

APPENDIX F – GESP HELAA - EAST DEVON EXTRACT

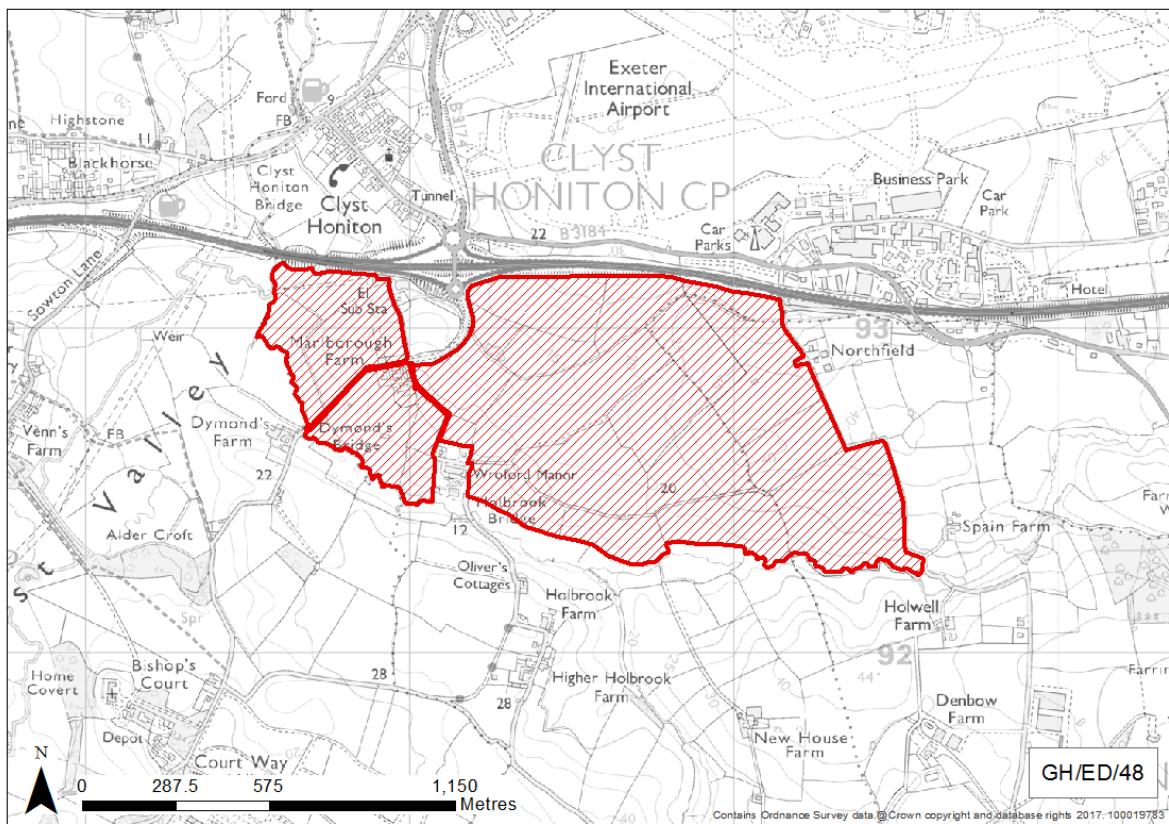
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SITE OVERVIEW

HELAA Reference no.	GH/ED/48
Customer Reference no.	6c15yu6
Area Site Plan	Map E
Site name	<i>Land at Wroford and Marlborough Farms</i>
Site descriptions	<i>Northern section of GH/ED/49, plus an additional agricultural field bounded by hedgerows just north of Marlborough Farm. Site gently slopes upwards from the west towards the east.</i>
Total site area (ha)	121.59
Gross site area (ha)	109.59 / 74.59
Min/Mid/Max yield	1,387 dwg / 1,589 dwg / 1,790 dwg / 109.59 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 35 ha of the site is within the Airport Vector. However employment is less sensitive in this regard.

Flood Zone 3b	Approx 12 ha of the site along the southern and western edges 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.109.59 ha has passed Stage A Suitability Assessment for strategic employment development. An area of c.74.59 ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access to this site for vehicles could be made from the County Highway Network. Contributions to improve the A30/B3184 Junction and/or Junction 29 M5 may be required to alleviate traffic congestion. No nearby train station. Potential to deliver a new link road between the two in part. No nearby bus route along the A30. Poor pedestrian and cycle infrastructure along A30 with no 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. Part of site in Dymond's Bridge Unconfirmed wildlife Site. Within 5km GCN consultation zone and a large site with a number of ponds that could support GCN. Part of site within Clyst Valley Regional Park. Holbrook stream is a very important biodiversity corridor that needs strengthening. Although outside the site, land between Spain Farm and Holwell Farm has a dense network of hedges and trees that need protecting. Site is very poorly served with rights of way and a comprehensive multi-use network will be required.
Flood risk, water quality and drainage	Flooding: Parts of the site towards the southern and western borders are within floodzone 2. Land in flood zone 2 has medium probability of fluvial flooding and only has 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 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: 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: high-medium. Potential impact on Farringdon House, Farringdon Court, St Petrock and St Barnabas, Church Cottage, Glebe House, Glebe House Cottage, Denbow Barn and Denbow House, Denbow Thatch and Higher Holbrook Farm. Evaluation and Visual Impact Assessment recommended. Some archaeological potential.
Infrastructure	Current lack of infrastructure located nearby, so significant investment 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: Medium-High. North-western corner is high, as it is within Clyst Valley Regional Park, houses historic drainage features associated with the Clyst and is likely to have intervisibility with Bishop's Court. Majority of the site is medium. Intervisibility with the East Devon AONB is likely possible from various parts of the site, as it contains a number of local ridges. Likely to be some intervisibility between the Bishop's Court (including its parkland setting) and the site. Includes hedgerows around its boundary and a number of mature trees.
Safety related constraints	Northern section of the site is affected by airport and A30 related noise.
Soils and contamination	Agricultural land classification: Detailed mapping indicates a mix of grades 2, 3a and 3b. Best and most versatile land covers the majority of the site. Minerals and Waste: No issues.
Other	Site gently slopes upwards from the west to the east.
Site potential	Gross site area could deliver an average of c.1,589 dwellings or up to 109.59 ha of employment land, subject to the constraints highlighted above.

AVAILABILITY ASSESSMENT

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

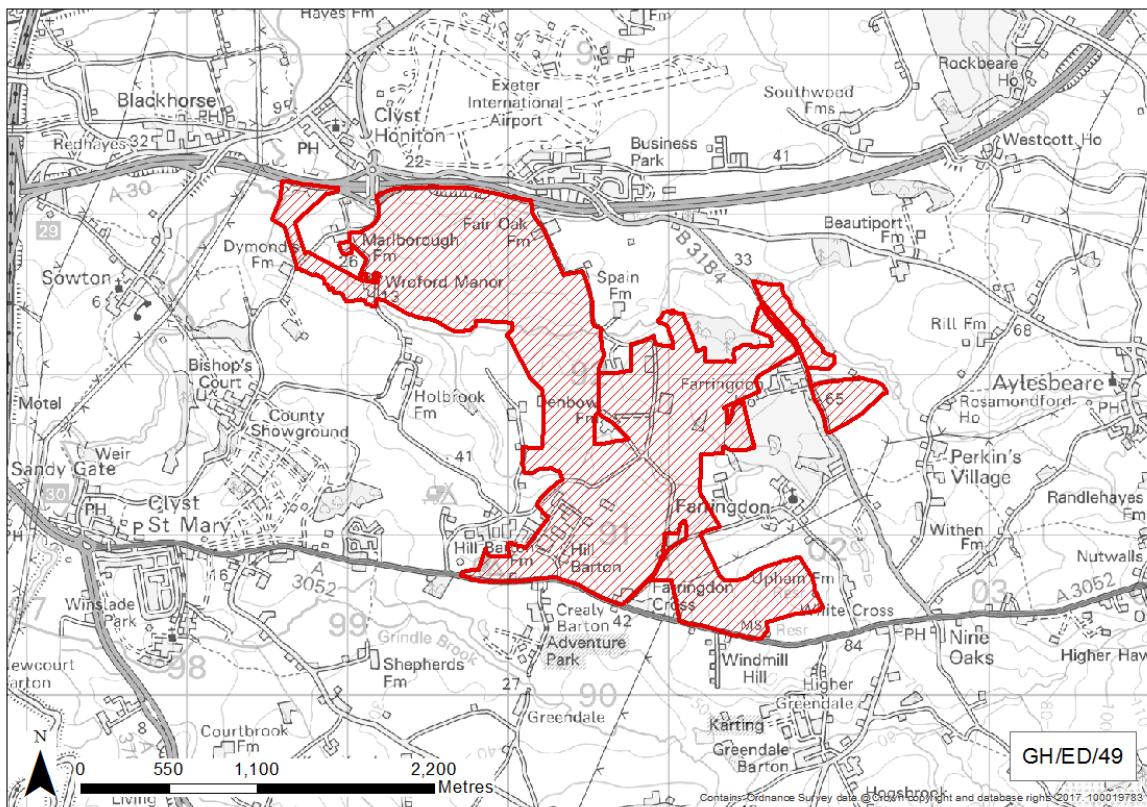
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/46-47 and GH/ED/49-62. 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/49
Customer Reference no.	ol15yxw
Area Site Plan	Map E
Site name	Land around Denbow Farm
Site descriptions	<p>Primarily rolling farmland with some existing development including part of the Hill Barton industrial area. Set within a wider area of similar character. The floodplain of the Aylesbeare Stream, flows east to west through the site in a narrow partially wooded valley. A number of narrow country lanes and tracks cross the site. The western extent of the site is within a defined Green Wedge and the Clyst Valley Regional Park. There are a number of Listed Buildings in and adjoining the site, reflecting its agricultural nature. Development would need to form part of a comprehensive major development including a very wide range of facilities and infrastructure.</p>
Total site area (ha)	349.17
Gross site area (ha)	316.17 / 334.17
Min/Mid/Max yield	5,880 dwg / 6,734 dwg / 7,588 dwg / 334.17 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 27 ha of the site is within the Airport Vector. However, employment uses are less sensitive in this regard.
Flood Zone 3b	Approximately 15 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 around 334.17 ha has passed Stage A Suitability Assessment for strategic employment development. An area of c.316.17 ha has passed the Stage A Suitability Test for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access to this very large site for vehicles could be made from the A3052 Sidmouth Road, the B3184 from Exeter Airport, any number of minor county roads and the existing road serving Hill Barton Business Park. Contributions to improve the Clyst St Mary Roundabout and/or Junction 30 M5 and/or the A30/B3184 Junction and/or Junction 29 M5 may be required to alleviate traffic congestion. No nearby train station. Potential to deliver a new link road between the A30 and A3052, in part or in full. There is an hourly or better bus service along the A3052 linking to Exeter City Centre, but no nearby bus route along the A30. Poor pedestrian and cycle infrastructure along the A3052 and A30, with no dedicated walkways or cycle lanes. Significant contributions towards transport infrastructure improvements and improved cycle and pedestrian links would be required.
Ecology	Within 10 km recreational disturbance zone for both Exe Estuary SPA and Pebblebed Heaths SAC, so requires Habitat Regulations mitigation. Part of site in Dymond's Bridge Unconfirmed wildlife Site. Within 5km GCN consultation zone and a large site with a number of ponds that could support GCN. Part of site within Clyst Valley Regional Park. Holbrook stream is a very important biodiversity corridor that needs strengthening. Although outside the site, land between Spain Farm and Holwell Farm has a dense network of hedges and trees that need protecting. Area around Farringdon is extremely sensitive and should form a major Strategic Nature Area, which if planned well could also form a major Public Open Space. Farringdon Wood is an Unconfirmed Wildlife Site, as is the land around Farringdon House. The latter is a very important historic parkland with veteran trees. Site is very poorly served with rights of way and a comprehensive multi-use network will be required. Land rises to 94m just west of Upham Farm and this should therefore form part of the Public Open Space.
Flood risk, water quality and drainage	Flooding: In addition to those areas in floodzone 3, parts of the site close to the Aylesbeare stream (which runs through the site from the east to the west) and the River Clyst (which runs along the western edge) are in

	floodzone 2. Land in 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. 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 local Sewage Treatment Works. 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: high-medium. Potential impact on Farringdon House, Farringdon Court, St Petrock and St Barnabas, Church Cottage, Glebe House, Glebe House Cottage, Denbow Barn and Denbow House, Denbow Thatch, Higher Holbrook Farm. Evaluation and Visual Impact Assessment recommended. Also some known archaeological potential including prehistoric, roman and medieval requiring further desk based assessment.
Infrastructure	Current 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: High-medium-low. High in the north-western corner of the site, as it is located within Clyst Valley Regional Park, houses historic drainage features associated with Clyst and is likely to have intervisibility with Bishop's Court. The majority of the site should be classed as medium. Intervisibility with the East Devon AONB is likely to be possible from various parts of the site, as it contains a number of local ridges. There is likely to be some intervisibility between the Bishop's Court (including its parkland setting) and the site. The south-western corner of the site should be rated low, as it abuts and forms part of Hill Barton business park. This part of the site would only be suitable for employment uses. Includes many fields with boundary hedgerows and trees, but no notable tree groupings other than a single copse west of Wood Farm in the east of the site.
Safety related constraints	Other: Very eastern part of the site is on the proposed route for the FAB electrical link. Noise: Some areas affected by A30 noise. Some areas affected by 24 hour industrial estate. Northern section of the site is affected by airport related noise. Air quality: Severe traffic loading constraints on A3052. Any additional pressure on the A3052 has a significant risk of deteriorating air quality due to congestion at the Clyst St Mary roundabout.
Soils and contamination	Agricultural land classification: Detailed mapping indicates a mix of grade 2, 3a and 3b. The best and most versatile land is located primarily to the north, with a strip running through the centre. Contamination: Part of the site at Hill Barton has been operating as an inert landfill since 1988 and

	there may be some related land contamination. Minerals and Waste: Site includes minerals safeguarding and consultation areas for Hill Barton Asphalt Plant and is within the waste consultation zone. Noise/dust/odour sensitive uses should avoid proximity to these plants. There are existing strategic waste management facilities at Hill Barton and additional land proposed in the Waste Plan for energy recovery. These should not be lost as a result of development (Policy W10).
Other	Site is generally level but contains a narrow, gently sloped valley around the Aylesbeare stream and begins to slope upward in the south-east of the site toward Farringdon.
Site potential	The gross site area could deliver an average of 6,734 dwellings or 334.17 ha employment land, subject to the constraints highlighted above.

AVAILABILITY ASSESSMENT

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

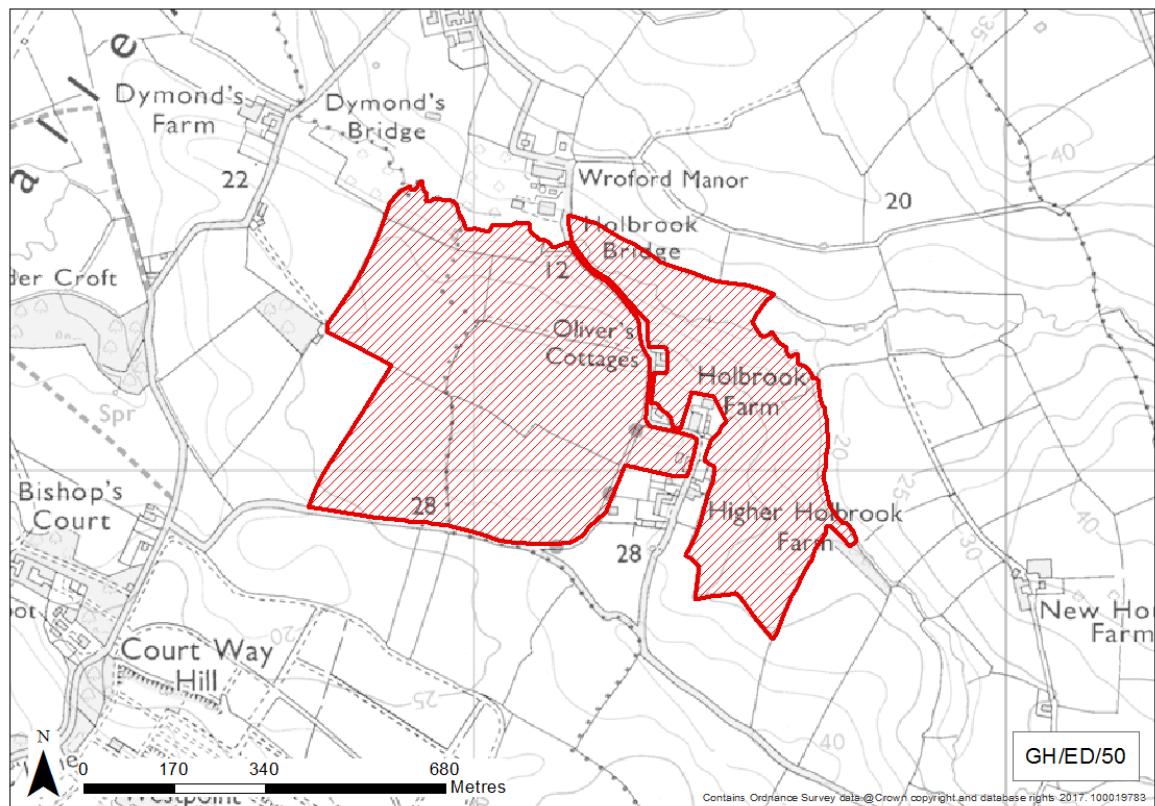
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/46-48 and GH/ED/50-62. 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/50
Customer Reference no.	sl15yam
Area Site Plan	Map E
Site name	<i>Land at Holbrook Farm, Clyst Honiton</i>
Site descriptions	<i>Block of rolling farmland within a larger area of similar character, accessed via narrow country lanes. The northern fringe of the site is within the narrow valley and floodplain of Aylesbeare Stream, a tributary of the Clyst.</i>
Total site area (ha)	46.38
Gross site area (ha)	41.38
Min/Mid/Max yield	770 dwg / 882 dwg / 993 dwg / 41.38 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 5 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 c.41.38 ha has passed the Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access to the site for vehicles could be made from the County Highway Network. Contributions to improve the Clyst St Mary Roundabout and/or Junction 30 M5 and/or the A30/B3184 Junction and/or Junction 29 M5 may be required to alleviate traffic congestion. No nearby public transport routes. No pedestrian or cycle infrastructure. Site would need to be developed alongside adjoining land to provide sufficient transport infrastructure. Significant contributions towards transport infrastructure and pedestrian/cycle link improvements would be required.
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. The Holbrook stream is a very important biodiversity corridor that needs strengthening. The site is very poorly served with rights of way and a comprehensive multi-use network will be required.
Flood risk, water quality and drainage	Flooding: In addition to the areas within floodzone 3, land along the northern part of the site running from the east to the west is in floodzones 2. Land in 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. 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 STW or via CSOs on infrastructure.
Heritage and Archaeology	Heritage sensitivity: medium. Potential impact on Dymonds Farm, Higher Holbrook Farm (listed) and Fawns Cottages. Evaluation and visual impact assessment recommended. Historic parish boundary and field pattern. Some potential for archaeology requiring further desk based assessment.
Infrastructure	Current 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: Medium. Highly likely to be intervisibility between the Bishop's Court (including its parkland setting) and the site. Includes hedgerows around its boundary and a number of mature trees, particularly along the Aylesbeare Stream.
Safety related constraints	Other: No safety-related constraints identified. Air quality: Any additional pressure on the A3052 has a significant risk of deteriorating air quality, due to congestion at the Clyst St Mary roundabout.
Soils and contamination	Agricultural land classification: Detailed mapping indicates that the majority of the site is grades 2 and 3a, with a small section in the north grade 3b. Minerals and Waste: No issues.
Other	Site slopes downwards from the south to the north to the Aylesbeare Stream.
Site potential	The gross site area could deliver an average of 882 dwellings or up to 41.38 ha employment land, subject to the constraints identified above.

AVAILABILITY ASSESSMENT

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

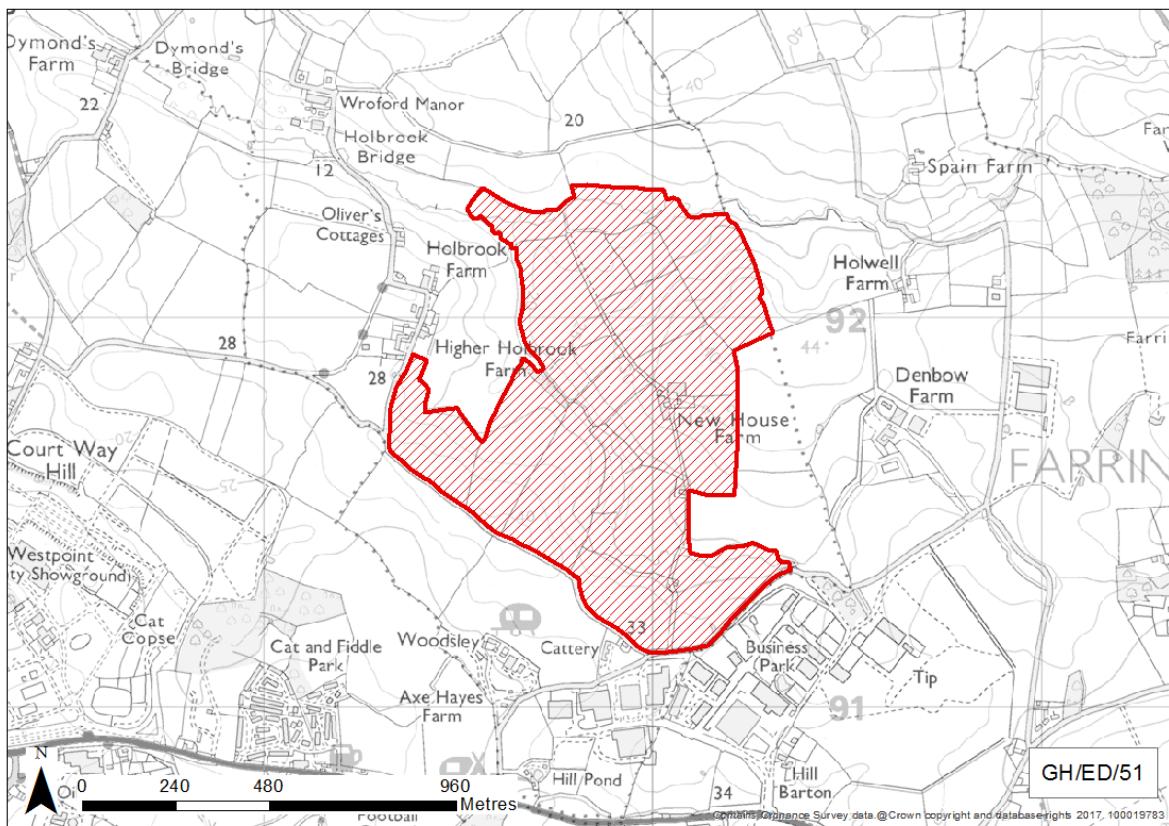
The next 5 years	
A 6-10 year period	Yes
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/46-49 and GH/ED/51-62. 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/51
Customer Reference no.	v9137vw
Area Site Plan	Map E
Site name	New House Farm, Clyst Honiton
Site descriptions	<i>An irregularly shaped area of rolling farmland, adjoining the Hill Barton industrial business park to the south. Set within a wider area of similar characteristics. A narrow valley and floodplain run roughly SE-NW through the site. Accessed via narrow country lanes.</i>
Total site area (ha)	69.85
Gross site area (ha)	65.85
Min/Mid/Max yield	1,224 dwg / 1,402 dwg / 1,579 dwg / 65.85 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 4 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 c.65.85 ha has passed the Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access to this site for vehicles could be made from the County Highway Network. Contributions to improve the Clyst St Mary Roundabout and/or Junction 30 M5 may be required to alleviate traffic congestion. No nearby public transport routes. No pedestrian or cycle infrastructure. Site would need to be developed alongside adjoining land to provide sufficient transport infrastructure. Significant contributions towards transport infrastructure and pedestrian/cycle link improvements would be required.
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. The Holbrook stream is a very important biodiversity corridor that needs strengthening. The site is very poorly served with rights of way and a comprehensive multi-use network will be required.
Flood risk, water quality and drainage	Flooding: In addition to those areas of the site within floodzone 3 around the Aylesbeare stream (which runs along the northern part of the site from the east to the west with a smaller branch running through the centre of the site from south to north), parts of the site are within floodzones. Land in 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. 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 local Sewage Treatment Works. 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: medium. Potential impact on Denbow Barn, Denbow House, Denbow Thatch and Higher Holbrook Farm. Evaluation and visual impact assessment recommended. Also some known archaeological potential requiring further desk based assessment.
Infrastructure	Current 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: Medium. Likely to be intervisibility with the East Devon AONB, as the site is partly located on a local ridge on the edge of the 5km buffer zone. There is highly likely to be intervisibility between the Bishop's Court (including its parkland setting) and the site. Includes various boundary hedgerows and trees and there is a small copse comprising mature trees in the west of the site.
Safety related constraints	Air quality: Any additional pressure on the A3052 has a significant risk of deteriorating air quality due to congestion at the Clyst St Mary roundabout.
Soils and contamination	Agricultural land classification: Detailed mapping indicates that the majority of the site is grade 3a, with strips to the north and south being 3b. Minerals and Waste: South east corner is within mineral consultation area for Hill Barton Asphalt plant and waste consultation zone for Hill Barton. Necessary to avoid noise, dust and odour sensitive uses in proximity to these uses, to avoid constraining these ongoing operations.
Other	Land is predominantly level.
Site potential	The gross site area could deliver an average of c.1,402 dwellings or up to 65.85 ha employment land, subject to the constraints highlighted above.

