

Chapter 5 - Future growth and development on the western side of East Devon

What the western side of East Devon is like

The western side of East Devon, close to the City of Exeter, has seen considerable levels of development in recent years and in this new local plan we plan to continue with accommodating high levels of growth in this western area. Projects and schemes that have supported substantial levels of new housing and employment development so far, and which have formed part of the growth agenda, have included district heating, high quality green infrastructure, a full Growth Point programme, the Enterprise Zone designation, new and improved highways and proactive responses to the climate emergency.

Past policy concentrating development in the west of the District, close to Exeter, has reflected:

- the constraints to development elsewhere in the District, specifically the fact that nearly two thirds of East Devon, including much of the north, west and south of East Devon fall in designated National Landscapes; and
- in East Devon, close to Exeter and in the City itself, there is a lot of existing built development providing jobs, services and facilities, there is supporting infrastructure and there is a market demand for housing and larger strategic scale development, not least for employment uses.

These considerations still apply today and much of what will be built on the western side of East Devon over the years ahead is already committed development, either through already planned development at Cranbrook or through sites that are under construction or have planning permission for development.

A pattern of on-going West End growth will be able to capitalise on existing infrastructure provision but will also generate, in its own right, the need for additional provision and facilities, this is especially so in respect of the second new town.

Policy for a second new town

In order to provide for the significant levels of housing growth identified for East Devon the local plan is allocating land to accommodate a new town (this is a second new town in addition to Cranbrook). This new town will be on the western side of East Devon close to Exeter city.



New houses at Cranbrook

Through extensive research and assessment, see Strategic Planning Committee of the Council on 1 November 2022 – see item 8 at [Agenda for Strategic Planning Committee on Tuesday, 1st November, 2022, 9.30 am - East Devon](#) , a site has been selected and allocated for the new town, this is shown on the Policies Map.

In technical assessment work [East Devon Options Appraisal Report.pdf](#) there is a vision of the new town, this states:

A second new settlement in East Devon with a self-sufficient, healthy and dynamic community with distinctive character. Delivering up to 8,000 high-quality homes with a range of tenures, places of work and a diverse mix of uses that are easily accessible via sustainable and active travel such that these become the dominant transport modes.

This new town will be more than just a settlement, it will be an ambitious and highly desirable place that supports the growth of a self-governing and self-sustaining community that establishes its culture at the outset in order to develop and thrive into the future.

The structure of the settlement will promote innovative design that will draw inspiration from the local context, including the unique surrounding historic environment, to create a rich character. Streets and spaces will be designed to encourage social interaction and will be embedded in a well-connected and

integrated active travel network with comprehensive links to nearby employment, surrounding countryside and the city of Exeter.

It will be underpinned at its core by sustainability, wellbeing, and healthy living, creating an exemplar zero-carbon town both in terms of self-sufficiency and design and by doing so it will provide a legacy to the benefit of future generations.

This sustainable community will be sensitively and seamlessly integrated with the outstanding East Devon natural environment and contribute to the delivery of the Clyst Valley Regional Park whilst protecting nearby internationally recognised habitats.

It will provide a rich network of substantial open space and diverse landscaping, including areas of enhanced ecology and biodiversity, as well as opportunities for play, recreation and opportunities for food growing.

This vibrant and adaptable new settlement will preserve East Devon's legacy as an outstanding place to live. The use of local materials and labour will be promoted to deliver on local priorities, creating somewhere residents can be proud of and where people of all ages and lifestyles will prosper.

8. Strategic Policy WS 01: Development of a second new town east of Exeter

Land is allocated, as shown on the Policies Plan, for the development of a new town on the western side of East Devon. The new town will be a long-term strategic development scheme that will start being built during the life span of this local plan but development will extend beyond the life of this plan.

Development will need to occur and proceed on an agreed phased basis. The town will be built to distinctive high quality design standards with an explicit focus on sustainable construction and building operation and renewable energy production and use. Open spaces and facilities will be readily accessible to all residents with convenient and attractive pedestrian and cycle links to local destinations and access to high quality public transport services.

