

**East Devon Local Plan 2020-2040**

# **Site Selection report**

## **Poltimore Employment**

### **(land adjoining M5)**



**September 2024. Version 1.**

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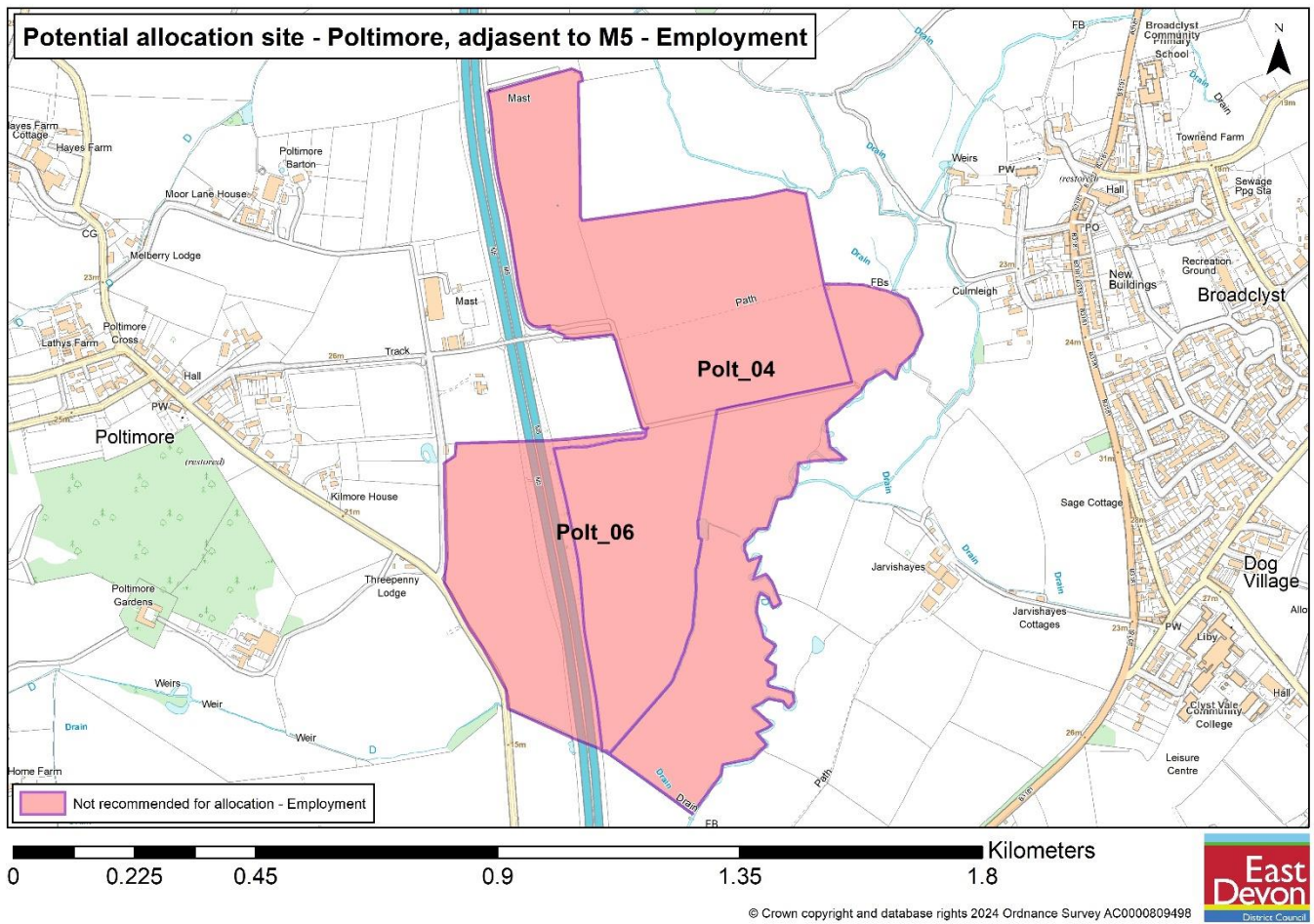
# 1 Introduction

