst other places. All of these locations are accessible from buses stopping in the town centre (approx. 490m from the centre of the site). Pedestrian/cycle movement into Ottery St Mary would need to be greatly improved.</p>
Ecology	<p>The site is within 10km of the Pebblebed Heaths European Site and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.</p>
Flood risk, water quality and drainage	<p>Flooding: In addition to the area within floodzone 3, a small area in the north-east of the site totalling approximately 0.03ha is within floodzone 2. Land in floodzone 2 has a medium probability of experiencing fluvial flooding and only has the potential to be developed for residential or economic uses if the sequential and exceptions tests set out in the NPPG are adhered to. Any planning application would need to be accompanied by a Flood Risk Assessment. The area of the site within floodzones 2 and 3 is also at risk of surface water flooding. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the</p>

	sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: high. A number of neolithic and Roman pits have been identified in the vicinity, as well as medieval and post-medieval artefact finds. In addition to this, the site is within a large area to the south of Ottery St Mary known to contain historic field systems. Requires further evaluation. Conservation sensitivity: low. The site is a reasonable distance from any Listed Buildings, but is located around 300m from the southern-most extent of the Ottery St Mary Conservation Area which contains numerous Listed Buildings including the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and others.
Infrastructure	Health: Primary healthcare infrastructure is likely to need improvement. Education: Assuming relocation of Tipton St John Primary School to Ottery St Mary, there will be additional capacity for up to 500-800 new dwellings. Secondary provision at Kings School, Ottery St Mary is at capacity and further expansion may be difficult. Broadband: Homes/businesses adjacent to the site have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: medium-high. The site is located outside but reasonably near (approx. 1.6km) to the East Devon AONB. There would be intervisibility with the AONB. However, the site may be seen in the context of the town and, due to its westerly slope away from the AONB and intervening vegetation, visibility may be more limited than sites on the opposite side of the valley. The site may also be visible from Belbury Castle hillfort on the opposite side of the valley. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PROWs in the wider landscape context, which may offer views of the site. Requires further visual assessment.
Safety related constraints	The HSE major hazard pipeline runs approximately 180m to the south-west of the site and the site is just outside of the consultation zone.
Soils and contamination	Agricultural land classification: Grade 2. Minerals and Waste: No constraints.
Other	Site slopes off to the north and is crossed by small pylons, which would need diverting or undergrounding.
Site potential	Of the 2.72ha submitted site, approximately 0.13ha is within floodzone 3. This means the gross site area is approximately 2.59ha. Residential: Based upon the gross site area, the site has potential to deliver an average of 39 dwellings. However, constraints highlighted may significantly reduce this potential. Employment: The site would not be suitable for employment primarily due to accessibility. Conclusion: The site is only suitable for residential uses as an extension to Ottery St Mary. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site is opposite other land submitted to the HELAA (GH/ED/29).

AVAILABILITY ASSESSMENT

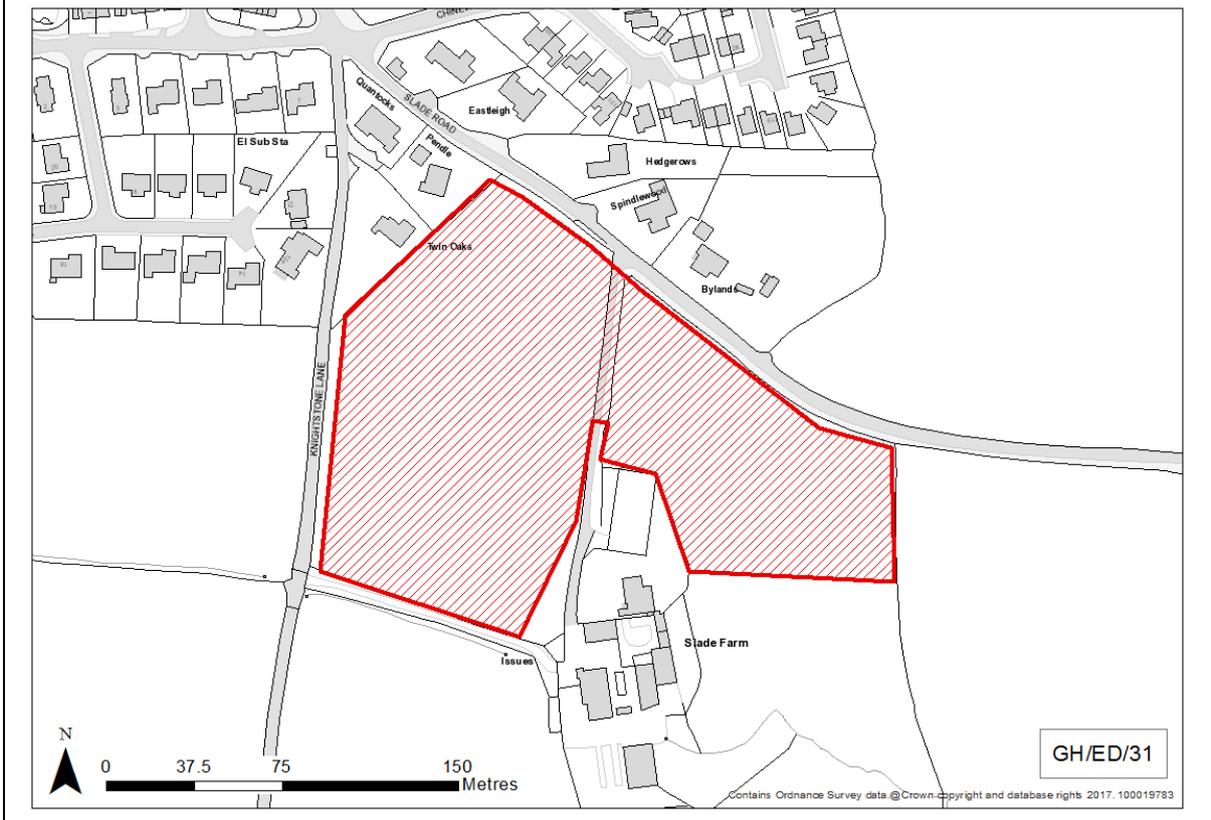
The site promoter(s) has confirmed that the site will be available for development within:

The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential development alongside HELAA sites GH/ED/29 and GH/ED/31-35. The Panel has advised that development could not commence until years 6-10 due to the need to design and deliver the necessary strategic highways infrastructure.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/31
Customer Reference no.	wo1373g
Area Site Plan	Map C
Site name	<i>Slade Farm, Ottery St Mary</i>
Site descriptions	<i>Small sloping site comprising two agricultural fields straddling the driveway to Slade Farm, immediately to the south-east of Ottery St Mary. The site is bounded by Slade Road and residential properties to the north, agricultural fields and Slade Farm to the east and south, and Knightstone Lane to the west. The south-eastern edge of Ottery St Mary lies immediately to the north-west.</i>
Total site area (ha)	2.70
Gross site area (ha)	2.69
Min/Mid/Max yield	32 dwg / 40 dwg / 48 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes

Employment?	No
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	Approximately 0.01ha of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	An area of approximately 2.69ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Current access is via Slade Road which is a narrow lane not suitable for accommodating additional development and associated movements. In addition to this, access into and through the town is constrained by narrow roads and a single route through the town centre. Further investigation may be required as to whether more significant highways improvements (bypass/distributor road) are necessary. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 4.4km from Feniton train station (though not easily accessible from this location). The site itself is not currently served by any bus routes, but Ottery St Mary is well connected with regular routes to Axminster, Honiton, Sidmouth, Cranbrook, Exeter Airport and Exeter amongst other places. The majority of these locations are accessible from buses stopping on North Street (approx. 860m from the centre of the site). Pedestrian/cycle movement into Ottery St Mary from this location is poor and would need to be greatly improved. However, the width of roads on this side of town would make it very difficult to achieve safe pedestrian access.
Ecology	The site is within 10km of the Pebblebed Heaths European Site and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	Flooding: In addition to the area within floodzone 3, a very small area of the south-western corner of the site (0.01ha) is within floodzone 2. Land within Flood Zone 2. Land in floodzone 2 has a medium probability of experiencing fluvial flooding and only has the potential to be developed for residential or economic use if the sequential and exceptions tests set out in the NPPG are adhered to. Any planning application must be accompanied by a Flood Risk Assessment. The site is close to areas of surface water flood risk which run along Slade Road. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.

Heritage and Archaeology	Heritage sensitivity: high. Archaeological surveys carried out for the nearby Butts Road site identified pits associated with activity dating back to the Neolithic period, tree throws, linear ditch field boundaries and medieval and post-medieval artefacts. It is likely that surveys of this site would return similar finds. The site is adjacent to a large area to the south of Ottery St Mary known to contain historic field systems, though this site is not thought to have been part of this. Conservation sensitivity: low. The site is a reasonable distance from any Listed Buildings but is located around 420m from the eastern-most extent of the Ottery St Mary Conservation Area which contains numerous Listed Buildings including the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and others.
Infrastructure	Health: Primary healthcare infrastructure is likely to need improvement. Education: Assuming relocation of Tipton St John Primary School to Ottery St Mary, there will be additional capacity for up to 500-800 new dwellings. Secondary provision at Kings School, Ottery St Mary is at capacity and further expansion may be difficult. Broadband: Homes/businesses adjacent to the site have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: high. The site is located outside but reasonably near (approx. 1.1km) to the East Devon AONB. There would be significant intervisibility with the AONB, Conservation Area and also Belbury Castle hillfort on the opposite side of the valley. The site is bound by multiple hedgerows and trees, some of which may be of landscape importance. There is some potential for the site to be seen in the context of the town and due to its westerly slope away from the AONB and intervening vegetation. There are various PRowS in the wider landscape, which may offer views of the site. Requires further visual assessment.
Safety related constraints	The HSE major hazard pipeline runs approx. 270m to the south-west of the site and the site is just outside the consultation zone.
Soils and contamination	Agricultural land classification: Grades 2 and 3. Minerals and Waste: No constraints.
Other	Site slopes to the south-west and is crossed by small pylons which would need diverting or undergrounding.
Site potential	Of the 2.70ha submitted site, approximately 0.01ha is within floodzone 3. This leaves a gross site area of c.2.69ha. Residential: Based upon the gross site area, the site has the potential to deliver an average of 40 dwellings. However, constraints highlighted above may significantly reduce this potential. Employment: The site would not be suitable for employment primarily due to accessibility. Conclusion: The site is only suitable for residential uses as an extension to Ottery St Mary. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site is opposite other land submitted to the HELAA (GH/EX/32).

AVAILABILITY ASSESSMENT

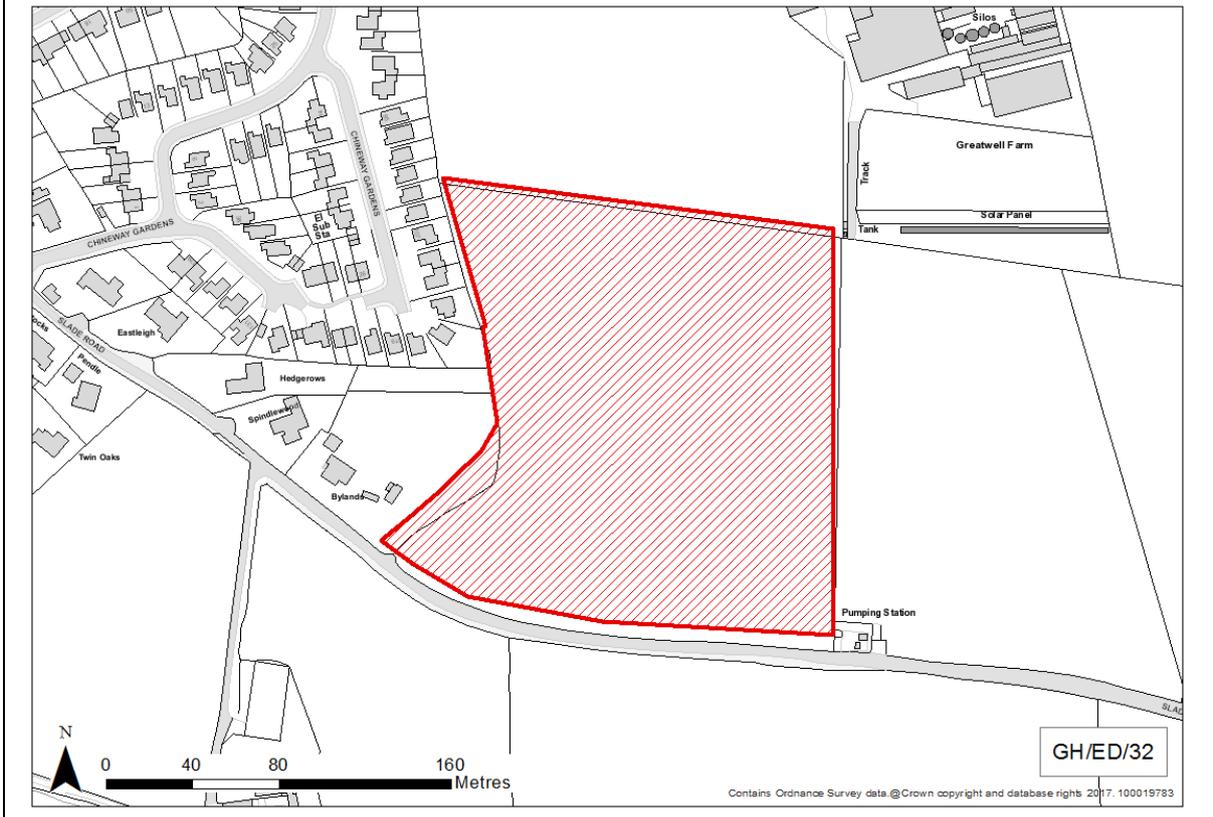
The site promoter(s) has confirmed that the site will be available for development within:

The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential development alongside HELAA sites GH/ED/29-30 and GH/ED/32-35. The Panel has advised that development could not commence until years 6-10 due to the need to design and deliver the necessary strategic highways infrastructure.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/32
Customer Reference no.	c3137by
Area Site Plan	Map C
Site name	<i>Church Path Field, land east of Chineway Gardens, Ottery St Mary</i>
Site descriptions	<i>Small sloping site comprising a single agricultural field immediately to the east of Ottery St Mary. The site is bound by an agricultural field to the north and east, Slade Road to the south and the eastern edge of Ottery St Mary to the west.</i>
Total site area (ha)	3.38
Gross site area (ha)	3.38
Min/Mid/Max yield	41 dwg / 51 dwg / 61 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes
Employment?	No
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.

Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Current access is via Slade Road which is a narrow lane not suitable for accommodating additional development and associated movements. In addition to this, access into and through the town is constrained by narrow roads and a single route through the town centre. Further investigation may be required as to whether more significant highways improvements (bypass/distributor road) are necessary. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 4.3km from Feniton train station (though not easily accessible from this location). The site itself is not currently served by any bus routes, but Ottery St Mary is well connected by regular services to Axminster, Honiton, Sidmouth, Cranbrook, Exeter Airport and Exeter amongst other places. The majority of these locations are accessible from buses stopping on North Street (approximately 1km from the centre of the site). Pedestrian/cycle movement into Ottery St Mary from this location is poor and would need to be greatly improved. However, the width of roads on this side of the town would make it very difficult to achieve safe pedestrian access.
Ecology	The site is within 10km of the Pebblebed Heaths European Site and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is bound by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. An area of surface water flood risk runs along the road from which access would be taken. The site is also within the Furze Brook catchment area which is being considered for Natural Flood Management. Development would require measures to slow down surface water run-off. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: high. Archaeological surveys carried out for the nearby Butts Road site identified pits associated with activity dating back to the Neolithic period, tree throws, linear ditch field boundaries and medieval and post-medieval artefacts. It is likely that surveys of this site would return similar finds. Conservation sensitivity: low. The site is a reasonable distance

	from any Listed Buildings, but is located around 520m from the eastern-most extent of the Ottery St Mary Conservation Area which contains numerous Listed Buildings including the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and others.
Infrastructure	Health: Primary healthcare infrastructure is likely to need improvement. Education: Assuming relocation of Tipton St John Primary School to Ottery St Mary, there will be additional capacity for up to 500-800 new dwellings. Secondary provision at Kings School, Ottery St Mary is at capacity and further expansion may be difficult. Broadband: Homes/businesses adjacent to the site have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: high. The site is located outside but reasonably near (approximately 1.0km) to the East Devon AONB. There would be significant intervisibility with the AONB, Conservation Area and also Belbury Castle hillfort on the opposite side of the valley. The site is bounded by multiple hedgerows and trees, some of which may be of landscape importance. There is some potential for the site to be seen in the context of the town and due to its westerly slope away from the AONB and intervening vegetation. There are various PRow's in the wider area, which may offer views of the site. Requires further visual assessment.
Safety related constraints	The HSE major hazard pipeline runs approximately 195m to the south-west of the site and the consultation zone clips the very south-eastern edge of the site.
Soils and contamination	Agricultural land classification: Grades 2 and 3. Minerals and Waste: No constraints.
Other	Site generally slopes off gradually down to the west.
Site potential	Of the 3.38ha submitted site, there are no areas that should be discounted from the gross site area. Residential: Based upon the gross site area, the site has potential to deliver an average of 51 dwellings. However, constraints highlighted above may significantly reduce this potential. Employment: The site would not be suitable for employment primarily due to accessibility. Conclusion: The site is only suitable for residential uses as an extension to Ottery St Mary. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site is adjacent or opposite other land submitted to the HELAA (GH/EX/31 and 33).

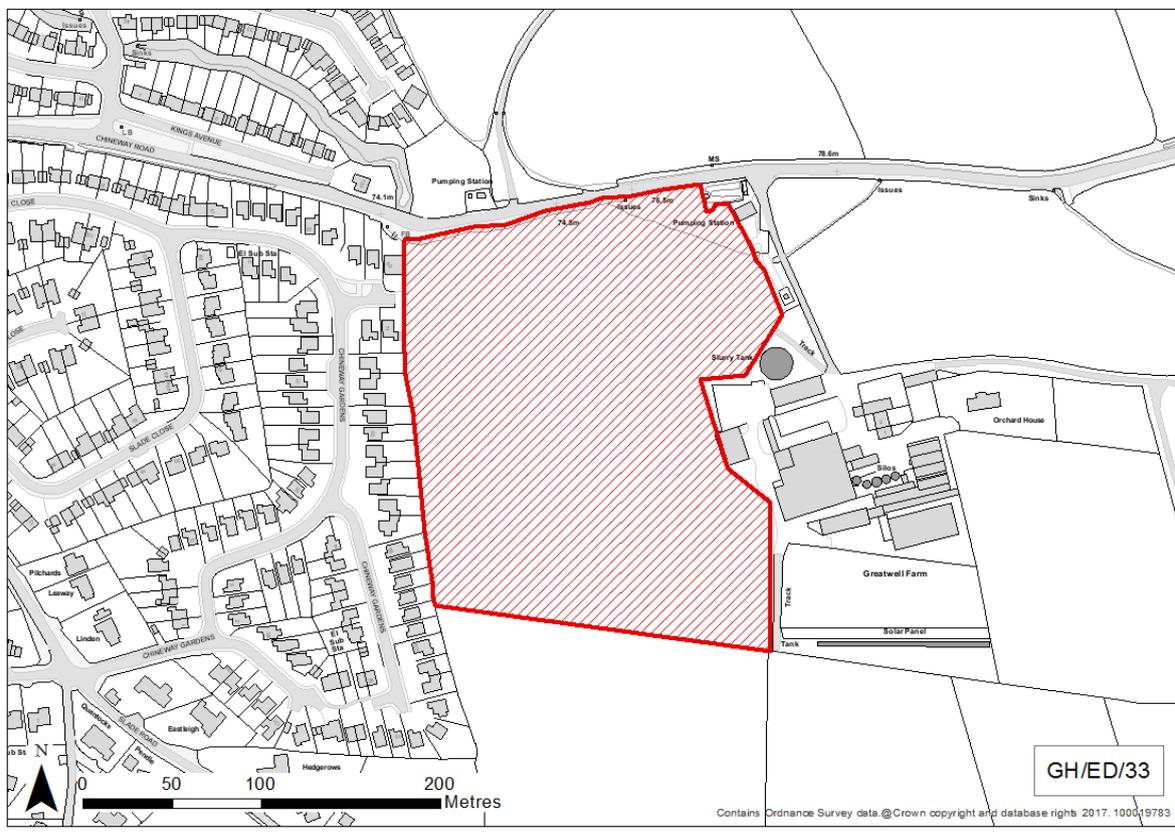
AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential development alongside HELAA sites GH/ED/29-31 and GH/ED/33-35. The Panel has advised that development could not commence until years 6-10 due to the need to design and deliver the necessary strategic highways infrastructure.

SITE OVERVIEW

HELAA Reference no.	GH/ED/33
Customer Reference no.	b815y3o
Area Site Plan	Map C
Site name	<i>Land adjacent Great Well Farm, Ottery St Mary</i>
Site descriptions	<i>Small sloping site comprising a single agricultural field immediately to the east of Ottery St Mary. The site is bounded by Chineway Road to the north, Great Well Farm to the east, an agricultural field to the south and the eastern edge of Ottery St Mary to the west.</i>
Total site area (ha)	4.43
Gross site area (ha)	4.43
Min/Mid/Max yield	53 dwg / 67 dwg / 80 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	Yes
Employment?	No
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.

Conclusion	Site has passed Stage A Suitability Assessment for strategic housing development.
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SUITABILITY ASSESSMENT: STAGE B	
Access	Current access is via Chineway Road, which is relatively narrow for the traffic already using it and not suitable for accommodating strategic levels of development and associated movements. In addition to this, access into and through the town is constrained by narrow roads and a single route through the town centre. Further investigation may be required as to whether more significant highways improvements (bypass/distributor road) are necessary. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 4.1km from Feniton train station (though not easily accessible from this location). The site itself is not currently served by any bus routes, but Ottery St Mary is well connected with regular services to Axminster, Honiton, Sidmouth, Cranbrook, Exeter Airport and Exeter amongst other places. The majority of these locations are accessible from buses stopping on North Street (c.1km from the centre of the site). Pedestrian/cycle movement into Ottery St Mary from this location is poor and would need to be greatly improved. However, the width of roads on this side of the town would make it very difficult to achieve safe pedestrian access.
Ecology	The site is within 10km of the Pebblebed Heaths European Site and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is bound by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	<p>Flooding: The site is entirely within floodzone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. A small area of surface water flood risk crosses the northern part of the site along Chineway Road. The site is also within the Furze Brook catchment area which is being considered for Natural Flood Management, which would require measures to slow down surface water run-off. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.</p>
Heritage and Archaeology	Heritage sensitivity: high. Archaeological surveys carried out for the nearby Butts Road site identified pits associated with activity dating back to the Neolithic period, tree throws, linear ditch field boundaries and medieval and post-medieval artefacts. It is likely that surveys of this site would return similar finds. Conservation sensitivity: Low. The site is a reasonable distance from any Listed Buildings, but is located around 500m from the eastern-most extent of the Ottery St Mary Conservation Area which contains

	numerous Listed Buildings including the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and others.
Infrastructure	Health: Primary healthcare infrastructure is likely to need improvement. Education: Assuming relocation of Tipton St John Primary School to Ottery St Mary, there will be additional capacity for up to 500-800 new dwellings. Secondary provision at Kings School, Ottery St Mary is at capacity and further expansion may be difficult. Broadband: Homes/businesses adjacent to the site have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: high. The site is located outside but reasonably near (approximately 1.1km) to the East Devon AONB. There would be significant intervisibility with the AONB, Conservation Area and also Belbury Castle hillfort on the opposite side of the valley. The site is bound by multiple hedgerows and trees, some of which may be of landscape importance. There is some potential for the site to be seen in the context of the town and due to its westerly slope away from the AONB and intervening vegetation. There are various PRowS in the wider area which may offer views of the site. Requires further visual assessment.
Safety related constraints	The HSE major hazard pipeline runs approximately 370m to the south-west of the site, but the site is outside of the consultation zones.
Soils and contamination	Agricultural land classification: Grade 2. Minerals and Waste: No constraints.
Other	Site generally slopes off gradually to the north-west.
Site potential	Of the 4.43ha submitted site, there are no areas that should be discounted from the gross site area. Residential: Based upon the gross site area, the site has potential to deliver an average of 67 dwellings. However, constraints highlighted above may significantly reduce this potential. Employment: The site would not be suitable for employment primarily due to accessibility. Conclusion: The site is only suitable for residential uses as an extension to Ottery St Mary. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site is adjacent or opposite other land submitted to the HELAA (GH/ED/32 and 34).

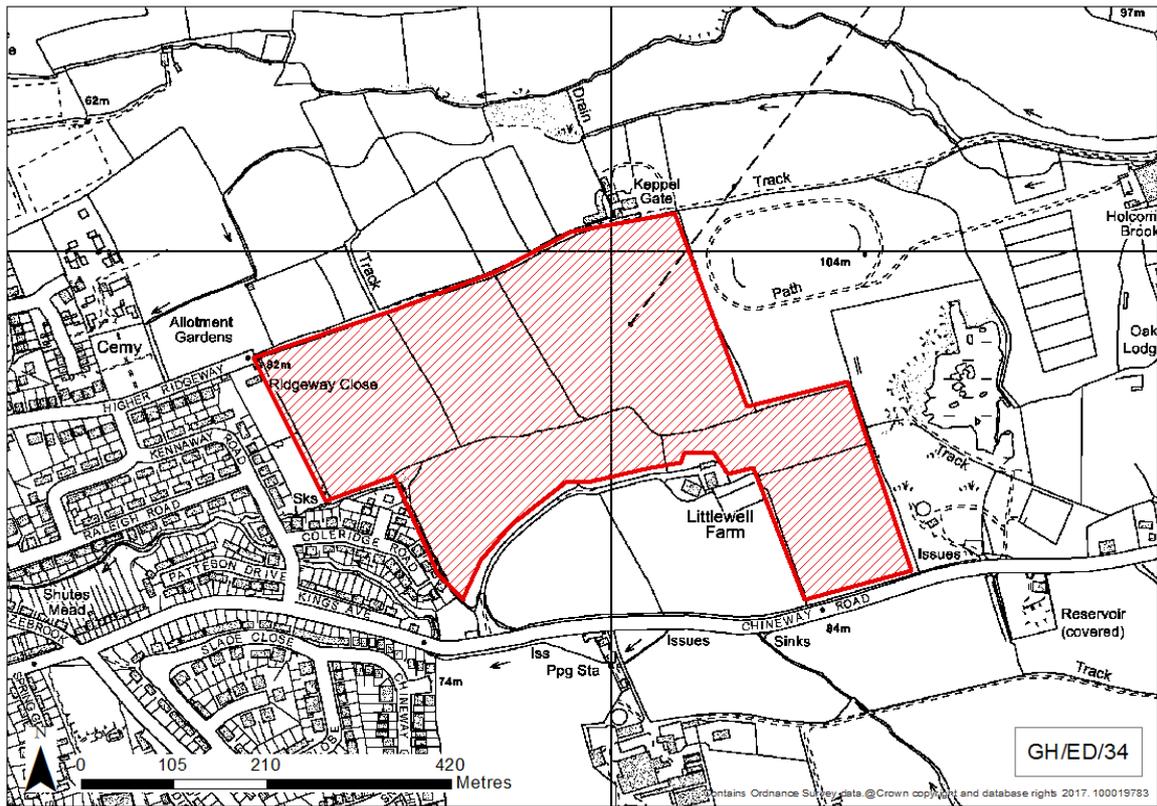
AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential development alongside HELAA sites GH/ED/29-32 and GH/ED/34-35. The Panel has advised that development could not commence until years 6-10 due to the need to design and deliver the necessary strategic highways infrastructure.

SITE OVERVIEW

HELAA Reference no.	GH/ED/34
Customer Reference no.	o813747
Area Site Plan	Map C
Site name	<i>Land at Littlewell, Ottery St Mary</i>
Site descriptions	<i>Large sloping site comprising multiple agricultural fields to the east of Ottery St Mary. The site is bounded by agricultural fields to the north and south, Holcombe Brook stables and gallops to the east and Ottery St Mary to the west.</i>
Total site area (ha)	16.04
Gross site area (ha)	16.04
Min/Mid/Max yield	192 dwg / 241 dwg / 289 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	Yes
Employment?	No
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.

Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Current access is via an unsuitable dirt track extending beyond the surfaced road of Higher Ridgeway. The site could only be developed if the road were extended and widened along this track (which is unlikely to be possible), or if access were taken via Chineway Road to the south of the site. However, access onto Chineway Road would require removal of a species-rich hedgebank and mature trees. In either case, access into and through the town is constrained by narrow roads and a single route through the town centre. Further investigation may be required as to whether more significant highways improvements (bypass/distributor road) might be necessary. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 3.8km from Feniton train station (though not easily accessible from this location). The site is not currently served by any bus routes, but Ottery St Mary as a town is well connected by regular services to Axminster, Honiton, Sidmouth, Cranbrook, Exeter Airport and Exeter amongst other places. The majority of these locations are accessible from buses stopping on North Street (approximately 915m from the centre of the site). Pedestrian/cycle movement into Ottery St Mary is poor and particularly constrained and would need to be greatly improved.
Ecology	The site is within 10km of the Pebblebed Heaths European Site and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1 and is therefore at low risk experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. A small area of surface water flood risk crosses the centre of the site. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Low. Archaeological surveys carried out for the nearby Butts Road site identified pits associated with activity dating back to the Neolithic period, tree throws, linear ditch field boundaries and medieval and post-medieval artefacts. Some potential for surveys of this site to return similar finds. Requires further evaluation. Conservation sensitivity: Low. The site is a reasonable distance from any Listed Buildings, but is

	located around 450m from the eastern-most extent of the Ottery St Mary Conservation Area which contains numerous Listed Buildings including the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House others. The Grade I Listed Cadhay House is approximately 1.7km west of the site on the opposite side of the Otter Valley. There may be some limited intervisibility with this asset needing consideration of its setting.
Infrastructure	Health: Primary healthcare infrastructure is likely to need improvement. Education: Assuming relocation of Tipton St John Primary School to Ottery St Mary, there will be additional capacity for up to 500-800 new dwellings. Secondary provision at Kings School, Ottery St Mary is at capacity and further expansion may be difficult. Broadband: Homes/businesses adjacent to the site have access to superfast broadband, so it should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: High. Site is outside but reasonably near (c.920m) to the East Devon AONB. There would be significant intervisibility with the AONB. The site would also likely be visible from Belbury Castle hillfort on the opposite side of the valley. Development of the land closer to the edge of Ottery St Mary would have Medium-High sensitivity, as it may be seen in the context of the town and, due to its westerly slope away from the AONB and intervening vegetation, visibility may be more limited than the higher eastern slopes or sites on the opposite side of the valley. Site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PRowS in the wider landscape context which may offer views of the site. Requires further visual assessment.
Safety related constraints	Contains a row of overhead utility lines running through the site from the south to the north.
Soils and contamination	Agricultural land classification: Grades 2 and 3. Minerals and Waste: No constraints. The site is adjacent to a former landfill site.
Other	Site generally slopes off gradually down to the south-west.
Site potential	Of the 16.04ha submitted site, there are no areas that should be discounted from the gross site area. Residential: Based upon the gross site area, the site has the potential to deliver an average 241 dwellings. However, constraints highlighted above may significantly reduce this potential. Employment: Not suitable for employment primarily due to accessibility. Conclusion: The site is only suitable for residential uses as an extension to Ottery St Mary. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints. The site is opposite other land submitted to the HELAA (GH/EX/33 and 35).