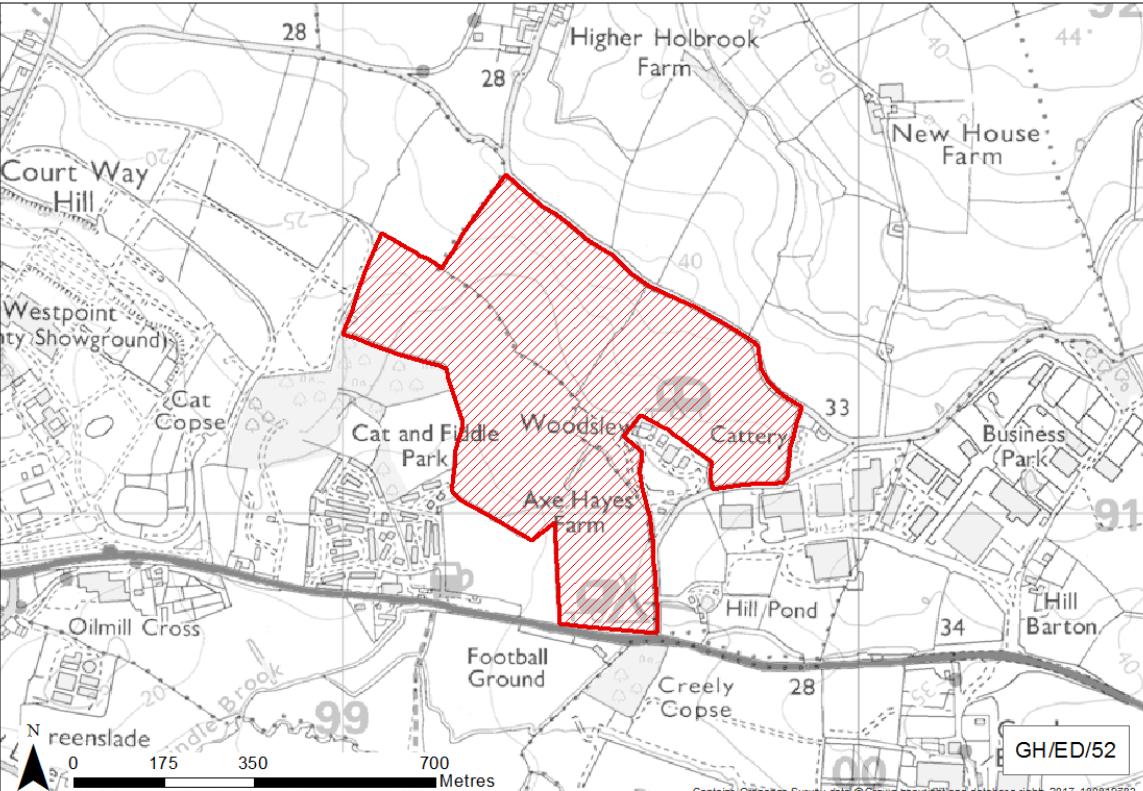
AVAILABILITY ASSESSMENT

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/46-50 and GH/ED/52-62. 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/52
Customer Reference no.	c7141v0
Area Site Plan	Map E
Site name	Axe Hayes Farm, Clyst St Mary
Site descriptions	<i>Block of rolling farmland within a larger area of similar character, accessed via narrow country lanes. Next to Hill Barton Industrial Estate. The southern corner of the site is within the floodplain of Grindle Brook.</i>
Total site area (ha)	36.27
Gross site area (ha)	33.77
Min/Mid/Max yield	628 dwg / 719 dwg / 810 dwg / 33.77 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 2.5 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 c.33.77 ha has passed the Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access could be made from the A3052 Sidmouth or other County Highway Roads. Contributions to improve the Clyst St Mary Roundabout and/or Junction 30 M5 may be required to alleviate traffic congestion. Bus stop 500m away, which has an hourly or better bus service along the A3052 linking to Exeter City Centre, although no pedestrian crossing present so would need to cross busy road. There is no nearby train station and poor cycle infrastructure along the A3052 with no dedicated cycle route. Significant contributions towards transport infrastructure and pedestrian/cycle link improvements would be required.
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. Immediately adjacent to Cat Copse Unconfirmed wildlife Site and Tree Preservation Order. Buffering and enhancement of this woodland should form part of the GI.
Flood risk, water quality and drainage	Flooding: In addition to that part of the site within floodzone 3, a small southern part of site is covered by floodzones 2 associated with Grindle Brook. Land in 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. 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 local Sewage Treatment Works. 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: medium. Potential impact Higher Holbrook Farm, which is listed. Evaluation and visual impact assessment recommended. Some archaeological potential.
Infrastructure	Currently 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: Medium. Intervisibility with the East Devon AONB is likely to be possible from the local ridge within the site. There is likely to be some intervisibility between the Bishop's Court (including its parkland setting) and the site. Includes hedgerows around its boundary and a number of mature trees.
Safety related constraints	Noise/Other: Adjacent to industrial uses at Hill Barton Business Park, so there may be dust and noise related issues. Air quality: Any additional pressure on the A3052 has a significant risk of deteriorating air quality, due to congestion at the Clyst St Mary roundabout.
Soils and contamination	Agricultural land classification: Detailed mapping indicates that the southern half of the site is grade 3b and the northern half is grades 2 and 3a. Minerals and Waste: No mineral constraint. Part of the site is within the waste consultation zone for Hill Barton. Care therefore required to avoid noise sensitive uses near to the waste management uses.
Other	Site is largely level with a gentle slope upwards from the south to the north.
Site potential	The gross site area could deliver an average of c. 719 dwellings or up to 33.77 ha employment land, subject to the constraints highlighted above.

AVAILABILITY ASSESSMENT

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

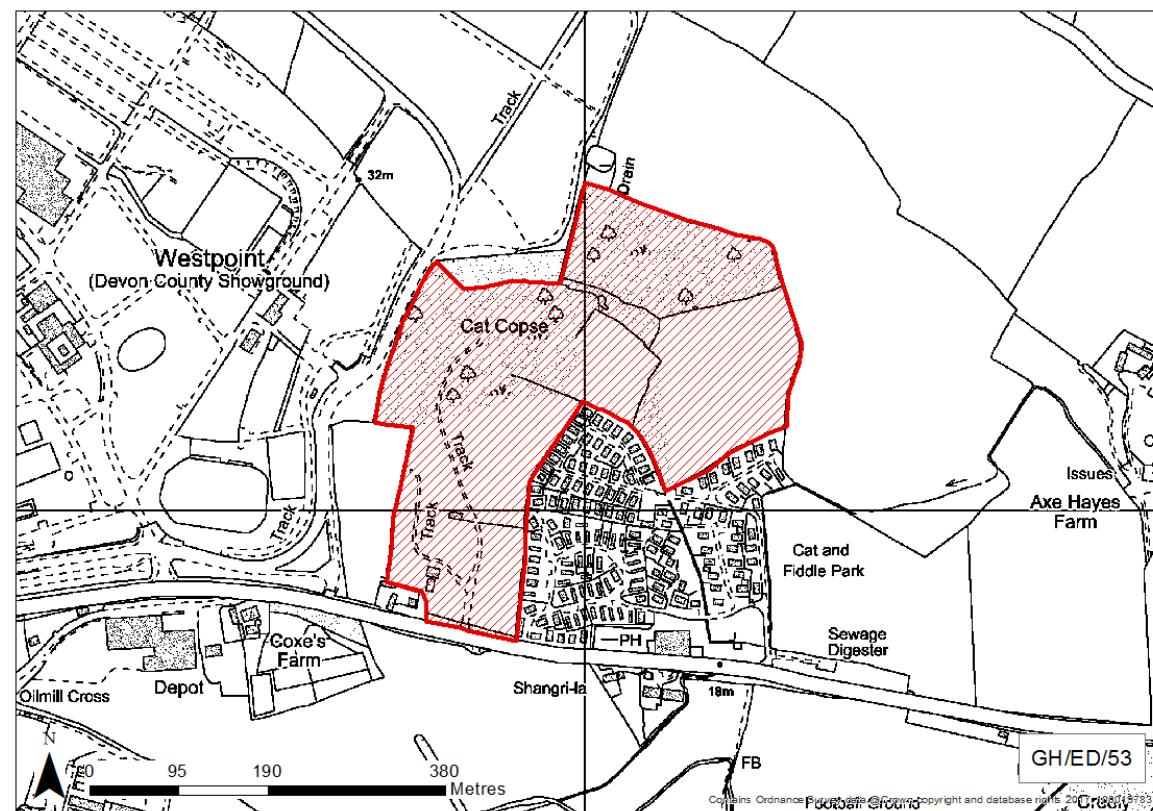
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/46-51 and GH/ED/53-62. 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/53
Customer Reference no.	g715yay
Area Site Plan	Map E
Site name	<i>Land north of A3052 between Cat and Fiddle and DCC Showground, Clyst St Mary - site 1</i>
Site descriptions	<i>Level L-shaped field which wraps around Cat and Fiddle caravan park. Contains Cat Copse on the north of the site, which is largely covered by an area tree preservation order. Currently used as a venue for car boot sales and other events. Accessed off the A3052 to the south.</i>
Total site area (ha)	11.57
Gross site area (ha)	11.57
Min/Mid/Max yield	215 dwg / 247 dwg / 278 dwg / 11.57 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.
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 for vehicles could be gained from the A3052. It is likely that a contribution will be required to carry the cycleway east from Westpoint across the frontage of this site. It is likely that a contribution to improve the Clyst St Mary Roundabout and/or Junction 30 M5 will be required to alleviate traffic congestion. Bus stop 400m away, which has an hourly or better bus service along the A3052 linking to Exeter City Centre, although no pedestrian crossing present so would need to cross busy road. There is no nearby train station, although there is a dedicated walkway to Clyst St Mary and beyond along the A3052 which pedestrians and cycles can use.
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. Site includes part of Cat Copse unconfirmed wildlife site which should be protected and enhanced as part of development.
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 local Sewage Treatment Works. 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: medium. Potential impact on Coxes Farm Cottage, Westpoint (various), Linden Lea. Evaluation and visual impact assessment recommended. Some archaeological potential.
Infrastructure	Currently lack of infrastructure nearby so significant investment would be required on site. 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. Cat Copse covers the northern part of the site, which is protected under an area tree preservation order.
Safety related constraints	Air quality: Any additional pressure on the A3052 has a significant risk of deteriorating air quality, due to congestion at the Clyst St Mary roundabout. Other: Soil on the site was tested for anthrax in 2014 following a concern that it had been used as an unofficial foot and mouth burial ground. Test results were negative.
Soils and contamination	Agricultural land classification: Detailed mapping indicates that the majority of the site is grade 2 and 3a, with a small section of grade 3b in the east. Minerals and Waste: No constraints.
Other	Site is largely level.
Site potential	The gross site area could deliver an average of c.247 dwellings or up to 11.57 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:

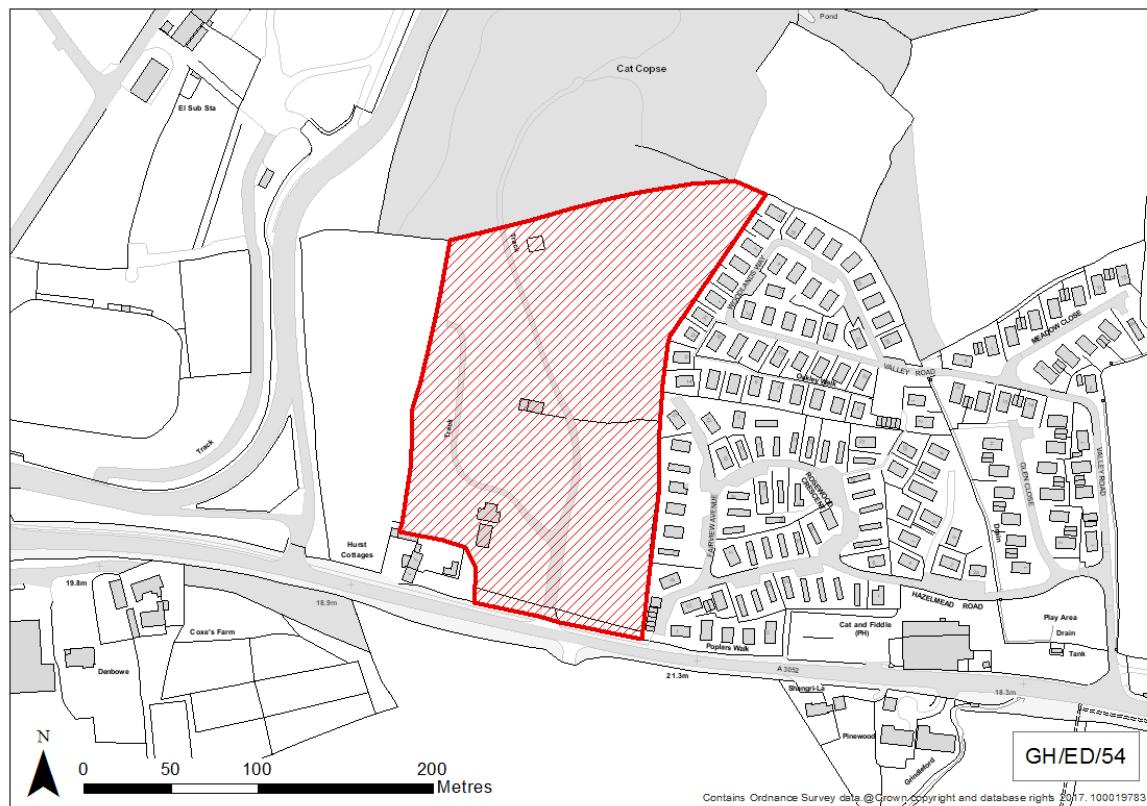
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/46-52 and GH/ED/54-62. 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/54
Customer Reference no.	uc15yv7
Area Site Plan	Map E
Site name	<i>Land north of A3052 between Cat and Fiddle and DCC Showground, Clyst St Mary - site 2</i>
Site descriptions	<i>Level field used as a venue for car boot sales and forms part of GH/ED/53.</i>
Total site area (ha)	3.30
Gross site area (ha)	3.30
Min/Mid/Max yield	61 dwg / 70 dwg / 79 dwg / 3.30 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 for vehicles could be gained from the A3052. It is likely that a contribution will be required to carry the cycleway east from Westpoint across the frontage of this site. It is likely that a contribution to improve the Clyst St Mary Roundabout and/or Junction 30 M5 will be required to alleviate traffic congestion. Bus stop 400m away which has an hourly or better bus service along the A3052 linking to Exeter City Centre, although no pedestrian crossing present so would need to cross busy road. There is no nearby train station, although there is a dedicated walkway to Clyst St Mary and beyond along the A3052 which pedestrians and cycles can use.
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. Site borders Cat Copse Unconfirmed Wildlife Site, which should be protected and enhanced as part of development.
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: medium. Potential impact on Coxes Farm Cottage, Westpoint (various), Linden Lea. Evaluation and visual impact assessment recommended. Some archaeological potential.
Infrastructure	Current lack of infrastructure nearby so significant investment would be required on site. Education: Any 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 the field boundaries and a number of mature trees.
Safety related constraints	Air quality: Any additional pressure on the A3052 has a significant risk of deteriorating air quality, due to congestion at the Clyst St Mary roundabout. Other: Soil on the site was tested for anthrax in 2014 following a concern

	that it had been used as an unofficial foot and mouth burial ground. Test results were negative.
Soils and contamination	Agricultural land classification: Detailed mapping indicates that the site comprises grade 3a agricultural land. Minerals and Waste: No constraints.
Other	Site is largely level.
Site potential	The gross site area could deliver an average of c.70 dwellings or 3.3 ha employment land, subject to the constraints set out 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:

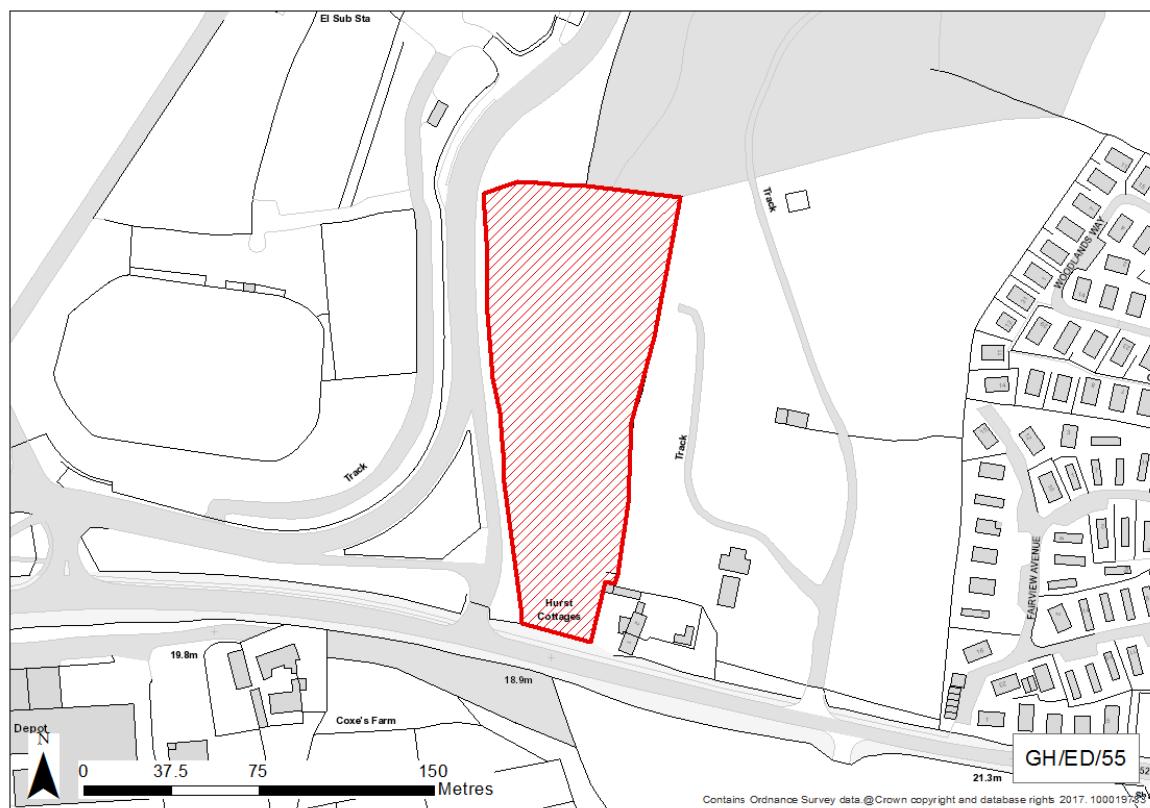
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/46-53 and GH/ED/55-62. 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/55
Customer Reference no.	s914y0p
Area Site Plan	Map E
Site name	Cat Copse, Sidmouth Road, Clyst St Mary
Site descriptions	<i>Small rectangular level field bounded by mature trees. Accessed off A3052 to the south and adjacent to Devon County showground to the west.</i>
Total site area (ha)	1.15
Gross site area (ha)	1.15
Min/Mid/Max yield	29 dwg / 33 dwg / 37 dwg / 1.15 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.
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SUITABILITY ASSESSMENT: STAGE B	
Access	Access for vehicles could be gained from the B3052. It is likely that a contribution will be required to carry the cycleway east from Westpoint across the frontage of this site. It is likely that a contribution to improve the Clyst St Mary Roundabout and/or Junction 30 M5 will be required to alleviate traffic congestion. Bus stop 400m away which has an hourly or better bus service along the A3052 linking to Exeter City Centre, although no pedestrian crossing present so would need to cross busy road. There is no nearby train station, although there is a dedicated walkway to Clyst St Mary and beyond along the A3052 which pedestrians and cycles can use.
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. Site immediately adjacent to Cat Copse Unconfirmed Wildlife Site which should be protected and enhanced as part of development. The eastern boundary of this site is also a mature tree line following a boundary mapped on the 1880 OS edition, so is very important to retain.
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: medium. Potential impact on Coxes Farm Cottage, Westpoint (various), Linden Lea. Evaluation and visual impact assessment recommended. Some archaeological potential.
Infrastructure	Currently lack of infrastructure nearby so significant investment would be required on site. Education: Any 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 the field boundaries and a number of mature trees.

Safety related constraints	Air quality: Any additional pressure on the A3052 has a significant risk of deteriorating air quality, due to congestion at the Clyst St Mary roundabout.
Soils and contamination	Agricultural land classification: Detailed mapping indicates that the site comprises grade 3a agricultural land. Minerals and Waste: No constraints.
Other	Site is largely level.
Site potential	The gross site area could deliver an average of c.33 dwellings or up to 1.15 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:

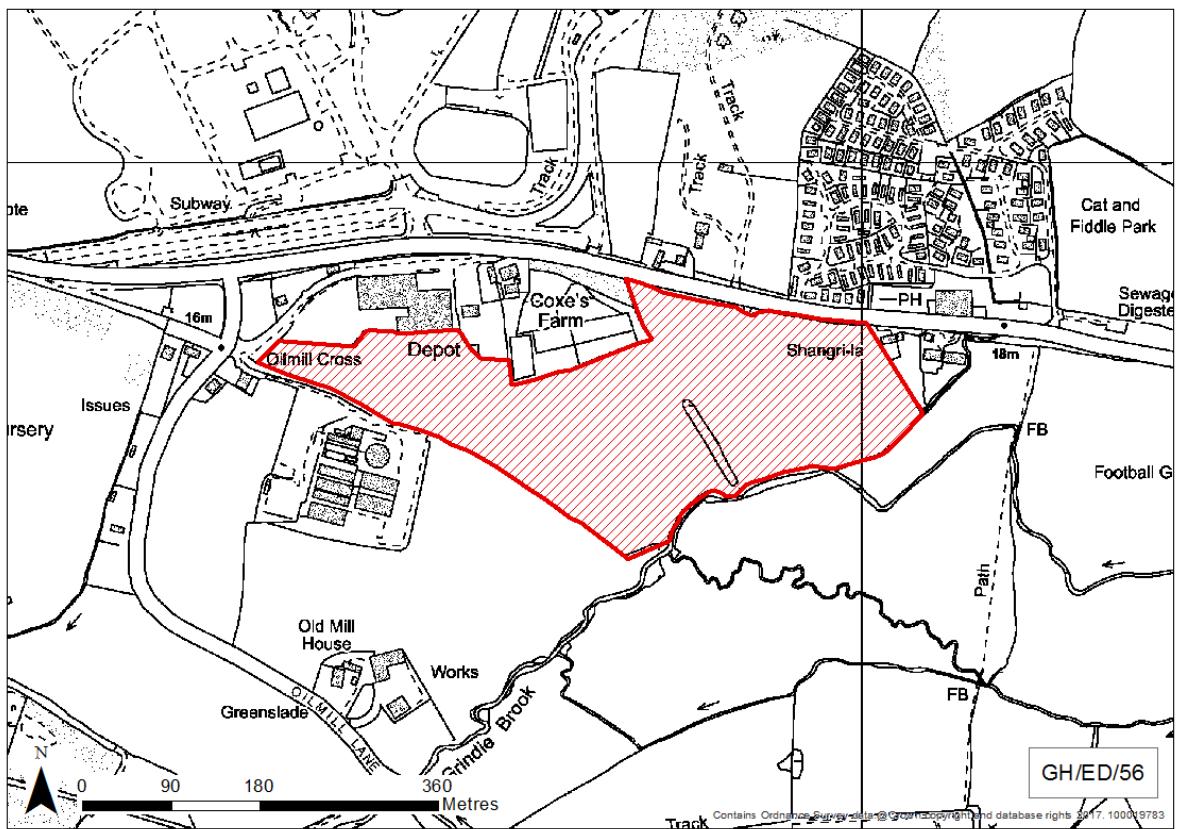
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/46-54 and GH/ED/56-62. 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/56
Customer Reference no.	Ic15xij
Area Site Plan	Map E
Site name	Land off Sidmouth Road, EX5 1DN
Site descriptions	<i>Two level irregularly shaped agricultural fields bounded by hedgerows and mature trees. Situated adjacent to Coxe's Farm to the north and an anaerobic digestion facility to the south. Access to the western field is off a narrow track off Oil Mill Lane, whilst the northern field is accessed directly off the A3052.</i>
Total site area (ha)	8.63
Gross site area (ha)	8.13
Min/Mid/Max yield	151 dwg / 173 dwg / 194 dwg / 8.13 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 0.5 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 8.13 ha has the passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	There appears to be suitable vehicular access to the site from the A3052 Sidmouth Road. The County Highway Authority would not wish to see vehicular access to the site from Oil Mill Lane. Contributions to improve the Clyst St Mary Roundabout and/or Junction 30 M5 may be required to alleviate traffic congestion. Bus stop 300m away which has an hourly or better bus service along the A3052 linking to Exeter City Centre, although no pedestrian crossing present so would need to cross busy road. There is no nearby train station, although there is a dedicated walkway to Clyst St Mary and beyond along the A3052 which pedestrians and cycles can use, but again would have to cross the busy A3052 to get access.
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. The Grindle Brook forms the southern boundary of the site and is a very important biodiversity corridor that needs strengthening.
Flood risk, water quality and drainage	Flooding: In addition to the area within floodzone 3, a small area of the southern part of site is covered by flood zone 2 associated with Grindle Brook. Land in 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. 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 local Sewage Treatment Works. 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: medium. Potential impact on Coxes Farm Cottage, Linden Lea, Kiddicott Farm, visual assessment and evaluation recommended. Some archaeological potential.
Infrastructure	Currently lack of infrastructure nearby so significant investment would be required on site. Education: Any 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. Intervisibility with the East Devon AONB is likely to be low or non-existent. The site is highly likely to have intervisibility with some of the listed buildings in the vicinity. The tranquility of the site is heavily affected by the presence of the A3052. Includes hedgerows around the field boundaries and a number of mature trees.
Safety related constraints	Air quality: Any additional pressure on the A3052 has a significant risk of deteriorating air quality, due to congestion at the Clyst St Mary roundabout.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the site comprises grade 3 agricultural land. Minerals and Waste: No constraints.
Other	Topography: Site is largely level.
Site potential	The gross site area has the potential to deliver an average of 173 dwellings or up to 8.13 ha of employment land, subject to the constraints outlined 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:

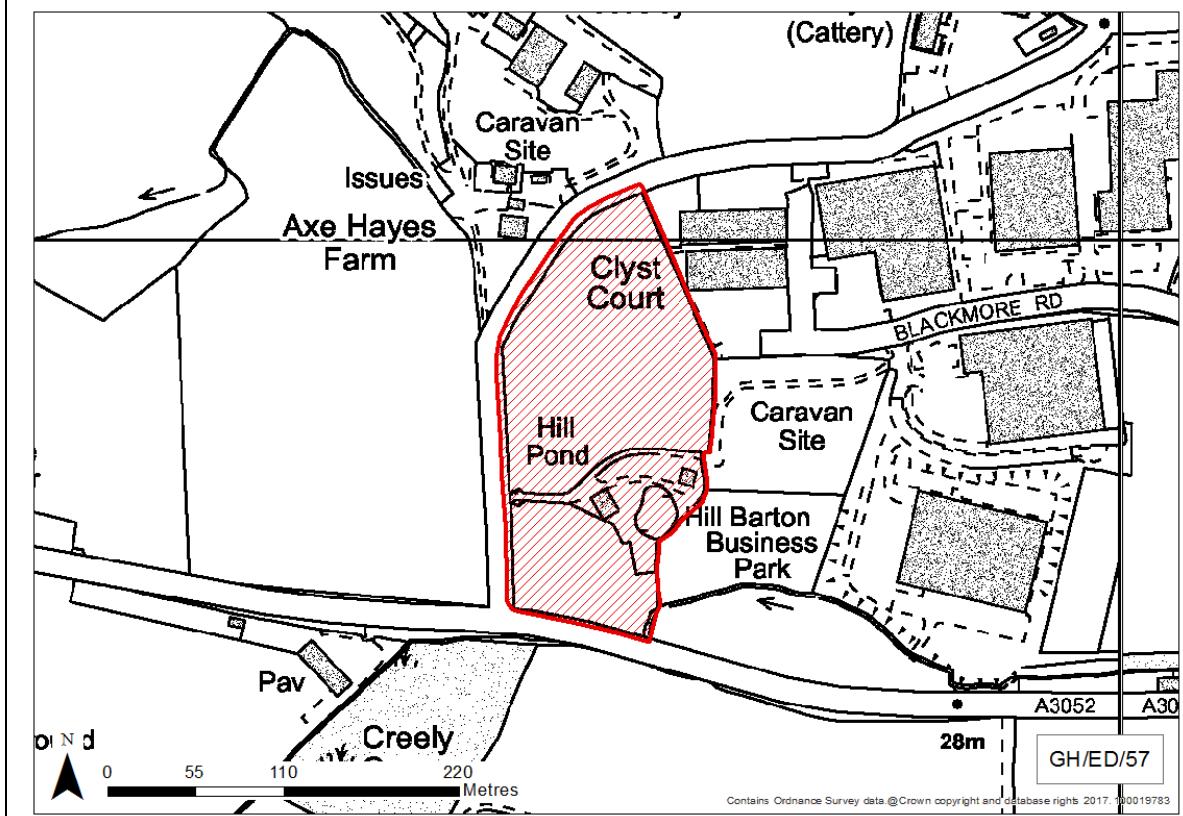
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/46-55 and GH/ED/57-62. 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/57
Customer Reference no.	my145c4
Area Site Plan	Map E
Site name	Hill Pond, Clyst St Mary
Site descriptions	<i>Two level rectangular agricultural fields bounded by hedgerows, with the access road to Hill Pond caravan park running through the centre. Southern field partially in flood plain. Adjacent to Hill Barton Business Park on the northern boundary.</i>
Total site area (ha)	2.89
Gross site area (ha)	2.69
Min/Mid/Max yield	50 dwg / 58 dwg / 65 dwg / 2.69 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 0.2 ha of the southern 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 c. 2.69 ha has passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Site would need to provide improved road infrastructure including access, if used for employment. Access for vehicles could come from Axe Hayes Lane. The junction of Axe Hayes Lane/A3052 was improved some time ago. It is unlikely that vehicular access would be allowed directly to the site from the A3052, because it would be too close to the existing Axe Hayes Lane/A3052 junction. It is likely that a contribution to improve the Clyst St Mary Roundabout and/or Junction 30 M5 may be required to alleviate traffic congestion. No nearby train station. Nearest bus stop is 400m away at Cat and Fiddle, which has an hourly or better bus service along the A3052 linking to Exeter City Centre. Poor pedestrian and cycle infrastructure along the A3052, with no dedicated walkways or cycle lanes.
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: In addition to the area within floodzone 3, a small area of the southern part of site is covered by floodzone 2 associated with Grindle Brook. Land in 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. 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 local Sewage Treatment Works. 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.
Infrastructure	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: medium-low. Intervisibility with the East Devon AONB is likely to be low or non-existent. Includes hedgerows around the field boundaries and a number of mature trees.
Safety related constraints	Noise: Adjacent to industrial uses at Hill Barton Business Park, so there may be dust and noise related issues. Air quality: Any additional pressure on the A3052 has a significant risk of deteriorating air quality, due to congestion at the Clyst St Mary roundabout.
Soils and contamination	Agricultural land classification: Detailed mapping indicates that the site is grade 3b. Minerals and Waste: No constraints.
Other	Site is largely level.
Site potential	The gross site area could deliver an average of c.58 dwellings or up to 2.69 ha of 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:

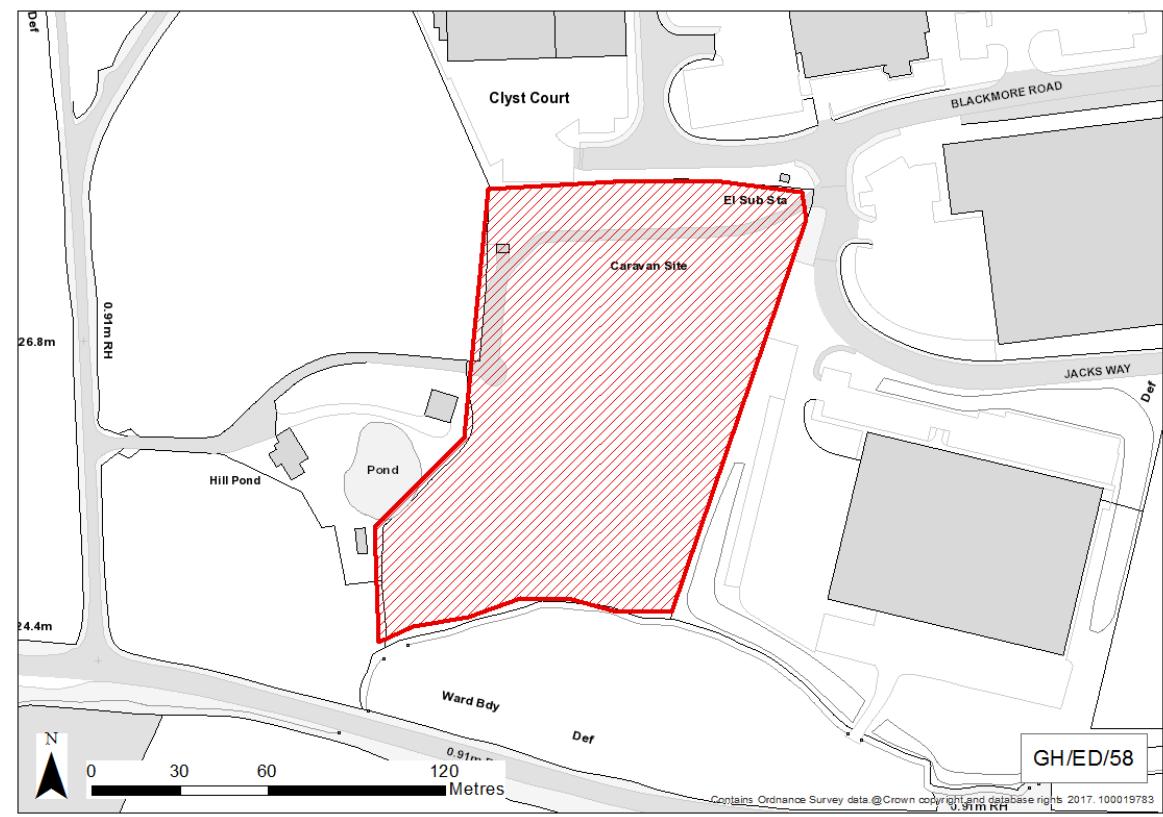
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/46-56 and GH/ED/58-62. 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/58
Customer Reference no.	gw141y6
Area Site Plan	Map E
Site name	Hill Pond Caravan and Camping Site, Clyst St Mary
Site descriptions	<i>Rectangular level field currently in use as a caravan park, bounded by mature trees. Adjacent to Hill Barton Business Park on the north and east boundaries. Access from road to the west.</i>
Total site area (ha)	1.48
Gross site area (ha)	1.43
Min/Mid/Max yield	35 dwg / 41 dwg / 46 dwg / 1.43 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 0.05 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 1.43 ha has the passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Site would need to provide improved road infrastructure including access if used for employment. Vehicular access could be gained through the adjoining site (GH/ED/57) or via Blackmore Road within Hill Barton Business Park. No nearby train station. Nearest bus stop is 450m away at Cat and Fiddle, which has an hourly or better bus service along the A3052 linking to Exeter City Centre. Poor pedestrian and cycle infrastructure along the A3052, with no dedicated walkways or cycle lanes.
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: In addition to the area within floodzone 3, a small area towards the southern site boundary is in floodzone 2 associated with Grindle Brook. 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. 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 local Sewage Treatment Works. 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.
Infrastructure	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 mature hedgerow and tree planting around the field boundary, which is denser on the eastern side and provides screening to the adjacent Hill Barton Business Park.

Safety related constraints	Noise: Adjacent to industrial uses at Hill Barton Business Park, so there may be dust and noise related issues. Air quality: Any additional pressure on the A3052 has a significant risk of deteriorating air quality, due to congestion at the Clyst St Mary roundabout.
Soils and contamination	Agricultural land classification: Detailed mapping indicates that the northern section of the site is grade 3b, with a small section of grade 2 in the south. Minerals and Waste: No mineral constraint. Part of the site is within the Hill Barton waste consultation zone. Care should be taken to avoid noise sensitive uses close to waste management facilities.
Other	Site is largely level.
Site potential	The gross site area could deliver an average of 41 dwellings or up to 1.43 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:

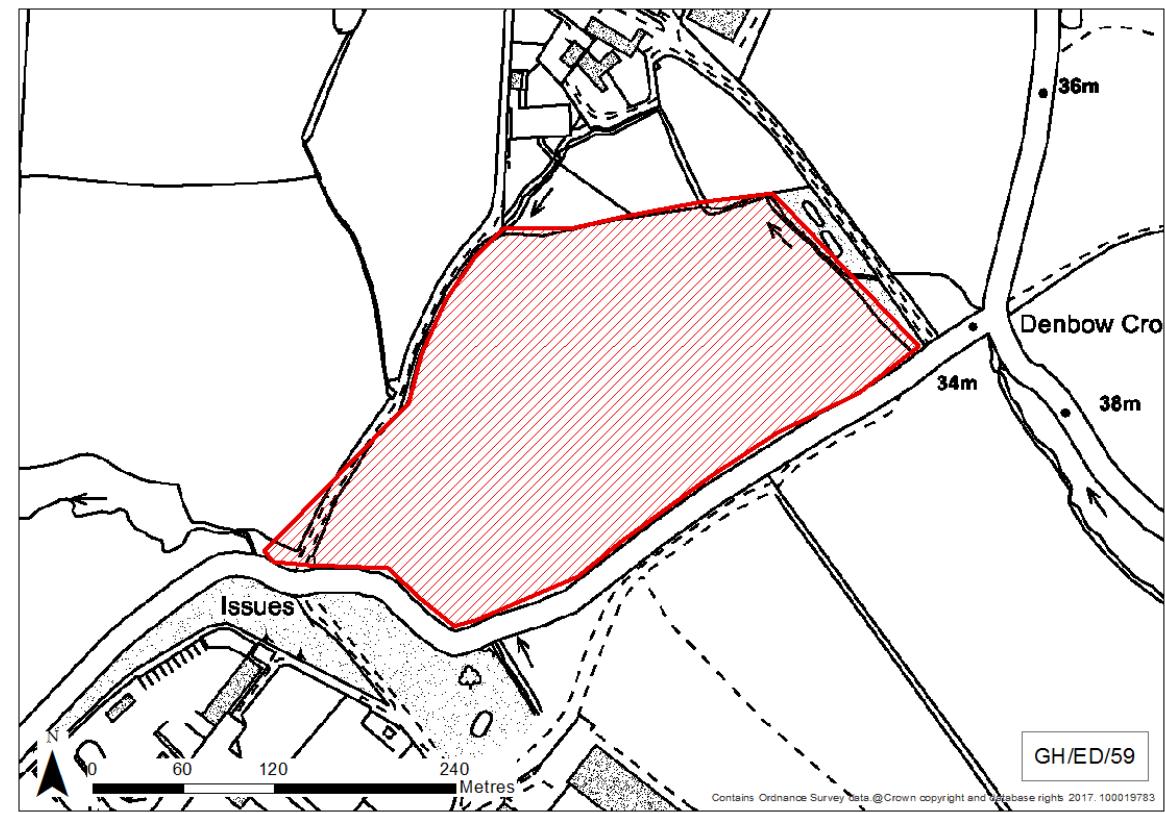
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/46-57 and GH/ED/59-62. 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/59
Customer Reference no.	0613766
Area Site Plan	Map E
Site name	<i>Land at Hill Barton Business Park - site 1</i>
Site descriptions	<i>Site comprises a single field to the north-east of Hill Barton Business Park, comprising part of GH/ED/49.</i>
Total site area (ha)	6.41
Gross site area (ha)	6.41
Min/Mid/Max yield	119 dwg / 136 dwg / 154 dwg / 6.41 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 to the site for vehicles could be made from the County Highway Network. Contributions to improve the Clyst St Mary Roundabout and/or Junction 30 M5 may be required to alleviate traffic congestion. The nearest bus stop is 700m away and has an hourly or better bus service along the A3052, linking to Exeter City Centre. There is no nearby train station and poor cycle infrastructure along the A3052, with no dedicated cycle route. Development would require 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. The ponds and associated scrub on the eastern boundary, and the mature hedgerow on the northern boundary, are both very important features shown on the 1880 OS map and should be protected as part of GI.
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: 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: medium. Potential impact on Denbow Farm, Denbow Barn, House, Thatch. Evaluation and Visual Impact Assessment recommended. Some archaeological potential.
Infrastructure	Current lack of infrastructure nearby, so significant investment would be required on this and surrounding sites. Education: Any 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. Current site boundary planting prevents intervisibility with Hill Barton Business Park. Includes hedgerows around its boundary and a number of mature trees.

Safety related constraints	Noise: Adjacent to an active landfill site and other industrial uses at Hill Barton Business Park, so there will likely be dust and noise related issues. Air quality: Any additional pressure on the A3052 has a significant risk of deteriorating air quality, due to congestion at the Clyst St Mary roundabout.
Soils and contamination	Agricultural land classification: Detailed mapping indicates that the site is grade 3b. Minerals and Waste: No mineral constraint for employment development, but any residential proposals should address the proximity to the nearby asphalt plant for potential amenity impacts. The site adjoins existing waste management uses and land allocated for energy recovery development in the Devon Waste Plan. However, development for employment uses is unlikely to constrain waste management activity, subject to omission of offices or other uses sensitive to noise or dust. The site is unlikely to be suitable for residential use due to the relationship with waste management operations.
Other	-
Site potential	The gross site area has the potential to deliver an average of 136 dwellings or up to 6.41 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:

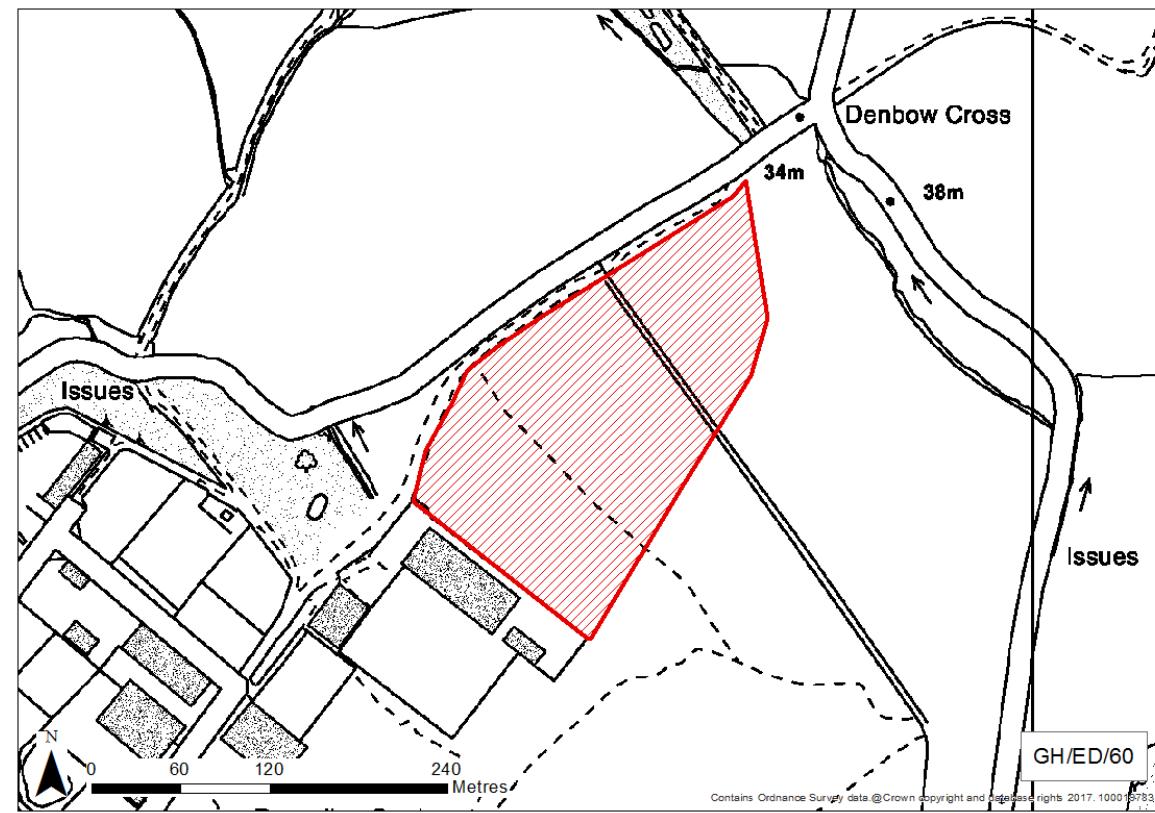
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/46-58 and GH/ED/60-62. 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/60
Customer Reference no.	ip137o4
Area Site Plan	Map E
Site name	<i>Land at Hill Barton Business Park - site 2</i>
Site descriptions	<i>Site comprises a single field to the east of Hill Barton Business Park, comprising part of GH/ED/49.</i>
Total site area (ha)	3.77
Gross site area (ha)	3.77
Min/Mid/Max yield	70 dwg / 80 dwg / 90 dwg / 3.77 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	Site currently has poor road access off a rural road. The nearest bus stop is 700m away, with an hourly or better bus service along the A3052 linking to Exeter City Centre. There is no nearby train station and poor cycle infrastructure along the A3052, with no dedicated cycle route. Would require transport infrastructure improvements and improved cycle and pedestrian links.
Ecology	Within 10 km Pebblebed Heaths SAC & Exe Estuary Spa zone and would thus need to deliver SANGS. Site is within the 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: medium. Potential impact on The Stables. Evaluation and Visual Impact Assessment recommended. Some archaeological potential.
Infrastructure	Current lack of infrastructure nearby, so significant investment would be required on this and surrounding sites. Education: 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. Rated low because the site abuts and forms part of Hill Barton Business Park. This part of the site would only be suitable for employment uses.
Safety related constraints	Noise: Within an active landfill site and adjacent to other industrial uses at Hill Barton Business Park, so there will likely be dust and noise related issues. Air quality: Severe traffic loading constraints on A3052. Any additional pressure on the A3052 has a significant risk of deteriorating air quality, due to congestion at the Clyst St Mary roundabout.
Soils and contamination	Agricultural land classification: Detailed mapping indicates that the site is grade 3b. Contamination: Site is within the curtilage of the active Hill Barton inert landfill, so there may be some related land contamination. Minerals and Waste: No mineral constraint for employment development, but any

	residential proposals should address the proximity of the nearby asphalt plant for potential amenity impacts. The site adjoins existing waste management uses and land allocated for energy recovery development in the Devon Waste Plan. However, development for employment uses is unlikely to constrain waste management activity subject to omission of offices or other uses sensitive to noise or dust. The site is unlikely to be suitable for residential use due to relationship with waste management operations.
Other	-
Site potential	The gross site area has the potential to deliver an average of 80 dwellings or up to 3.77 ha of employment, subject to the constraints set out 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:

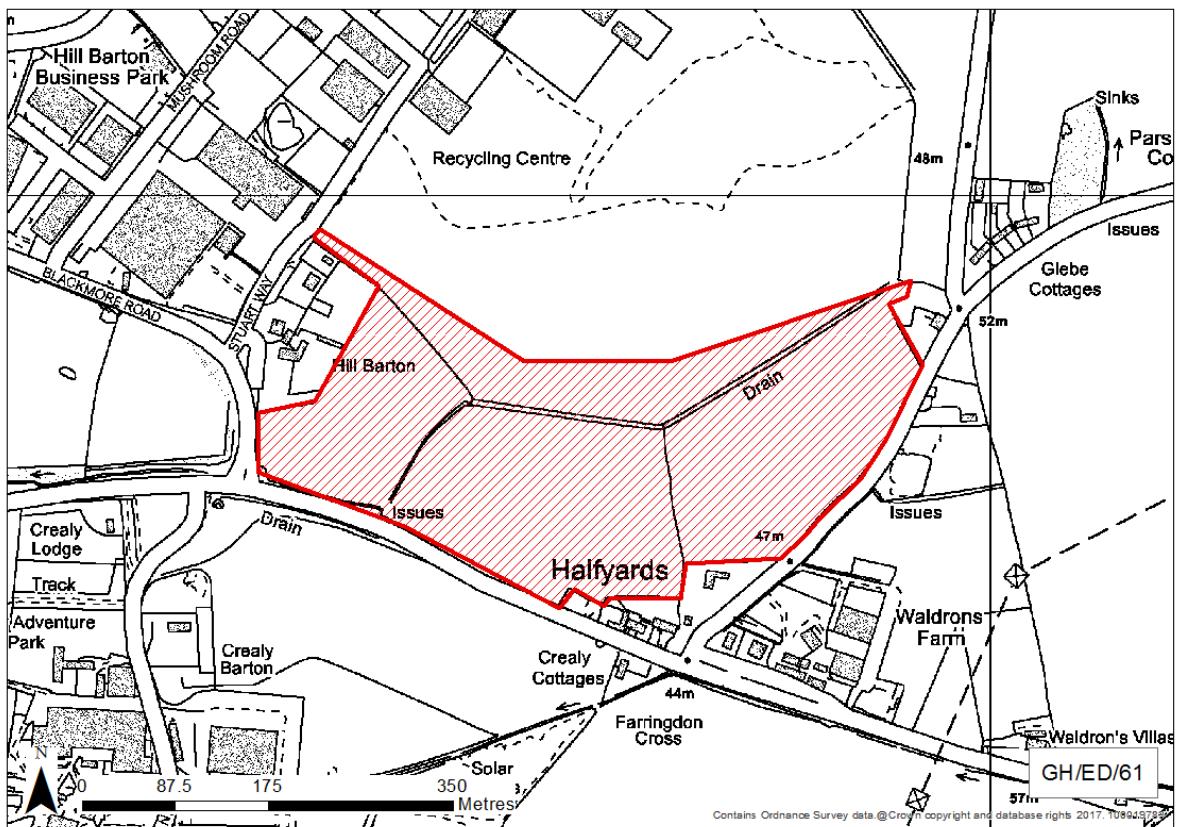
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/46-59 and GH/ED/61-62. 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/61
Customer Reference no.	m1137zj
Area Site Plan	Map E
Site name	Land at Hill Barton Business Park - site 3
Site descriptions	Site comprises a single field to the south-east of Hill Barton Business Park, comprising part of GH/ED/49.
Total site area (ha)	11.82
Gross site area (ha)	11.82
Min/Mid/Max yield	220 dwg / 252 dwg / 284 dwg / 11.82 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	This site is adjacent to the A3052 Sidmouth Road and vehicular access could be gained from this road from the south. The site also connects to Stuart Way, where access for vehicles could also be gained. Contributions to improve the Clyst St Mary Roundabout and/or Junction 30 M5 may be required to alleviate traffic congestion. Bus stop 100m away, which has an hourly or better bus service along the A3052 linking to Exeter City Centre, although no pedestrian crossing present so would need to cross busy road. There is no nearby train station and poor cycle infrastructure along the A3052, with no dedicated cycle route. Would require transport infrastructure improvements and improved cycle and pedestrian links.
Ecology	Within 10 km Pebblebed Heaths SAC & Exe Estuary Spa zone and would thus need to deliver SANGS. The site itself appears to be mainly arable fields divided by hedgerows. Site is within the GCN consultation zone.
Flood risk, water quality and drainage	Flooding: Site is 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: medium. Potential impact on The Stables. Evaluation and Visual Impact Assessment recommended. Some archaeological potential.
Infrastructure	Current lack of infrastructure nearby, so significant investment would be required on this and surrounding sites. Education: 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.
Safety related constraints	Noise: Adjacent to and partially contains an active landfill site and other industrial uses at Hill Barton Business Park, so there will likely be dust and noise related issues. Air quality: Any additional pressure on the A3052 has a significant risk of deteriorating air quality, due to congestion at the Clyst St Mary roundabout.
Soils and contamination	Agricultural land classification: Detailed mapping indicates that the site is grade 3b. Contamination: The northern section of site is within the curtilage

	of the active Hill Barton inert landfill and there may be some related land contamination. Minerals and Waste: Site is within the waste site and waste consultation zone for Hill Barton. Noise, dust and odour sensitive uses should be avoided in proximity to these uses, to avoid constraining these ongoing operations.
Other	Topography: Site is predominantly level. EOHD assessment: medium suitability for employment: reasonable access/ public transport but needs to be seen as part of bigger picture. Local Plan Allocation on own, but should be investigated further to see if it could form part of larger allocation for GESP.
Site potential	The gross site area has the potential to deliver an average of 252 dwellings or up to 11.82 ha of 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:

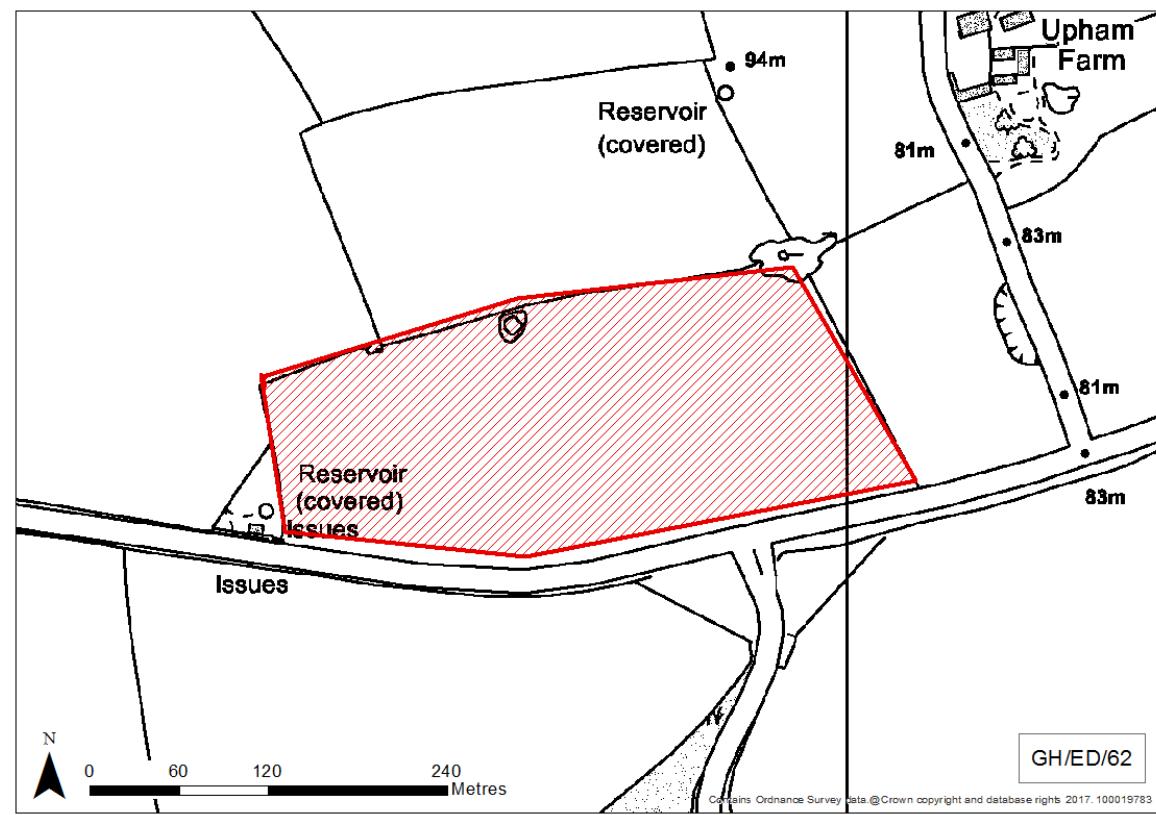
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/46-60 and GH/ED/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/62
Customer Reference no.	7d15y6f
Area Site Plan	Map E
Site name	<i>Land at Upham</i>
Site descriptions	A rectangular field adjoining the A3052 opposite the turning to Greendale Business Park. Bounded by hedgerows, the land slopes gently upwards south to north.
Total site area (ha)	6.05
Gross site area (ha)	6.05
Min/Mid/Max yield	113 dwg / 129 dwg / 145 dwg / 6.05 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	Suitable access for vehicles could be made to the site from the A3052 Sidmouth Road. Contributions to improve the Clyst St Mary Roundabout and/or Junction 30 M5 may be required to alleviate traffic congestion. There is no nearby train station, but there is an hourly or better bus service along the A3052 linking to Exeter City Centre. Poor cycle infrastructure along the A3052, with no dedicated cycle route. Would require 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 there are ponds present on site, so survey would be required.
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: medium. Potential impact on Upham Farm, Upham Farmhouse - evaluation and visual impact assessment recommended.
Infrastructure	Current lack of infrastructure nearby, so significant investment would be required on this and surrounding sites. Education: 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: Medium. Likely to be intervisibility with the East Devon AONB, as the site is located on a local minor ridge. The site is highly likely to have intervisibility with some of the listed buildings in the vicinity. Includes hedgerows around its boundary and a number of mature trees.
Safety related constraints	Air quality: Any additional pressure on the A3052 has a significant risk of deteriorating air quality due to congestion at the Clyst St Mary roundabout.

Soils and contamination	Agricultural land classification: Detailed mapping indicates that the northern section of the site is grade 2 and the southern section is grade 3b. Minerals and Waste: No constraints.
Other	Topography: Land slopes gently upwards south to north.
Site potential	The gross site area could deliver an average of 129 dwellings or up to 6.05 ha employment land, subject to the constraints highlighted above. The site adjoins other sites submitted in the HELAA.

AVAILABILITY ASSESSMENT

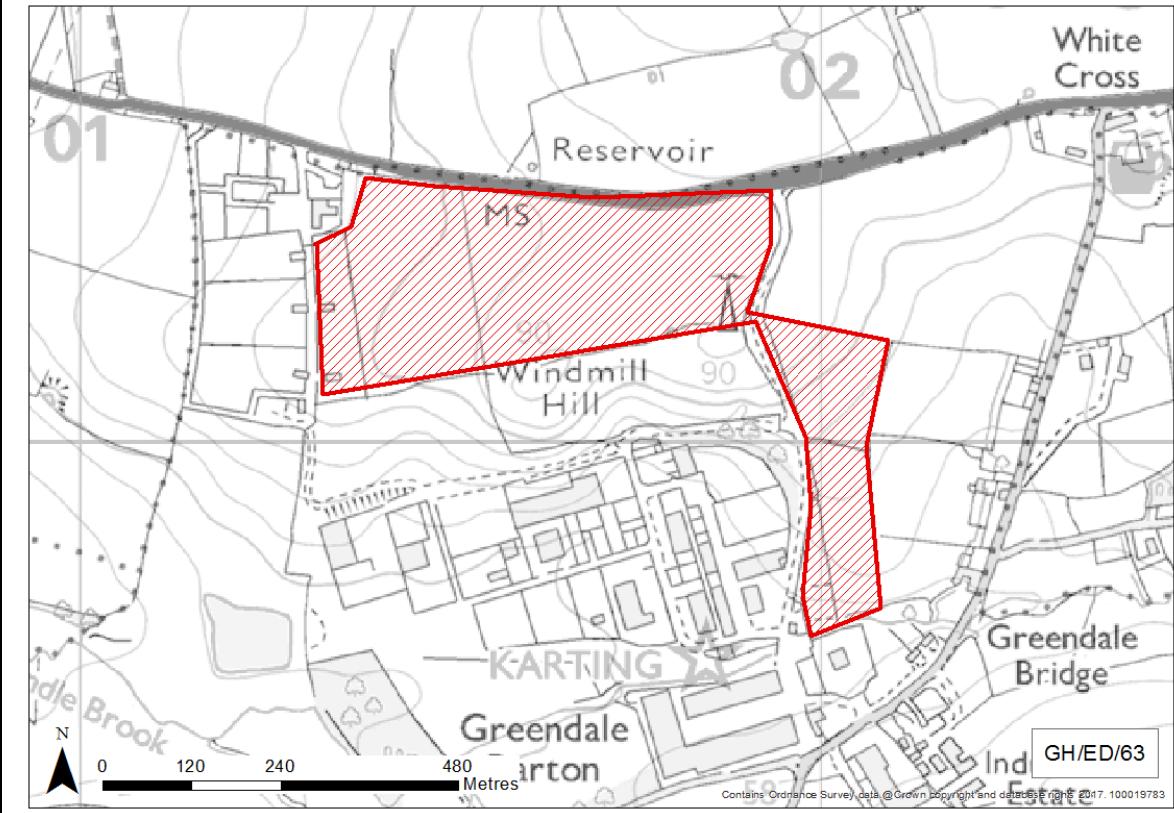
The site promoter(s) has confirmed that the site will be available for development within:

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/46-61. 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/63
Customer Reference no.	dl15yzt
Area Site Plan	Map F
Site name	Land at Greendale Business Park, Woodbury Salterton
Site descriptions	<i>Land to the east of Greendale Business Park, gently sloping downwards from north to south where it borders the narrow floodplain of Grindle Brook. Comprises some business uses to the south and fields to the north separated by dense tree planting, much of which is protected under an area tree preservation order. Submission also includes field to the west submitted under GH/ED/64.</i>
Total site area (ha)	17.41
Gross site area (ha)	17.11
Min/Mid/Max yield	318 dwg / 365 dwg / 41 dwg / 17.11 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 0.3 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	Around 17.11 ha has the passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Vehicular access to this site should ideally be from the existing access road to Greendale Business Park. It is likely that a contribution to improve the Clyst St Mary Roundabout and/or Junction 30 M5 may be required to alleviate traffic congestion. There is no nearby train station, but there is an hourly or better bus service along the A3052 linking to Exeter City Centre. Poor cycle infrastructure along the A3052 with no dedicated cycle route. Would require transport infrastructure improvements and improved cycle and pedestrian links.
Ecology	Within 10 km Pebblebed Heaths SAC & Exe Estuary Spa zone and would thus need to deliver SANGS. The site itself appears to be mainly arable fields divided by hedgerows, with some mature trees. There are also some infiel trees and some ponds (probably marl pits), which could be used by great crested newts (and the site is within the GCN consultation zone).
Flood risk, water quality and drainage	Flooding: In addition to the area within floodzone 3 towards the southern border, a small section is covered by 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. 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 local Sewage Treatment Works. 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. Windmill Hill is possibly the site of a battle during the Prayerbook Rebellion. The site should be retained as open space.
Infrastructure	Current lack of infrastructure nearby, so significant investment would be required on site. Education: Any 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: medium. Possible intervisibility with the East Devon AONB, as the majority of the site is located on a local ridge. There is likely to be some intervisibility between Woodbury Salterton and the site. Contains a considerable number of mature trees along the field boundary to the east, screening Greendale Business Park.
Safety related constraints	Noise/air quality: Greendale Business Park operates industrial and waste related uses and consequently there may be noise and/or air quality issues for development nearby. Any additional pressure on the A3052 has a significant risk of deteriorating air quality, due to congestion at the Clyst St Mary roundabout.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the site may be a mix of grade 2 and grade 3. Minerals and Waste: No mineral constraint. Site is within the Waste Consultation Zone for Greendale Barton, but there is no objection to potential employment development that is likely to be compatible with the existing waste management operations. However, there may be an objection to new residential development if its proximity to the Business Park were likely to constrain existing and potential waste management operations.
Other	Topography: Land is situated on the top of Windmill Hill, sloping gently downward from north to south.
Site potential	The gross site area could deliver an average of 365 dwellings or up to 17.11 ha of employment land, subject to the constraints identified 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:

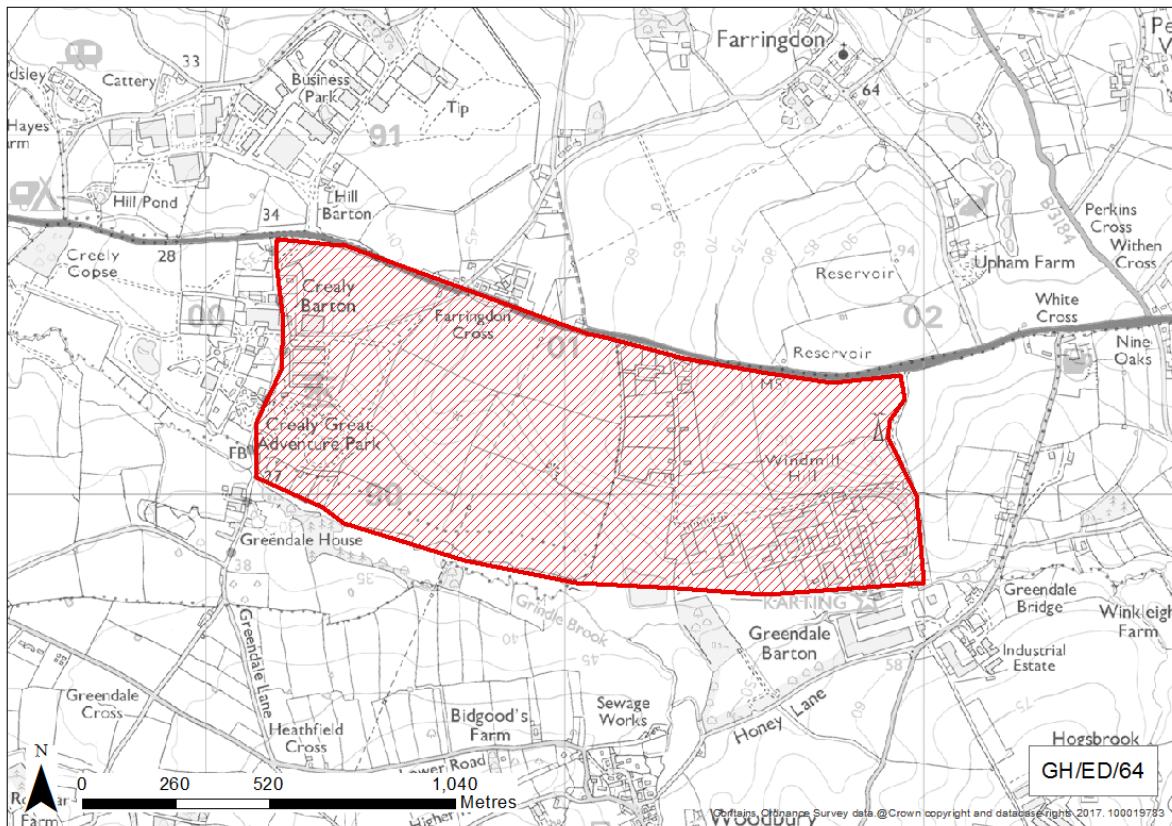
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/64 and 65. 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 minimise the impact of development upon Junction 29 and 30 (the junctions themselves cannot necessarily be improved). Smaller sites around the edges of Greendale 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.

SITE OVERVIEW

HELAA Reference no.	GH/ED/64
Customer Reference no.	ks137av
Area Site Plan	Map F
Site name	<i>Land between Crealy Great Adventure Park and Greendale Business Park (referred to as Greenbrook)</i>
Site descriptions	<i>Roughly rectangular site, gently sloping up from west to east to its highest point at Windmill Hill. Includes part of Greendale Business Park in south east corner, which creates noise issues on part of the site. The southern boundary slopes down to the Grindle Brook with its narrow floodplain. The landscape is rolling farmland. The A3052 forms the northern boundary of the site.</i>
Total site area (ha)	120.82
Gross site area (ha)	113.82
Min/Mid/Max yield	2,117 dwg / 2,425 dwg / 2,732 dwg / 113.82 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 7 ha of the southern part of the site is within Flood Zone 3, associated with the Grindle Brook. 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.113.82 ha has passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Vehicular access for this large site should be directly from the A3052 Sidmouth Road in the form of a new access and not from the adjacent Crealy Adventure Park to the west or from the Greendale Business Park access to the east. It is likely that a contribution to improve the Clyst St Mary Roundabout and/or Junction 30 M5 would be required to alleviate traffic congestion. There is no nearby train station, but there is an hourly or better bus service along the A3052 linking to Exeter City Centre. Poor cycle infrastructure along the A3052, with no dedicated cycle route. Would require transport infrastructure improvements and improved cycle and pedestrian links.
Ecology	Within 10 km Pebblebed Heaths SAC & Exe Estuary SPA zone and would thus need to deliver SANGS. The site itself appears to be mainly arable fields divided by hedgerows, with some mature trees. There are also some infiel trees and ponds (probably marl pits), which could be used by great crested newts (and the site is within the GCN consultation zone). There are several bat records. Green infrastructure would need to include excellent cycling and walking links, as there are no existing public rights of way and the A3052 is very hostile. GI would also need to include a substantial buffer of the Grindle Brook, to enhance ecological value and water quality in the stream. The stream valley includes broadleaved woodland and traditional orchard priority habitats.
Flood risk, water quality and drainage	Flooding: Part of the southern area of the site is in floodzone 2, with a medium probability of experiencing fluvial flooding and the potential to be developed for residential or economic use only 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 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: Assumption would be that this site would have a mains connection and be served by local Sewage Treatment Works. 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. Windmill Hill is possibly the site of a battle during the Prayerbook Rebellion. The site should be retained as open space.
Infrastructure	Current lack of infrastructure nearby, so significant investment required on site. Education: Any 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 (see comments on Exmouth CC). 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: High. Possible intervisibility with the East Devon AONB, especially from the higher land. However, intervening vegetation might limit its visibility. Where this occurs, sensitivity might be less. Predominantly rolling agricultural fields with trees and hedgerows along the boundaries.
Safety related constraints	Noise/air quality: Greendale Business Park operates industrial and waste related uses and so there may be noise and/or air quality issues for development nearby. Additional pressure on the A3052 has a significant risk of deteriorating air quality, due to congestion at Clyst St Mary roundabout.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the majority of the site may be a mix of grade 2 and grade 3. Minerals and Waste: No mineral constraint. Within the waste consultation zones of Hill Barton and Greendale Barton. There should be no loss of waste management facilities unless alternative provision is made. Dwellings close to these facilities may be subject to noise and dust impact, which could constrain future waste operations. This should be taken into account.
Other	Land slopes gently upwards to east, to a high point around Windmill Hill.
Site potential	The gross site area could deliver an average of 2,425 dwellings or up to 113.82 ha employment land, subject to the constraints highlighted above.

AVAILABILITY ASSESSMENT

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

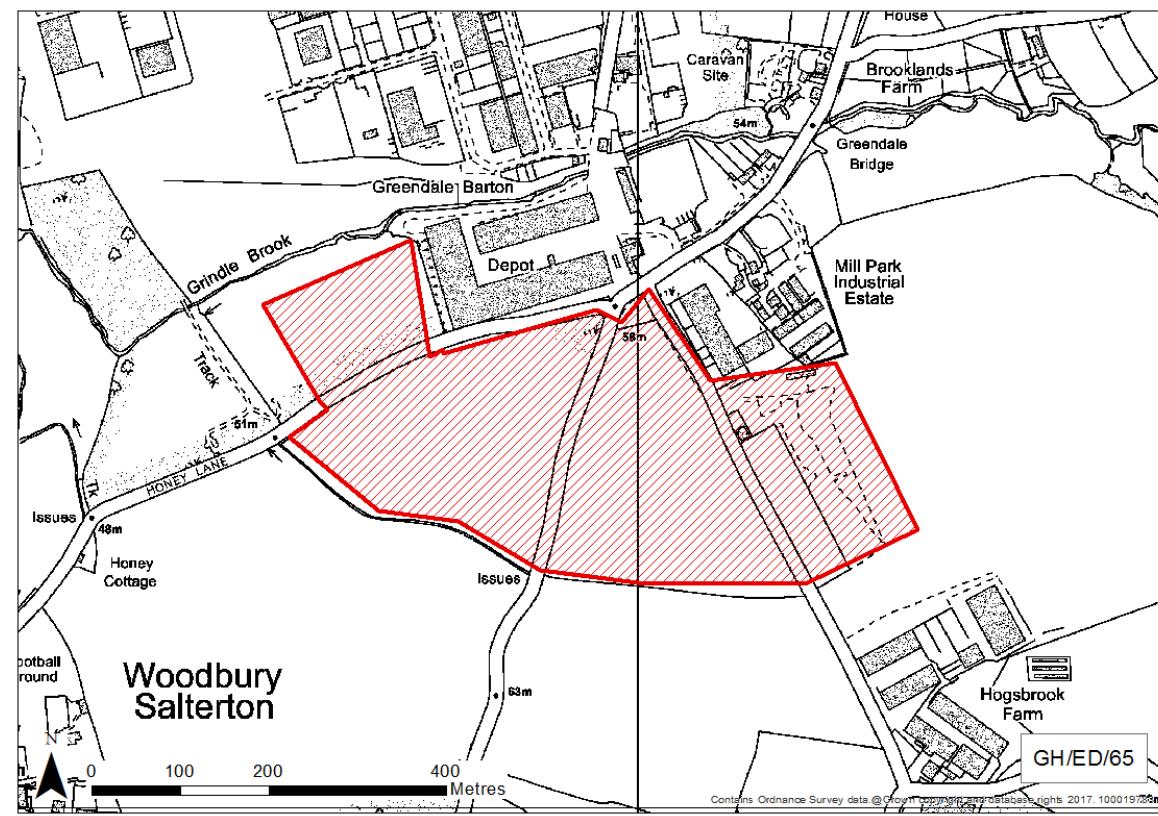
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/63 and 65. 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 minimise the impact of development upon Junction 29 and 30 (the junctions themselves cannot necessarily be improved). Smaller sites around the edges of Greendale 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.

SITE OVERVIEW

HELAA Reference no.	GH/ED/65
Customer Reference no.	tu15yx6
Area Site Plan	Map F
Site name	Land at Greendale Business Park, Woodbury Salterton
Site descriptions	<i>Mainly agricultural land located on either side of White Cross Road, south of the Greendale Business Park. Also includes land in storage use. The land gently slopes upwards to the south east away from the Grindle Brook. Access is via the existing industrial estate, which the promoter proposes to improve.</i>
Total site area (ha)	16.59
Gross site area (ha)	16.59
Min/Mid/Max yield	309 dwg / 354 dwg / 398 dwg / 16.59 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 for vehicles is obtainable from Honey Lane and thus to the A3052 at White Cross. Or if development is to link to the existing Greendale Business Park, access could be gained through the existing business park. The nearest bus stop is 200m away at Greendale Business Park, which 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. Site would need to provide improved road, public transport, cycle and pedestrian infrastructure.
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. Boundaries and associated trees shown on 1880 OS maps should be retained as part of GI.
Flood risk, water quality and drainage	Flooding: Site is 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. Some archaeological potential.
Infrastructure	Education: Any 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: high. Intervisibility with the East Devon AONB is likely to be possible, especially from the higher land. However, intervening vegetation might limit its visibility and where this occurs the sensitivity might be less. Includes hedgerows bordering the field boundaries and a number of mature trees.

Safety related constraints	Noise/air quality: Greendale Business Park operates industrial and waste related uses and consequently there may be noise and/or air quality issues for development nearby. Any additional pressure on the A3052 has a significant risk of deteriorating air quality, due to congestion at the Clyst St Mary roundabout.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the site is grade 3. Minerals and Waste: No minerals constraint. Within the waste consultation zone for Greendale Barton, but no objection to employment uses which are likely to be compatible.
Other	Topography: The land gently slopes upwards to the south east, away from the Grindle Brook.
Site potential	The gross site area has the potential to deliver an average of 354 dwellings or up to 16.59 ha of employment land, subject to the constraints highlighted above. On its own, the site would not deliver a sufficient number of homes to be considered a strategic residential site for the purposes of the GESP.