- 1.1 East Devon District Council is preparing a Local Plan covering the period 2020 to 2040 that will allocate sites for development. The Site Selection methodology explains the process of how sites are identified, assessed, and selected for allocation, or not.<sup>1</sup> The selection process is a judgement that balances top-down strategic issues relating to the Local Plan district-wide housing and employment requirements and the spatial strategy for the distribution of development, with the specific factors in the site assessments.
- 1.2 For each settlement, a Site Selection report contains the assessment of sites and identifies those which will be allocated, alongside those that will not, with reasons why. It collates evidence from numerous other sources in assessing whether to allocate sites or not.<sup>2</sup>
- 1.3 For each site, the report contains identifying details, a map and photos, followed by a summary of the site assessment and conclusion on whether to allocate the site, or not. This is followed by a more detailed assessment of the landscape, historic environment, and ecological impacts of each site.
- 1.4 This report contains the assessment and selection of sites for employment or similar uses at Poltimore (adjacent to the M5 motorway). A map of all the sites which have been assessed is below, followed by a table which highlights the site selection findings.
- 1.5 In addition to the sites which have been subject to assessment, other sites were not assessed because they failed 'site sifting'. This stage of the process rules out sites that are not 'reasonable alternatives' and therefore not considered as potential allocations in the Local Plan. In summary, to pass site sifting and therefore be considered as a potential allocation, the site should be identified as suitable, available, achievable in the HELAA; in a suitable location; not already allocated in a 'made' Neighbourhood Plan; and not already have planning permission. For obvious reasons, overlapping sites will only be assessed once. Further detail is contained in the Site Selection methodology.
- 1.6 The following sites did not pass site sifting at Poltimore:
  - Polt\_02 overlaps south west part of Polt\_05

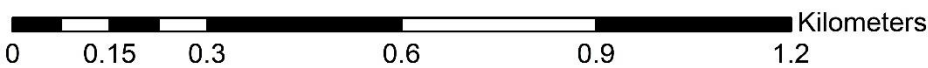
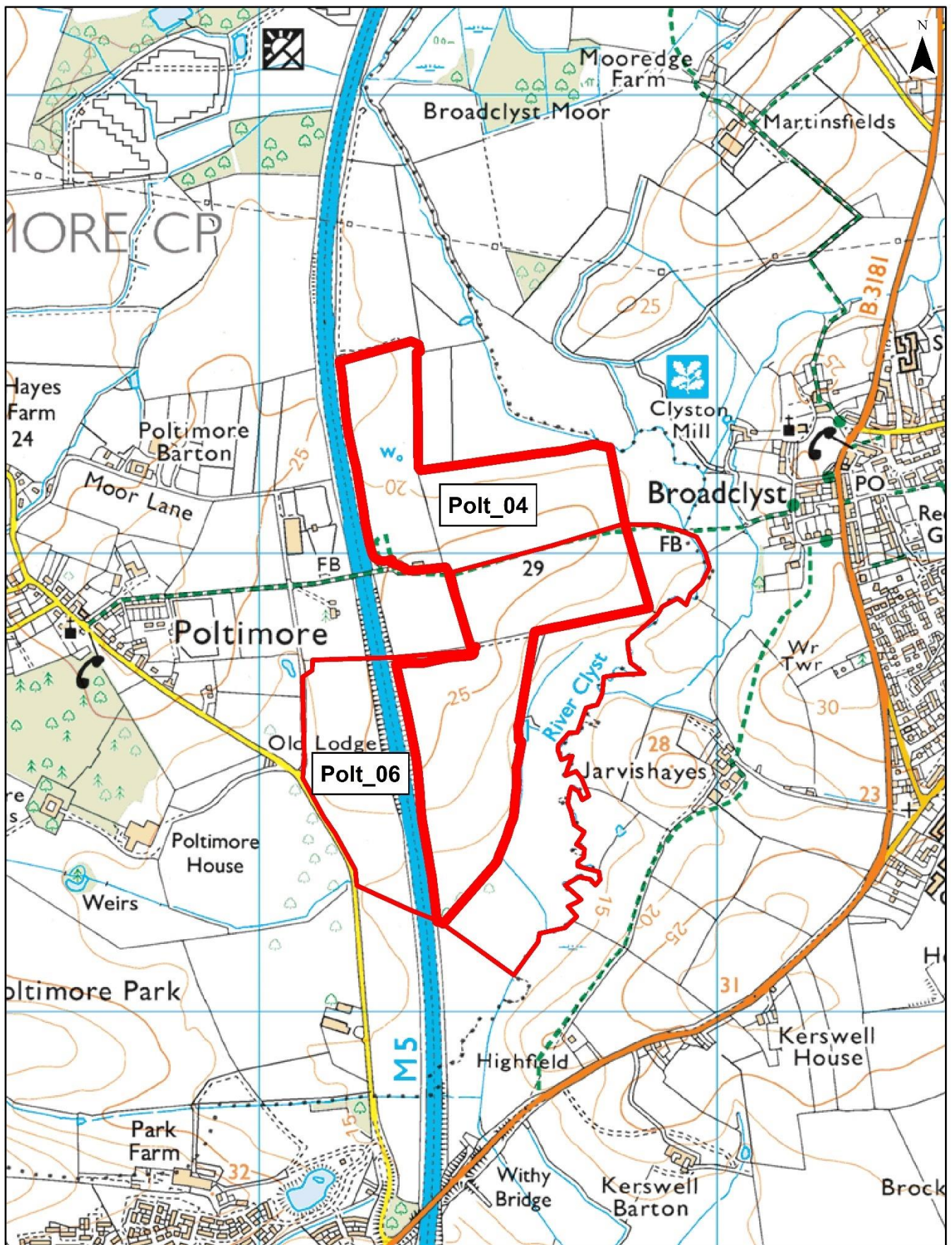
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<sup>1</sup> INSERT WEB LINK TO UPDATED VERSION OF METHODOLOGY, ALSO INCL. ECOLOGY, LANDSCAPE, HESA SPECIFIC METHODOLOGIES