Working with our partners we will promote development starting in this plan period but also extending over the longer term (beyond the lifespan of this local plan) to accommodate the following:

New homes

Up to 2042 - Around **insert number** new homes on allocated land.

Beyond 2042 – Around **insert number** additional new homes on allocated land.

New homes will need to be of the highest standards in terms of energy and resource efficiency, quality of design and access to services and facilities.

Gypsy and Traveller Provision

Up to 2042 - Numbers are to be determined but we would envisage at least one site accommodating up to 15 pitches.

Beyond 2042 – Numbers are to be determined but we would envisage at least one site accommodating up to 15 pitches.

Provision will be required in line with 'bricks and mortar' housing development and must be integrated with overall development proposals.

Jobs

Up to 2042 –. Around **insert number** hectares of land in office, industrial and warehouse sectors (E, B2 and B8).

Beyond 2042 – Around **insert number** hectares of land in office, industrial and warehouse sectors (E, B2 and B8).

employment shall be made throughout the town to provide a range of business spaces suitable for the needs of businesses as they develop and grow and to accommodate a range of employment opportunities for residents of the new town and surrounding areas. It should be noted that many people will be employed in jobs that do not fall into the above defined sectors and land will be allocated for other uses that also provide employment.

Serviced or otherwise available land should be available for occupation by employment uses on a phased basis that is directly proportionate to house building:

Town Centre

Up to 2042 – Allocation of 15 hectares of land for a town centre with completion of at least 5 hectares of land with completed and operational town centre uses, specifically to include retail.

Beyond 2042 – Completion of additional town centre development to occupy a grand total of at least 15 hectares of land (pre and post 2040 development).

A town centre will provide a focal point for retail, business and leisure activities and will be designed to create a vibrant day and night-time economy and this will be complemented by a series of smaller neighbourhood centres.

Social, Community and Education Facilities

Accommodate a full range of social, leisure, health, community and education facilities (including new schools) to meet the needs of all age groups that will live at the new town. To specifically include 23 hectares of land for education provision.

Infrastructure

Infrastructure provision will need to come forward with overall development proposals. This will include at least 254 hectares of land for green infrastructure provision (including approximately 150Ha of Suitable Alternative Natural Greenspace (SANG) to meet Habitat Regulations requirements. The Council will produce an Infrastructure Delivery Plan that will set out key requirements recognising the need for improved transport links and road improvements, district heating connections, new education provision, high speed broadband and other services and facilities to ensure sustainable development is delivered.

Developments shall be developed in a phased and co-ordinated manner alongside the required infrastructure and in accordance with parameter plans for the new town which will be developed in partnership with the developers and the community.

Whilst waiting for land parcels to come forward for development, and in empty spaces created, 'meanwhile uses' will be actively encouraged. These 'meanwhile' uses are not expected to be permanent but they will allow social, cultural, business or environmental activity and enterprise to occur on spaces that could otherwise lie vacant or underused.

Justification for plan policy

Local plan policy will provide for a second new town in East Devon on land in close proximity to the City of Exeter.

The scale of proposed development will help ensure that a wide range of services and facilities will be provided at the new town with sufficient monies generated to support substantive infrastructure provision.

Amongst other key facilities this scale of development is appropriate to require that a secondary school is planned and built to serve the new town with potential capacity to also support needs generated from surrounding areas.

A new town will be a long time in the planning and it is unlikely that any new homes will be completed until around 2030. On this basis, and at build out rates climbing to around 300 or more new homes per year, we can expect to see around **insert number** new homes built at the new town by the 2042 end date of the local plan. The second new town will, therefore, see most of its development happening outside of the life of this local plan and potentially running beyond the mid-point of the 21st Century.

