

East Devon Local Plan 2020-2040

Site Selection report

Employment Land South East of Exeter Airport



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.¹ 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.²
- 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. 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 employment sites to the south east of Exeter Airport. 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 did not pass '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 employment sites to the south east of Exeter Airport:
 - GH/ED/42 overlaps with Rock_09.

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

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

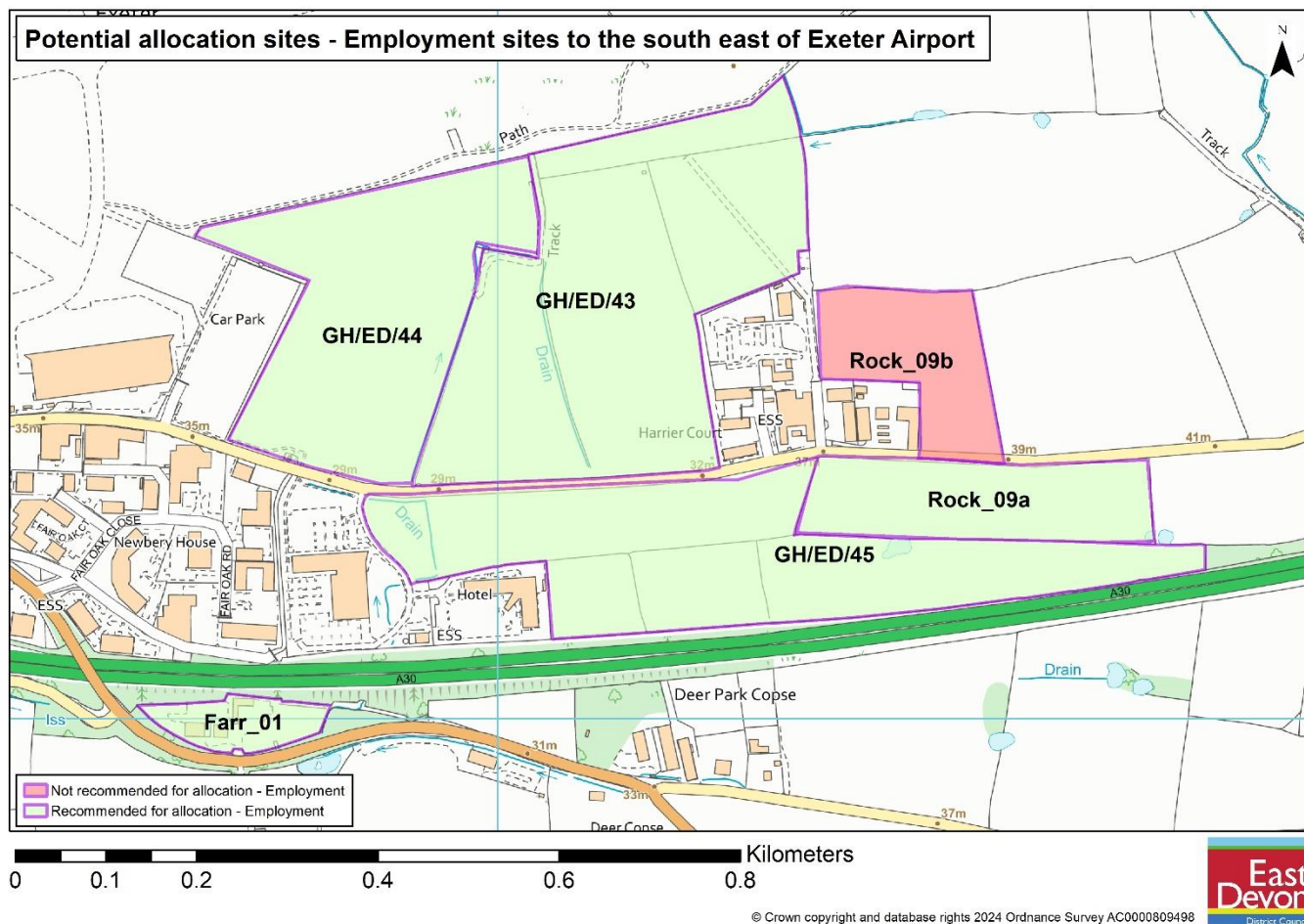


Figure 1.1: Overview of Site Selection findings of employment sites to the south east of Exeter Airport