<sup>2</sup> Following the approach advocated by the Planning Advisory Service – see Topic 5 – Site Selection Process: [Future Proofing the Plan Making Process | Local Government Association](#)







**Figure 1.1: Overview of Site Selection findings at Poltimore (adj M5)**

<b>Site reference</b>	<b>Number of dwellings / hectares of employment land</b>	<b>Allocate?</b>
Polt_04	34.2 hectares	No
Polt_06	45.2 hectares	No

## 2 Site Reference Polt\_04

### Site details

**Settlement:** Poltimore

**Reference number:** Polt\_04

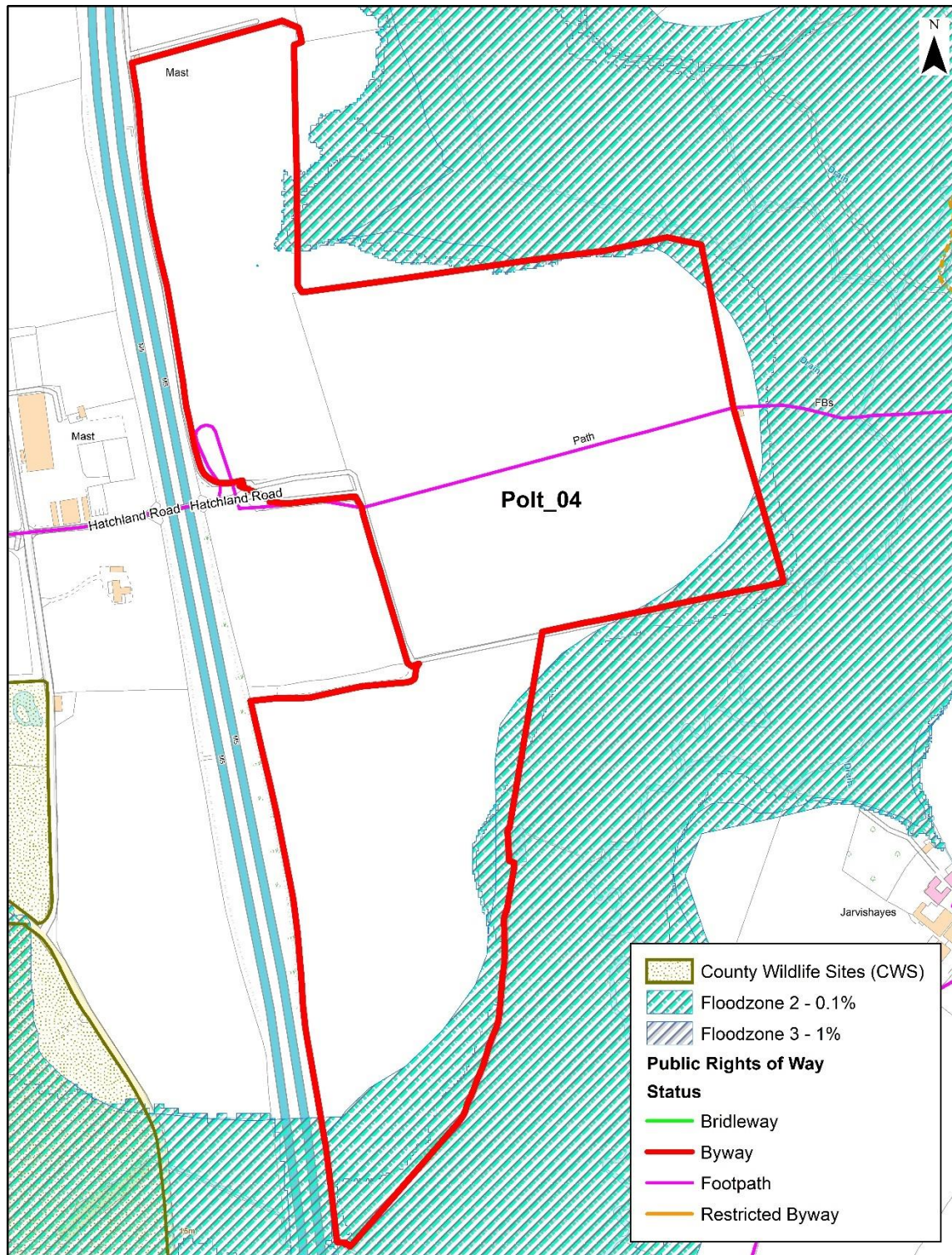
**Site area (ha):** 34.2

**Address:** Land at Poltimore Barton, Poltimore, EX4 0BQ

**Proposed use:** Employment/Service Station



# Site map



0 0.075 0.15 0.3 0.45 0.6 Kilometers

## Photos



The site is difficult to see from public vantage points. From the B3161 south of Broadclyst it can be glimpsed beyond the farm buildings



The services would be accessed from the M5.





M5 looking north from the south of the site. It can be seen on the right of the road



The site is most clearly viewed on an aerial photograph. This shows how limited public access, and vantage points, are

## **Site Assessment Summary and Conclusion**

### **Infrastructure**

Large combination of sites. Distant from Stoke Canon Primary which has some capacity to support development - consider in relation to Pinhoe. New primary and secondary capacity required, and depending on provision, transport costs would apply for primary

and secondary. Need to be considered alongside west end development and Exeter development plans. Devon County Council would not object to self-contained services for the M5 in this location being in the next local plan as long as there is no through route to the local highway network.