AVAILABILITY ASSESSMENT

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

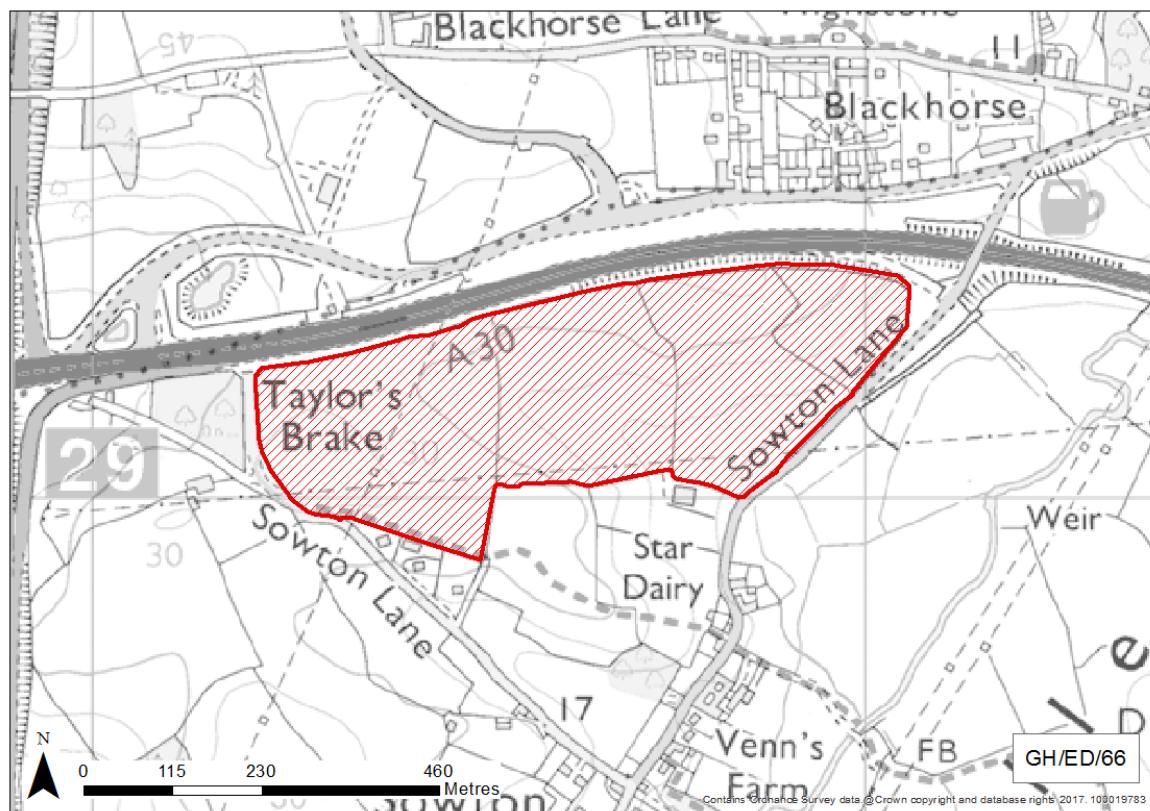
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing and employment development, alongside HELAA sites GH/ED/63 and 64. 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 minimise the impact of development upon Junction 29 and 30 (the junctions themselves cannot necessarily be improved). Smaller sites around the edges of Greendale 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.

SITE OVERVIEW

HELAA Reference no.	GH/ED/66
Customer Reference no.	vf15ya8
Area Site Plan	Map E
Site name	Land at Venn's Farm, Sowton
Site descriptions	<i>Agricultural land adjoining the A30 and close to Junction 29 of the M5. The site slopes gently down eastwards, towards the River Clyst, although is outside the floodplain. The site is within a defined Green Wedge and the Clyst Valley Regional Park. Access can be taken from Sowton Lane, using the road bridge across the A30 from Honiton Road. Sowton lies close by the south and contains a large number of listed buildings and conservation area.</i>
Total site area (ha)	19.29
Gross site area (ha)	19.29
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 19.29 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	Whole of the site is within 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 use. It is not suitable for strategic residential use due to its location within the Airport Vector.

SUITABILITY ASSESSMENT: STAGE B	
Access	Vehicular access could be gained to the south of the fly-over embankment on Sowton Lane, where the road levels to the same height as the land. There are issues providing access off the A30, due to proximity to the Junction 29 M5/A30. A developer contribution to the "Clyst Valley Cycle Trail" would be required. The nearest bus stop is 200m away at Blackhorse, which has an hourly or better bus service to Exeter City Centre. Currently no cycle route, but potential to link up to existing cycle infrastructure to Cranbrook and Exeter at Blackhorse. A cycle bridge over the A30 linking to the Science Park and park and change facility on Tithebarn Green would be required to help address access issues. Site would need to provide improved road, public transport, cycle and pedestrian infrastructure.
Ecology	Within 10 km recreational disturbance zone for both Exe Estuary SPA and Pebblebed Heaths SAC, although there is no evidence that economic development has a detrimental recreational impact. Within 5km GCN consultation zone. Land forms part of Clyst Valley Regional Park. Boundaries and associated trees shown on 1880 OS maps should be retained as part of Green Infrastructure.
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: medium. Potential impact on Stars Dairy and numerous listed buildings in Sowton Village, Venns Farm and Sowton Lodge. Evaluation and Visual Impact Assessment recommended. Some known and potential for prehistoric archaeology.
Infrastructure	Education: No requirements if developed for employment use.
Landscape	Landscape sensitivity: medium-high. Site is located within land designated as a Green wedge and the Clyst Valley Regional Park and is highly likely to have intervisibility with the Conservation Area of Sowton. Includes hedgerows bordering the field boundaries and a number of mature trees.

Safety related constraints	Noise: Site suffers from airport related noise ranging between 60-66 decibels and M5 related noise, so not suitable for residential use. Other: Two sets of overhead electricity pylons cross the site.
Soils and contamination	Agricultural land classification: Detailed mapping indicates that the majority of the site is grade 2, with sections to the east and south-west being grades 3a and 3b. Minerals and Waste: No constraints.
Other	Topography: The site slopes gently downwards to the east, towards the River Clyst.
Site potential	The gross site area has the potential to deliver up to 19.29 ha of employment land, subject to the constraints highlighted above.

AVAILABILITY ASSESSMENT

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

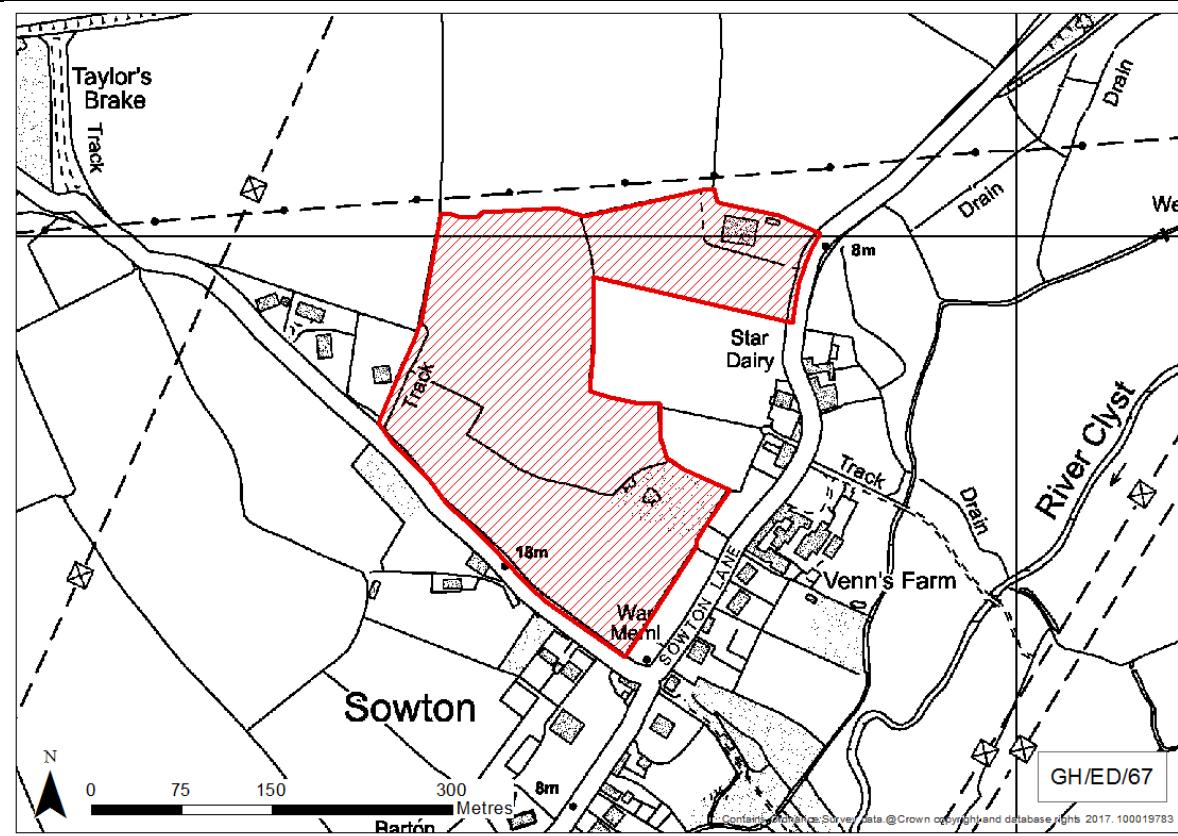
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic employment development, but not until years 6-10 due to the need to address access issues.

SITE OVERVIEW

HELAA Reference no.	GH/ED/67
Customer Reference no.	4315ybe
Area Site Plan	Map E
Site name	Land west of Sowton Lane, Sowton
Site descriptions	<i>A c-shaped group of three agricultural fields bounded by mature trees and hedgerows, wrapping around site GH/ED/54. Site adjoins Sowton Village and includes a small copse on the eastern edge and farm building on the north-eastern edge. A public footpath runs through centre of site from east to west. Southern field is largely level, but northern fields slope upwards to the north. Currently includes two access points to the east and south. Large number of listed buildings in close proximity and part of southern field is included within conservation area. The site is within a defined Green Wedge and the Clyst Valley Regional Park.</i>
Total site area (ha)	7.11
Gross site area (ha)	7.11
Min/Mid/Max yield	0 dwg / 0 dwg / 0 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	Whole of the site is within 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 use. It is not suitable for strategic residential use due to its location within the Airport Vector.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access for vehicles can be gained from Sowton Lane near Star Dairy. Access from further along Sowton Lane, past the 90% bend, would probably be too narrow. Development proposals would require a contribution to the “Clyst Valley Cycle Trail”. The nearest bus stop is 600m away at Blackhorse, which has an hourly or better bus service to Exeter City Centre. Currently no cycle route but potential to link up to existing cycle infrastructure to Cranbrook and Exeter at Blackhorse. Site would need to provide improved road, public transport, cycle and pedestrian infrastructure.
Ecology	Within 10 km recreational disturbance zone for both Exe Estuary SPA and Pebblebed Heaths SAC, although there is no evidence that economic development has a detrimental recreational impact. Within 5km GCN consultation zone. Land forms part of Clyst Valley Regional Park. Boundaries and associated trees shown on 1880 OS maps are a particularly strong feature of this site and if the site were to be developed, they should be retained as part of GI.
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: high. Potential impact on Stars Dairy and numerous listed buildings in Sowton Village, Venns Farm and Sowton Lodge. Some potential for prehistoric archaeology.
Infrastructure	Education: No requirements if developed for employment use.
Landscape	Landscape sensitivity: medium-high. Site is located within land designated as a Green wedge and the Clyst Valley Regional Park and is highly likely to have intervisibility with the Conservation Area of Sowton. Includes a small

	copse on the eastern edge and mature trees and hedgerows bordering the field boundaries.
Safety related constraints	Noise: Site suffers from airport related noise ranging between 60-63 decibels. Not suitable for residential.
Soils and contamination	Agricultural land classification: Detailed mapping indicates that the majority of the site is grade 3, with sections to the east and south comprising grade 2. Minerals and Waste: No constraints.
Other	The site slopes gently downwards to the east, towards the River Clyst.
Site potential	The gross site area has the potential to deliver up to 7.11 ha of employment land, subject to the constraints highlighted above.

AVAILABILITY ASSESSMENT

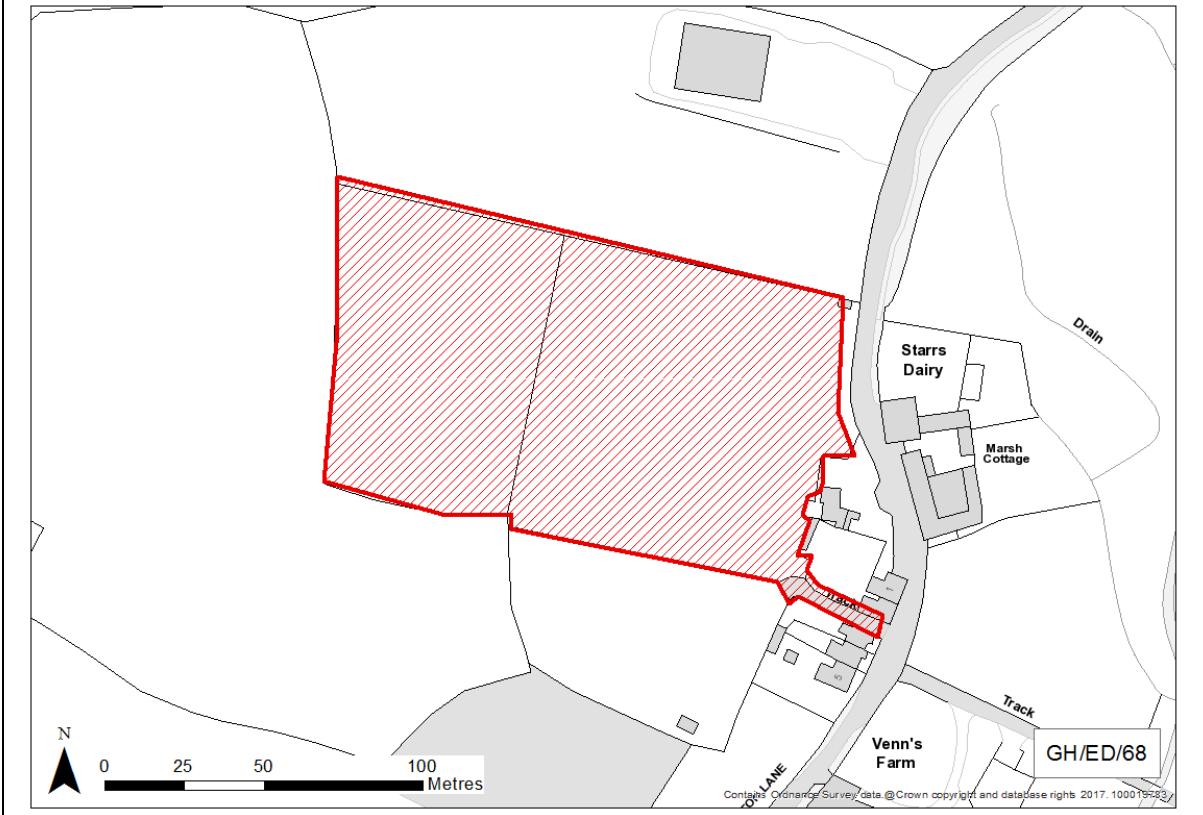
The site promoter(s) has confirmed that the site will be available for development within:

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

ACHIEVABILITY ASSESSMENT

The HELAA Panel meeting has advised the site is unachievable for strategic employment development, even alongside HELAA sites GH/ED/66 and 68. This is due to highways access constraints, which the Panel advises will limit the scale and type of development that could be delivered.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/68
Customer Reference no.	fg1412p
Area Site Plan	Map E
Site name	1 Sowton Village, Exeter
Site descriptions	<i>Two small rectangular agricultural fields bounded by mature trees and hedgerows. Public footpath runs along southern border. Adjacent to Sowton Village conservation area with a number of listed buildings on eastern side and enclosed by site GH/ED/67. Gentle slope to the north-west. Accessed via narrow lane between housing on the eastern edge. The site is within a defined Green Wedge and the Clyst Valley Regional Park.</i>
Total site area (ha)	1.51
Gross site area (ha)	1.51
Min/Mid/Max yield	0 dwg / 0 dwg / 0 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	Whole of the site is within 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 use. It is not suitable for strategic residential use due to its location within the Airport Vector.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access for vehicles can be gained from Sowton Lane near Star Dairy. Access from further along Sowton Lane, past the 90% bend, would probably be too narrow. Development proposals would require a contribution to the "Clyst Valley Cycle Trail". May require new junction off A30 to serve development. The nearest bus stop is 700m away at Blackhorse which has an hourly or better bus service to Exeter City Centre. Currently no cycle route but potential to link up to existing cycle infrastructure to Cranbrook and Exeter at Blackhorse. Site would need to provide improved road, public transport, cycle and pedestrian infrastructure.
Ecology	Within 10 km recreational disturbance zone for both Exe Estuary SPA and Pebblebed Heaths SAC, although there is no evidence that economic development has a detrimental recreational impact. Within 5km GCN consultation zone. Land forms part of Clyst Valley Regional Park. Boundaries and associated trees shown on 1880 OS maps are a particularly strong feature of this site and if the site were to be developed, they should be retained as part of green infrastructure.
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: high. Potential impact on Stars Dairy and numerous listed buildings in Sowton Village, Venns Farm and Sowton Lodge. Some potential for prehistoric archaeology.
Infrastructure	Education: No requirements if developed for employment use.
Landscape	Landscape sensitivity: medium-high. Site is located within land designated as a Green wedge and the Clyst Valley Regional Park and is highly likely to have intervisibility with the Conservation Area of Sowton. Includes hedgerows bordering the field boundaries and a number of mature trees.
Safety related constraints	Noise: Site suffers from airport related noise around the 63 decibel contour. Not suitable for residential use.
Soils and contamination	Agricultural land classification: Detailed mapping indicates that the site is grade 3a. Minerals and Waste: No constraints.

Other	The site slopes gently downwards to the east, towards the River Clyst.
Site potential	The gross site area has the potential to deliver up to 1.51 ha of employment, 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:

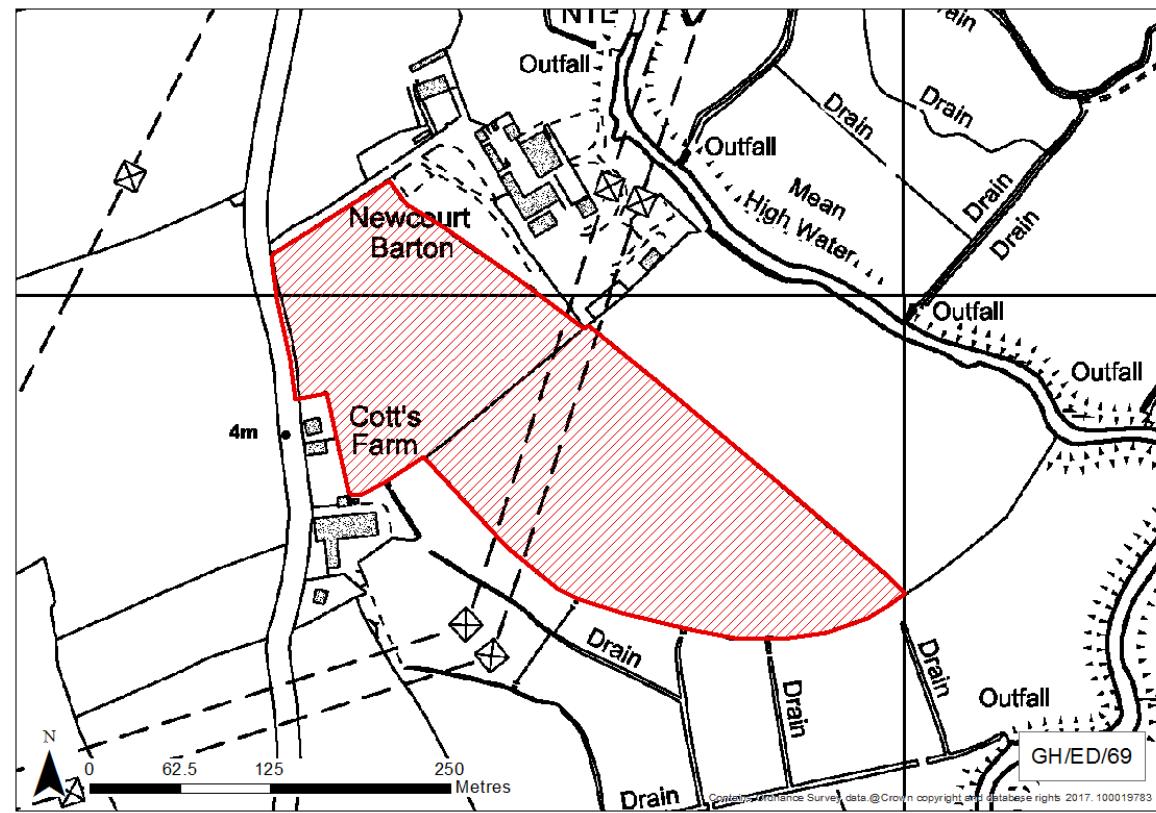
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel meeting has advised the site is unachievable for strategic employment development, even alongside HELAA sites GH/ED/66 and 67. This is due to highways access constraints, which the Panel advises will limit the scale and type of development that could be delivered.

SITE OVERVIEW

HELAA Reference no.	GH/ED/69
Customer Reference no.	c915yf7
Area Site Plan	Map G
Site name	<i>Part of Newcourt Barton, Clyst Road, Topsham</i>
Site descriptions	<i>Gently sloping site to the east of Clyst Road, adjacent to existing employment development at Newcourt Barton. The northern part of the site is in agricultural use; the southern part is Clyst Marshes.</i>
Total site area (ha)	6.28
Gross site area (ha)	4.28
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 site out at stage A.

Airport	Site is outside the Airport vector.
Flood Zone 3b	Approx 2 ha is within Flood Zone 3. A precautionary approach has been taken whereby it is initially assumed that all land in Flood Zone 3 is functional floodplain (i.e. 3b).
Conclusion	An area of c.4.28 ha has passed Stage A Suitability Assessment for strategic employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Road access could be gained from Clyst Road. However, Clyst Road is not well served by public transport and the site is likely to result in car dependent development. A pedestrian/cycle link over the railway may help.
Ecology	Within 10 km recreational disturbance zone for both Exe Estuary SPA and Pebblebed Heaths SAC, although there is no evidence that economic development has a detrimental recreational impact. It is within 5km GCN consultation zone. Over 50% of the site is a Country Wildlife Site (Clyst Marshes). Remainder of the site is part of the wider GI strategy to improve access to the Clyst Valley. Development would compromise the GI objectives for the area which seek to achieve wildlife protection and enhancement, together with public access through a path network. It would also cause unacceptable harm to the County Wildlife.
Flood risk, water quality and drainage	Flooding: In addition to the area within floodzone 3, part of the site lies within flood zone 2 and there are known flood issues in the area. 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. 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 STW. Would require confirmation that capacity exists without detriment to current situation via either the STW or via CSOs on infrastructure. Possible that development would enable some delivery of mitigation measures for dredging, obstruction management or habitat restoration.
Heritage and Archaeology	Heritage sensitivity: low. Designated heritage assets: none within the site. Un-designated heritage assets: comments awaited.
Infrastructure	Education: No requirements if developed for employment use.
Landscape	Revised interim Landscape Sensitivity Assessment (LSA): Medium-high. The site is within land designated as a Green wedge and forms part of the Clyst Valley.
Safety related constraints	Noise: M5 noise constraint would need to be addressed.
Soils and contamination	Minerals and Waste: No constraints.
Other	Topography: presents no issues. Site is part of Clyst Valley floor.