Site reference	Number of dwellings / hectares of employment land	Allocate?
Farr_01	1 hectare	Yes
Rock_09	5.8 hectares	Part- (Rock_09a 3.3ha to the south of Long Lane)
GH/ED/43	11.8 hectares	Yes
GH/ED/44	7.32 hectares	Yes (Note- this site is already subject to a Local Development Order)

Site reference	Number of dwellings / hectares of employment land	Allocate?
GH/ED/45	9.24 hectares	Yes

2 Site Reference Farr_01

Site details

Settlement: South of Exeter Airport

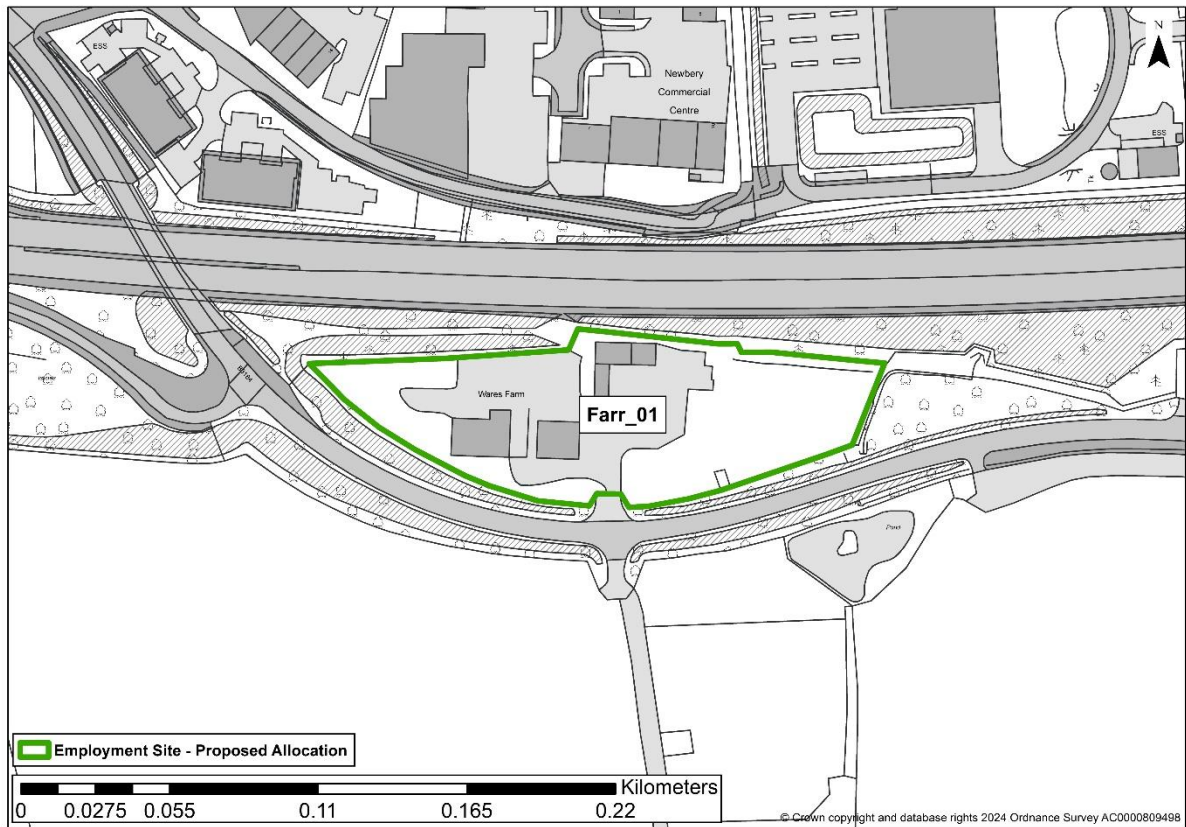
Reference number: Farr_01

Site area (ha): 1

Address: Wares farm, Clyst Honiton (south of A30)