### **Landscape**

Medium- the topography is such that the development would be visible in long range views

### **Historic environment**

High- contains several Historic Environment Record sites but also impacts on the Deer Park setting of nearby Grade 2\* listed Poltimore House.

### **Ecology**

Minor adverse effect predicted (not significant)

### **Accessibility**

The site is within 1,600 metres of 4 or more different local facilities and within 1,600 metres of a train station or bus route with an hourly or better service

### **Other constraints**

Approx. 1.1 ha of the site is in Flood Zone 3. It may contain some grade 1 agricultural land.

### **Within Green Wedge in adopted Local Plan 2013-31 or made Neighbourhood Plan?**

No

### **Opportunities**

#### **Yield (number of dwellings or hectares of employment land)**

34.2 hectares of employment land

#### **Contribution to spatial strategy**

The site is in open countryside, however it adjoins the motorway and (if the emerging spatial strategy requires a services) this is one of a very limited locations where the development could be located

#### **Should the site be allocated?**

No

### **Reasons for allocating or not allocating**

At the present time a need for a motorway services has not been confirmed. There is no other justification for development in this location, however if a services is required in future, then this is one of the very few suitable locations and the position will be reconsidered.

### **If whole site is not suitable for allocation, could a smaller part be allocated?**

No, if a services is required in future then the whole site is likely to be needed.