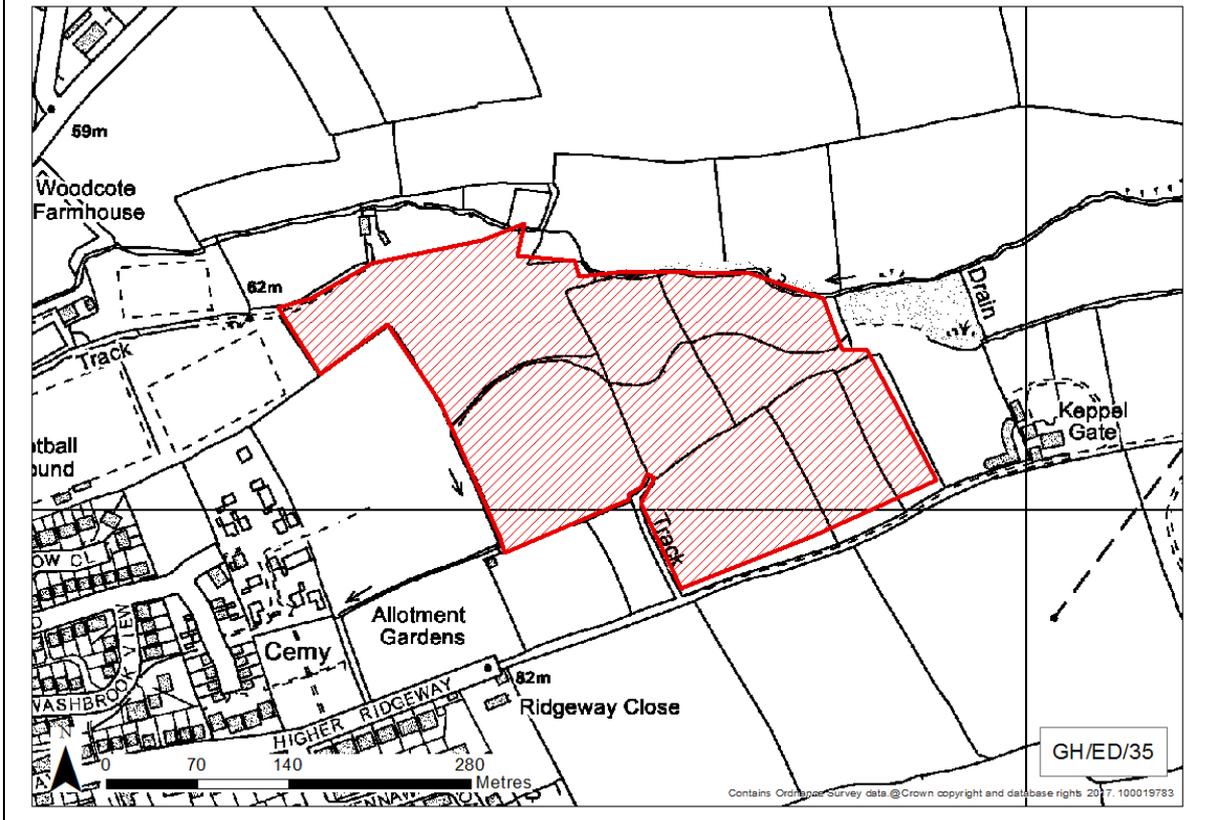
AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development with in:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

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ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential development alongside HELAA sites GH/ED/29-33 and GH/ED/35. The Panel has advised that development could not commence until years 6-10 due to the need to design and deliver the necessary strategic highways infrastructure.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/35
Customer Reference no.	xg137ox
Area Site Plan	Map C
Site name	Land at Ridgeway, Ottery St Mary
Site descriptions	Reasonably small sloping site comprising multiple agricultural fields immediately to the north-east of Ottery St Mary. The site is bounded by agricultural fields to the north and south (over Ridgeway), Keppel Gate (a modern Cob house) to the east and the new Butts Road housing development, allotments and football club to the west.
Total site area (ha)	7.56
Gross site area (ha)	7.26
Min/Mid/Max yield	87 dwg / 109 dwg / 130 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes
Employment?	No

Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	Approximately 0.30ha of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	An area of approximately 7.26ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Current access is via an unsuitable dirt track extending beyond the surfaced road of Higher Ridgeway. The site could only be developed if the road were extended and widened along this track (which is unlikely to be possible), or if access were taken via the "Butts Road" development which adjoins the site to the west. However, in either case, access into and through the town is constrained by narrow roads and a single route through the town centre. Further investigation may be required as to whether more significant highways improvements (bypass/distributor road) are necessary. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 3.5km from Feniton train station (though not easily accessible from this location). The site is not currently served by any bus routes, but Ottery St Mary is well connected with regular services to Axminster, Honiton, Sidmouth, Cranbrook, Exeter Airport and Exeter amongst other places. The majority of these locations are accessible from buses stopping on North Street (approximately 800m from the centre of the site). Pedestrian/cycle movement into Ottery St Mary is poor and particularly constrained and would need to be greatly improved.
Ecology	The site is within 10km of the Pebblebed Heaths European Site and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	<p>Flooding: In addition to the area within floodzone 3, a small area (approximately 0.03ha) in the northern-most part of the site is within floodzone 2 and therefore has a medium probability of experiencing fluvial flooding. The area within floodzone 2 only has the potential to be developed for residential or economic use if the sequential and exceptions tests set out in the NPPG are adhered to. Any planning application must be accompanied by a Flood Risk Assessment. The areas within floodzones 2 and 3 are also at risk of surface water flooding. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.</p>

Heritage and Archaeology	Heritage sensitivity: Medium. Archaeological surveys carried out for the adjacent Butts Road site identified pits associated with activity dating back to the Neolithic period, tree throws, linear ditch field boundaries and medieval and post-medieval artefacts. It is likely that surveys of this site would return similar finds. Requires further evaluation. Conservation sensitivity: Low. The site is a reasonable distance from any Listed Buildings, but is located around 320m from the northern-most extent of the Ottery St Mary Conservation Area which contains numerous Listed Buildings including the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and others. The Grade I Listed Cadhay House is approximately 1.5km west of the site on the opposite side of the Otter Valley. There may be some intervisibility with this asset needing consideration of its setting.
Infrastructure	Health: Primary healthcare infrastructure is likely to need improvement. Education: Assuming relocation of Tipton St John Primary School to Ottery St Mary, there will be additional capacity for up to 500-800 new dwellings. Secondary provision at Kings School, Ottery St Mary is at capacity and further expansion may be difficult. Broadband: Homes/businesses adjacent to the site have access to superfast broadband and it should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: Medium-High sensitivity. The site is located outside but reasonably near (approximately 1.5km) to the East Devon AONB. There would be intervisibility with the AONB. However, the site may be seen in the context of the town and, due to its westerly slope away from the AONB and intervening vegetation, visibility may be more limited than sites on the opposite side of the valley. The site may also be visible from Belbury Castle hillfort on the opposite side of the valley. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various PROWs in the wider landscape context which may offer views of the site. Requires further visual assessment.
Safety related constraints	No known safety constraints.
Soils and contamination	Agricultural land classification: Grade 2. Minerals and Waste: No constraints.
Other	Site slopes off gradually to the north-west.
Site potential	Of the 7.56ha submitted site, approximately 0.3ha is within floodzone 3. This means the gross site area is approximately 7.26 ha. Residential: Based on the gross site area, the site has the potential to deliver 109 dwellings. However, constraints highlighted above may significantly reduce this potential. Employment: The site would not be suitable for employment primarily due to accessibility. Conclusion: The site is only suitable for residential uses as an extension to Ottery St Mary. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site is opposite other land submitted to the HELAA (GH/ED/34).

AVAILABILITY ASSESSMENT

The site promoter(s) has confirmed that the site will be available for development within:

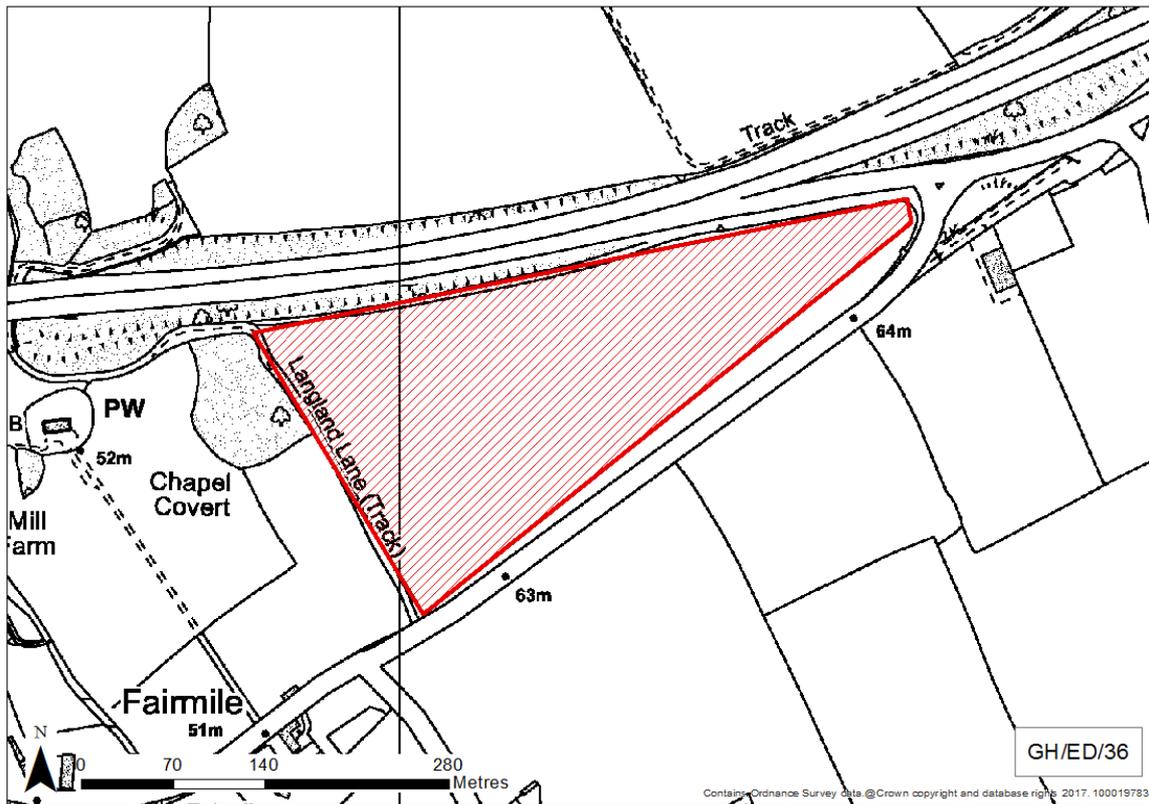
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic residential development alongside HELAA sites GH/ED/29-34. The Panel has advised that development could not commence until years 6-10 due to the need to design and deliver the necessary strategic highways infrastructure.

SITE OVERVIEW

HELAA Reference no.	GH/ED/36
Customer Reference no.	4514y9q
Area Site Plan	Map C
Site name	<i>Land south of A30 forming part of Taleford Farm</i>
Site descriptions	<i>Small, flat agricultural field located between Fairmile and the Patterson's Cross junction of the A30. The site is bound by the A30 to the north and the old A30 to the south-east. A small track/PROW, woodland and sloping open fields lie to the west.</i>
Total site area (ha)	6.44
Gross site area (ha)	6.44
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	No
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.

Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access is currently via a field gate on the old A30. The site is in close proximity to the west on/off slip roads of the new A30 trunk road. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 1.9km from Feniton station, which provides access to the wider region. The Sidmouth-Ottery-Whimble-Talaton-Feniton-Ottery-Sidmouth bus runs reasonably regularly through Patterson's Cross (approximately 200m north-east of the site) and could potentially be diverted to serve the site directly. Public Rights of Way link the site to Feniton and Ottery St Mary.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites, however there is no evidence that economic development has a detrimental recreational impact. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit. The site is approximately 190m south-east of Escot Park CWS which has a recorded water vole population amongst other assets. Public footpaths lead directly from the site to the River Tale, which is included within the designation and forms the boundary of it. This means that development of the site could have a potentially detrimental impact upon the population.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1 and is therefore a low risk of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Medium. The site is adjacent to the Exeter-Honiton Roman Road. Various historical field networks and enclosures are known to be in the vicinity and within the site, as well as multiple records of archaeological findspots. There is high potential for prehistoric activity. The site is approximately 1.6km from a battlefield at Fenny Bridges dating from 1549 and the Prayer Book Rebellion. It is also approximately 360m from Escot Park which dates back to around 1680 and 800m from the Cadhay Registered Park and Garden. Requires further assessment. Conservation sensitivity: High. There are a number of Grade II Listed Buildings within a

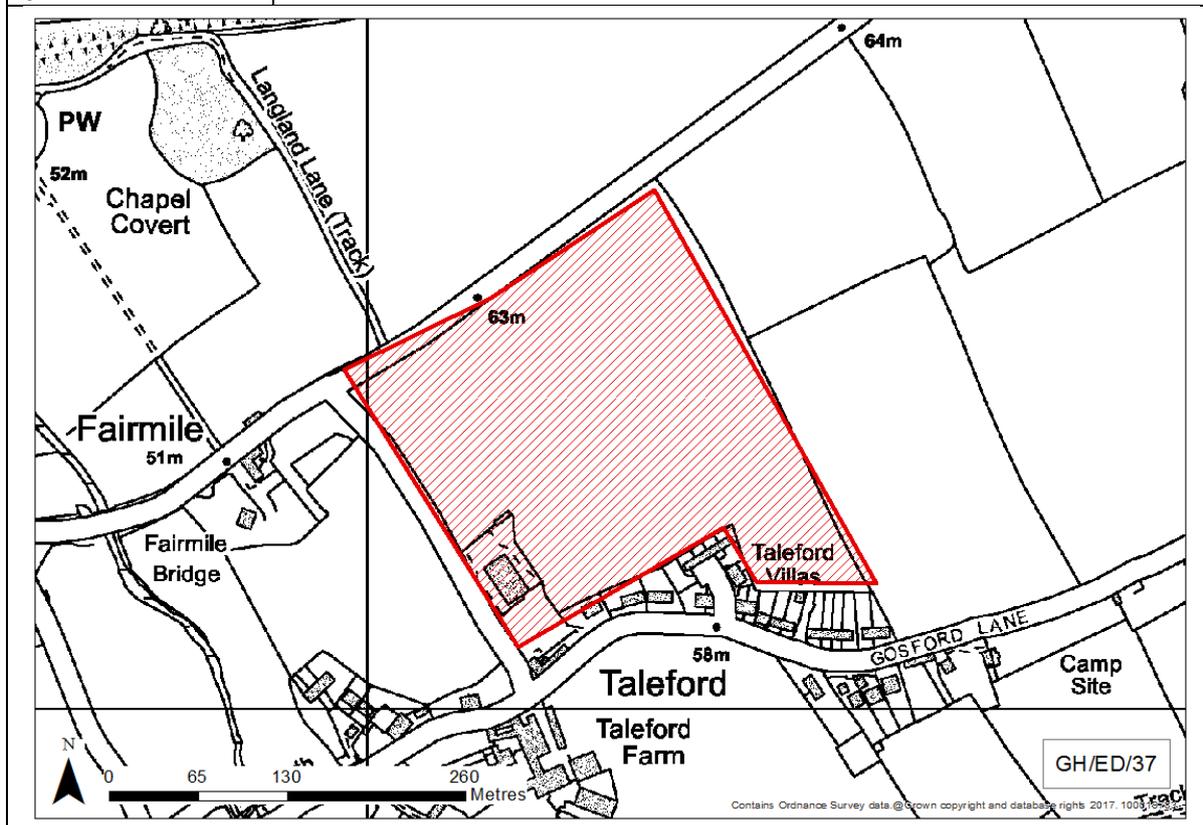
	few hundred metres of the site, including the Church of St Philip and St James, Mill Farm, Old Mill, Escot House and Chapel amongst others. The Grade I Listed Cadhay House is approximately 1km to the south and the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and other Listed Buildings in Ottery St Mary approximately 1.8km to the south-east. The Ottery St Mary Conservation Area begins just 1.1km south of the site at Head Weir on the River Otter. Due to the topography of the land and location on the opposite side of the valley there is some potential for intervisibility and associated impacts on the setting of these key heritage assets.
Infrastructure	Broadband: Homes/businesses adjacent to the site only have access to standard broadband. However, it should be possible to roll out superfast to any new development relatively easily.
Landscape	Landscape sensitivity: Medium. The site is not located within any nationally or locally protected landscapes. However, there is intervisibility with the East Devon AONB and highly likely to be intervisibility with numerous Listed Buildings in the area. The site abuts the A30. The site is bounded by hedgerows and trees which may be of landscape importance and a PRoW runs along its western boundary. Requires further visual assessment.
Safety related constraints	The site is affected by A30 noise constraints.
Soils and contamination	Agricultural land classification: Grades 2 and 3. Minerals and Waste: No constraints.
Other	Topography: flat site.
Site potential	Of the 6.44ha submitted site, there are no areas that should be discounted from the gross site area. Residential: The site has not been assessed for residential uses as it would not be capable of yielding 500+ dwellings on it's own or in combination with other sites. Employment: Up to 6.44ha of employment uses, subject to constraints highlighted above which may significantly reduce the site's potential. Conclusion: The site is only suitable for employment uses as part of a new a standalone site. However, yields are likely to be significantly below the high level HELAA projections above as a result of the constraints highlighted. The site adjoins other land submitted to the HELAA (GH/ED/37).

AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as unachievable for strategic employment development alongside HELAA sites GH/ED/37, as current highways junction arrangements (it is only possible to access the A30 west bound and access the site from the A30 east bound) and isolated location will make the site unattractive for investment. The Panel advise that the junction could be improved with fairly minor works, but this is unlikely to make sufficient difference to the site's attractiveness.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/37
Customer Reference no.	ue14ywi
Area Site Plan	Map C
Site name	Land south of A30 forming part of Taleford Farm (2)
Site descriptions	Small, gently sloping agricultural field adjacent to the hamlets of Taleford and Fairmile. The site is bounded by the old A30 to the north, agricultural fields to the east, the hamlet of Taleford to the south and a narrow lane and the edge of the hamlet of Fairmile to the west.
Total site area (ha)	6.57
Gross site area (ha)	6.57
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	No
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.

Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access is currently off a small and unsuitable country lane. However, a new access off the old A30 could be achieved subject to breaking through the existing hedgebank. The site is in close proximity to the west on/off slip roads of the new A30 trunk road. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 2.1km from Feniton station, which provides access to the wider region. The Sidmouth-Ottery-Whimple-Talaton-Feniton-Ottery-Sidmouth bus runs reasonably regularly through Patterson's Cross (approximately 400m north-east of the site) and could potentially be diverted to serve the site directly. Public Rights of Way link the site to Feniton and Ottery St Mary.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites, however there is no evidence that economic development has a detrimental recreational impact. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit. The site is approximately 400m south-east of Escot Park CWS, which has a recorded water vole population amongst other assets. Public footpaths lead directly from the site to the River Tale which is included within the designation and forms the boundary of it. This means that development of the site could have a potentially detrimental impact upon the population.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1. It is therefore at low risk of experiencing fluvial flooding. Any planning application for residential or economic development will need to include a Flood Risk Assessment, in accordance with advice in the NPPG. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Medium. The site lies adjacent to the Exeter-Honiton Roman Road. Various historical field networks and enclosures are known to be in the vicinity and within the site, as well as multiple records of archaeological findspots. There is high potential for prehistoric and Medieval activity. The site is approximately 1.8km from a battlefield at Fenny Bridges dating from 1549 and the Prayer Book Rebellion. It is also approximately 540m from Escot Park, which dates back to around 1680 and 570m from the Cadhay Registered Park and Garden. Requires further

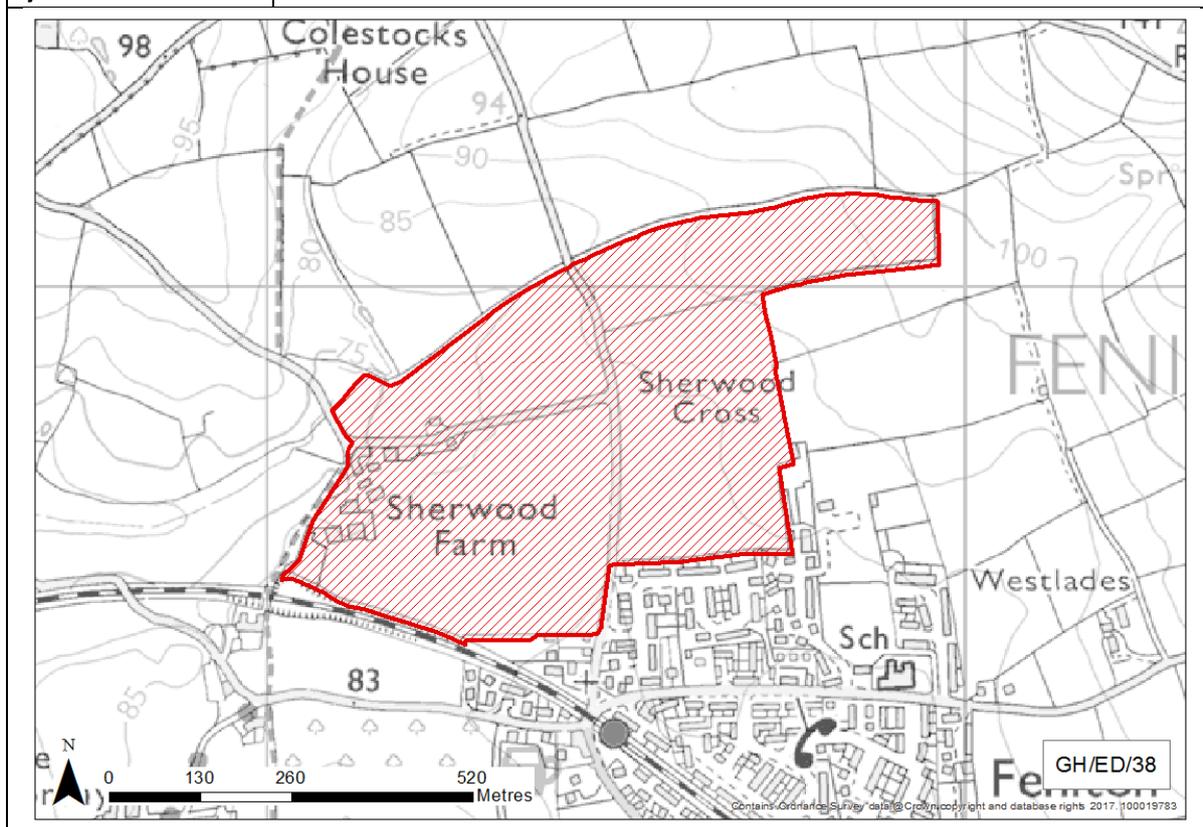
	assessment. Conservation sensitivity: High. There are a number of Grade II Listed Buildings within a few hundred metres of the site including Mill Farm, Old Mill, Church of St Philip & St James, Escot House and Chapel amongst others. The Grade I Listed Cadhay House is approximately 830m to the south and the Grade I Listed Church of St Mary, Grade II* Listed Chanter's House and other Listed Buildings in Ottery St Mary are approximately 1.65km to the south-east. The Ottery St Mary Conservation Area begins just 950m south of the site at Head Weir on the River Otter. Due to the topography of the land and location on the opposite side of the valley, there is some potential for intervisibility and associated impacts on the setting of these key heritage assets.
Infrastructure	Broadband: Homes/businesses adjacent to the site only have access to standard broadband. It should be possible to roll out superfast to any new development relatively easily.
Landscape	Landscape sensitivity: Medium. The site is not located within any nationally or locally protected landscapes. However, there is intervisibility with the East Devon AONB and highly likely to be intervisibility with numerous Listed Buildings in the area. The site is bounded by hedgerows and trees which may be of landscape importance and a PRoW leads away from the site from its north-west corner. Requires further visual assessment.
Safety related constraints	The site is affected by A30 noise constraints.
Soils and contamination	Agricultural land classification: Grades 2 and 4. Minerals and Waste: The land is partly within a Mineral Consultation Area for the sand and gravel resource, but is unlikely to constrain future extraction. Therefore there is no mineral objection. No waste management constraint.
Other	Topography: Flat site which slopes very gently to the south.
Site potential	Of the 6.57ha submitted site, there are no areas that should be discounted from the gross site area. Residential: The site has not been assessed for residential uses as it would not be capable of yielding 500+ dwellings on it's own or in combination with other sites. Employment: Up to 6.57ha of employment uses, subject to constraints highlighted above which may significantly reduce the site's potential. Conclusion: The site is only suitable for employment uses as part of a new a standalone site. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site adjoins other land submitted to the HELAA (GH/ED/36).

AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as unachievable for strategic employment development alongside HELAA site GH/ED/36, as current highways junction arrangements (it is only possible to access the A30 west bound and access the site from the A30 east bound) and isolated location will make the site unattractive for investment. The Panel advise that the junction could be improved with fairly minor works, but this is unlikely to make sufficient difference to the site's attractiveness.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/38
Customer Reference no.	9x14yv0
Area Site Plan	Map B
Site name	<i>Land north west of Feniton</i>
Site descriptions	<i>Large, reasonably flat site to the north-west of Feniton. Comprises multiple pastoral and agricultural fields divided by local roads, as well as Sherwood Farm and the Grade II Listed Sheridon and Sherwood Cottage. The site is bounded by more sloping agricultural fields to the north, west and east, the village of Feniton to the south/south-east and the railway to the south-west.</i>
Total site area (ha)	31.97
Gross site area (ha)	30.25
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes
Employment?	No

Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	Approximately 0.12ha of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	An area of c.31.85ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	The main C class road from Feniton to Payhembury runs through the site. Access would be achieved to plots either side of the road from this. However, access to the north side of Feniton is constrained by the existing level crossing in the village centre, through which the majority of traffic must flow. Depending on the scale of development in this location, a suitable alternative crossing of the railway and improvements/closure of the level crossing may be required – further investigation would be necessary. There may also be a need to improve access to the A30, depending on the scale of development. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 260m from Feniton station, but parts of the site are as close as 90m from the station which provides access to the wider region. The Honiton-Cullompton-Feniton-Honiton bus goes through the site, however this service only runs 3 days per week. The Sidmouth-Ottery-Whimple-Talaton-Feniton-Ottery-Sidmouth bus runs more regularly through the centre of the village. Either route could potentially be improved to serve the site. Public Rights of Way link the site to Feniton and Ottery St Mary.
Ecology	The site is within 10km of the Pebblebed Heaths European Site and so appropriate mitigation would be required. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	<p>Flooding: In addition to the area within floodzone 3, a small sliver of land (c.0.04 ha) on the west side of the site lies within floodzone 2 and is therefore at medium risk of experiencing fluvial flooding. This area only has the potential to be developed for residential or economic use if the sequential and exceptions tests set out in the NPPG are adhered to. Any planning application must be accompanied by a Flood Risk Assessment. The areas within floodzones 2 and 3 are also at risk of surface water flooding and approx. half the site (totalling c.17.7ha) lies within the Feniton Critical Drainage Area. EDDC are currently working on implementation of a scheme to deliver an overflow culvert and channels to reduce surface water flood risk. The main surface water flows come from the north east of New Feniton. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. There is a need for surface water to be managed to a higher standard than normal, to ensure that any new development will contribute to a reduction</p>

	in flood risk in line with the NPPF. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Medium. The site contains a ring ditch at its northern end and various historic field networks are known to exist in the vicinity. There is high potential for prehistoric and Medieval activity. The site is also approximately 1.4km from a battlefield at Fenny Bridges dating from 1549 and the Prayer Book Rebellion and 1km away from Escot Park which dates back to 1680. Requires further assessment. Conservation sensitivity: High. The site contains two Grade II Listed Buildings (Sheridon and Sherwood Cottage). Development will require careful design and arrangement to ensure their settings and significance are not undermined. In addition to this, a collection of Grade II Listed Buildings and historic gardens (unregistered) at Feniton Court are around 1km away to the south-east of the site. Due to the topography of the site and surrounding land there would be limited impact on the heritage assets at Feniton Court or Escot.
Infrastructure	Education: Feniton Primary School is at capacity and would require expansion to accommodate additional pupils arising from development of the site. Secondary provision at Kings School, Ottery St Mary is at capacity and further expansion may be difficult. Broadband: Homes/businesses adjacent to the site have access to superfast broadband so it should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: Medium-low. The site is not located within any nationally or locally protected landscapes. However, there may be some intervisibility with the East Devon AONB. Intervisibility with the Blackdown Hills AONB is likely to be low or non-existent due to surrounding landforms. There is intervisibility with Listed Buildings in the vicinity. The site may be relatively prominent in the wider landscape which contains numerous ProWs. The site is bound and crossed by hedgerows and trees which may be of landscape importance. Requires further visual assessment.
Safety related constraints	No known safety constraints.
Soils and contamination	Agricultural land classification: Grade 1 and 2. Minerals and Waste: The south western part of the site is within a Mineral Consultation Area, with a small part within a Mineral Safeguarding Area. However, this area of sand and gravel resource is separated from the larger resource area by the rail line and so there is no mineral objection to development. No waste management constraint.
Other	Gently sloping to relatively flat. In addition to the small amount of land within the floodplain, a further 1.6ha of the site is already developed or consists of existing roads.
Site potential	Of the 31.97 ha submitted site, approximately 0.12ha is within floodzone 3 and a further 1.6 ha is already developed or consists of existing roads. The gross site area is therefore c. 30.25 ha. Residential: Based on the gross site area, the site has the potential to deliver an average of 454 dwellings. However, constraints highlighted above may significantly reduce this potential. Employment: The site would not be suitable for employment primarily due to accessibility.