Proposed use: Employment

Site map



Photos



Looking north into the site, the A30 runs along the rear boundary



Existing buildings looking south from the A30

Site Assessment Summary and Conclusion

Infrastructure

Close to existing employment site, albeit on opposite sides of the A30. Access may need to be upgraded

Landscape

Medium- non-designated rural landscape dominated by trunk road.

Historic environment

High-Medium- but further assessment is needed to confirm significance as little remains. The site was formerly a farmyard serving surrounding fields and potentially dating from 1452, however the A30 adjoins the site and has totally severed it from the surroundings.

Ecology

Minor adverse effect predicted (not significant)

Accessibility

Close to existing employment site and bus stop

Other constraints

Grade 2 Agricultural land

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

No

Opportunities

None identified

Yield (number of dwellings or hectares of employment land)

1 hectare of employment land

Contribution to spatial strategy

The site is not at a tiered settlement, it is in open countryside, albeit very closely related to an existing employment site

Should the site be allocated?

Yes

Reasons for allocating or not allocating

The site performs well and could provide an alternative to the very high quality employment sites at the Airport

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

Whole site should be allocated

3 Site Reference Rock_09

Site details

Settlement: South east of Exeter Airport

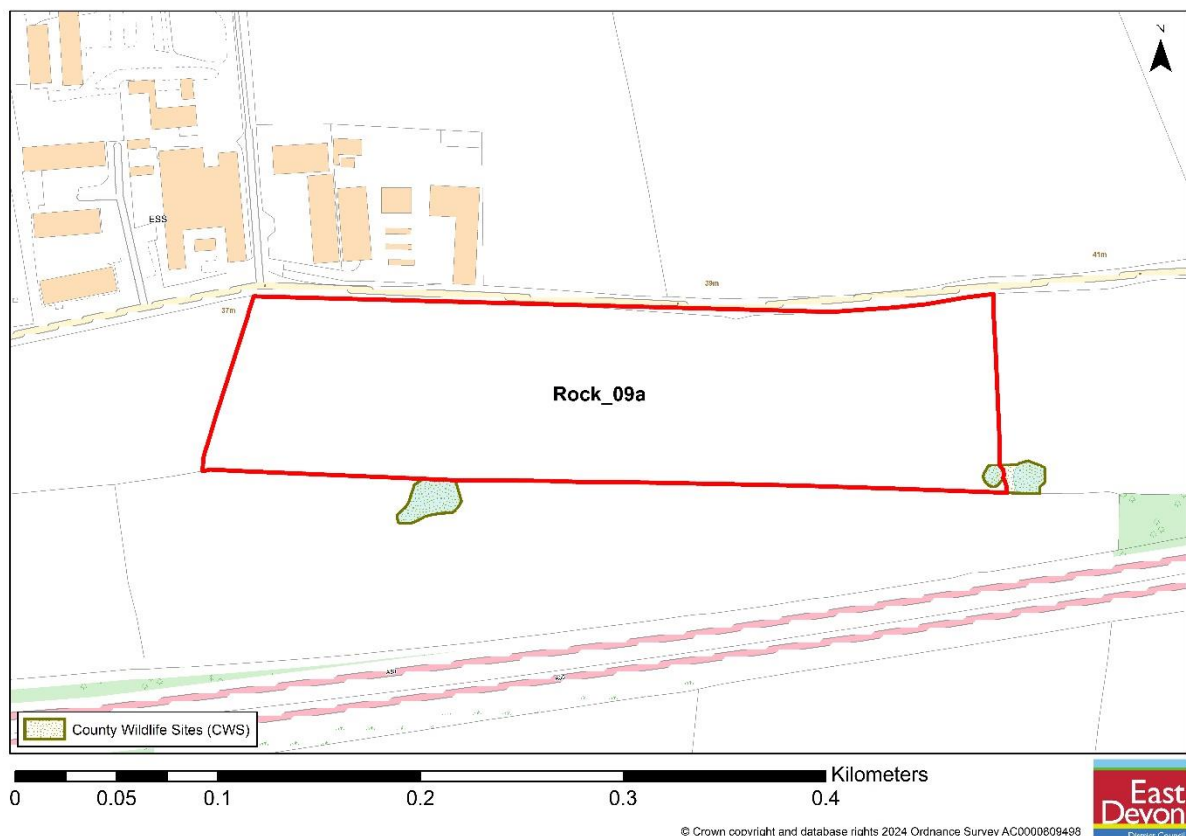
Reference number: Rock_09

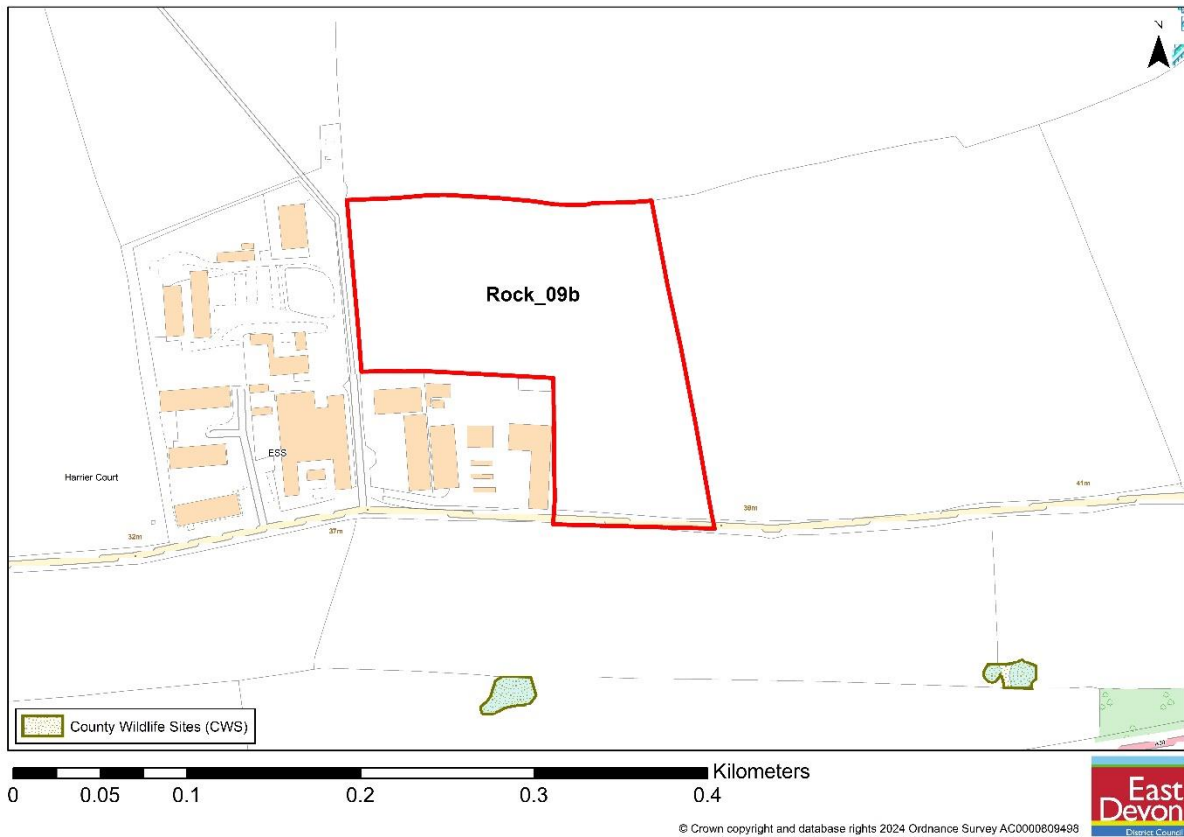
Site area (ha): 5.8

Address: Land at Harrier Court, Clyst Honiton, Exeter, EX5 2DR

Proposed use: Employment

Site map





Note- the whole site was assessed as Rock_09 but it is subdivided into 'a' (which is proposed for allocation) and 'b' (which is not proposed for allocation)