### 3 Site Reference Polt\_06

#### Site details

**Settlement:** Poltimore

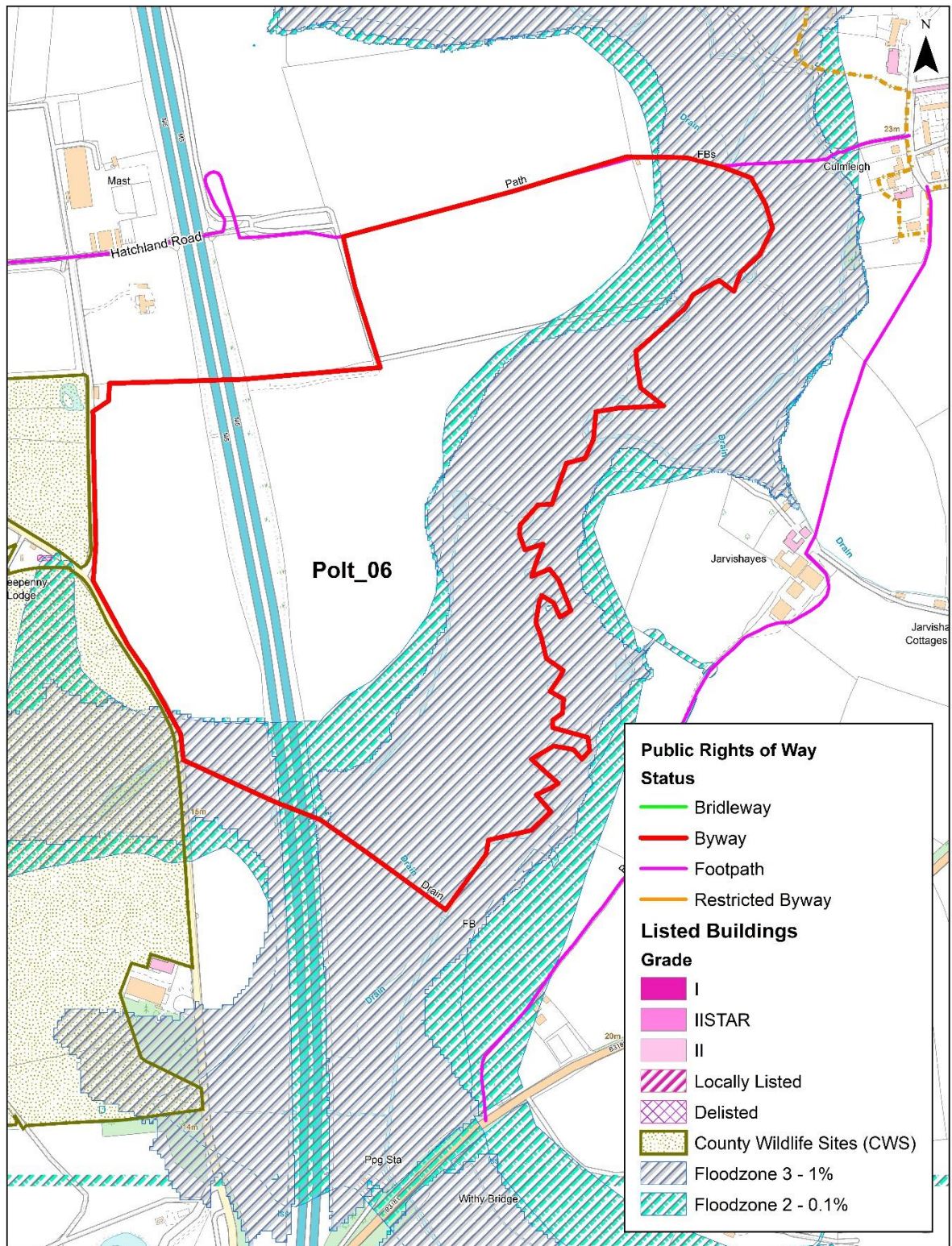
**Reference number:** Polt\_06

**Site area (ha):** 45.2

**Address:** Land at Poltimore/Broadclyst, EX40BQ

**Proposed use:** Employment/Service Station

# Site map



0 0.1 0.2 0.4 0.6 0.8 Kilometers

## Photos



Site viewed from the west looking north eastwards across the site



The services would be accessed from the M5.





M5 looking north from the south of the site. It can be seen on both sides of the road



The site is most clearly viewed on an aerial photograph. This shows how limited public access, and vantage points, are

## **Site Assessment Summary and Conclusion**

### **Infrastructure**

Large combination of sites. Distant from Stoke Canon Primary which has some capacity to support development - consider in relation to Pinhoe. New primary and secondary capacity required, and depending on provision, transport costs would apply for primary

and secondary. Need to be considered alongside west end development and Exeter development plans. Devon County Council would not object to self-contained services for the M5 in this location being in the next local plan as long as there is no through route to the local highway network.

### **Landscape**

Medium- the topography is such that the development would be visible in long range views

### **Historic environment**

High- contains several Historic Environment Record sites but also impacts on the Deer Park setting of nearby Grade 2\* listed Poltimore House.

### **Ecology**

Minor adverse effect predicted (not significant)

### **Accessibility**

The site is within 1,600 metres of 4 or more different local facilities and within 1,600 metres of a train station or bus route with an hourly or better service

### **Other constraints**

Approx. 16 ha of the site is in Flood Zone 3.

### **Within Green Wedge in adopted Local Plan 2013-31 or made Neighbourhood Plan?**

No

### **Opportunities**

#### **Yield (number of dwellings or hectares of employment land)**

45.2 hectares

### **Contribution to spatial strategy**

The site is in open countryside, however it adjoins the motorway and (if the emerging spatial strategy requires a services) this is one of a very limited locations where the development could be located.

At the present time a need for a motorway services has not been confirmed. There is no other justification for development in this location, however if a services is required in future, then this is one of the very few suitable locations and the position will be reconsidered.



**If whole site is not suitable for allocation, could a smaller part be allocated?**

No, if a services is required in future then the whole site is likely to be needed.