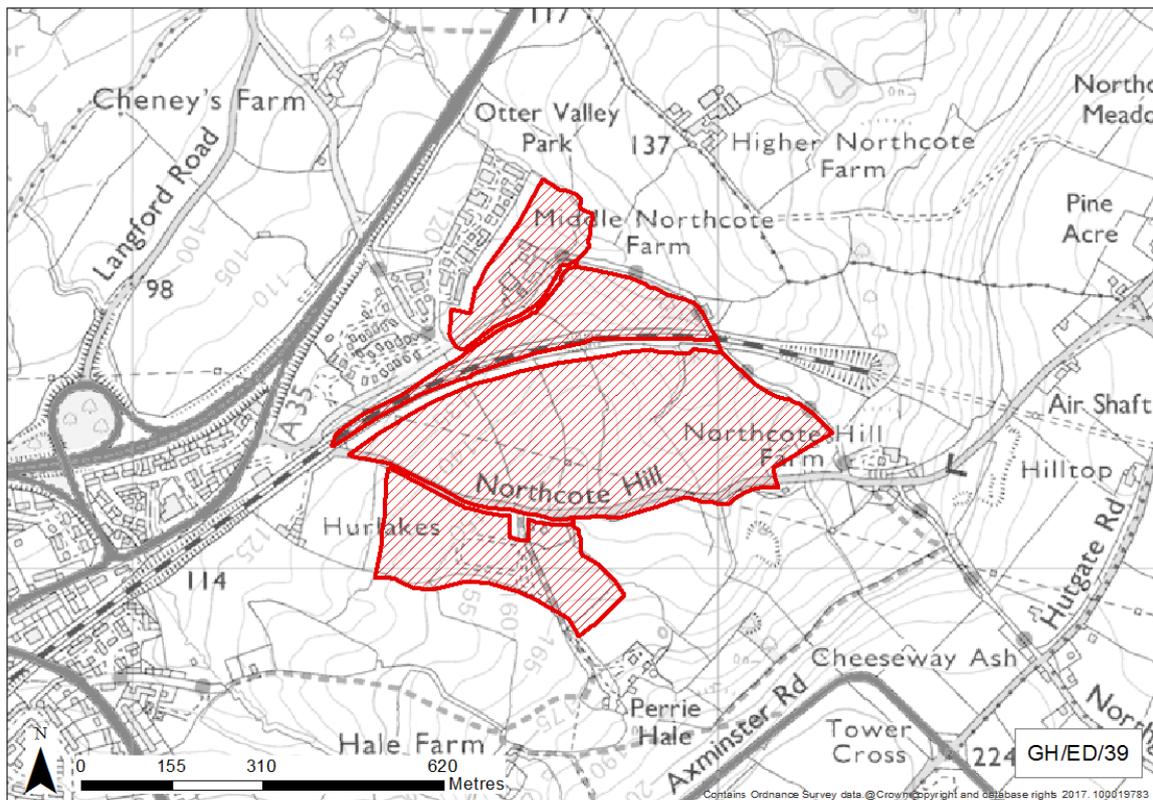
	<p>Conclusion: The site is only suitable for residential uses as an extension to Feniton. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site would need to deliver in excess of 500 homes to be considered a strategic housing site for the purposes of the GESP.</p>
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AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT
<p>The HELAA Panel has advised that 454-500 homes in this location is not achievable, due to major access and flooding constraint. 454-500 homes cannot viably support the necessary infrastructure improvements. Much smaller development might be possible without such significant improvements, however this would not be of a strategic scale. Much larger development might be achievable as it could overcome the infrastructure concerns more viably.</p>

SITE OVERVIEW

HELAA Reference no.	GH/ED/39
Customer Reference no.	f415yom
Area Site Plan	Map D
Site name	<i>Land south of Northcote Hill, Honiton</i>
Site descriptions	<i>Large site comprising agricultural and pastoral fields to the east of Honiton. Parts of the site are fairly steep, others are more gently sloped. The site is divided into four parcels by Northcote Hill Road, Tunnel Lane and the railway. It also contains a plant nursery in the southern-most parcel and Middle Northcote Farm in the northern-most parcel. It is bounded by “The Cedars” and “Otter Valley Park” park home estates and open fields to the north; Tunnel Lane, the railway tunnel and more steeply sloping land to the east; more steeply sloping agricultural fields to the south, with more gently sloping fields to the south-west towards Honiton; and the railway and far eastern edge of Honiton to the west. The site is bound by or in very close proximity to the Blackdown Hills AONB to the north, east and south.</i>
Total site area (ha)	28.30
Gross site area (ha)	27.85
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes
Employment?	No
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	Approximately 0.45ha of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	An area of approximately 27.85ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	The site is accessed via either Northcote Hill or Northcote Road/Tunnel Lane, which are narrow country lanes leading from the A30/A35 junction at the eastern end of Honiton. Access to the majority of the site is constrained by relatively narrow roads under railway bridges. Access improvements and associated traffic management may be required. Development has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approx 1.6km from Honiton train station. The site is not currently served by any bus routes, but Honiton is well connected to regular routes. The Taunton-Dunkeswell-Honiton-Seaton bus runs over the A35/A30 junction (approximately 810m away from the centre of the site) five times a day and the Exeter-Cranbrook-Ottery-Honiton-Axminster bus runs along the A35, which is approx 945m away from the centre of the site. Either route could potentially be improved to serve the site. Public Rights of Way link the site to Honiton, though the detached nature of the site from the town would raise questions of whether people would actually walk to it.
Ecology	The site is within 10km of the Pebblebed Heaths European Site and so appropriate mitigation would be required. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	<p>Flooding: In addition to the area within floodzone 3, a small area (c.0.02ha) on the north side of the site lies within floodzone 2. This area has a medium probability of experiencing fluvial flooding and only has the potential to be developed for residential or economic use if the sequential and exceptions tests set out in the NPPG are adhered to. Any planning application must be accompanied by a Flood Risk Assessment. In addition to the floodzones, a reasonable amount of land is considered to be at risk of surface water flooding in the eastern part of the site. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation</p>

	that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Medium. The site is located in an area known for prehistoric activity. The area is shaped by an intact Medieval landscape of lanes and boundaries. Tunnel Lane is a Roman Road which leads through the site. The site contains a number of former pits and quarries. Requires further assessment. Conservation sensitivity: Low. The site is approx 600m from the Grade II Listed Langford Bridge, 600m from the Grade II Listed Copper Castle and its Listed gates, 650m from the Grade II Listed Bishops Tower and Tower Farm, 700m from the Grade II* Listed Marwood House, and 860m from the Honiton Conservation Area and associated Listed Buildings. However, development of the site is unlikely to have an impact upon their significance or settings.
Infrastructure	Education: Honiton primary schools have a small amount of capacity left, but not enough to serve the scale of development proposed by the site promoter (550 dwgs). This would also not be sufficient development to support a new primary school. There is potentially capacity for some small expansion at Honiton Community College. Health: Depending on the scale of development there may be a need to provide additional primary health care facilities. Other: Development could potentially help to secure improved sports pitch provision and an eastern by-pass to the town linking the A30 and A35, which are local aspirations. Broadband: Homes/businesses adjacent to the site have access to superfast broadband. It should be relatively easy to roll this out to any new development.
Landscape	Landscape sensitivity: High. The site is outside but abuts the Blackdown Hills AONB, which wraps around the eastern end of Honiton and is in close proximity to the East Devon AONB which starts further up Tower Hill. Parts of the site have significant intervisibility with the Blackdown Hills AONB to the north of the A30, where they would highly likely be visible from key vantage points such as Dumpdon Hill. However, the site may be seen in the context of the existing settlement, A30 and A35 to an extent. Natural England advised that the site may struggle to meet the NPPF exception test in terms of impact on the AONB, as better options for development exist elsewhere. The site is bounded and crossed by hedgerows and trees which may be of landscape importance. There are various ProWs in the wider landscape context, one of which crosses the site. Some are highly likely to offer views of the site. Requires further visual assessment.
Safety related constraints	Noise: The site is affected by A30 noise constraints associated with the current alignment and proposed realignment to the east of Honiton. Air quality: The Honiton AQMA is no longer considered to be an issue and is in the process of being revoked. Other: The site is in relatively close proximity to an HSE major pipeline, which runs along the top ridge at Tower Hill. The site is, however, not in such close proximity for there to be a foreseeable issue. The site is crossed by high voltage powerlines.
Soils and contamination	Agricultural land classification: Grades 2 and 3b. Minerals and Waste: No constraints.
Other	Majority of the site slopes down to the north-west, north or north-east, with parts being relatively steep but still developable. The site is crossed by high voltage powerlines.

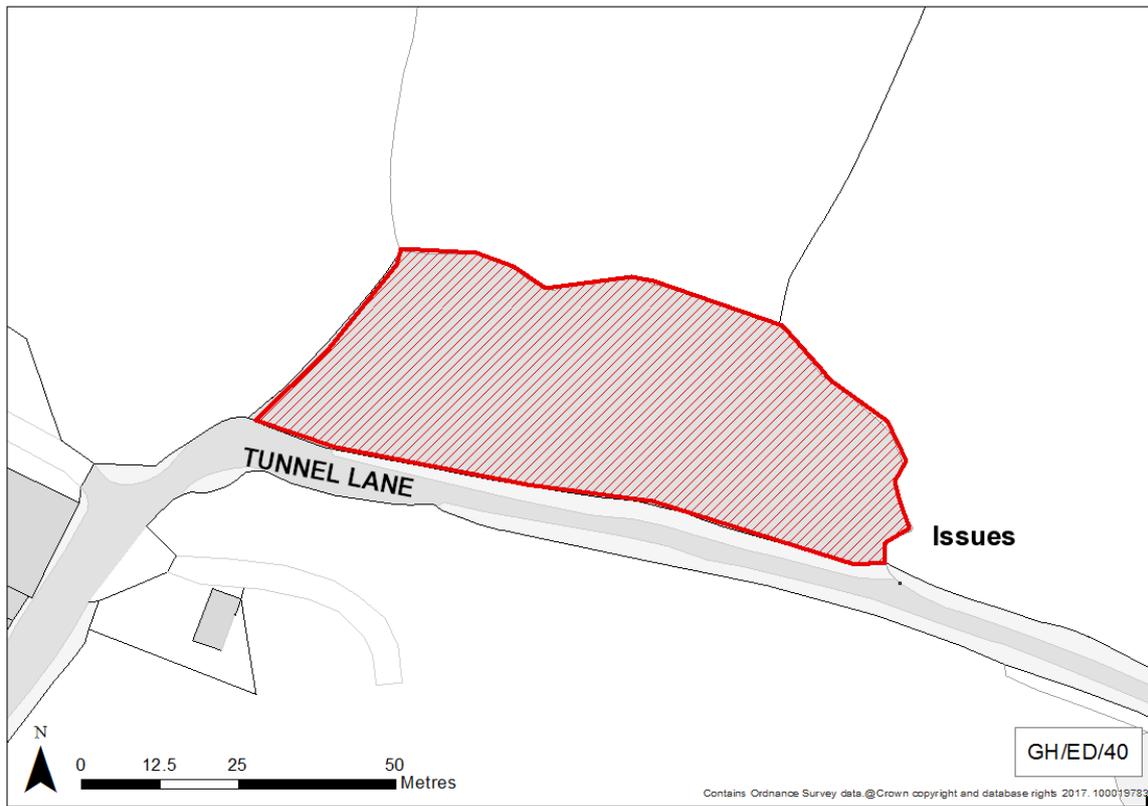
Site potential	<p>Of the 28.30ha submitted site, approximately 0.45ha is within floodzone 3. This means the gross site area is approximately 27.85ha.</p> <p>Residential: Based on the gross site area, the site has the potential to deliver an average of 418 dwellings. However, constraints highlighted above may significantly reduce this potential.</p> <p>Employment: The site would not be suitable for employment primarily due to accessibility and topography.</p> <p>Conclusion: The site is only suitable for residential uses as an extension to Honiton. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site adjoins other land submitted to the HELAA (GH/ED/40). Together the two sites would need to deliver in excess of 500 homes in order to be considered strategic housing sites for the purposes of the GESP.</p>
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AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT
<p>The HELAA Panel has assessed the site as unachievable for strategic housing development alongside HELAA site GH/ED/40, on grounds that, even combined, the two sites are too small and isolated. The Panel advises that the site may be achievable as part of a large development linked to the main town. Access via the tunnels under the railway is considered to be a significant constraint, which only larger scale development adjoining Axminster Road can resolve.</p>

SITE OVERVIEW

HELAA Reference no.	GH/ED/40
Customer Reference no.	hv15vpa
Area Site Plan	Map D
Site name	<i>Land adjacent Tunnel Lane, by Middle Northcote Farm, Honiton</i>
Site descriptions	<i>Small gently sloping overgrown site to the east of Honiton. Bound by a small tree-lined stream and agricultural fields to the north and east, Tunnel Lane to the south and Middle Northcote Farm to the west.</i>
Total site area (ha)	<i>0.30</i>
Gross site area (ha)	<i>0.23</i>
Min/Mid/Max yield	<i>0 dwg / 0 dwg / 0 dwg / 0 ha employment</i>



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	Yes
Employment?	No
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.

Airport	Site is outside the Airport Vector.
Flood Zone 3b	Approximately 0.07ha of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	An area of approximately 0.23ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	The site is accessed via Tunnel Lane, which is a narrow country lane that leads from the A30/A35 junction at the eastern end of Honiton and eventually becomes a Public Right of Way unsuitable for vehicular traffic. Development has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approx 1.6km from Honiton train station. The site is not currently served by any bus routes, but Honiton as a town is well connected to regular routes. The Taunton-Dunkeswell-Honiton-Seaton bus runs over the A35/A30 junction (approximately 980m away from the centre of the site) five times a day and the Exeter-Cranbrook-Ottery-Honiton-Axminster bus runs along the A35, which is approximately 1.2km away from the centre of the site. Either route could potentially be improved to serve the site. Public Rights of Way link the site to Honiton.
Ecology	The site is within 10km of the Pebblebed Heaths European Site and so appropriate mitigation would be required. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	<p>Flooding: The area within floodzone 3 is also at risk of surface water flooding. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Any planning application must be accompanied by a Flood Risk Assessment.</p> <p>Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of sewerage catchments. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.</p>
Heritage and Archaeology	Heritage sensitivity: medium. The site is in an area known for prehistoric activity. The area is shaped by an intact Medieval landscape of lanes and boundaries. Tunnel Lane is a Roman Road which leads through the site. The site contains a number of former pits and quarries. Requires further assessment. Conservation sensitivity: Low. The site is approximately 730m from the Grade II Listed Langford Bridge, 1.1km from the Grade II Listed Bishops Tower and Tower Farm, 1.2km from the Grade II Listed Copper Castle and its Listed gates, 1.2km from the Grade II* Listed Marwood House, and 1.4km from the Honiton Conservation Area and associated Listed Buildings. However, development of the site is unlikely to have an impact upon their significance or settings.
Infrastructure	Education: Honiton primary schools have a small amount of capacity left. There is potential capacity for small expansion at Honiton Community College. Health: Depending on the scale of development there may be a

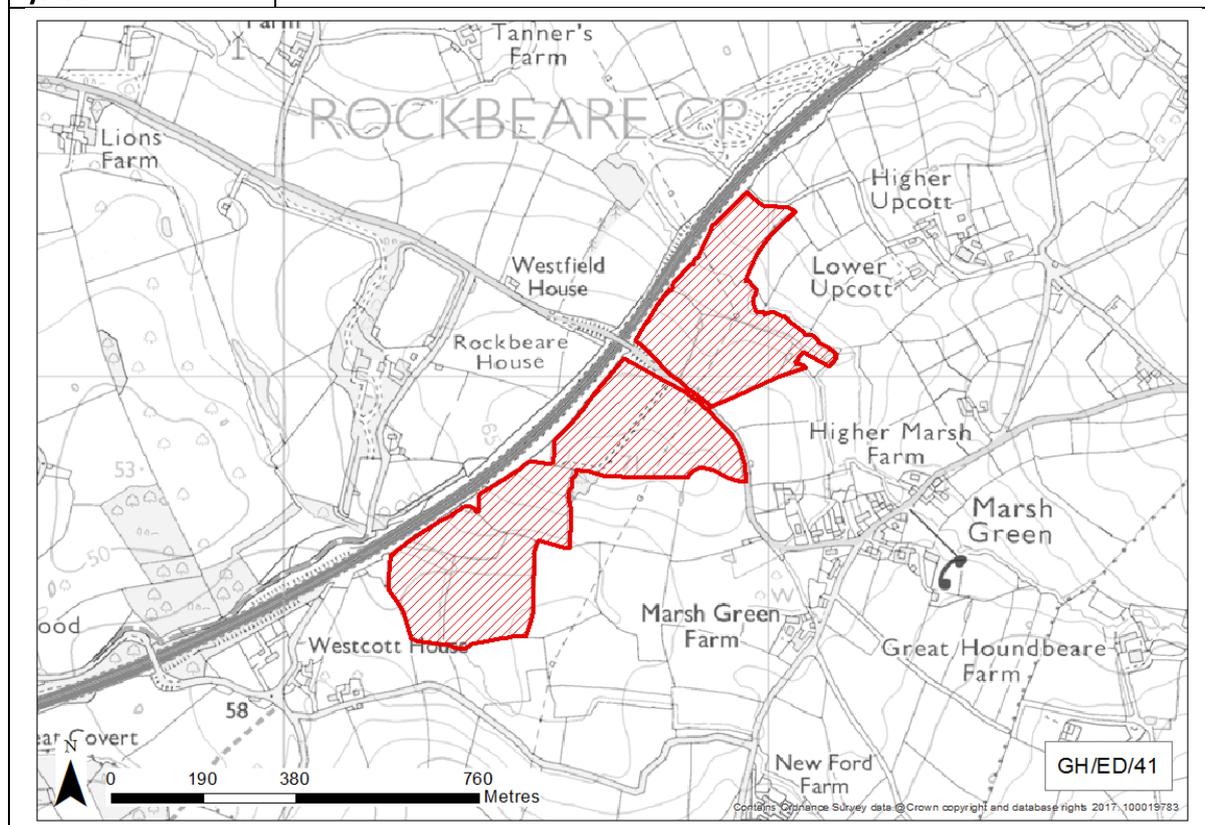
	need to provide additional primary health care facilities. Other: Development could potentially help to secure improved sports pitch provision and an eastern by-pass to the town linking the A30 and A35, which are local aspirations. Broadband: Homes/businesses adjacent to the site have access to superfast broadband. It should be relatively easy to roll this out to new development.
Landscape	Landscape sensitivity: high. The site is located outside but in close proximity to the Blackdown Hills AONB, which wraps around the eastern end of Honiton. It is also in close proximity to the East Devon AONB, which starts further up Tower Hill. There would be some close range intervisibility with the Blackdown Hills AONB and it is highly likely that there would be wider intervisibility with both AONBs as well, although the site is nestled in the valley bottom. The site is bounded by trees, some of which may be considered significant in landscape terms. There are various ProWs in the wider landscape, some of which are highly likely to offer views of the site. Requires further visual assessment.
Safety related constraints	Noise: The site is affected by A30 noise constraints associated with the current alignment and proposed realignment to the east of Honiton. Air quality: The Honiton AQMA is no longer considered to be an issue and is in the process of being revoked. Other: The site is in relatively close proximity to an HSE major pipeline, which runs along the top ridge at Tower Hill. The site is, however, not in such close proximity for there to be a foreseeable issue.
Soils and contamination	Agricultural land classification: Grade 3. Minerals and waste: No constraints.
Other	Site slopes to the north-east down to a stream.
Site potential	Of the 0.30ha submitted site, approximately 0.07ha is within floodzone 3. This means the gross site area is approximately 0.23ha. Residential: Based on the gross site area, the site has the potential to deliver 4-6 dwellings. Alternatively, the site could be developed for gypsy and traveller accommodation as submitted. However, constraints above may significantly reduce this potential. Employment: The site would not be suitable for employment primarily due to accessibility. Conclusion: The site is only suitable for residential uses as an extension to Honiton. However, yields are likely to be significantly below the high level HELAA projections above as a result of constraints highlighted. The site adjoins other land submitted to the HELAA (GH/ED/39). Together the two sites would need to deliver in excess of 500 homes in order to be considered strategic housing sites for the purposes of the GESp.

AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as unachievable for strategic housing development alongside HELAA site GH/ED/39, on grounds that, even combined, the two sites are too small and isolated. The Panel advises that the site may be achievable as part of a large development linked to the main town. Access via the tunnels under the railway is considered to be a significant constraint, which only larger scale development adjoining Axminster Road can resolve.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/41
Customer Reference no.	xj14x7d
Area Site Plan	Map A
Site name	<i>Land adjacent A30, Rockbears Hill, Marsh Green</i>
Site descriptions	<i>Large site of rolling agricultural and pastoral farmland, adjacent to the A30 near the hamlet of Marsh Green. The site is bounded by the A30 trunk road to the north and west and farmland to the south and east.</i>
Total site area (ha)	23.81
Gross site area (ha)	22.12
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 0 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	No
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.

Airport	Approximately 2.07ha of the site is within the Airport Vector. However, employment uses are less sensitive in this regard.
Flood Zone 3b	Approximately 1.69ha of the northern part of the site is within Flood Zone 3. A precautionary approach will be taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	An area of approximately 22.12ha has passed Stage A Suitability Assessment for strategic employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access can be achieved from the Rockbeare-Marsh Green road which runs through the site, but this road would be unsuitable for major traffic movements which may restrict the use of the site. Site adjoins the A30 and at an existing overbridge, which could potentially be developed into a new junction. However this would likely be prohibitively expensive and therefore make the site unviable. Development of the site has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 3.5km from Whimple train station, 4.1km from Cranbrook train station (however access to either would be difficult from this location) and the Axminster-Honiton-Ottery-Cranbrook-Exeter runs along the road through the site. Pedestrian/cycle movement to Cranbrook would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites. However, there is no evidence that economic development has a detrimental recreational impact. It is within the Great Crested Newt Consultation Zone. The site is bounded by/includes hedgerows/trees which may be of some ecological merit. The site includes an area of nature conservation interest in the south which should be protected.
Flood risk, water quality and drainage	Flooding: In addition to the area within floodzone 3, approximately 0.01ha in the northern part of the site is in floodzone 2. Land in floodzone 2 has a medium probability of experiencing fluvial flooding and only has the potential to be developed for residential or economic use if the sequential and exceptions tests set out in the NPPG are adhered to. Any planning application must be accompanied by a Flood Risk Assessment. A large area (approximately 3.64ha in the south and an additional 0.3ha in the north) is at risk of surface water flooding. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Medium. There are no known heritage constraints within the site. However, the western most tip of the site is just 70m from the Rockbeare Manor Registered Park & Garden which is located on the opposite side of the A30 trunk road. There are a number of archaeological records in close proximity to the site. Requires further assessment.

	Conservation sensitivity: Medium. The site is approx. 380m from the Grade I Listed Rockbeare Manor and associated Grade II* and II Listed Buildings. It is about 100m from the Grade II Listed The Knoll, Shrubbery Garden Walls (associated with Rockbeare Manor) and Manor Cottages. It is approx. 220m from Westcott House, Westcott Farmhouse and other associated buildings, and approx. 280m west of Higher Upcott Farm and associated barn and other Grade II Listed Buildings in the vicinity. Requires further assessment.
Infrastructure	Broadband: Homes/businesses adjacent to the site only have access to standard broadband. It should be possible to roll out superfast to any new development relatively easily.
Landscape	Landscape sensitivity: Medium-High. Site is not within any nationally or locally protected landscapes. However, it is highly likely to have intervisibility with Rockbeare Manor to the north and likely to have intervisibility with the East Devon AONB to the south-east. Site contains historic water meadows and is bounded and crossed by hedgerows and trees which may be of landscape importance. Requires further visual assessment.
Safety related constraints	Noise: Site is outside current airport noise constraints (57Db). However, the northern most part is projected to be within that zone by 2030, based upon airport expansion plans. In addition, there may be noise constraints associated with the A30. However, in both cases it is unlikely that economic development would be as constrained as other uses such as housing and education. Other: The site is crossed by high voltage powerlines.
Soils and contamination	Agricultural land classification: Grade 3. Minerals and waste: No constraints.
Other	Topography: Site consists of rolling hills and valleys, with some flatter areas primarily at the tops of the hills which would be suitable for economic development. The sloped areas, whilst not being undevelopable, would be challenging for employment development and this may reduce capacity. High voltage powerlines: cross the site which may reduce capacity.
Site potential	Of the 23.81ha submitted site, around 1.69ha is within floodzone 3. This means the gross site area is approximately 22.12ha. Residential: The site has not been assessed for residential uses, as it would not be capable of yielding 500+ dwellings on it's own or in combination with other sites. Employment: Up to 22.12ha of employment land, subject to constraints highlighted above which may significantly reduce this potential. Conclusion: The site is only suitable for employment uses as a standalone site. However, yields are likely to be significantly below the high level HELAA projections, as a result of constraints highlighted.

AVAILABILITY ASSESSMENT

The site promoter(s) has confirmed that the site will be available for development within:

The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as unachievable for strategic employment development. The Panel advise that the site would be unattractive to investors due to its isolated location and the access improvements that would be needed from the A30.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/42
Customer Reference no.	st14y0w
Area Site Plan	Map A
Site name	<i>Land at Southwood Cross, Rockbeare</i>
Site descriptions	<i>Small site of flat agricultural farmland on the south side of Exeter International Airport. The site is bounded by farmland to the north, the future site of the France-Alderney-Britatin (FAB) Link connector to the east, Long Lane and farmland to the south and McBains Antiques Centre to the west.</i>
Total site area (ha)	2.40
Gross site area (ha)	2.40
Min/Mid/Max yield	<i>0 dwg / 0 dwg / 0 dwg / 2.40 ha employment</i>



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	No
Employment?	Yes

Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Approximately 1.57ha of the site is within the Airport Vector. However, employment uses are less sensitive in this regard.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access can be achieved through existing field gate off Long Lane. Long Lane is unsuitable to serve strategic employment at present. However, widening of Long Lane from the B3184 past the airport main entrance to this site is identified in the adopted Local Plan and IDP. Bids for grant funding to bring the allocation forward have been submitted. An alternative access could potentially be achieved through development of a new junction on the A30 to serve this allocation and surrounding sites. Development has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approx 2.6km from Cranbrook train station (however the airport's location means that the actual route to the station is far longer). The Exmouth-Woodbury-Airport-Exeter bus serves the airport terminal, from which the site is a short walk. Pedestrian/cycle access to the airport terminal and other West End sites would need to be greatly improved.
Ecology	Site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites. However, there is no evidence that economic development has a detrimental recreational impact. It is within the Great Crested Newt Consultation Zone. Site is approximately 60m from the Beautiport County Wildlife Site, but would have no obvious impact upon it. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1 and is therefore at low risk from experiencing fluvial flooding. Any planning application would need to include a Flood Risk Assessment. Some areas of surface water flood risk cross the site. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Low. The site contains a number of archaeological assets/remains relating to the former RAF Exeter air base and its use during WWII. These are unlikely to be significant constraints. Conservation sensitivity: Medium. The site is approx. 400m west of the Grade II Listed "Lower Southwood Cottage", 650m West of the Grade II Listed "The Nook", 1.4km west of "Westcott House", Westcott Farmhouse and Barn" and 700m West of Rockbeare Manor Registered Park & Gardens. There may be some

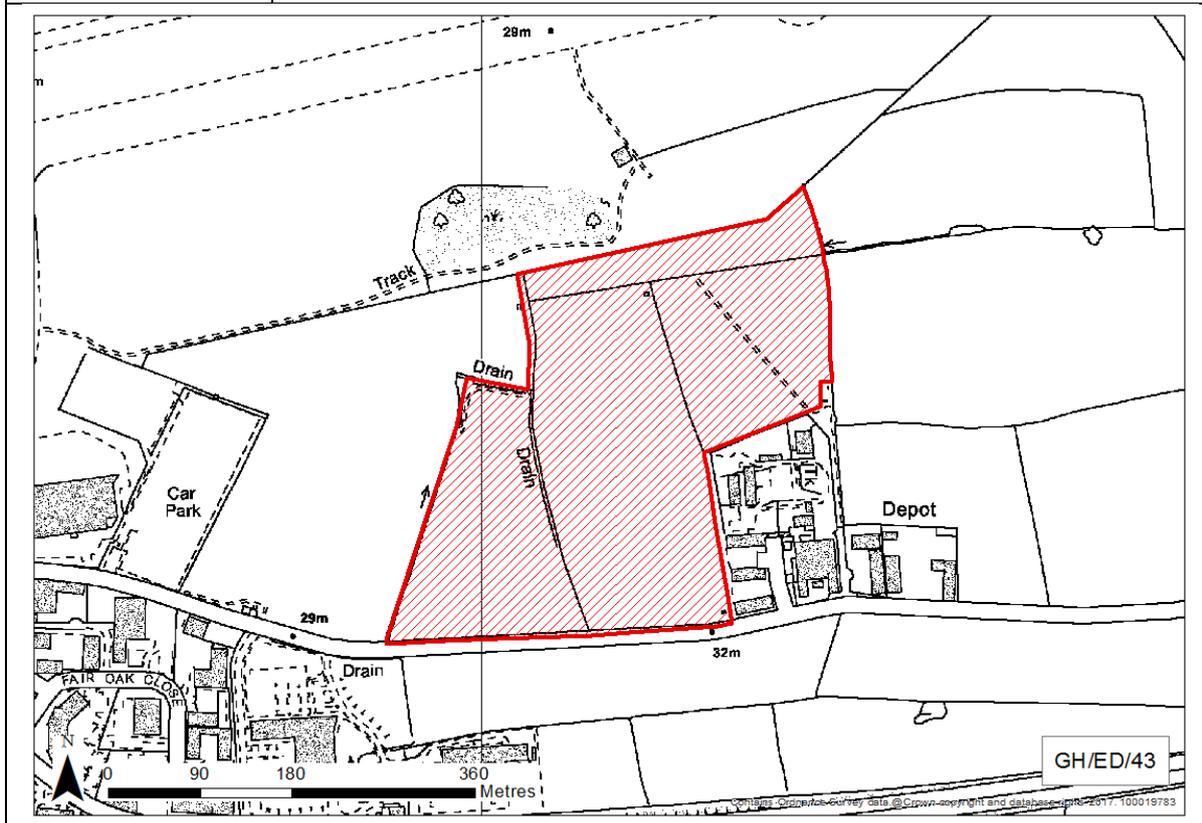
	limited impact upon their settings, despite topography, vegetation and association with existing development at the airport. Requires further assessment.
Infrastructure	The site is close to the proposed France-Alderney-Britain (FAB) Link. There is an opportunity to tap into waste heat to form a district heating system covering this and potential other surrounding sites. Broadband: Homes /businesses adjacent the site have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: Low-Medium. The site is not within any nationally or locally protected landscapes. There is limited scope for intervisibility between the site and the AONB, Rockbeare Manor and Killerton. However, the site would be viewed within the industrial landscape context of Exeter International Airport. The site is bound and crossed by hedgerows and trees which may be of landscape importance.
Safety related constraints	Noise: Site is within the current and future airport noise constraints (57Db) zone. However, it is unlikely that economic development would be as constrained as other uses such as housing and education. The site is outside of the airport public safety zone. However, mitigation may be required to restrict access to the airport/runway, if the site were developed. The site is also affected by A30 noise. Other: There may be future safety related constraints regarding to the FAB Link connector, but these are not yet known.
Soils and contamination	Agricultural land classification: Grade 3a. Minerals and waste: No constraints.
Other	Site is flat and the developable area is not constrained. It is suitable for economic development.
Site potential	Of the 2.4ha submitted site, there are no areas that should be discounted from the gross site area. Residential: The site has not been assessed for residential use, as it would not be capable of yielding 500+ dwellings on it's own or in combination with other sites. Employment: Up to 2.4ha of employment land. Conclusion: The site is only suitable for employment uses as an extension to the Airport Business Park. The site adjoins other land submitted to the HELAA (GH/ED/43).

AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic employment development, alongside HELAA sites GH/ED/43-45. The Panel advises that access is dependent upon multiple third part landowners, but that progress is being made to deliver Long Lane widening works within the next 2 years. This will enable the sites to come forward in the 1-5 year period.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/43
Customer Reference no.	8915ymr
Area Site Plan	Map A
Site name	Land north of Long Lane, adjacent Exeter International Airport
Site descriptions	Reasonably small site of flat agricultural farmland on south side of Exeter International Airport. Bound by the operational airfield to the north, McBains Antiques Centre and farmland to the east, Long Lane, farmland and the new Hampton by Hilton Hotel to the south and an existing allocation for employment development to the west.
Total site area (ha)	11.80
Gross site area (ha)	11.80
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 11.80 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	No
Employment?	Yes

Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Approximately 9.41ha of the site is within the Airport Vector. However, employment uses are less sensitive in this regard.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access can be achieved through existing field gate off Long Lane. Long Lane is unsuitable to serve strategic employment at present. However, widening of Long Lane from the B3184 past the airport main entrance to this site is identified in the adopted Local Plan and IDP. Bids for grant funding to bring the allocation forward have been submitted. Alternative access could potentially be achieved through provision of a new junction on the A30, to serve this allocation and surrounding sites. Development has potential to impact on Junction 29 of the M5, which suffers congestion at peak periods. The centre of the site is approx 2.3km from Cranbrook train station, although the airport's location means that the route is actually far longer. The Exmouth-Woodbury-Airport-Exeter bus serves the airport terminal and the site is a short walk from here. Pedestrian/cycle access to the airport terminal and other West End sites would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites. However, there is no evidence that economic development has a detrimental recreational impact. It is within the Great Crested Newt Consultation Zone. The site is approx 120m from the Beautiport County Wildlife Site, but would have no obvious impact upon it. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1 and is therefore at low risk of experiencing fluvial flooding. Any planning application would need to be accompanied by a Flood Risk Assessment. Some areas of surface water flood risk cross the site. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Low. The site contains a number of archaeological assets/remains relating to the former RAF Exeter air base and its use during WWII. Requires further assessment. Conservation sensitivity: Low. The site is approx. 530m west of the Grade II Listed "Lower Southwood Cottage", 700m west of the Grade II Listed "The Nook" and 800m west of Rockbeare Manor Registered Park & Gardens. Development would likely have little if any impact upon their settings due to topography, vegetation and association with existing development at the airport.