Photos



View of Rock_09b from Long Lane looking north west towards Harrier's Court



General view of land to the east of the Exeter Airport Business Park. Land in the foreground is proposed for allocation as employment land



Rock_09a from Long Lane looking south east

Site Assessment Summary and Conclusion

Infrastructure

Access can be derived from Long Lane, but the currently partially completed works will need to be satisfactorily finished prior to commencement of any further development, as will the planned EDDC widening scheme.

Landscape

Low-Medium Site is agricultural but lies adjacent to employment land and the A30.

Historic environment

Medium- no significant effects which cannot be mitigated. An impact is predicted, but would not compromise the asset(s) cultural heritage value to the extent that the attributes that led to its designation, or ability to understand or appreciate its value

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

Significant and important site in proximity to our EZ, airport and Future Skills Centre. The improvements EDDC are funding to Long Lane will increase the value of this site for employment use. The AirPark site to the west is coming forward for development. Concern if increased HGV traffic associated with B8 logistics and warehousing on this site were to erode the highway improvements now underway and undermine the operation of high value exiting employers locally. B1 Office use would increase the viability of public transport to the site and increase both the density and value of employment provision. Connectivity to A30 is not great. Strong fibre connectivity.

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

No

Opportunities

None identified

Yield (number of dwellings or hectares of employment land)

5.8ha of employment land

Contribution to spatial strategy

The site is not at a tiered settlement, it is in open countryside, albeit very closely related to an existing employment site

Should the site be allocated?

Yes- part (referred to as 'A' on the map, part 'B' has been rejected and should not be allocated as it would extend built form further into open countryside and, cumulatively with other allocations, would exceed the amount of employment land likely to be needed in this location during the plan period)

Reasons for allocating or not allocating

Site is agricultural but close to existing employment land. The area to the south of Long Lane forms the eastern extent of a larger allocation and can be accessed through it if necessary. Land to the north of Long Lane will require a new access, is more visually obtrusive and there are concerns that, overall, will result in an excess of employment land at this location in the plan period.

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

Yes- 3.3ha south of Long Lane. The land north of Long Lane should not be allocated as it would lead to an excessive amount of employment land in this location and it does not relate as closely to the existing employment sites.