Strategic scale employment provision and job growth on the western side of East Devon

The western side of East Devon, notably at the Science Park, Skypark and Exeter Logistics Park have all seen substantial growth in recent years with a focus on higher value and higher skilled jobs. This development has been supported by the Enterprise Zone designation, which has unlocked barriers to growth. These new developments also sit alongside other important employment and economic assets in this western part of East Devon, notably Exeter International Airport. The proposed employment strategy in the plan places a clear emphasis on a continuation of this pattern of employment concentration playing on the particular strengths of this part of East Devon and market demands whilst delivering 'clean' growth.

The government defines clean growth as meaning growing our national income while cutting greenhouse gas emissions. Achieving clean growth, whilst ensuring an affordable energy supply for businesses and consumers, is at the heart of the UK's industrial strategy. The intention is that this will increase productivity, create good jobs, boost earning power and help to protect the climate and environment upon which we all depend. To guide clean growth in East Devon the County Council has produced a Vision¹ document, this supports the long standing ambition to realise the large scale delivery of low and zero carbon development notably through the roll out of district heating networks and by supporting and utilising the world leading expertise located at Exeter Science Park including in relation to climate science.

The Enterprise Zone

Enterprise zones are designated in areas where employment and business growth are actively encouraged. Designated areas offer a simpler planning regime and incentives to investors. The Exeter and East Devon Enterprise Zone covers four areas of land in East Devon.

Through plan policy the Council will continue to positively support development of employment generating uses within the designated Enterprise Zone sites. The designated sites have already provided a catalyst for growth supporting demonstrable success and economic prosperity. One of the designated areas falls within Cranbrook. Cranbrook benefits from its own adopted plan which provides detailed policy coverage of the new town including the town centre which is also covered by a masterplan. Cranbrook is

¹ [A Clean Growth Vision for Development in East Devon | Devon County Council](#)

primarily covered by the Cranbrook Plan, however this DPD relied on some policy coverage from the Local Plan 2013 – 2031. To ensure that this policy coverage is not lost this Local Plan will provide equivalent coverage as detailed at [XXX \(insert link to Cranbrook Table\)](#).

9. Strategic Policy WS02: Development within the Enterprise Zone

Within the designated Enterprise Zone as shown on the Policies Plan support will be given for inward investment and development for business and allied uses.

All new development will need to be complementary to the existing use and purposes of the Enterprise Zone area and its specific vision for development.

All new buildings and supporting infrastructure will need to be of the highest standard to include buildings to BREEAM Excellent or equivalent standard. New buildings will need to connect to the district heating network on Science Park and Sky Park.

Planning applications will need to demonstrate through a Travel Plan how the development will support the use of active travel and public transport. There will be a requirement for active travel routes throughout the designated sites, linking to the surrounding settlements, including Exeter. New developments will be required to be accessible by walking, cycling and public transport, and must not generate traffic of a type or amount inappropriate for the character of existing or improved access roads.

Planning applications will need to show how proposals will include and promote high quality digital connectivity ensuring infrastructure reflects the most modern speeds and technologies.

In the designated Enterprise Zone a range of building types and sizes, to maintain a flexible and competitive offer will be allowed for. However, other than at Exeter Logistics Park, large-scale warehousing and distribution development within the Enterprise Zone will only be allowed:

- as a limited part of a mixed-use scheme and
- providing it will not compromise the ability of those sites to deliver significant high value employment

Justification for policy

The Enterprise Zone designation has been a clear success and the intent is to build on this success. There will be a continued focus on developing Local Development Orders (LDO) to support the delivery of economic growth.

An LDO is an Order made by the Local Planning Authority (LPA) that grants planning permission for a specific development proposal or classes of development in defined locations. LDOs were introduced through the Planning and Compulsory Purchase Act 2004 ('2004 Act') and allow local planning authorities to extend permitted development rights for certain specified forms of development subject to conditions.

Local Development Orders streamline the planning process, providing clarity and certainty for development and encourage investment into the area. Such orders will sit alongside local plan policy and provide more detail on appropriate development for the sites. LDO's constitute a planning approval, enabling a fast-track route for development to be implemented in a timely manner to support businesses and job creation.