Site potential	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. The gross site area has the potential to deliver up to 4.28 ha of employment, subject to the constraints identified above.
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AVAILABILITY ASSESSMENT

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

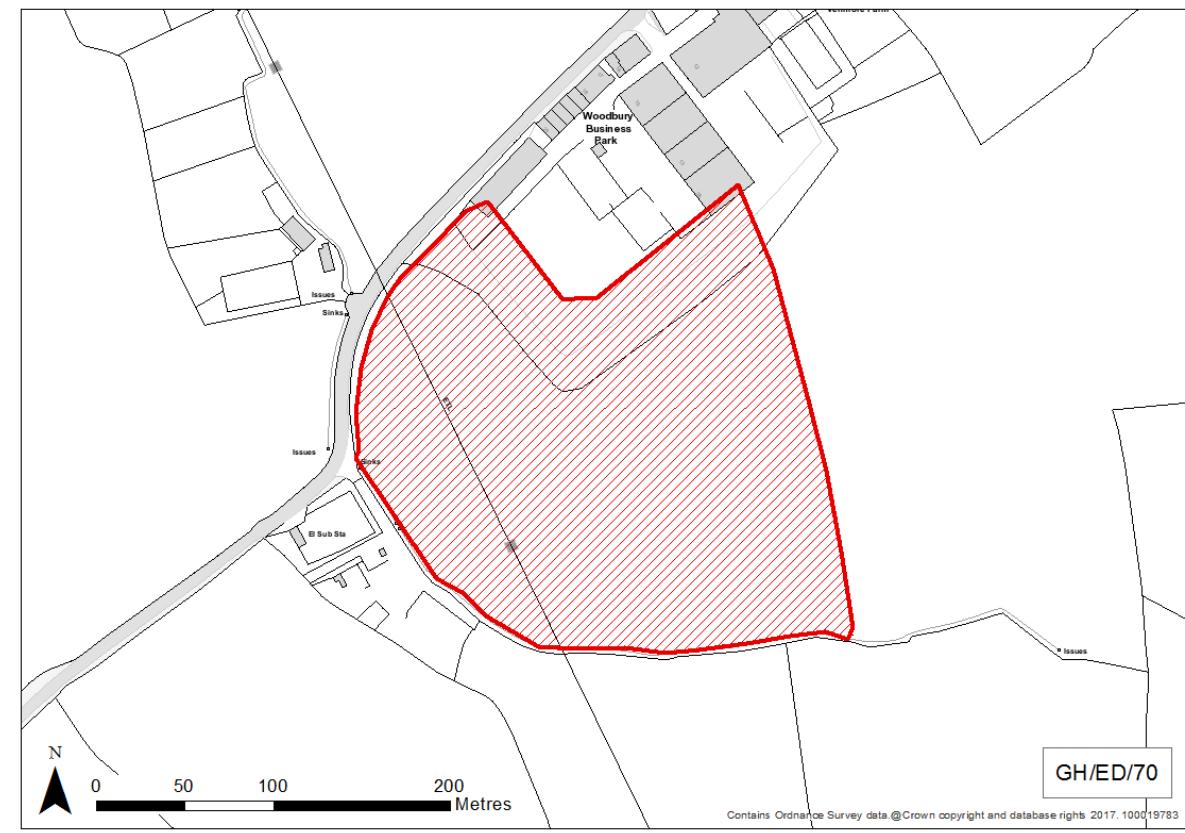
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has advised that the site is unachievable for strategic employment development, as it is not strategic in scale once constraints (including flood risk) are taken into account.

SITE OVERVIEW

HELAA Reference no.	GH/ED/70
Customer Reference no.	1g14182
Area Site Plan	Map H
Site name	<i>Land adjoining Woodbury Business Park</i>
Site descriptions	<i>Single field adjacent Woodbury Business Park, bounded by mature trees and hedgerows. Rises gently upwards to the east. Access off a two lane road.</i>
Total site area (ha)	5.32
Gross site area (ha)	5.32
Min/Mid/Max yield	0 dwg / 0 dwg / 0 dwg / 5.32 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	An area of c.4.28 ha has passed Stage A Suitability Assessment for strategic employment development.
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SUITABILITY ASSESSMENT: STAGE B	
Access	Access may be possible from the road leading from Venmore Farm. However, this is likely to be on the existing bend in the road. Suitable landscaping will be required to provide visibility splays in both directions. There is no bus stop servicing the site, although there is an existing route running adjacent to the site with an hourly or better bus service to Exeter City Centre. There is no cycle and pedestrian infrastructure along the servicing road. Improved road infrastructure required including access, public transport, pedestrian and cycle infrastructure, if used for employment.
Ecology	Within 10 km recreational disturbance zone for both Exe Estuary SPA and Pebblebed Heaths SAC, although there is no evidence that economic development has a detrimental recreational impact. The field is bounded by hedgerows. Northern section recently planted, but boundary hedges to the east, south and west are present in 1880 OS maps and are a particularly strong feature of this site. If the site were to be developed, they should be retained as part of GI.
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: Quality elements are at risk, mainly from diffuse sources in this water body. Possible that development would enable some delivery of mitigation measures for dredging, obstruction management or habitat restoration.
Heritage and Archaeology	Heritage sensitivity: medium. Potential impact on Venmore Farm (Grade II) and Higher Venmore Farm (Grade II). Some archaeological potential.
Infrastructure	Education: No requirements if developed for employment use.
Landscape	Landscape sensitivity: Low-medium. Intervisibility with the East Devon AONB is likely to be low or non-existent. Site is bounded by hedgerows.
Safety related constraints	Electricity pylons run across the western part of the site.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the site is grade 3. Minerals and Waste: No constraints.
Other	Topography: Site slopes gently upwards to the east.
Site potential	The site has not been assessed for strategic residential use, as it would not be capable of yielding 500+ dwellings on its own or in combination with other sites. Gross site area has the potential to deliver up to 5.32 ha of employment land, subject to the constraints highlighted above.

AVAILABILITY ASSESSMENT

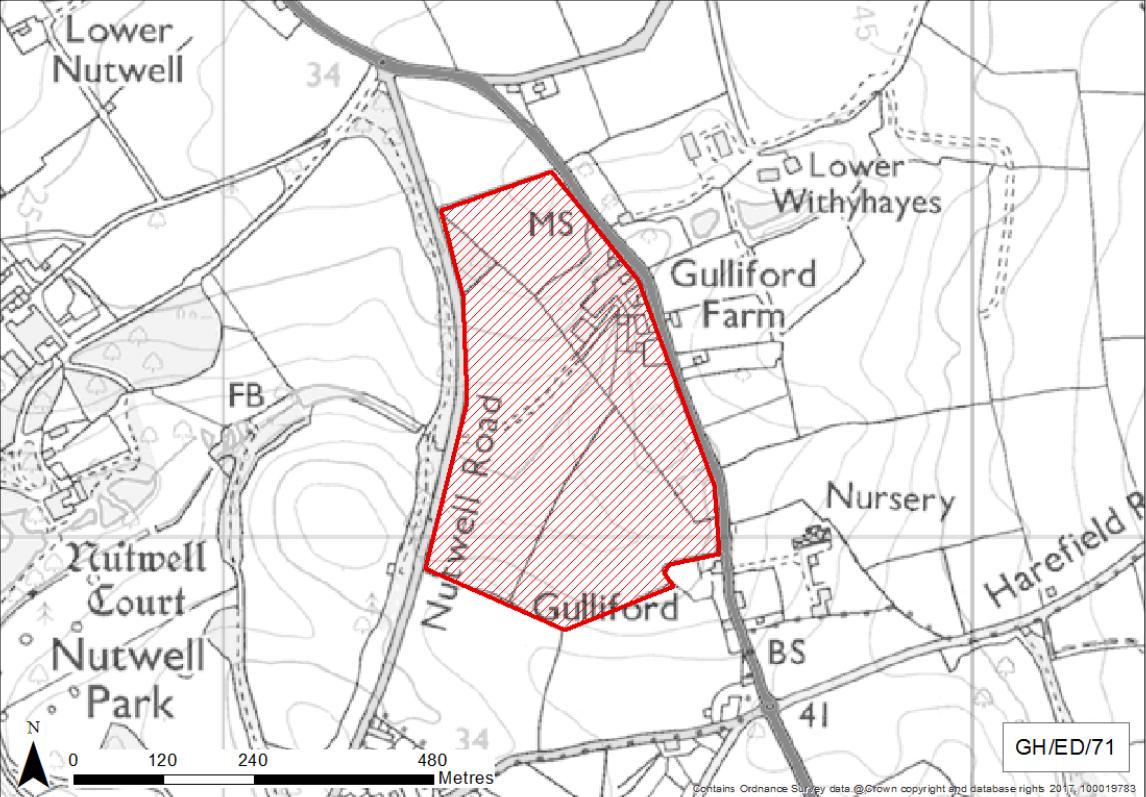
The site promoter(s) has confirmed that the site will be available for development within:

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, but not until years 6-10 due to access constraints. The Panel also advise that the site's isolated location will not encourage sustainable transport and that topography is likely to reduce the site's capacity for development.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/71
Customer Reference no.	id1458d
Area Site Plan	Map H
Site name	Gulliford Farm, Exmouth Road, Lympstone
Site descriptions	<i>A farm with a series of agricultural fields, bounded by mature hedgerows and trees. Predominantly level and set within a 'bowl' centred on a small watercourse running through its centre. Access is off the two-lane A376 and the single lane Nutwell Road.</i>
Total site area (ha)	15.90
Gross site area (ha)	15.40
Min/Mid/Max yield	184 dwg (net) / 233 dwg (net) / 281 dwg (net) / 0 ha employment



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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 0.5 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 c.15.4 ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access could be gained from the A376 Exmouth Road to the east and Nutwell Road to the west. The site is on an existing bus route with a 15 minute service to Exeter City Centre. The nearest public train station is located approximately 1km away in Lympstone Village. Development would need to provide improved road infrastructure.
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. Boundaries and associated trees, including a small copse adjacent to Nutwell Road and a stream shown on 1880 OS maps are a particularly strong feature of this site. If the site were to be developed, they should be retained as part of GI.
Flood risk, water quality and drainage	Flooding: Othern than the area within floodzone 3, the site lies within Flood Zone 1. Land in floodzone 1 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: Elements are at risk mainly from diffuse sources in this water body. Possible that development would enable some delivery of mitigation measures for dredging, obstruction management or habitat restoration.
Heritage and Archaeology	Heritage sensitivity: high. Potential impact on Gulliford Farm, The Nutwell Lodge, Nutwell Cottages, North Lodge Nutwell, Gulliford Cottages, Home Farm (II*) Nutwell Court (II*) and outbuilding and Boundary Cottage.
Infrastructure	Education: Lympstone Primary has limited capacity to support housing development and cannot be expanded further. The school would not be able to support an allocation of 500 dwellings. Small scale development would support the sustainability of the school. Exmouth Community College is at capacity and has very limited opportunities for expansion over and above what has been planned. The secondary solution for Exmouth CC needs to be seen in the wider context of the GESP plan i.e. development in Exmouth itself is likely to see changes in the school's catchment area and therefore the need for additional secondary capacity elsewhere in the area, to potentially include changes to the catchment area.
Landscape	Landscape sensitivity: high. The site is wholly identified as Coastal Preservation Area due to its relationship with the Exe Estuary. Further views of the site are highly likely from the East Devon AONB. Includes hedgerows bordering the field boundaries and a number of mature trees. A small copse is also located to the north-west of the site.

Safety related constraints	No safety-related constraints identified.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the site is a mix of grade 1 and grade 3. Minerals and Waste: No constraints.
Other	Site is predominantly level.
Site potential	The gross site area could deliver an average 233 dwellings (net), subject to the constraints set out above. The site adjoins other sites submitted in the HELAA.

AVAILABILITY ASSESSMENT

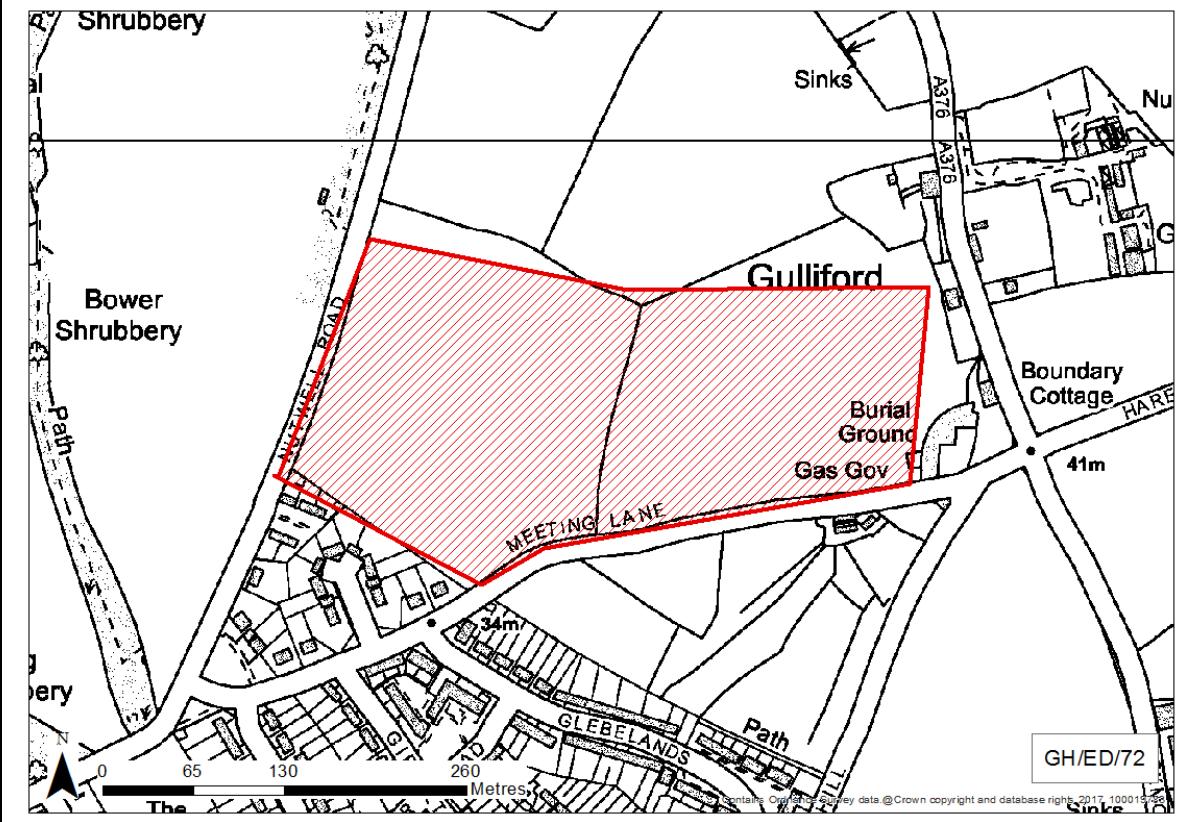
The site promoter(s) has confirmed that the site will be available for development within:

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 development alongside HELAA sites GH/ED/72-75, although capacity across the sites could fall below 500 due to constraints. There is potential for site 71 to come forwards in years 1-5.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/72
Customer Reference no.	j71457d
Area Site Plan	Map H
Site name	<i>Land at Meeting Lane, Lympstone</i>
Site descriptions	<i>Site comprises two rectangular agricultural fields on a gentle slope upwards from south to north. Bounded by mature trees and hedgerows. Accessed off the single track Meeting Lane.</i>
Total site area (ha)	7.77
Gross site area (ha)	7.27
Min/Mid/Max yield	87 dwg / 109 dwg / 131 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 0.5 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 c. 7.27 ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access to this site could be gained from Nutwell Road to the west or Meeting Lane to the south. The site is 100m away from an existing bus route with a 15 minute service to Exeter City Centre. The nearest public train station is located approximately 700m away in Lympstone Village. Site would need to provide improved road infrastructure.
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: Other than the area within floodzone 3, the site lies within floodzone 1. Land in floodzone 1 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: Elements are at risk mainly from diffuse sources in this water body. Possible that development would enable some delivery of mitigation measures for dredging, obstruction management or habitat restoration.
Heritage and Archaeology	Heritage sensitivity: high. Potential impact on Gulliford Farm, The Nutwell Lodge, Nutwell Cottages, North Lodge Nutwell, Gulliford Cottages, Home Farm (II*) Nutwell Court (II*) and outbuilding and Boundary Cottage.
Infrastructure	Education: Lympstone Primary has limited capacity to support housing development and cannot be expanded further. The school would not be able to support an allocation of 500 dwellings. Small scale development would support the sustainability of the school. Exmouth Community College is at capacity and has very limited opportunities for expansion over and above what has been planned. The secondary solution for Exmouth CC needs to be seen in the wider context of the GESP plan i.e. development in Exmouth itself is likely to see changes in the school's catchment area and therefore the need for additional secondary capacity elsewhere in the area, to potentially include changes to the catchment area.
Landscape	Landscape sensitivity: high. Site is wholly identified as Coastal Preservation Area due to its relationship with the Exe Estuary. Further views of the site are highly likely from the East Devon AONB. Includes hedgerows bordering the field boundaries and a number of mature trees.
Safety related constraints	No safety-related constraints identified.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the site is a mix of grade 1 and grade 3. Minerals and Waste: No constraints.

Other	Eastern and western edges slope gently up towards a small hill in the centre of the site.
Site potential	The gross site area could deliver an average of 109 dwellings, 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 development alongside HELAA sites GH/ED/71 and GH/ED/73-75, although capacity across the sites could fall below 500 due to constraints. The Panel advises that access to site 72 is reliant upon the delivery of sites 71 and 74. Therefore it could not come forwards until after sites 71 and 74.

SITE OVERVIEW

HELAA Reference no.	GH/ED/73
Customer Reference no.	zw13b5y/ul14awk
Area Site Plan	Map H
Site name	<i>Land north west of Strawberry Hill, Lympstone</i>
Site descriptions	<i>Three level irregularly shaped fields bounded by hedgerows and mature trees. Partially covered by permitted planning application for 10 dwellings currently in development. Accessed via the single track Strawberry Hill.</i>
Total site area (ha)	3.15
Gross site area (ha)	2.57
Min/Mid/Max yield	31 dwg / 39 dwg / 46 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	An area of c.2.57 ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access could be gained from Meeting Lane to the north or Strawberry Hill to the southeast. The site is 100m away from an existing bus route with a 15 minute service to Exeter City Centre. The nearest public train station is located approximately 700m away in Lymppstone Village. There is a PROW adjacent to the southern boundary of the site. Site would need to provide improved road infrastructure.
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: Elements are at risk mainly from diffuse sources in this water body. Possible that development would enable some delivery of mitigation measures for dredging, obstruction management or habitat restoration.
Heritage and Archaeology	Heritage sensitivity: medium. Potential impact on Boundary Cottage, Thorn Farm, 1 Gulliford Cottages and St Peters School. Evaluation and visual impact assessment recommended.
Infrastructure	Education: Lymppstone Primary has limited capacity to support housing development and cannot be expanded further. The school would not be able to support an allocation of 500 dwellings. Small scale development would support the sustainability of the school. Exmouth Community College is at capacity and has very limited opportunities for expansion over and above what has been planned. The secondary solution for Exmouth CC needs to be seen in the wider context of the GESP plan i.e. development in Exmouth itself is likely to see changes in the school's catchment area and therefore the need for additional secondary capacity elsewhere in the area, to potentially include changes to the catchment area.
Landscape	Landscape sensitivity: high. Site is wholly identified as Coastal Preservation Area due to its relationship with the Exe Estuary. Further views of the site are highly likely from the East Devon AONB. Includes hedgerows bordering the field boundaries and a number of mature trees.
Safety related constraints	No safety-related constraints identified.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the site is a mix of grade 1 and grade 3. Minerals and Waste: No constraints.
Other	An area of 0.58 ha in the south-eastern corner of the site is under construction (15 dwellings). This is reflected in the gross site area. Site is predominantly level.

Site potential	The gross site area could deliver an average of 39 dwellings, subject to the constraints set out above. The site adjoins other sites submitted in the HELAA.
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AVAILABILITY ASSESSMENT

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

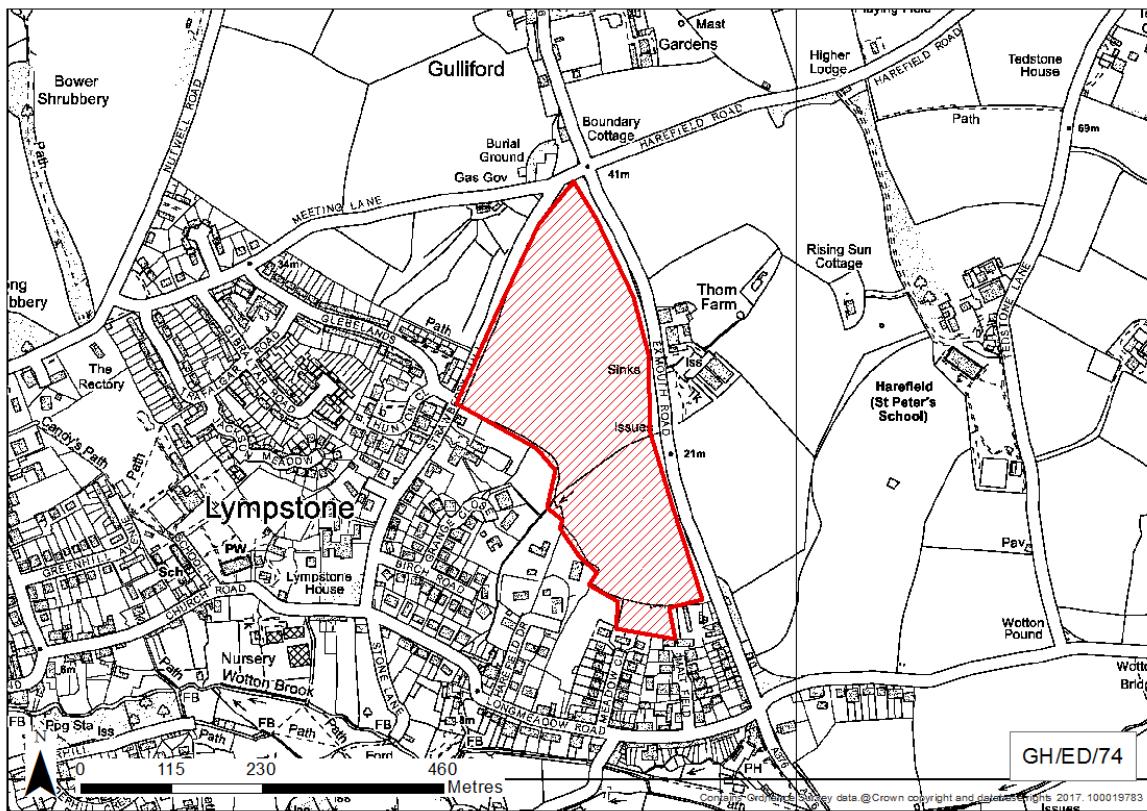
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing development alongside HELAA sites GH/ED/71-72 and GH/ED/74-75, although capacity across the sites could fall below 500 due to constraints. The Panel advises that access to site 73 is reliant upon the delivery of site 74 and therefore it could not come forwards until after site 74.

SITE OVERVIEW

HELAA Reference no.	GH/ED/74
Customer Reference no.	on137pa
Area Site Plan	Map H
Site name	Land at Strawberry Hill, Lympstone
Site descriptions	<i>Two agricultural fields sloping down to a watercourse running through the centre of the site. Bounded by mature trees and hedgerows. Accessed off the two-lane A376.</i>
Total site area (ha)	8.28
Gross site area (ha)	7.88
Min/Mid/Max yield	95 dwg / 118 dwg / 141 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 0.4 ha through the centre 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.7.88 ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access could be gained from the A376 Exmouth Road to the east or from Strawberry Hill to the northwest. The site is 300m away from an existing bus route with a 15 minute service to Exeter City Centre. The nearest public train station is located approximately 1km away in Lymstone Village. Site would need to provide improved road infrastructure.
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. Most of the site covered by an Unconfirmed Wildlife Site, due to the presence of parkland with a number of veteran trees. Boundaries, associated trees and a stream shown on 1880 OS maps are a particularly strong feature of this site and if the site were to be developed, they should be retained as part of GI.
Flood risk, water quality and drainage	Flooding: Other than the area within floodzone 3, the site lies within floodzone 1. Land in floodzone 1 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: Elements are at risk mainly from diffuse sources in this water body. Possible that development would enable some delivery of mitigation measures for dredging, obstruction management or habitat restoration.
Heritage and Archaeology	Heritage sensitivity: medium. Potential impact on St Peters School, Boundary Cottage, Thorn Farm, 1 Gulliford Cottages and Rising Sun Cottage (curtilage). Evaluation and visual impact assessment recommended.
Infrastructure	Education: Lymstone Primary has limited capacity to support housing development and cannot be expanded further. The school would not be able to support an allocation of 500 dwellings. Small scale development would support the sustainability of the school. Exmouth Community College is at capacity and has very limited opportunities for expansion over and above what has been planned. The secondary solution for Exmouth CC needs to be seen in the wider context of the GESP plan i.e. development in Exmouth itself is likely to see changes in the school's catchment area and therefore the need for additional secondary capacity elsewhere in the area, to potentially include changes to the catchment area.
Landscape	Landscape sensitivity: high. Site is wholly identified as Coastal Preservation Area due to its relationship with the Exe Estuary. Further views of the site are highly likely from the East Devon AONB. Includes hedgerows bordering the field boundaries and a number of mature trees.