4 Site Reference GH/ED/43

Site details

Settlement: South east of Exeter Airport

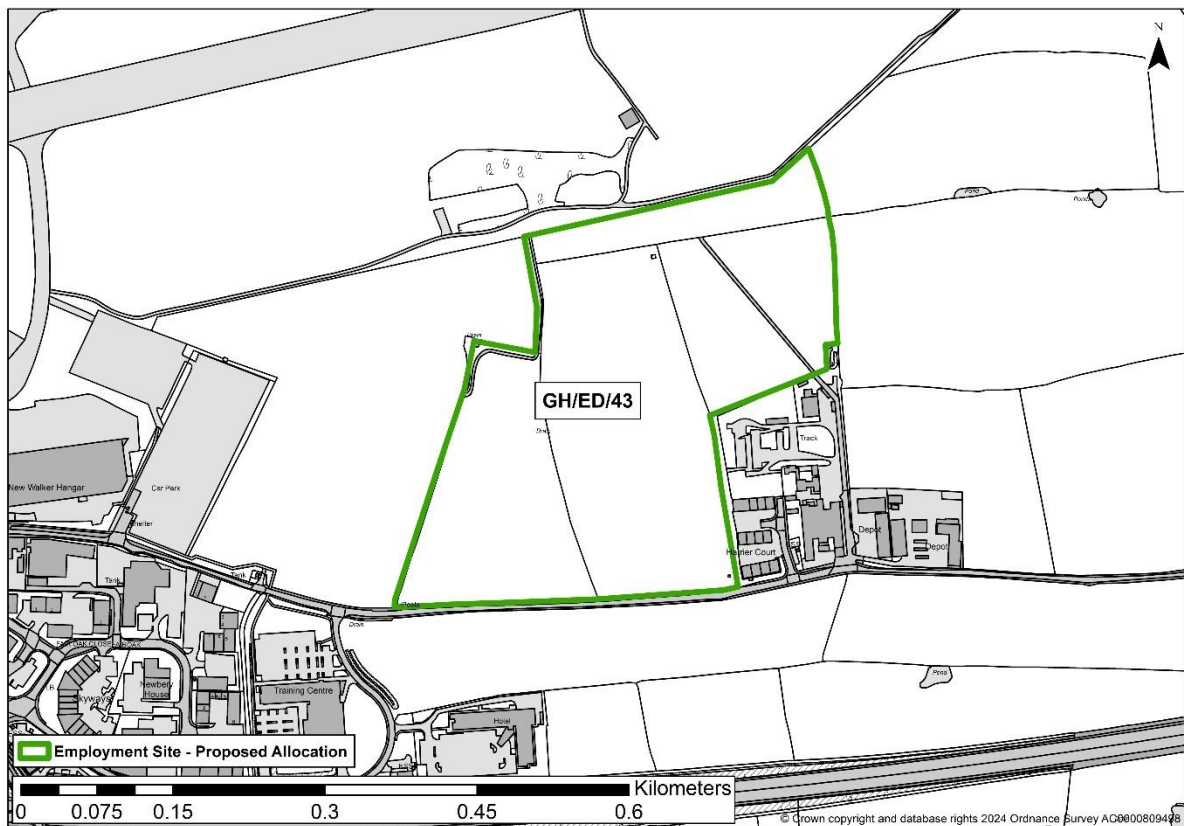
Reference number: GH/ED/43

Site area (ha): 11.8

Address: Land north of Long Lane, adjacent Airport

Proposed use: Employment

Site map



Photos



Looking north across the site from Long Lane



Looking east across the site from the south western corner



Looking east towards Harrier Court from Long Lane

Site Assessment Summary and Conclusion

Infrastructure

The site adjoins an existing business park. There may be access constraints but Long Lane is undergoing/has undergone improvements. Wider junction capacity constraints

Landscape

Low

Historic environment

Moderate - Change affecting the special character of assets, where elements which contribute to their significance and their setting are harmed. The site is within the RAF airfield, a non-designated heritage asset

Ecology

Minor adverse effect predicted (not significant)

Accessibility

Site lies within the West End, in close proximity to employment development.

Other constraints

Access can be achieved through existing field gate off Long Lane.

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

No

Opportunities

None identified

Yield (number of dwellings or hectares of employment land)

11.8ha of employment land

Contribution to spatial strategy

The site is not at a tiered settlement, it is in open countryside, albeit very closely related to an existing employment site

Should the site be allocated?

Yes

Reasons for allocating or not allocating

The site is well located in the West End adjacent to an existing employment area (and forming an extension to it).