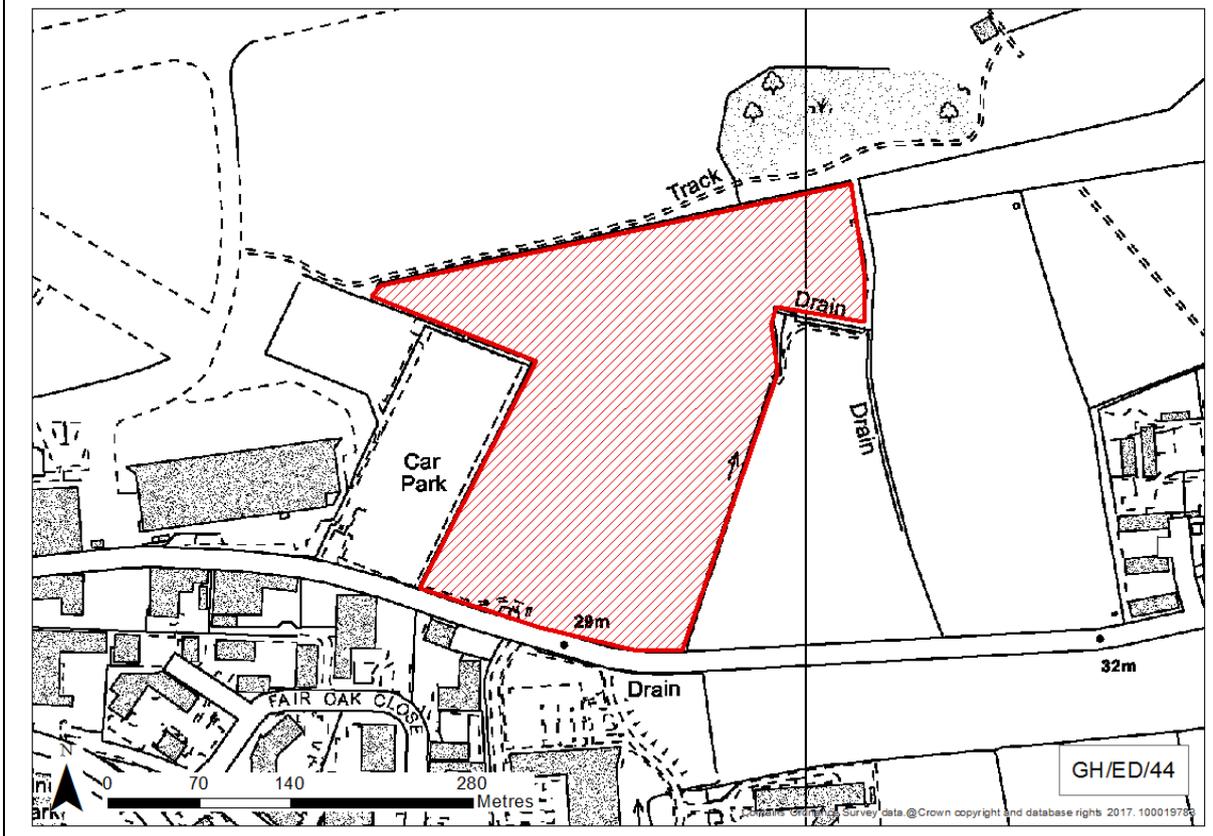
Infrastructure	The site is close to the proposed France-Alderney-Britain (FAB) Link. There is an opportunity to tap into waste heat to form a district heating system covering this and potential other surrounding sites. Broadband: Homes/businesses adjacent the site have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: Low-Medium. Not within any nationally or locally protected landscapes. Limited scope for intervisibility between site and the AONB, Rockbeare Manor and Killerton. However, site would be viewed within the industrial landscape context of Exeter International Airport. Bounded by hedgerows and trees which may be of landscape importance.
Safety related constraints	Noise: Site is within the current and future airport noise constraints (57Db) zone. However, it is unlikely that economic development would be as constrained as other uses such as housing and education. Site is outside of the airport public safety zone. However, there may be mitigations required to restrict access to the airport/runway if the site were to be developed. Site is also affected by A30 noise. Other: There may be future safety related constraints with regards to the FAB Link connector.
Soils and contamination	Agricultural land classification: Grade 3a. Minerals and waste: No constraints.
Other	Topography: Site is flat and the developable area is not constrained.
Site potential	Of the 11.8ha submitted site, there are no areas that should be discounted from the gross site area. Residential: The site has not been assessed for residential uses, as it would not be capable of yielding 500+ dwellings on it's own or in combination with other sites. Employment: Up to 11.8ha of employment land. Conclusion: The site is only suitable for employment uses as an extension to the Airport Business Park. The site adjoins other land submitted to the HELAA (GH/ED/42, 44 and 45).

AVAILABILITY ASSESSMENT	
The site promoter(s) has confirmed that the site will be available for development within:	
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT
The HELAA Panel has assessed the site as achievable for strategic employment development, alongside HELAA sites GH/ED/42 and GH/ED/44-45. The Panel advises that access is dependent upon multiple third part landowners, but that progress is being made to deliver Long Lane widening works within the next 2 years. This will enable the sites to come forward in the 1-5 year period.

SITE OVERVIEW

HELAA Reference no.	GH/ED/44
Customer Reference no.	Of13ayy
Area Site Plan	Map A
Site name	<i>Land adjacent Exeter Airport, Long Lane, Clyst Honiton</i>
Site descriptions	<i>Small site of essentially flat wasteland on the south side of Exeter International Airport. Bounded by the operational airfield to the north, farmland to the east, Long Lane and the new FlyBe Training Academy and Hampton by Hilton Hotel to the south and airport-associated development to the west. Part of the site is already allocated for employment development by the East Devon Local Plan, though the boundaries of the allocation do not align exactly with boundaries of land ownership and need to be reassessed. As such, the allocated area is not excluded from the gross site area.</i>
Total site area (ha)	7.32
Gross site area (ha)	7.32
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 7.32 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	No
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Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Approximately 6.44ha of the site is within the Airport Vector. However, employment uses are less sensitive in this regard.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access can be achieved through existing field gate off Long Lane. Long Lane is unsuitable to serve strategic employment at present. However, widening of Long Lane from the B3184 past the airport main entrance to this site is identified in the adopted Local Plan and IDP. Bids for grant funding to bring the allocation forward have been submitted. An alternative access could potentially be achieved through development of a new junction on the A30 to serve this allocation and surrounding sites. Development has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approximately 2.3km from Cranbrook train station, although the location of the airport means that the route is far longer. The Exmouth-Woodbury-Airport-Exeter bus serves the airport terminal and the site is a short walk from here. Pedestrian/cycle movement to the airport terminal and other West End sites would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites. However, there is no evidence that economic development has a detrimental recreational impact. It is within the Great Crested Newt Consultation Zone. The site is c.320m from the Beautiport County Wildlife Site, but would have no obvious impact upon it. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1 and is therefore at low risk of fluvial flooding. Any planning application would need to include a Flood Risk Assessment. Some areas of surface water flood risk cross the site. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Low. Contains a number of archaeological assets/remains relating to the former RAF Exeter air base and its use during WWII and some prehistoric activity. Requires further assessment. Conservation sensitivity: Low. The site is approx. 720m west of the Grade II Listed "Lower Southwood Cottage", 900m west of the Grade II Listed "The Nook" and 1000m west of Rockbeare Manor Registered Park & Gardens.

	However, development would likely have little if any impact upon their settings due to topography, vegetation and association with existing development at the airport.
Infrastructure	Other: Site is in close proximity to the proposed France -Alderney-Britain (FAB) Link and there is an opportunity to tap into waste heat to form a district heating system covering this and potential other surrounding sites. Broadband: Homes/businesses adjacent to the site have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: Low-Medium. The site is not located within any nationally or locally protected landscapes. There is limited scope for intervisibility between the site and the AONB, Rockbeare Manor and Killerton. However, the site would be viewed within the industrial landscape context of Exeter International Airport. The site is bounded by hedgerows which may be of landscape importance.
Safety related constraints	Noise: The site is within the current and future airport noise constraints (57Db) zone. However, it is unlikely that economic development would be as constrained as other uses such as housing and education. The site is outside of the airport public safety zone. However, there may be mitigation required to restrict access to the airport/runway if the site were to be developed. Other: There may be future safety related constraints with regards to the FAB Link connector, but these are not yet known.
Soils and contamination	Agricultural land classification: Grade 3a. Minerals and waste: No constraints.
Other	Topography: Site is flat and the developable area is not constrained.
Site potential	Of the 7.32ha submitted site, there are no areas that should be discounted from the gross site area. Residential: The site has not been assessed for residential uses, as it would not be capable of yielding 500+ dwellings on it's own or in combination with other sites. Employment: Up to 7.32ha of employment land. Conclusion: The site is only suitable for employment uses as an extension to the Airport Business Park. The site adjoins other land submitted to the HELAA (GH/ED/43 and 45).

AVAILABILITY ASSESSMENT

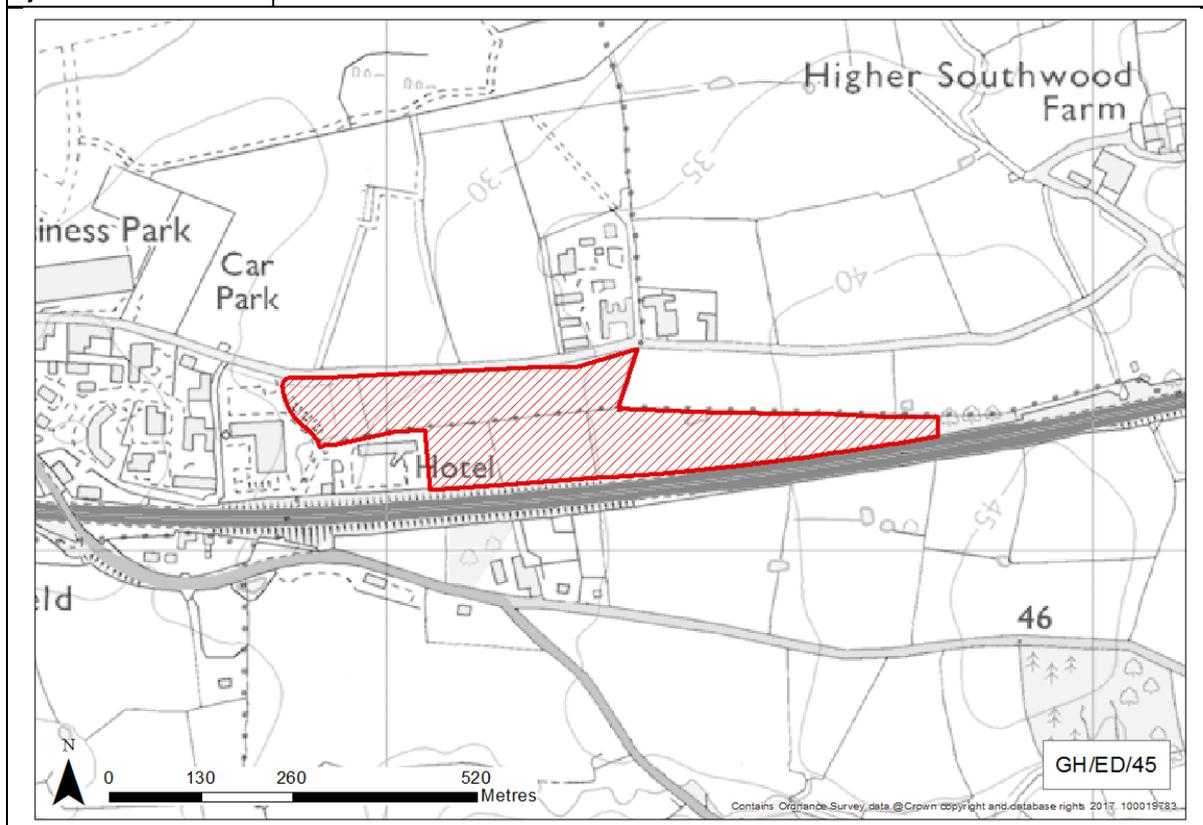
The site promoter(s) has confirmed that the site will be available for development within:

The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic employment development, alongside HELAA sites GH/ED/42-43 and GH/ED/45. The Panel advises that access is dependent upon multiple third part landowners, but that progress is being made to deliver Long Lane widening works within the next 2 years. This will enable the sites to come forward in the 1-5 year period.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/45
Customer Reference no.	0115yrm
Area Site Plan	Map A
Site name	<i>Land south of Long Lane, adjacent Exeter International Airport</i>
Site descriptions	<i>Agricultural land on the south side of Exeter International Airport. Bounded by Long Lane, an existing employment allocation, McBains Antiques Centre and farmland to the north, farmland to the east, the A30 Trunk Road to the south and a hotel and FlyBe Training Academy to the west.</i>
Total site area (ha)	9.24
Gross site area (ha)	9.24
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 9.24 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	No
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.

Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access can be achieved through existing field gate off Long Lane. Long Lane is unsuitable to serve strategic employment at present. However, widening of Long Lane from the B3184 past the airport main entrance to this site is identified in the adopted Local Plan and IDP. Bids for grant funding to bring the allocation forward have been submitted. An alternative access could potentially be achieved through development of a new junction on the A30 to serve this allocation and surrounding sites. Development has the potential to impact on Junction 29 of the M5, which suffers from congestion at peak periods. The centre of the site is approx 2.6km from Cranbrook train station, although the location of the airport means that the route is far longer. The Exmouth-Woodbury-Airport-Exeter bus serves the airport terminal and the site is a short walk from here. Pedestrian/cycle access to the airport terminal and other West End sites would need to be greatly improved.
Ecology	The site is within 10km of both the Exe Estuary and Pebblebed Heaths European Sites. However, there is no evidence that economic development has a detrimental recreational impact. It is within the Great Crested Newt Consultation Zone. The site contains part of the Beautiport County Wildlife Site which is designated for amphibian interests. The site is bounded by/includes hedgerows/trees which may be of some ecological merit.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1 and is therefore at low risk of fluvial flooding. Any planning application would need to include a Flood Risk Assessment. Some areas of surface water flood risk cross the site. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the sewage treatment works or via combined storm overflows on infrastructure.
Heritage and Archaeology	Heritage sensitivity: Low. Contains a number of archaeological assets/remains relating to the former RAF Exeter air base and its use during WWII including bomb craters. Requires further assessment. Conservation sensitivity: Medium. The site is approximately 300m west of the Grade II Listed "Lower Southwood Cottage", 600m west of the Grade II Listed "The Nook", 1.2km west of "Westcott House", Westcott Farmhouse and Barn" and 600m west of Rockbeare Manor Registered Park & Gardens. May be some limited impact upon their settings despite topography, vegetation and

	association with existing development at the airport. Requires further assessment.
Infrastructure	The site is in close proximity to the proposed France -Alderney-Britain (FAB) Link and there is an opportunity to tap into waste heat to form a district heating system covering this and potential other surrounding sites. Broadband: Homes/businesses adjacent to the site have access to superfast broadband. It should be possible to roll this out to any new development relatively easily.
Landscape	Landscape sensitivity: Low-Medium. The site is not located within any nationally or locally protected landscapes. There is limited scope for intervisibility between the site and the AONB, Rockbeare Manor and Killerton. However, the site would be viewed within the industrial landscape context of Exeter International Airport. The site is bounded by hedgerows and trees which may be of landscape importance.
Safety related constraints	Noise: The site is outside the current, but would be within the 2030 future, airport noise constraint (57Db) zone. However, it is unlikely that economic development would be as constrained as other uses such as housing and education. The site is outside of the airport public safety zone, although there may be mitigation required to restrict access to the airport/runway if the site were to be developed. The site is also affected by A30 noise. Other: There may be future safety related constraints with regards to the FAB Link connector, but these are not yet known.
Soils and contamination	Agricultural land classification: Grade 3a. Minerals and waste: No constraints.
Other	Topography: Site is flat and the developable area is not constrained.
Site potential	Of the 9.24ha submitted site, there are no areas that should be discounted from the gross site area. Residential: The site has not been assessed for residential uses, as it would not be capable of yielding 500+ dwellings on it's own or in combination with other sites. Employment: Up to 9.24ha of employment land. However, should a new junction be required on the A30 as highlighted above, this may significantly reduce the site's potential. Conclusion: The site is only suitable for employment uses as an extension to the Airport Business Park. The site adjoins other land submitted to the HELAA (GH/ED/43 and 44).