At the time of publication the following LDOs have been developed:

- District Heating
- Power Park, Exeter

The Council is currently working on an LDO for Sky Park.

Exeter Science Park

Exeter Science Park lies to the north-east of Junction 29 of the M5 motorway. Science Parks are frequently connected with universities, as ours is with Exeter University and it draws on the academic excellence of the university. The Exeter Science Park provide an environment that supports and encourages science, technology, engineering, mathematics and medical) companies to prosper and thrive.

The existing Exeter Science Park has grown at pace since the early 2010s and has attracted a range of high-quality businesses and considerable new investment in recent years.

10. Strategic Policy WS03: Exeter Science Park

At the Exeter Science Park, as shown on the Policies Map the following uses will be acceptable:

- research and development of products or services;
- active collaborations with universities, higher education, institutes, research or similar organisations;
- technology based services;

Uses which support the above primary activities and supporting green and grey infrastructure will also be accommodated.

New business developments will need to be of the highest quality built in a campus style setting, to reflect the existing Science Park development, with a particular emphasis on provision of high environmental quality and standards.

Other than for supporting infrastructure planning permission will not be granted for built development that comprises of non-business or for businesses that do not accord or align with Science Park objectives.

Justification for plan policy

To accommodate future needs for the Science Park a continuation of the current approach to development is promoted. The existing 'gateway policy' (a legal agreement which relates to the original planning permission) for the Science Park will be maintained to ensure that developments will continue to provide and contribute to transformational economic impacts across the area. The 'gateway policy' for the Science Park is not a Development Plan policy, but it does address the types of business uses that will be able to locate at the Science Park and how they operate.

Development of land north of Exeter Science Park

Land to the north of Exeter Science Park offers scope for a high quality mixed use development of housing and small business units.

11. Strategic Policy WS 04: Land north of the Science Park (Brcl_23)

An area of around 4.3 hectares, as shown on the Policies Map, is allocated for a mix of housing (90 dwellings on 2.3ha) and small business units (2ha) and supporting green and grey infrastructure. New development will need to be of the highest quality with a particular emphasis on provision of high environmental quality and standards.

Justification for plan policy

To help with the continuation of the pattern of employment growth on the western side of East Devon it is appropriate to allocate additional land for job generating uses. This site is to the north of the existing Science Park and to the east of the M5 Motorway, which could have some noise impacts and which could adversely impact on suitability for some non-employment uses, therefore it is proposed that 2ha to the west of the site be allocated for small, high quality, business units to meet local demand and the remaining 2.3ha be allocated for housing.

Exeter Airport and development in the environs

Exeter Airport is of strategic importance for travel and communications for the south-west of England and it forms a key asset for East Devon and surrounding areas. Plan policy supports the future operation and growth of the airport as a key gateway to the region and in providing the opportunity for highly skilled, high value job creation in aviation and other sectors.

13. Strategic Policy WS 05: Exeter International Airport and its future operation and development

Growth and expansion of the airport and airport related businesses and operations will be supported within its current operational boundaries. The role of the Airport as a test bed for new technologies will be supported through promoting the development of a sustainable aviation cluster.

Within airport operational boundaries, as shown on the Policies Map:

Land to the north of the runway will be allowed to support aviation related development including research and development activity alongside maintenance/repair/overhaul and new freight/cargo operations.

Land to the south will be allowed to accommodate further aviation related, employment and training/education uses. This can include occupiers who rely on proximity to an Airport or who benefit from a transferrable skill base as well as to support the developing logistics cluster.

Any new developments must not, however, prejudice or adversely impact on the core operational role and functions of the airport as a travel facility handling the air bound movements of passengers and freight.

Noise sensitive development within the 57db noise contour around the airport will be restricted (in order to ensure future airport operations are not adversely impacted) alongside ensuring that any development proposals do not have a material impact on the operation of navigational and safety systems.

The transition to net zero carbon operations at the airport will be supported through enhanced public transport surface access and the installation of renewable energy generating capacity.