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

Whole site should be allocated

5 Site Reference ED/GH/44

Site details

Settlement: South east of Exeter Airport

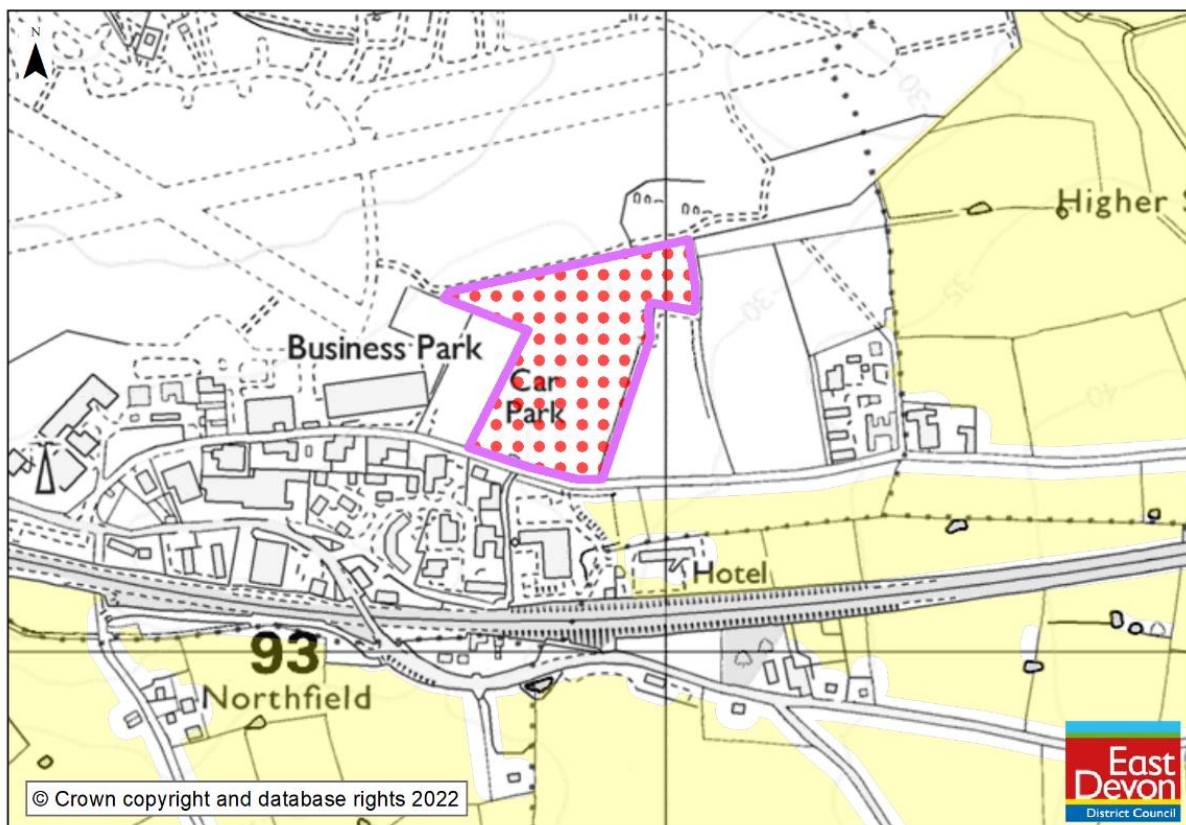
Reference number: GH/ED/44

Site area (ha): 7.32

Address: Land adjacent Exeter Airport, Long Lane

Proposed use: Employment

Site map



Photos



Looking north east across the site from the south western corner



Looking north into the site from Long Lane



Looking east across the site from the south western corner

Site Assessment Summary and Conclusion

Infrastructure

The site adjoins an existing business park. There may be access constraints but Long Lane is undergoing/has undergone improvements. Wider junction capacity constraints

Landscape

Low

Historic environment

Moderate - Change affecting the special character of assets, where elements which contribute to their significance and their setting are harmed. The site is within the RAF airfield, a non-designated heritage asset

Ecology

Minor adverse effect predicted (not significant)

Accessibility

This site is already subject to a Local Development Order

Other constraints

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

No

Opportunities

None identified

Yield (number of dwellings or hectares of employment land)

7.32ha of employment land

Contribution to spatial strategy

This site is already subject to a Local Development Order

Should the site be allocated?