Safety related constraints	No safety-related constraints identified.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the site is a mix of grade 1 and grade 3. Minerals and Waste: No constraints.
Other	Site gently slopes downwards towards the brook running through the centre of the site.
Site potential	The gross site area could deliver an average of 118 dwellings, subject to the constraints set out 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:

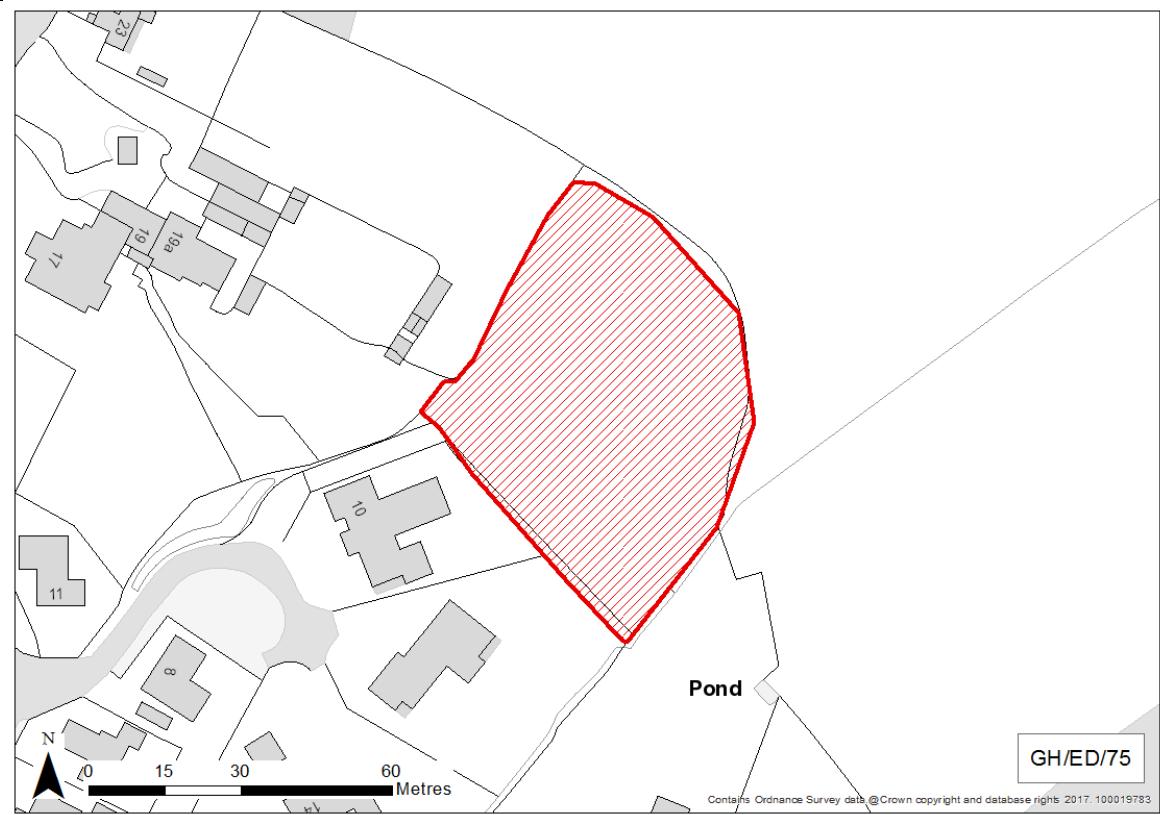
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable for strategic housing development alongside HELAA sites GH/ED/71-73 and GH/ED/75, although capacity across the sites could fall below 500 due to constraints. There is potential for site 74 to come forwards in years 1-5.

SITE OVERVIEW

HELAA Reference no.	GH/ED/75
Customer Reference no.	3i14yx7
Area Site Plan	Map H
Site name	<i>Land off Grange Close, Lympstone</i>
Site descriptions	<i>Small field sloping down towards a watercourse in the south. Bounded by mature trees and hedgerows. Accessed off Grange Close.</i>
Total site area (ha)	0.35
Gross site area (ha)	0.34
Min/Mid/Max yield	4 dwg / 5 dwg / 6 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 0.01 ha of the site, along its south-eastern boundary, 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.0.34 ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Access to the county highway may be possible to the site from Grange Close. However, the restricted nature of this access will limit the number of dwellings that can be achieved. The site is 1km away from an existing bus route with a 15 minute service to Exeter City Centre. The nearest public train station is located approximately 1km away in Lympstone Village. Site would need to provide improved road infrastructure.
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. There are also some infiel trees that should be retained as part of GI.
Flood risk, water quality and drainage	Flooding: Other than the area within floodzone 3, the site lies within floodzone 1. Land in floodzone 1 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: Elements are at risk mainly from diffuse sources in this water body. Possible that development would enable some delivery of mitigation measures for dredging, obstruction management or habitat restoration.
Heritage and Archaeology	Heritage sensitivity: low.
Infrastructure	Education: Lympstone Primary has limited capacity to support housing development and cannot be expanded further. The school would not be able to support an allocation of 500 dwellings. Small scale development would support the sustainability of the school. Exmouth Community College is at capacity and has very limited opportunities for expansion over and above what has been planned. The secondary solution for Exmouth CC needs to be seen in the wider context of the GESP plan i.e. development in Exmouth itself is likely to see changes in the school's catchment area and therefore the need for additional secondary capacity elsewhere in the area, to potentially include changes to the catchment area.
Landscape	Landscape sensitivity: medium. Site may be visible from the East Devon AONB and development has potential to impact upon nearby listed buildings. Includes hedgerows bordering the field boundaries and a number of mature trees.
Safety related constraints	No safety-related constraints identified.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the site is grade 3. Minerals and Waste: No constraints.

Other	Site slopes gently downwards from north-west to the south-east, where it borders a small brook.
Site potential	The gross site area could deliver an average of 5 dwellings, subject to the constraints set out 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 development alongside HELAA sites GH/ED/71-74, although capacity across the sites could fall below 500 due to constraints. The Panel advises that access to site 75 is reliant upon the delivery of sites 71 and 74. Therefore it could not come forwards until after sites 71 and 74.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/76
Customer Reference no.	wt137ij
Area Site Plan	Map I
Site name	<i>Land east of St John's Road, Exmouth</i>
Site descriptions	<i>Various fields bounded by mature trees and hedgerows. Rises upwards quite steeply to the east. There is an area of dense woodland to the south. The site contains a number of existing dwellings (c.26), some listed, plus a campsite. The Grade II* listed church of St John and associated cemetery is located centrally within the site. The Pebblebed Heaths SAC lie close the northern edge. Access is via the single lane St John's Road.</i>
Total site area (ha)	75.70
Gross site area (ha)	72.03
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 0.17 ha of the site is within Flood Zone 3, associated with a minor watercourse running adjacent to the site on the south side. 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 75.33 ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Whilst the site could be accessed from St John's Road on either side, it is likely that there would need to be improvements to both junctions of St John's Road on the B3179 Exmouth Ring Road to the north of the site and also to the St John's Road/ Dinan Way junction to the west of the site. The south west section of the site is 100m away from an existing bus route along Dinan Way, which has a 15 minute service into Exeter City Centre. However, this extends to as much as 1km in other areas of the site. Cycle and pedestrian infrastructure along St John's road is poor and the junction with Dinan way appears fairly constrained and steep.
Ecology	Within 10 km recreational disturbance zone for both Exe Estuary SPA and Pebblebed Heaths SAC, so requires Habitat Regulations mitigation. An area of c.3.5 ha in the northern section of the site is within the residential 400m exclusion zone for the Pebblebed Heaths and is therefore excluded from the gross site area, reducing it to 72.03ha. There are also some infiel trees and some ponds (probably marl pits), which could be used by great crested newts (and the site is within the GCN consultation zone). 2 unconfirmed wildlife sites on site, by virtue of being secondary woodlands. Both present on 1880 OS maps and are a particularly strong feature of this site and will need to be retained as part of GI.
Flood risk, water quality and drainage	Flooding: In addition to the area within floodzone 3, a narrow section of the site is covered by floodzone 2. Land in 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. 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: It is assumed that mains connection exists to Exmouth STW. Would require confirmation that capacity exists without detriment to current situation. Especially in relation to shellfish and bathing waters.
Heritage and Archaeology	Heritage sensitivity: high. Potential impact on St Johns Lodge, Barton House and Church of St John in the Wilderness. Two prehistoric burial mounds - both Scheduled Monuments - lie c.400m to the north of the site.
Infrastructure	Site would form an urban extension to Exmouth and would need to provide infrastructure commensurate with its size. Education: Development would

	require a new primary school and / or the expansion of Brixington Primary onto a single school site, replacing the lower school which is in poor condition. Exmouth Community College is at capacity and has very limited opportunities for expansion over and above what has been planned. The secondary solution for Exmouth CC needs to be seen in the wider context of the GESP plan i.e. development in Exmouth itself is likely to see changes in the school's catchment area and therefore the need for additional secondary capacity elsewhere in the area, to potentially include changes to the catchment area.
Landscape	Landscape sensitivity: high. Intervisibility with the East Devon AONB is highly likely as the site is in very close proximity to the AONB. Includes a variety of fields in agricultural use, bounded by mature trees and hedgerows. There is an area of dense woodland known as Higher Veiges Plantation within the site, along with various scattered groups of mature trees.
Safety related constraints	No safety-related constraints identified.
Soils and contamination	Agricultural land classification: Detailed mapping indicates the site is grade 3b agricultural land. Minerals and Waste: The north eastern part of the site is within a Mineral Consultation Area associated with a nearby sand and gravel resource. Proposals should either omit the land within the MCA, or demonstrate that development will be undertaken in a manner that does not constrain potential mineral working, or otherwise meets the criteria of Policy M2 of the Devon Minerals Plan.
Other	Site slopes quite steeply upwards from the south-west to the north-east.
Site potential	The gross site area could deliver an average of c.1,508 dwellings (net), subject to the constraints identified above.

AVAILABILITY ASSESSMENT

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

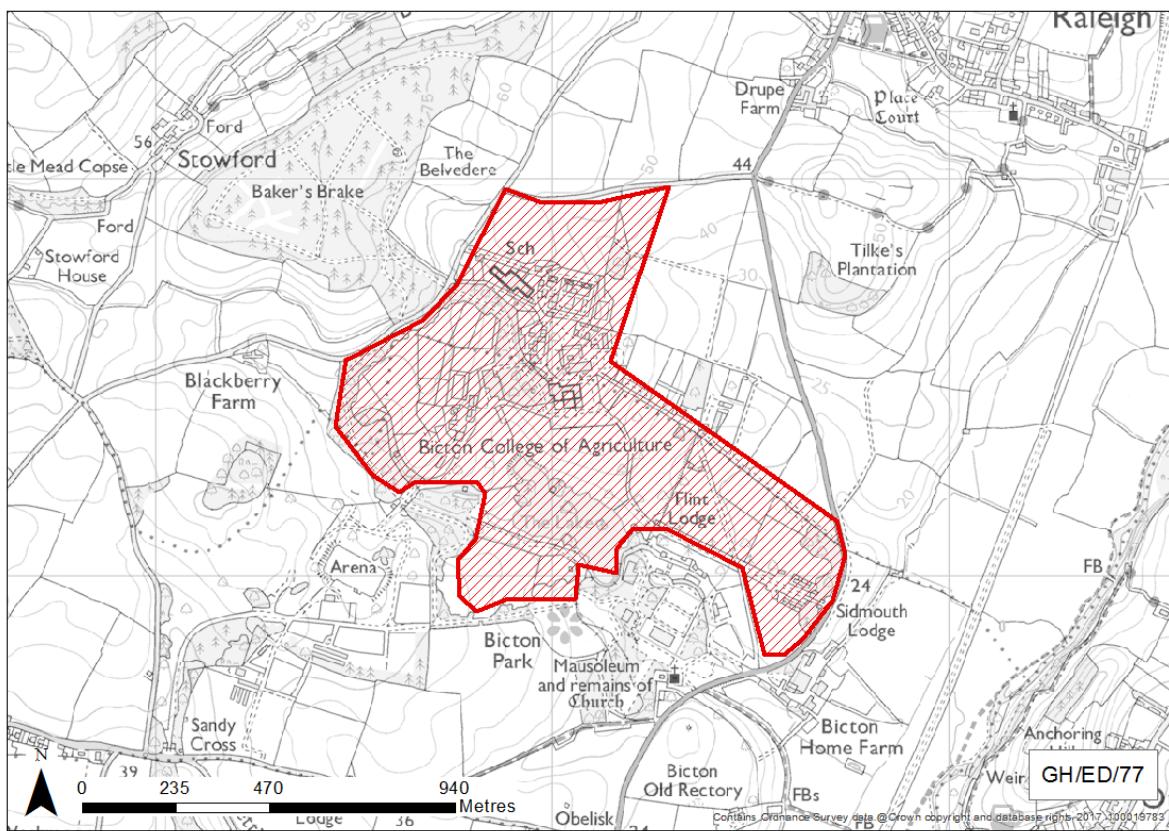
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as unachievable for strategic housing development, primarily due to access constraints which a site of this scale may not be able to overcome.

SITE OVERVIEW

HELAA Reference no.	GH/ED/77
Customer Reference no.	to15yv2
Area Site Plan	Map J
Site name	Bicton College, Collaton Raleigh
Site descriptions	<i>Large undulating area of land set within the East Devon AONB. Currently an agricultural college set within a Grade I registered park and garden. Contains a range of biodiversity rich features including a lake and a variety of veteran trees. Accessed off the two lane B3178.</i>
Total site area (ha)	70.00
Gross site area (ha)	70.00
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	No part of the site is within the functional flood plain.
Conclusion	An area of approximately 70ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	This large site is best accessed from the existing access at Sidmouth Lodge on the B3178 Budleigh Salterton Road. Although access could be gained from other smaller roads that abut the site, it is unlikely that they would be able to cope with the additional traffic. The site is on an existing bus route with an hourly service to Exmouth. There is no nearby railway station.
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 contains a large lake that could support GCN. The majority of the site is covered by a County Wildlife site and also includes an Unconfirmed Wildlife Site. Site contains a multitude of important sensitive features, including dense and dispersed areas of veteran trees shown on 1880 OS maps. These features are hugely important and would need to be retained and enhanced as part of GI ,with significant buffers from development provided to avoid harm.
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: Any development should not cause deterioration to the nearby River Otter, which is currently at poor ecological status with a target for good by 2027.
Heritage and Archaeology	Heritage sensitivity: high. Potential impact on Historic Parkland (Grade I), Church of St Mary and Thombs, Sidmouth Lodge, Garden Ornaments and Orangery, Palm House, The Hermitage including, pond, rockery and waterfalls, Bicton College and the Forge. Remains of the old Church.
Infrastructure	Current lack of infrastructure nearby so significant investment would be required on site. Education: Site is within the catchment areas of Otterton and Newton Poppleford Primary Schools, which have limited capacity to support housing development of this scale. The school would not be able to support an allocation of 500 dwellings. Small scale development may help support the sustainability of the school. The site falls within Exmouth and Sidmouth Community Colleges' catchment areas. Exmouth Community College is at capacity and has very limited opportunities for expansion over and above what has been planned. The secondary solution for Exmouth CC needs to be seen in the wider context of the GESP plan i.e. development in Exmouth itself is likely to see changes in the school's catchment area and therefore the need for additional secondary capacity elsewhere in the area, to potentially include changes to the catchment area. Sidmouth Community College has spare capacity and the ability to accommodate development. There would be school transport implications.
Landscape	Landscape sensitivity: very high. The site is wholly located within the East Devon AONB and forms part of a registered park and garden. Dense areas

	of mature trees are present throughout the site, with an area TPO covering the southern section.
Safety related constraints	No safety-related constraints identified.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the site is a mix of grade 1, grade 2 and grade 3, although most of the site is brownfield and not currently in agricultural use. Minerals and Waste: No constraints.
Other	Site slopes gently upwards from south-east to north-west.
Site potential	The gross site area could deliver an average of 1,260 dwellings, subject to the constraints highlighted above. The site has not been assessed for strategic employment development due for reasons of location and access.

AVAILABILITY ASSESSMENT

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

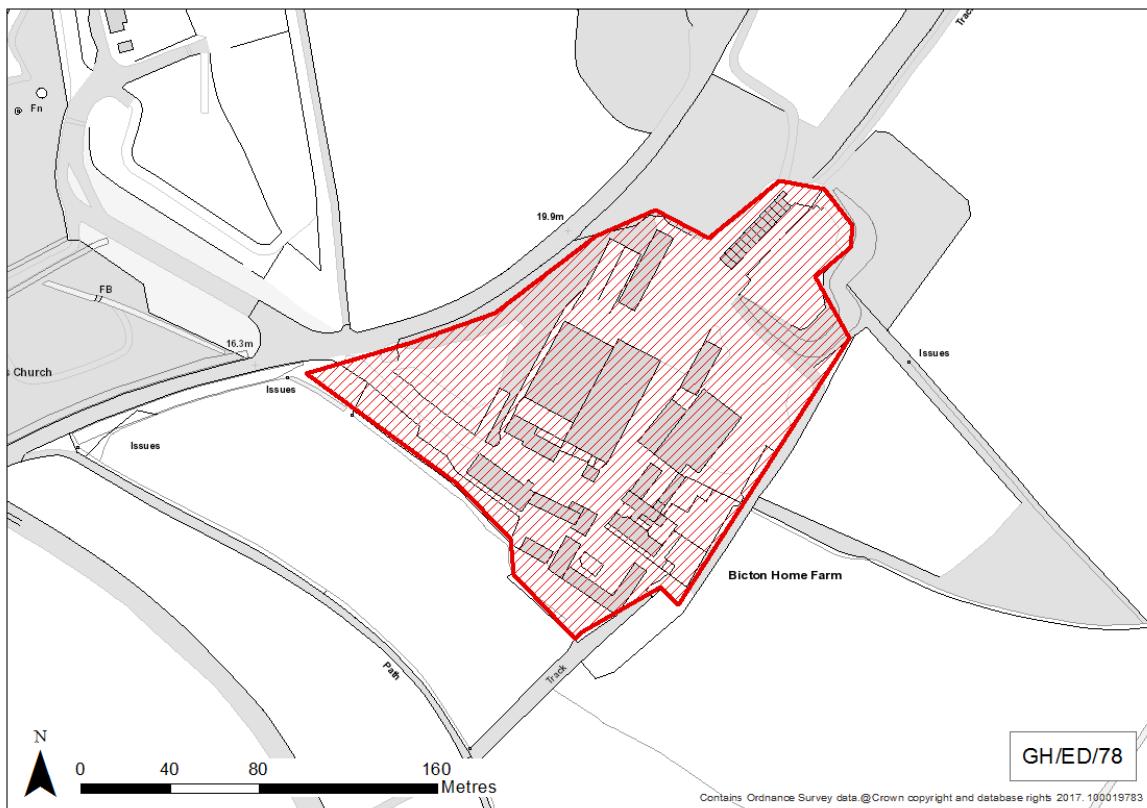
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as unachievable for strategic housing development due to major heritage, biodiversity and landscape constraints. These are such that the site could deliver very little housing, if any.

SITE OVERVIEW

HELAA Reference no.	GH/ED/78
Customer Reference no.	5615yln
Area Site Plan	Map J
Site name	Bicton Home Farm, East Budleigh
Site descriptions	<i>Site comprises a farm and business units set within the East Devon AONB. Accessed off the two lane B1378.</i>
Total site area (ha)	2.60
Gross site area (ha)	2.58
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 0.02 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 2.58 ha has passed Stage A Suitability Assessment for strategic housing development.

SUITABILITY ASSESSMENT: STAGE B	
Access	The existing access off the B3178 Budleigh Salterton Road is probably the only point at which this site could be accessed. Improvements would be required to visibility in the northerly direction, to maximise safety at the junction. The site is on an existing bus route, with an hourly service to Exmouth. There is no nearby railway station.
Ecology	Within 10 km recreational disturbance zone for both Exe Estuary SPA and Pebblebed Heaths SAC, so requires Habitat Regulations mitigation. Small copse shown on 1880 OS maps should be retained as part of GI.
Flood risk, water quality and drainage	Flooding: In addition to the area within floodzone 3, a small portion of site in the south is covered by floodzone 2, associated with the river Otter. Land in 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. 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: Any development should not cause deterioration to the River Otter, which is currently at poor ecological status with a target for good by 2027.
Heritage and Archaeology	Heritage sensitivity: high. Potential impact on Bicton Old Rectory (Grade II) and Sidmouth Lodge (Grade II*).
Infrastructure	Current lack of infrastructure located nearby, so significant investment would be required on this and adjacent site (GH/ED/77). Education: The site falls within the catchment areas of Otterton and Newton Poppleford Primary Schools, which have limited capacity to support housing development of this scale. The school would not be able to support an allocation of 500 dwellings. Small scale development may help support the sustainability of the school. The site falls within Exmouth and Sidmouth Community Colleges' catchment areas. Exmouth Community College is at capacity and has very limited opportunities for expansion over and above what has been planned. The secondary solution for Exmouth CC needs to be seen in the wider context of the GESP plan i.e. development in Exmouth itself is likely to see changes in the school's catchment area and therefore the need for additional secondary capacity elsewhere in the area, to potentially include changes to the catchment area. Sidmouth Community College has spare capacity and the ability to accommodate development. There would be school transport implications.
Landscape	Landscape sensitivity: very high. Site is wholly located within the East Devon AONB and adjoins a registered park and garden.

Safety related constraints	No safety-related constraints identified.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the site is a mix of grade 1 and grade 3, although the site is brownfield. Minerals and Waste: No constraints.
Other	Site slopes gently downwards south-east towards the river Otter.
Site potential	The gross site area could deliver an average of 39 dwellings, subject to the constraints set out above. It could only be considered a strategic residential site for the purposes of the GESP if it came forward with GH/EX/77. The site has not been assessed for strategic employment development for reasons of location and access.

AVAILABILITY ASSESSMENT

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

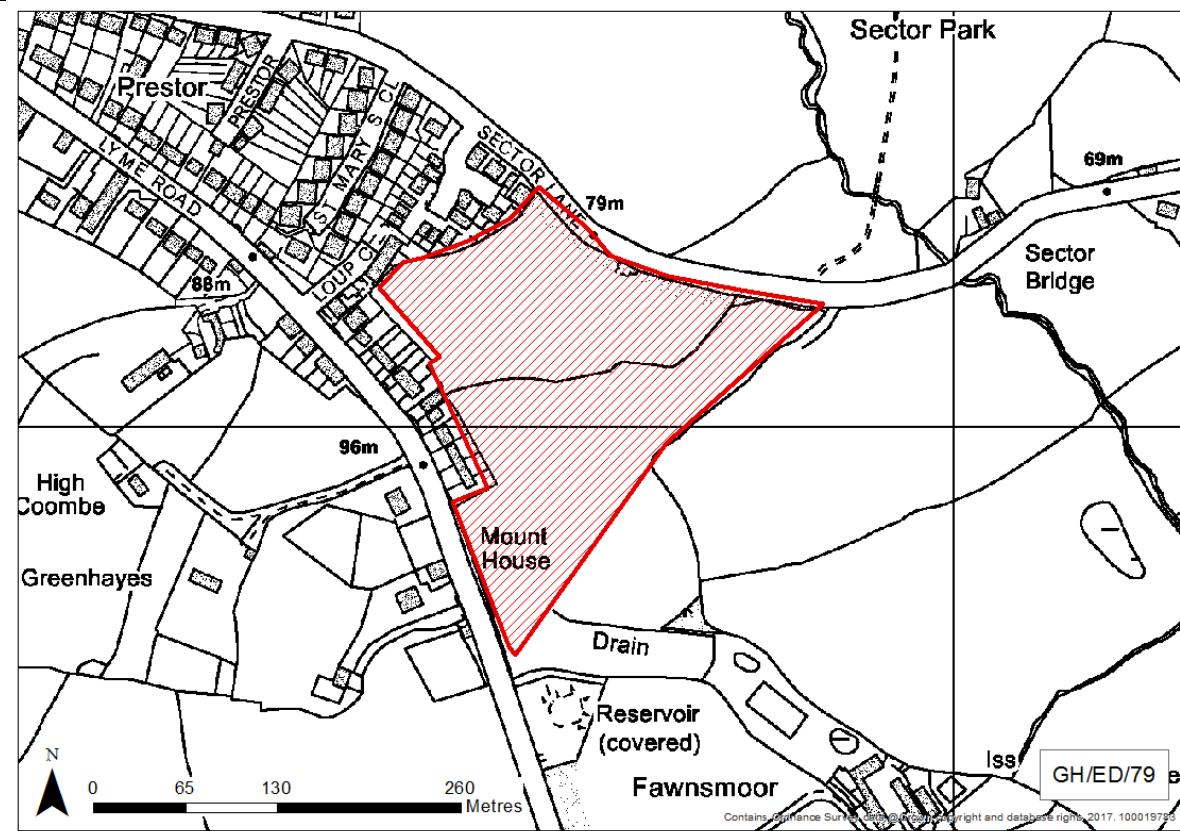
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as unachievable for strategic housing development, even alongside GH/ED/77. This is due to the sites' major heritage, biodiversity and landscape constraints, meaning that they could deliver very little housing, if any.

SITE OVERVIEW

HELAA Reference no.	GH/ED/79
Customer Reference no.	3e12vje
Area Site Plan	Map K
Site name	Land east of Axminster
Site descriptions	<i>Site comprises two agricultural fields between Sector Lane and the B3261, gently sloping to the south and bounded by hedgerows. Approximately 2.6 ha of the site is currently allocated for mixed-use in the Local Plan. This is excluded from the gross site area.</i>
Total site area (ha)	4.32
Gross site area (ha)	1.72
Min/Mid/Max yield	43 dwg / 49 dwg / 55 dwg / 1.72 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.
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SUITABILITY ASSESSMENT: STAGE B	
Access	This site is on the proposed route of the Axminster North-South Relief Road and should be accessible for vehicles from that route. Any development would be expected to contribute to the cost of the relief road. Sector Lane to the north of the site should be used by pedestrians and cyclists as a route to the town centre. Site is approximately 150 metres from nearest bus route. There is a dedicated public footpath along Lyme Road, although not along Sector lane. The nearest public transport route to Exeter is via the train station some 2 km away. A public right of way runs along the eastern edge of the site.
Ecology	The site is within 1.2 km of the River Axe SAC/SSSI and a Habitat Regulations Assessment will be essential. A nutrient management plan will be essential to ensure that there is a net reduction in nitrate & phosphate input to the SAC. Development should avoid loss of the central hedgerow, otherwise ecological compensation will be required. The site is within the great crested newt consultation area, but doesn't appear to have any ponds. The development does not include, but is close to Sector Wood, a County Wildlife Site and Ancient Semi-Natural Woodland. Measures to enhance, expand, link and buffer this site should be sought.
Flood risk, water quality and drainage	Flooding: The site is entirely within floodzone 1. Any development would need to be accompanied by a Flood Risk Assessment. The site is entirely within the Axminster critical drainage area. 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 with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Quality Directive: Assumption would be that this site would have a mains connection and be served by Axminster (Kilmington) STW. 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. Potential impact on Loup House, which is Grade II listed.
Infrastructure	Partly allocated in the Local Plan to deliver a section of the Axminster relief road alongside a new primary school and a range of social, community and open space facilities. Additional development would require associated access and open space. Education: Additional primary capacity can be delivered at existing schools to secure a further 210 places. This is sufficient to accommodate the development currently planned in the town, without the need for the school site identified. The safeguarding of this school site would allow for further development in the town. In addition to the expansion, a new school of 210 places would allow 600-800 dwellings to be accommodated in the town. The secondary school can be expanded to accommodate development.