Justification for plan policy

Exeter Airport plays an important role as a key gateway to the region. This helps to support access to markets and both inbound and outbound tourism as well as providing a home operating base for the Devon Air Ambulance and National Police Air Service helicopters and the nightly Royal Mail flight. In addition, Exeter Aerospace provide a maintenance, repair and overhaul operation in the hangars and the former Flybe Training Academy operates as the Future Skills Centre, operated by Exeter College, to provide a specialist facility for the delivery of training for future-facing high-tech jobs in engineering, digital, construction and clean growth.

It is important that the Local Plan sets a policy framework that both safeguards current operations and supports future growth, particularly the potential to pivot towards a more sustainable future. There is a global challenge to decarbonise the aviation industry. There is a particular opportunity for Exeter Airport to act as a testbed for new technologies and modes of propulsion through the creation of a sustainable aviation cluster. A

recent report for the Heart of the South West Local Enterprise Partnership highlights that the Airport could be a hub for a wider test corridor. There has already been a test of hybrid electric flight to Newquay Airport through the Future Flight programme. The opportunity to develop this potential is alongside the need to decarbonise existing operations, for example through promoting public transport accessibility and the installation of renewable energy generating capacity.

In addition to the airfield itself there are opportunities to bring forward further development land both to the north and south of the runway to complement the operation of the Airport. To the north there is an opportunity to develop further space to support research and development activity around future flight alongside developing new markets for cargo linking to the nearby presence of Exeter Logistics Park. To the south there is an opportunity to bring forward further commercial development including allowing for the continued expansion of education and training provision.

It is essential that new development does not compromise the safe operation of the Airport. This applies both in terms of the proximity of noise sensitive development and the safeguarding of navigational and safety systems.

Employment land east of the Airport buildings

Powerpark is a site of around 7.7ha which benefits from simplified planning in the form of a Local Development Order. Under the Order the site has permitted development rights for up to 26,000 sqm of employment space.

Land is allocated for a range of employment uses to the south and east of Powerpark and the airport terminal buildings, to be determined through a masterplan. The site is shown on the Policies Map. This site is ideally located for high technology airport related uses and clean green technology forms of development and such uses should be an integral part of the masterplan proposals for the site.

14. Strategic Policy WS06: Employment land to the east of the airport buildings (Site GH/ED/43, GH/ED/45 and Rock_09a)

An area of 24.34 hectares of land, as shown on the Policies Map to the east of existing airport buildings and lying either side of Long Lane, is allocated for employment uses.

The site will form a mixed-use business park and the following uses will be considered appropriate:

- B2
- B8
- E(g)
- A limited element of ancillary uses such as indoor sports, recreational or café will be permitted but only where strictly supporting and subordinate to the development of the above employment uses.

With its proximity to Exeter Airport the site is well positioned to assist the role of the airport. Uses which relate to the aviation sector and its wider supply chain will be particularly supported alongside other high value employment uses that facilitate economic growth within the area.

This allocation will need to come forward on the basis of an agreed masterplan for the whole site that clearly demonstrates how comprehensive development will be undertaken and implemented, including measures to provide fully for its infrastructure requirements and appropriate mechanisms for apportionment of development costs and contributions across separately owned land parcels. Planning permission will not be granted for any individual parcel of land in the allocation in the absence of this Masterplan.

The masterplan will need to demonstrate that the following will also be achieved/undertaken:

- Mitigation measures to avoid additional traffic negatively impacting on the operation of the local highway network.

- safe cycle and pedestrian access to nearby facilities
- comprehensive flood risk assessment and mitigation/management
- protection of the County Wildlife Site
- archaeological assessment to ensure that any impact on the historic WWII airfield is minimised and mitigated
- heritage impact assessment and mitigation. Due to the proximity of a number of listed buildings (including Grade I listed Rockbeare Manor and its associated Grade II Registered Historic Park and Garden) details of building height, design, materials and landscaping, having regard to potential impacts on heritage assets and the open countryside setting along with any mitigation measures will need particular consideration.