Yes

Reasons for allocating or not allocating

This site is already subject to a Local Development Order

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

Whole site should be allocated

6 Site Reference GH/ED/45

Site details

Settlement: South east of Exeter Airport

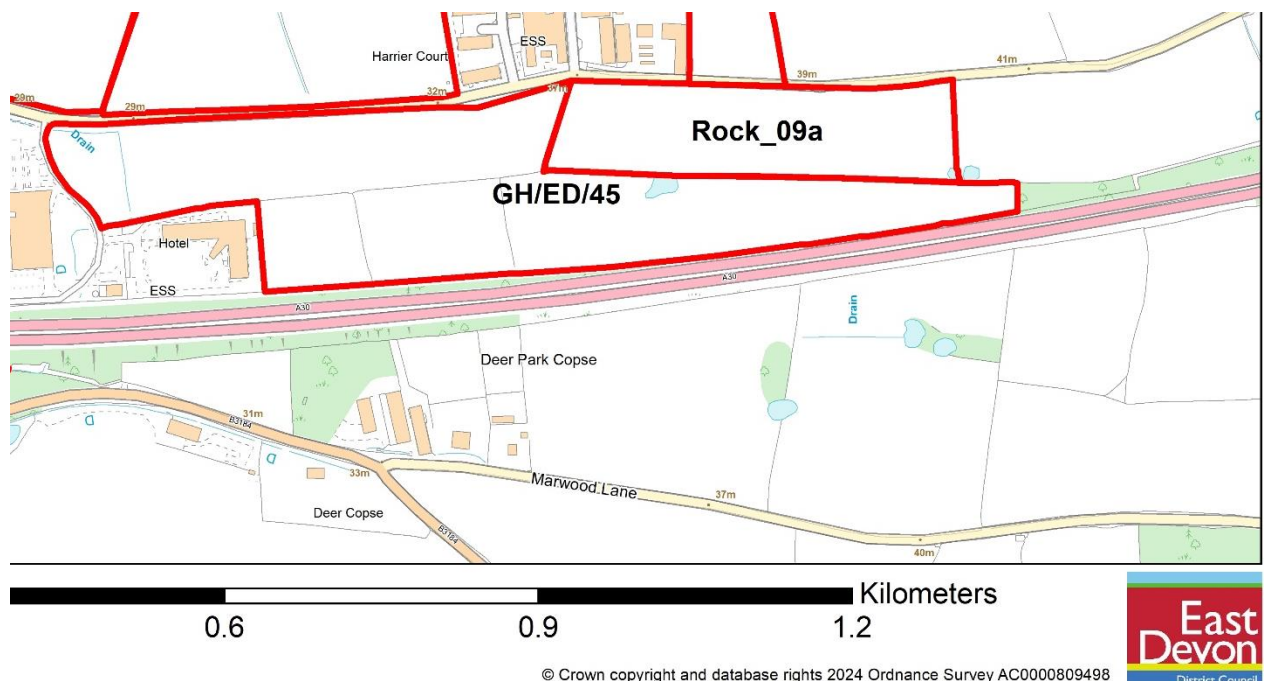
Reference number: GH/ED/45

Site area (ha): 9.24

Address: Land south of Long Lane, adjacent Exeter International Airport

Proposed use: Employment

Site map



Photos



Looking east across the site with the airport business park behind



Looking west towards the Hilton Hotel



Looking west across the site from Long Lane

Site Assessment Summary and Conclusion

Infrastructure

The site adjoins an existing business park. There may be access constraints but Long Lane is undergoing/has undergone improvements. Wider junction capacity constraints

Landscape

Low-Medium Site is agricultural but lies adjacent to employment land and the A30.

Historic environment

Moderate - Change affecting the special character of assets, where elements which contribute to their significance and their setting are harmed. The site is within the RAF airfield, a non-designated heritage asset

Ecology

Minor adverse effect predicted (not significant)

Accessibility

Site lies within the West End, in close proximity to employment development.

Other constraints

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

No

Opportunities

None identified

Yield (number of dwellings or hectares of employment land)

9.24ha of employment land

Contribution to spatial strategy

The site is not at a tiered settlement, it is in open countryside, albeit very closely related to an existing employment site

Should the site be allocated?

Yes

Reasons for allocating or not allocating

The site is well located in the West End adjacent to an existing employment area (and forming an extension to it). Road improvements are required but these are planned for.

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

No