AVAILABILITY ASSESSMENT

The site promoter(s) has confirmed that the site will be available for development within:

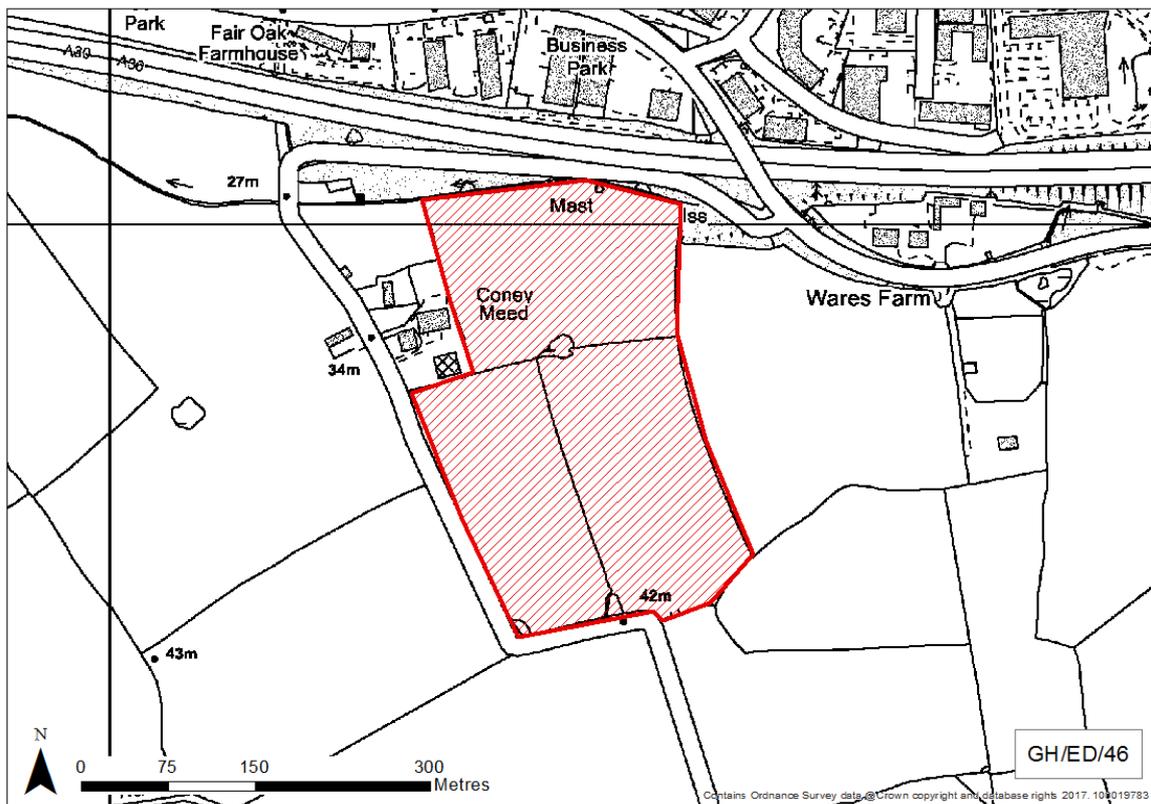
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic employment development, alongside HELAA sites GH/ED/42-44. The Panel advises that access is dependent upon multiple third part landowners, but that progress is being made to deliver Long Lane widening works within the next 2 years. This will enable the sites to come forward in the 1-5 year period.

SITE OVERVIEW

HELAA Reference no.	GH/ED/46
Customer Reference no.	a91379k
Area Site Plan	Map E
Site name	<i>Land south of A30 and west of B3184, Exeter</i>
Site descriptions	<i>A roughly L-shaped block of rolling farmland of limited visual interest and landscape sensitivity, close to the A30. Accessed off a narrow lane.</i>
Total site area (ha)	8.04
Gross site area (ha)	8.04
Min/Mid/Max yield	149 dwg / 170 dwg / 192 dwg / 8.04 ha employment



SUITABILITY ASSESSMENT: STAGE A

Strategic potential:

Housing?	Yes
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.
Airport	Site is outside the Airport Vector.

Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access could be made from the County Highway, however the road is restricted for long vehicles from its junction with B3184. Contributions to improve the A30/B3184 Junction and/or Junction 29 M5 may be required to alleviate traffic congestion. The nearest bus stop is 500m away at Exeter Airport, across a bridge over the A30 and has an hourly or better bus service to Exeter City Centre. No nearby train station. Poor pedestrian and cycle infrastructure nearby, with a lack of dedicated walkways or cycle lanes. Significant investment would be required to deliver transport infrastructure improvements and improved cycle and pedestrian links.
Ecology	Within 10 km recreational disturbance zone for both Exe Estuary SPA and Pebblebed Heaths SAC, so requires Habitat Regulations mitigation. Within 5km GCN consultation zone and site has several ponds so higher chance of GCN being found on site.
Flood risk, water quality and drainage	Flooding: Site lies within Flood Zone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application should include a Flood Risk Assessment. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: The nearby Aylesbeare stream is currently at poor ecological status, with a target for good by 2027. Issues primarily relate to land management but some element of point source. Assumption would be that this site would have a mains connection and be served by a number of small treatment works. It would be necessary to decide how to manage this group of sites' foul drainage. Would require confirmation that capacity exists without detriment to current situation, via either the STW or via CSOs on infrastructure.
Heritage and Archaeology	Heritage sensitivity: low. Some archaeological potential. Military.
Infrastructure	Current lack of infrastructure nearby, so significant investment would be required on this and surrounding sites. Education: Any development in this area would need to be of sufficient size to provide a new primary school (1200+ dwellings). The area may be a good location for secondary provision, as it would be well placed strategically to support other development in the area. It could potentially take the pressure off secondary provision in Exmouth, Cranbrook, Clyst Vale and Ottery St Mary. Development in the area would need to exceed 4,000 dwellings to sustain a secondary school, but the school would need to be large enough to support existing feeder primaries currently going to other schools. Without a secondary school this is not a very sustainable location and would require school transport.
Landscape	Landscape sensitivity: Low-medium. The intervisibility with the East Devon AONB is likely to be low or non-existent. Includes hedgerows around its boundary and a number of mature trees.

Safety related constraints	Site is adjacent to the A30 trunk road and there may be noise related issues.
Soils and contamination	Agricultural land classification: Detailed mapping indicates that the northern section of the site is grade 2, with the southern section split between grades 3a and 3b. Minerals and waste: No issues.
Other	Site is predominantly level with a slight slope upwards from north to south.
Site potential	The gross site area could deliver an average of c.170 dwellings or up to 8.04 ha employment land, subject to the constraints highlighted above. The site adjoins other sites submitted in the HELAA.

AVAILABILITY ASSESSMENT

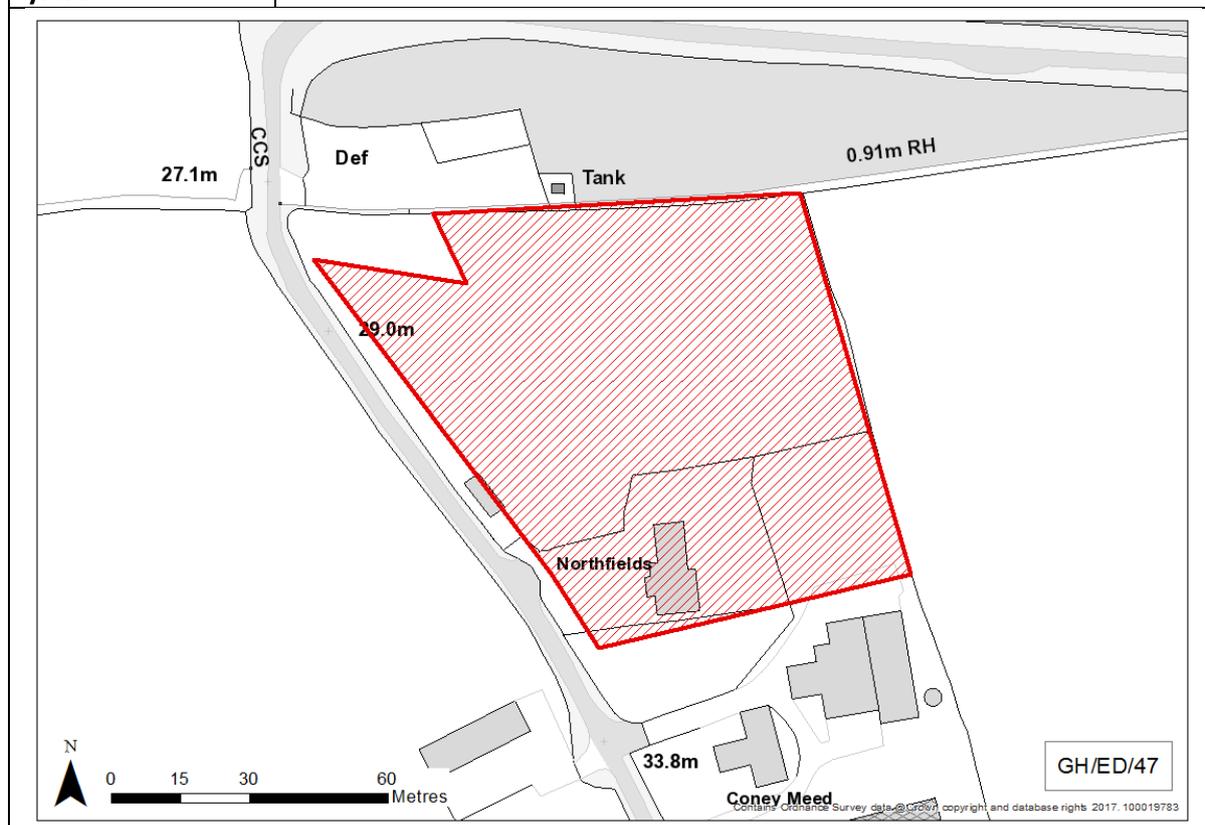
The site promoter(s) has confirmed that the site will be available for development within:

The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/47-62. The Panel advises that development of most of this group of sites is unlikely to commence for another 6-10 years, due to the need for significant preparatory strategic highways improvements. This includes delivering infrastructure to (i) minimise the impact of development upon Junction 29 and 30 (the junctions themselves cannot necessarily be improved) and (ii) to address capacity constraints at the A30 Airport Junction. The Panel advises that at least 7,000 homes must be provided across the site in order to deliver a road link between the A30 and A3052. Significant work may also be required to address potential issues with airport instrument landing systems. Smaller sites around the edges of Hill Barton could come forward for employment use in advance of years 6-10, but large scale employment development would depend upon delivery of the aforementioned strategic highways infrastructure. The Panel advises that sites in the central part of the group, distant from the A30 or A3052, are unachievable in isolation. However, they are achievable in later phases as part of larger scale development.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/47
Customer Reference no.	1n13rl1
Area Site Plan	Map E
Site name	Northfields, Farringdon
Site descriptions	Square parcel of predominately level agricultural land with limited visual interest and landscape sensitivity, close to the A30. Accessed off a narrow lane.
Total site area (ha)	0.80
Gross site area (ha)	0.80
Min/Mid/Max yield	15 dwg / 17 dwg / 19 dwg / 0.8 ha employment



SUITABILITY ASSESSMENT: STAGE A	
Strategic potential:	
Housing?	Yes
Employment?	Yes
Strategic Policy	N/A. See paragraph 6.3 of the main HELAA Report.
Biodiversity	No issues that would rule out site at Stage A.

Airport	Site is outside the Airport Vector.
Flood Zone 3b	No part of the site is within the functional flood plain.
Conclusion	Site has passed the Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access to the site could be made from the County Highway, however the road is restricted for long vehicles from its junction with B3184. Contributions to improve the A30/B3184 Junction and/or Junction 29 M5 may be required to alleviate traffic congestion. The nearest bus stop is 450m away at Exeter Airport, across a bridge over the A30. This has an hourly or better bus service to Exeter City Centre. No nearby train station. Poor pedestrian and cycle infrastructure nearby with a lack of dedicated walkways or cycle lanes. Significant investment would be required to deliver transport infrastructure improvements and improved cycle and pedestrian links.
Ecology	Within 10 km recreational disturbance zone for both Exe Estuary SPA and Pebblebed Heaths SAC, so requires Habitat Regulations mitigation. Within 5km GCN consultation zone.
Flood risk, water quality and drainage	Flooding: The site lies within Flood Zone 1. It therefore has a low probability of experiencing fluvial flooding. Any planning application should include a Flood Risk Assessment. Any development must be accompanied by a suitable drainage strategy to deal with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Assumption would be that this site would have a mains connection and be served by Countess weir STW, though there are smaller rural works nearby. Would require confirmation that capacity exists without detriment to current situation via either the STW or via CSOs on infrastructure.
Heritage and Archaeology	Heritage sensitivity: low. There are no listed features on or near to the site. Some archaeological potential. Military.
Infrastructure	Current a lack of infrastructure located nearby so significant investment would be required on this and surrounding sites. Education: Development in the area would need to be of sufficient size to provide a new primary school (1200+ dwellings). The area may be a good location for secondary provision as it would be well placed strategically to support other development in the area. It could potentially take the pressure off secondary provision in Exmouth, Cranbrook, Clyst Vale and Ottery St Mary. Development would need to be in excess of 4,000 dwellings to sustain a secondary school, but the school would need to be large enough to support existing feeder primaries currently going to other schools. Without a secondary school this is not a very sustainable location and would require school transport.
Landscape	Landscape sensitivity: Low-medium. Intervisibility with the East Devon AONB is likely to be low or non-existent. Includes hedgerows around its boundary and a number of mature trees. Borders a small copse on the northern boundary.
Safety related constraints	Site is adjacent to the A30 trunk road and there may be noise related issues.

Soils and contamination	Agricultural land classification: Grade 2. Minerals and waste: No issues.
Other	Site is predominantly level.
Site potential	The gross site area could deliver an average of 17 dwellings or up to 0.8 ha employment land, subject to the constraints highlighted above. The site adjoins other sites submitted in the HELAA.

AVAILABILITY ASSESSMENT

The site promoter(s) has confirmed that the site will be available for development within:

The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/46 and GH/ED/48-62. The Panel advises that development of most of this group of sites is unlikely to commence for another 6-10 years, due to the need for significant preparatory strategic highways improvements. This includes delivering infrastructure to (i) minimise the impact of development upon Junction 29 and 30 (the junctions themselves cannot necessarily be improved) and (ii) to address capacity constraints at the A30 Airport Junction. The Panel advises that at least 7,000 homes must be provided across the site in order to deliver a road link between the A30 and A3052. Significant work may also be required to address potential issues with airport instrument landing systems. Smaller sites around the edges of Hill Barton could come forward for employment use in advance of years 6-10, but large scale employment development would depend upon delivery of the aforementioned strategic highways infrastructure. The Panel advises that sites in the central part of the group, distant from the A30 or A3052, are unachievable in isolation. However, they are achievable in later phases as part of larger scale development.