Impact Risk Zone for impact on Exe Estuary SPA may be triggered through any discharge of water or liquid waste of more than 20m³/day to ground or to surface water. Additionally, Impact Risk Zone for impact on East Devon Pebblebed Heaths SPA and SAC may be triggered if there is any industrial development that causes air pollution.

Justification for plan policy

The proposed allocation provides strategic scale employment opportunities, sited next to the Power Park and airport buildings.

Uses that support airport related and aeronautical business and commercial activity will be at the heart of the masterplan that will set out how the area will be comprehensively developed and delivered. Development of this land will help support and reinforce the agenda of highly skilled, high quality green job growth in this part of the District drawing in location benefits and opportunities offered by the proximity to the airport and other development sites and existing high quality businesses and educational establishments.

There is currently work to improve the sustainability of this area, with the improvements to Long Lane and use of Silverdown Link as a dedicated bus loop/cycleway for the area. Increasing employment density will improve the viability of public transport provision to the locality.

Employment land north of the Airport, adjoining Treasbeare

Land is allocated for employment uses to the north of the Airport, and the site is shown on the Policies Map. The site is particularly suited to light and general industrial forms of development.

15. Strategic Policy WS 07: Employment land north of the Airport, adjoining Treasbeare (Clho_09)

An area of 15.3 hectares of land, as shown on the Policies Map to the north of the airport, is allocated for employment uses. The following uses will be considered appropriate;

- The majority to be B2
- With the remainder B8 and E(g)

The development will need to come forward in accordance with an approved phasing plan and promote active travel measures and other than for supporting infrastructure, and exceptions noted above, planning permission will not be granted for built development that comprises of non-business uses.

Development proposals for the site must be accompanied by measures to provide fully for its infrastructure requirements and a new access onto London Road capable of safely accommodating the level of traffic likely to be generated when the site is at capacity.

This allocation will need to be supported by further flood risk assessment and measures to ensure that safe cycle and pedestrian access to nearby facilities can be achieved.

Archaeological assessment will be required prior to development commencing to ensure that any impact on the historic WWII airfield is minimised and mitigated.

Impact Risk Zone for impact on Exe Estuary SPA may be triggered through any discharge of water or liquid waste of more than 20m³/day to ground or to surface water. Additionally, Impact Risk Zone for impact on East Devon Pebblebed Heaths SPA and SAC may be triggered if there is any industrial development that causes air pollution.

Justification for plan policy

Land to the north of Exeter airport, south of the old A30, is allocated primarily for general industrial use reflecting the location on the edge of the airport runway and the associated noise impacts. Storage and distribution will also be permitted provided it can be demonstrated that the new access arrangements and local highway network can safely accommodate the scale and size of traffic to be generated.

Recognising site specific considerations, policy requires development proposals to be based on further environmental, heritage and traffic assessment work and appropriate mitigation to be undertaken, if required.

Employment land at Wares Farm, opposite the Airport buildings, south of the A30

A small piece of land is allocated for employment uses on the southern side of the A30, opposite the airport buildings. The site is shown on the Policies Map. The site is suitable for small business or start up units.

16. Strategic Policy WS08: Employment land opposite the airport buildings, south of the A30 (site Farr_01)

An area of 1 hectare of land, as shown on the Policies Map, is allocated for small business units. The following uses will be considered appropriate;

- B2
- E(g)

This allocation will need to be supported by further flood risk assessment and, as it is not served by the main sewer network, a private foul drainage system will need to be installed. Archaeological assessment will be required prior to development.

Impact Risk Zone for impact on Exe Estuary SPA may be triggered through any discharge of water or liquid waste of more than 20m³/day to ground or to surface water. Additionally, Impact Risk Zone for impact on East Devon Pebblebed Heaths SPA and SAC may be triggered if there is any industrial development that causes air pollution.