Landscape	Landscape sensitivity: medium-high. Site is located within the East Devon AONB 5km buffer zone and has a visual relationship with this protected landscape. Site includes some mature trees.
Safety related constraints	No identified safety related constraints.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the site may be grade 4. Minerals and Waste: No constraints.
Other	Land gently slopes to the south.
Site potential	The gross site area could deliver an average of 49 dwellings or 1.72 ha employment, 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:

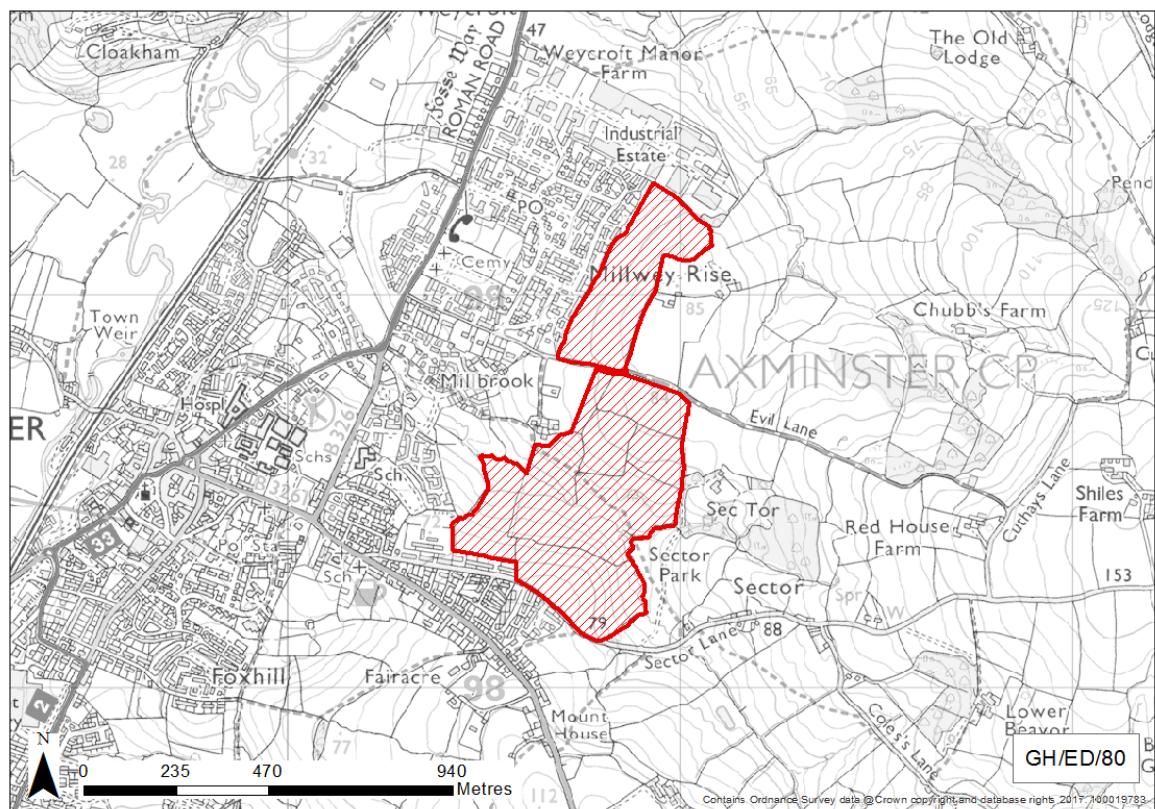
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable alongside HELAA sites GH/ED/80-83, although not until years 6-10 as they would essentially be extensions to existing undeveloped Local Plan allocations. The Panel also raised concerns about the current housing market in Axminster being a slow burner, particularly in view of the existing significant undeveloped allocations.

SITE OVERVIEW

HELAA Reference no.	GH/ED/80
Customer Reference no.	mo15yuj
Area Site Plan	Map K
Site name	Prestaller Farm, Beaver Lane, Axminster
Site descriptions	<i>Two areas separated by Beaver Lane. Northern parcel is almost entirely allocated in the Local Plan for mixed-use and comprises a single roughly rectangular field bounded by hedgerows, which slopes gently upwards to the east. Southern parcel is approximately 25% allocated and comprises multiple fields to the south and north of Millbrook Dale, with both sides forming a shallow valley sloping downwards towards it. The existing allocations comprise around 13.8 ha and are not included in the gross site area.</i>
Total site area (ha)	30.96
Gross site area (ha)	16.40
Min/Mid/Max yield	305 dwg / 350 dwg / 394 dwg / 16.40 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	Approx. 0.8 ha of the unallocated 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 c.16.40 ha has passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Site bisects Beavor Lane but would most likely be accessed via the proposed Axminster North-South Relief Road or roads leading through adjoining land. Any development would be expected to contribute to the cost of the relief road. Site is approximately 750m from nearest bus route and public footpaths along Beavor and Sector Lane are poor, although improved service could be provided as part of wider development. The nearest public transport route to Exeter is via the train station some 2 km away. There is a public right of way through the centre of the southern part of the site.
Ecology	The site is within 1 km of the River Axe SAC/SSSI and a Habitat Regulations Assessment will be essential. A nutrient management plan will be essential to ensure that there is a net reduction in nitrate & phosphate input to the SAC. Development south of Evil Lane will need to incorporate a substantial ecological buffer of the Millbrook stream that flows into the River Axe SAC, but this could be part of public greenspace. There are records of otters in the stream. Development will probably result in the loss of hedgerow and ecological compensation would be required. Site is within the great crested newt consultation area. It does not include, but is immediately west of Sector Wood, a County Wildlife Site and Ancient Semi-Natural Woodland. Measures to enhance, expand, link and buffer this site should be sought.
Flood risk, water quality and drainage	Flooding: Approx. 0.1ha of the unallocated part of the site is in floodzone 2 with a medium probability of experiencing fluvial flooding. It 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. Much of the site is within the critical drainage area for Axminster. 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 with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Ecological quality of the River Axe has been identified as being in poor for reasons including suspended solids and phosphates. There is a target to achieve good quality by 2027. Assumption would be that this site would have a mains connection and be served by Axminster (Kilmington) STW. 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: medium. Potential impact on the setting of Coach House. Geophysics has identified a significant number of archaeological features and further evaluation is required.
Infrastructure	Part of the site is allocated in the Local Plan to deliver a section of the Axminster relief road, alongside a new primary school and a range of social, community and open space facilities. Additional development would require associated access and open space. Education: Additional primary capacity can be delivered at existing schools to secure a further 210 places. This is sufficient to accommodate the development currently planned in the town without the need for the school site identified. The safeguarding of this school site would allow for further development in the town. In addition to the expansion, a new school of 210 places would allow 600-800 dwellings to be accommodated in the town. The secondary school can be expanded to accommodate development.
Landscape	Landscape sensitivity: Medium-high. Site is located within the East Devon AONB 5km buffer zone and has a visual relationship with this protected landscape. Sector Wood, a County Wildlife Site, is located approximately 150 metres to the east. Site includes some mature trees.
Safety related constraints	No identified safety related constraints.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the majority of site may be grade 3 and the remainder grade 4. Minerals and Waste: No constraints.
Other	Land slopes gently upwards to the east.
Site potential	The gross site area could deliver an average of 350 dwellings or 16.4 ha employment, 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:

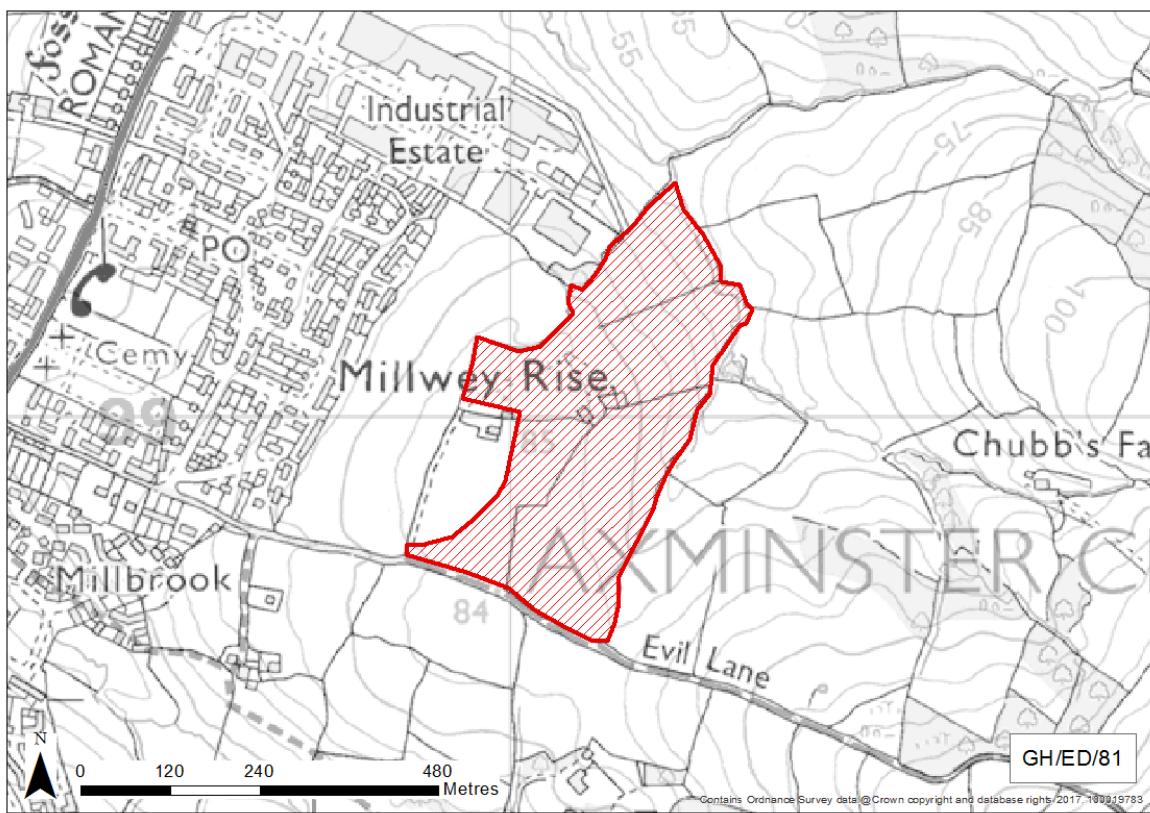
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable alongside HELAA sites GH/ED/79 and GH/ED/81-83, although not until years 6-10 as they would essentially be extensions to existing undeveloped Local Plan allocations. The Panel also raised concerns about the current housing market in Axminster being a slow burner, particularly in view of the existing significant undeveloped allocations.

SITE OVERVIEW

HELAA Reference no.	GH/ED/81
Customer Reference no.	1s12v1l
Area Site Plan	Map K
Site name	Land east of Axminster - Site 2
Site descriptions	<i>Site comprises three roughly rectangular agricultural fields with hedged boundaries, with Prestaller Farm located in the centre. Forms the north-eastern part of the mixed-use allocation in the East Devon Local Plan. Gently sloping upwards to the east and downwards to the north, where it borders a floodplain to a tributary of the river Axe. Approximately 2.6 ha of the site allocated and is removed from the gross site area. Currently has poor access and is therefore reliant on neighbouring allocated sites coming forward.</i>
Total site area (ha)	12.30
Gross site area (ha)	9.40
Min/Mid/Max yield	174 dwg (net) / 199 dwg (net) / 223 dwg (net) / 9.4 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 0.3 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 c.9.40 ha has passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	This site is close to the proposed route of the Axminster North-South Relief Road and should be accessible from that route. Any development would be expected to contribute to the cost of the relief road. Beavor Lane could offer pedestrian and cycle connection to the town centre. Site is approximately 750m from nearest bus route and public footpaths along Beavor Lane are poor, although improved service could be provided as part of wider development. The nearest public transport route to Exeter is via the train station some 2 km away.
Ecology	The site is within 1 km of the River Axe SAC/SSSI and a Habitat Regulations Assessment will be essential. A nutrient management plan will be essential to ensure that there is a net reduction in nitrate & phosphate input to the SAC. Development will need to incorporate a substantial ecological buffer of the stream that flows into the River Axe SAC, but this could be part of public greenspace. Development will probably result in the loss of hedgerow and ecological compensation will be required. The site is within the great crested newt consultation area, but there do not appear to be any ponds on the 2010 aerial image. The development does not include, but is immediately west of Chubb's Farm, a County Wildlife Site. Measures to enhance, expand, link and buffer this site should be sought.
Flood risk, water quality and drainage	Flooding: In addition to the area within floodzone 3, the site borders a section of floodzone 2 relating to a tributary of the River Axe to the north. 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 small section of the site in the south is located in the Axminster critical drainage area. 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 with existing surface water flows through the site and any potential increase in surface runoff. SuDS should be used where possible. Water Framework Directive: Ecological quality of the River Axe has been identified as being in poor for reasons including suspended solids and phosphates. There is a target to achieve good quality by 2027. Assumption would be that this site would have a mains connection and be served by

	Axminster (Kilmington) STW. 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: medium-low. Potential impact on the setting of Coach House. Undesignated features include Catch Meadow, with potential for prehistoric archaeology.
Infrastructure	Part of the site is allocated in the Local Plan to deliver a section of the Axminster relief road, alongside a new primary school and a range of social, community and open space facilities. Education: Additional development would require associated access and open space. Additional primary capacity can be delivered at existing schools to secure a further 210 places. This is sufficient to accommodate the development currently planned in the town without the need for the school site identified. The safeguarding of this school site would allow for further development in the town. In addition to the expansion, a new school of 210 places would allow 600-800 dwellings to be accommodated in the town. The secondary school can be expanded to accommodate development.
Landscape	Landscape sensitivity: medium-high. Site is located within the East Devon AONB 5km buffer zone and has a visual relationship with this protected landscape. Site includes some mature trees.
Safety related constraints	A row of overhead utility lines run through the site from south to north.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the majority of site may be grade 3 and the remainder grade 4. Minerals and Waste: No constraints.
Other	Topography: Land gently slopes upwards to the east and downwards to the north.
Site potential	The gross site area could deliver an average of 199 dwellings (net), or up to 9.4 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:

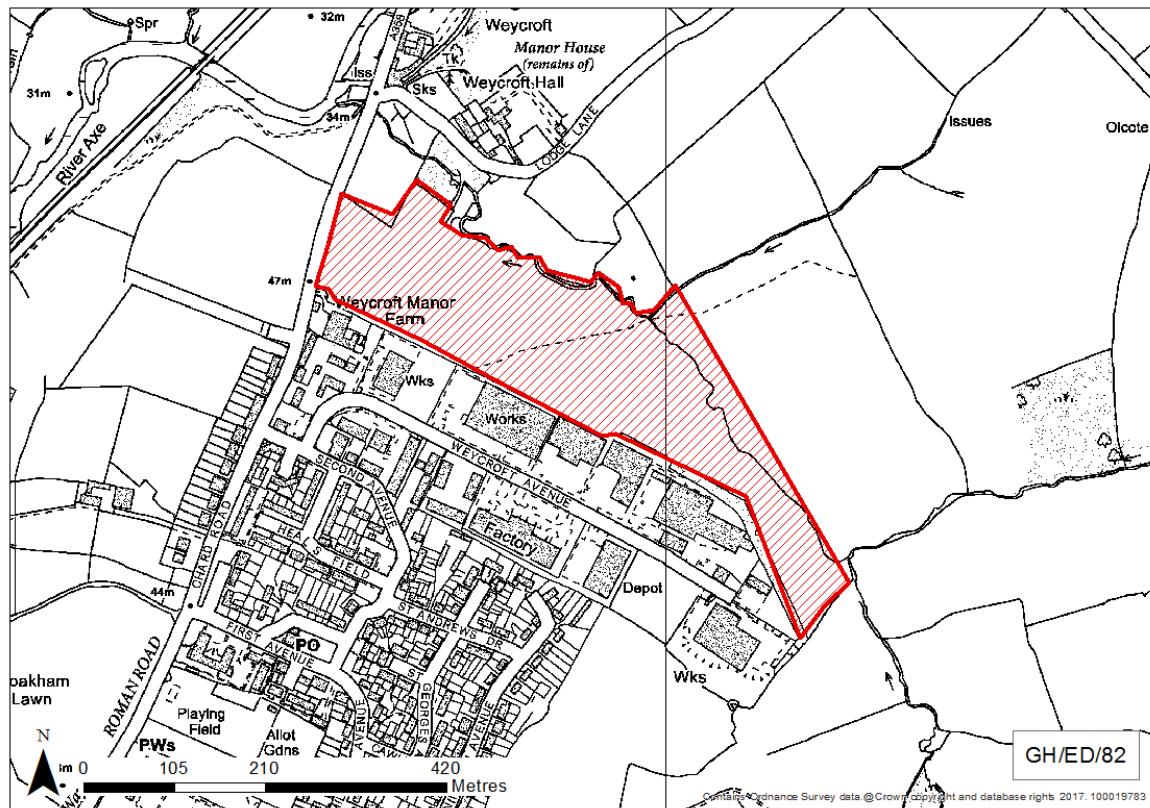
The next 5 years	Yes
A 6-10 year period	
An 11-15 year period	
Later than 15 years	

ACHIEVABILITY ASSESSMENT

The HELAA Panel has assessed the site as achievable alongside HELAA sites GH/ED/79-80 and GH/ED/82-83, although not until years 6-10 as they would essentially be extensions to existing undeveloped Local Plan allocations. The Panel also raised concerns about the current housing market in Axminster being a slow burner, particularly in view of the existing significant undeveloped allocations.

SITE OVERVIEW

HELAA Reference no.	GH/ED/82
Customer Reference no.	bz12vv8
Area Site Plan	Map K
Site name	Land east of Axminster - Site 3
Site descriptions	<i>Long, thin field with hedged boundary to the north of Axminster, forming the northern part of a mixed-use allocation in the East Devon Local Plan. Site gently slopes down northwards to where it borders and, in places includes, a floodplain to a tributary of the river Axe. Borders Millway Rise Industrial Estate to the south and adjoins Chard Road to the east. Approximately 3.59 ha of site is allocated and this area is excluded from the gross site area.</i>
Total site area (ha)	8.87
Gross site area (ha)	4.52
Min/Mid/Max yield	84 dwg / 97 dwg / 109 dwg / 4.52 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 0.76 ha of the unallocated part of the site, along its northern boundary, 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.4.52 ha has passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B	
Access	Site is on the proposed route of the Axminster North-South Relief Road and should be accessible for vehicular traffic from that route. Any development would be expected to contribute to the cost of the relief road. Site is 100m from bus stop to Taunton and other nearby settlements. The nearest public transport route to Exeter is via the train station some 2 km away. Safe pedestrian routes via dedicated walkway into Axminster town centre. A public right of way runs through the centre of the site.
Ecology	Site is within 100m of the River Axe SAC/SSSI and a Habitat Regulations Assessment will be essential. A nutrient management plan will be essential to ensure that there is a net reduction in nitrate & phosphate input to the SAC. Development might be possible with adequate buffering of the stream feeding into the SAC, which is in the floodzone anyway. The site itself appears to be arable and probably of low biodiversity value, except for the tree-lined stream forming the northern boundary. Within 5km GCN consultation zone.
Flood risk, water quality and drainage	Flooding: In addition to the area within floodzone 3, a section of the northern part of the site is in flood zones 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. 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: River Axe has been identified as being of poor ecological water quality for reasons including suspended solids and phosphates. There is a target to achieve good quality by 2027. Assumption would be that this site would have a mains connection and be served by Axminster (Kilmington) STW. 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: high. Impact on the setting of listed Weycroft Bridge, Manor & Hall. Undesignated features include roman road and medieval millpond. Further assessment would be required.
Infrastructure	Part of the site is allocated in the Local Plan to deliver a section of the Axminster relief road, alongside a new primary school and a range of social,

	community and open space facilities. Additional development would require associated access and open space. Education: Additional primary capacity can be delivered at existing schools to secure a further 210 places. This is sufficient to accommodate the development currently planned in the town without the need for the school site identified. The safeguarding of this school site would allow for further development in the town. In addition to the expansion, a new school of 210 places would allow 600-800 dwellings to be accommodated in the town. The secondary school can be expanded to accommodate development.
Landscape	Landscape sensitivity: High. Site is located within the East Devon AONB 5km buffer zone and is highly likely to have a visual relationship with this protected landscape. The site is likely to form part of the setting of nearby listed buildings. Open agricultural field with trees and hedgerows along its boundaries.
Safety related constraints	No identified safety related constraints.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the majority of site may be grade 4, with the remainder being grade 3. Minerals and Waste: No constraints.
Other	Topography: Land gently slopes down northwards.
Site potential	The gross site area could deliver an average of 97 dwellings, or up to 4.52 ha employment land, subject to the constraints set out 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 alongside HELAA sites GH/ED/79-81 and GH/ED/83, although not until years 6-10 as they would essentially be extensions to existing undeveloped Local Plan allocations. The Panel also raised concerns about the current housing market in Axminster being a slow burner, particularly in view of the existing significant undeveloped allocations.

SITE OVERVIEW	
HELAA Reference no.	GH/ED/83
Customer Reference no.	ep15ywu
Site name	<i>Land at Chard Road, Axminster</i>
Site descriptions	<i>Roughly rectangular site comprising active agricultural land, with hedged boundaries. Lies the north of significant new development at Cloakham Lawns. Gently slopes down northwards, to a section of the floodplain of the River Axe. Access from the Chard Road, which borders the eastern side of the site.</i>
Total site area (ha)	7.94
Gross site area (ha)	6.60
Min/Mid/Max yield	123 dwg / 141 dwg / 158 dwg / 6.6 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	Approximately 0.3 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 6.6 ha has passed Stage A Suitability Assessment for strategic housing and employment development.

SUITABILITY ASSESSMENT: STAGE B

Access	This site is bisected by a private road that leads to Axminster Town Football Club, which could be used for vehicular access. Possible vehicular access to the site could also be gained from the proposed junction (roundabout) on Chard Road of the proposed Axminster North-South Relief Road. If this was the case, any development would be expected to contribute to the cost of the junction. There is an existing cycle route, Route 33, which runs through the site near to the western and northern boundaries. 100m from bus stop, with a service every hour and half to Taunton and other nearby settlements. The nearest public transport route to Exeter is via the train station some 2 km away. Safe pedestrian routes via dedicated walkway into Axminster town centre. A public right of way runs through the north of the site, adjacent to the railway line.
Ecology	The site is immediately adjacent to the River Axe SAC/SSSI and a Habitat Regulations Assessment will be essential. A nutrient management plan will be essential to ensure that there is a net reduction in nitrate & phosphate input to the SAC. Development might be possible if the fields adjoining the river are enhanced to form an ecological buffer. Within 5km GCN consultation zone.
Flood risk, water quality and drainage	Flooding: In addition to the area within floodzone 3, part of the northern section 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. 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: River Axe has been identified as being of poor ecological water quality for reasons including suspended solids and phosphates. There is a target to achieve good quality by 2027. Assumption would be that this site would have a mains connection and be served by Axminster (Kilmington) STW. 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: high. Potential impact on the setting of listed Weycroft Bridge, Mill, Manor & Hall. Undesignated features include part of Taunton Stop Line, identified as being of national importance. Also Fosse Way Roman Road.
Infrastructure	Education: Additional primary capacity can be delivered at existing schools to secure a further 210 places. This is sufficient to accommodate the

	development currently planned in the town without the need for the school site identified. The safeguarding of this school site would allow for further development in the town. In addition to the expansion, a new school of 210 places would allow 600-800 dwellings to be accommodated in the town. The secondary school can be expanded to accommodate development.
Landscape	Landscape sensitivity: high. Site is located within the East Devon AONB 5km buffer zone and is highly likely to have a visual relationship with this protected landscape. The site is likely to form part of the setting of nearby listed buildings. Open agricultural field with trees and hedgerows along its boundaries.
Safety related constraints	Some possible air quality issues from the A358 running adjacent to the site.
Soils and contamination	Agricultural land classification: Regional mapping indicates that the majority of site may be grade 4 and the remainder grade 3. Minerals and Waste: No constraints.
Other	Topography: Land is predominantly flat.
Site potential	The gross site area could deliver an average of 141 dwellings, or up to 6.6 ha of employment land, subject to the constraints set out 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 alongside HELAA sites GH/ED/79-82, although not until years 6-10 as they would essentially be extensions to existing undeveloped Local Plan allocations. The Panel also raised concerns about the current housing market in Axminster being a slow burner, particularly in view of the existing significant undeveloped allocations.