Justification for plan policy

Land south of the A30 will be allocated for small business or start up units. These units will offer flexibility and meet a need for smaller, less expensive premises, that will not otherwise be met on employment land in this area. Occupiers may offer supporting services to nearby residents and businesses at the airport.

The ongoing development and potential for expansion of Cranbrook

Cranbrook is a new town under construction on the western side of East Devon, around 5 km from the M5 Motorway and the boundary with Exeter City. From a green field start in 2011 the new town has grown to a town of around 3,000 homes (as at end of 2021). The Cranbrook Plan (a Development Plan Document) for the town is expected to be adopted in

autumn 2022 and it includes policy to expand the town to close to 8,000 homes.

Cranbrook will continue to develop under policy of the adopted Cranbrook Plan though with limited selected policies in this local plan (see Appendix ?) also applicable at Cranbrook. The Cranbrook Plan has an end date of 2031 through it, and this local plan, will be superseded by a new plan before this point in time.

Green infrastructure and a high-quality environment for the western side of East Devon

Green Infrastructure (GI) is a network of multifunctional green spaces and natural areas and includes the footpaths, cycle ways and other routes that link these together to encourage people to enjoy these assets. GI is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity. Considerable emphasis has been placed on Green Infrastructure provision and enhancement on the western side of East Devon in recent years, in particular through provision and development of the Clyst Valley Regional Park.

The policy of the Local Plan provides for an expansion of the existing area covered by the Clyst Valley Regional Park.

16. Strategic Policy WS 08: Clyst Valley Regional Park (Green and Blue Infrastructure)

Clyst Valley Regional Park

Land is allocated, as shown on the Policies Map, for the Clyst Valley Regional Park (CVRP). Development proposals within and adjacent to the CVRP will integrate Green Infrastructure and support the achievement of the objectives in the CVRP Management Plan. Any schemes that do not contribute to these objectives, or which would frustrate their implementation, will be refused planning permission.

All major development proposals within and adjacent to the Clyst Valley Regional Park will:

- a) Meet the requirements of **Policy XX Green and Blue Infrastructure**
- b) Provide connected cycling/walking infrastructure, where possible including extension of or links to the Clyst Valley Trail

- c) Restore and enhance the landscape character and sense of place of the Clyst Valley
- d) Reduce recreation pressure on environmentally sensitive locations through the creation of accessible green space and Suitable Alternative Natural Greenspace (SANG) in appropriate locations.
- e) Contribute to the achievement of excellent ecological status in the River Clyst and tributaries, through enhanced natural flood storage, capture of run-off and restoration of soil health.

Major development proposals within or adjoining the park should also contribute to or make proportionate contributions to the following CVRP targets:

- I. Creation and/or restoration of 1,000 hectares of priority natural habitat within the Nature Recovery Network
- II. **30%** tree canopy cover in accordance with the East Devon Tree, Woodland and Hedges Strategy.
- III. 740 hectares of Public Open Space meeting 'Building with Nature' or 'Green Flag Award' standards.
- IV. 80 km of traffic-free trail and quiet way meeting LTN 1/20 design standards – see [Cycle infrastructure design \(LTN 1/20\) - GOV.UK \(www.gov.uk\)](#)

Where development occurs outside of but close to the allocated park any green space provision associated with or required for the development should, where possible, be linked to and provide pedestrian and cycle access into the CVRP.

Justification for policy

The Clyst Valley Regional Park forms an important strategic asset on the western side of East Devon. The park forms a setting for new developments and was first defined and established alongside work on earlier strategic developments schemes.

A 25-year masterplan for the Regional Park was the subject of public consultation in 2020 and subsequently approved by EDDC in February 2021. The masterplan won the 2021 RTPI South West Award for Planning Excellence and was a finalist in the national RTPI awards 2022. See [6c.CVRP masterplan FINAL.pdf \(eastdevon.gov.uk\)](#)

The concept of the park is that a number of greenspaces will be linked by predominantly traffic-free trails and good, safe, regular and affordable public transport. There is no intention that the whole of the park will become accessible to the public, as most of it is in private ownership. In addition, the principle of safeguarding sanctuary areas for wildlife has been established. However, 762 hectares is currently accessible and the ambition is to increase that by a further 740 hectares over 25 years. A large proportion of the park is within the National Trust's Killerton estate and 40% of the park is within a floodplain.

An important function of the park is to ensure that European protected wildlife sites continue to meet their conservation objectives. Suitable Alternative Natural Greenspace (SANGS) can help to mitigate the impact of public disturbance on Natura 2000 sites). Strategic SANGS may be brought forward by the Council, its partners or by developers. They may be within the park, but provided they meet the SANGS criteria, could also be delivered outside the boundary.

A multi-partner Cyst Canopy project has set a 50-year objective of moving tree cover from 10% to 30%. This expansion of tree and shrub cover will be achieved by: (a) ensuring our existing mature trees are retained and sustainably managed; (b) natural regeneration of woodland and wood pasture; and (c) tree planting. Planting could take many forms; mixed species forests, parkland, orchards, hedgerows, shelter belts, arable and pastoral 'agro-forestry' systems. Urban tree cover is also vital.

Delivery of the full suite of park objectives relies on partnerships across public, private and charitable sectors. Capital and revenue funding will also need to come from diverse sources, including Community Infrastructure Levy and Section 106 obligations. EDDC has led two successful bids for funding from the National Lottery Heritage Fund, with match funding from different partners.

Development north of Topsham and east of the M5 Motorway

Taking advantage of proximity to the City of Exeter and links with neighbouring Topsham, in the city, we are allocating land for an urban extension to the north of Topsham.

17. Strategic Policy WS 09: Development next to the M5 and north of Topsham

Land shown on the Policies Map is allocated in East Devon for a strategic development scheme for an urban extension to the north of Topsham to accommodate mixed use development including:

- around 580 new homes,
- 2.4 hectares of employment land,
- 1.8 of land for, and the delivery of, a new 220 place primary school, and
- Supporting infrastructure, green spaces and links to the Clyst Valley Regional Park.

This allocation will need to come forward on the basis of an agreed masterplan for the whole site that clearly demonstrates how comprehensive development will be undertaken and implemented, including with appropriate mechanisms for

apportionment of development costs and contributions across separately owned land parcels. Full agreement will be required before any specific parcels of land can come forward for development.

This Masterplan will also need to be developed in conjunction with joint work between Exeter City Council and East Devon District Council on a formal **Development and Infrastructure Delivery Framework** which is required to ensure development and infrastructure needs on the edge of Topsham, in the Exeter City Council area, and the adjacent allocation North of Topsham, in East Devon, progress in a coordinated cross-boundary manner.

The Delivery Framework will include:

- a. The timely delivery and funding of infrastructure and facilities including primary education, primary healthcare, community space and green infrastructure to meet the needs from development in Exeter and East Devon;
- b. A comprehensive transport strategy to prioritise active travel and public transport; and
- c. The need to respect Exeter's landscape setting area and the Clyst Valley Regional Park.

The Delivery Framework will be produced jointly by East Devon District Council and the City Council working with partners including landowners, developers, Devon County Council, the Environment Agency, Natural England, the NHS, community groups and Clyst St George Parish Council.

Planning permission will not be granted for any individual parcel of land in the allocation in the absence of a comprehensive development scheme with clear mechanisms outlined for full policy requirements to be met and delivered.

Justification for plan policy

Land at/close to Exeter, to the south of Junction 30 of the M5 offers an exciting opportunity for new mixed-use development. This land lies to the east of the M5 Motorway and offers scope to accommodate around 580 new homes.

There are a range of sites and land parcels in the city itself between the city boundary with East Devon and Topsham that are being developed or have planning permission. Any development in East Devon should be seen within, and planned within, the context of city development as well, noting policy requirements for a masterplan to address development in East Devon and joint working across the City boundary on an Infrastructure Delivery Plan..

Gypsy and traveller site east of the M5 and south of the Exeter-Waterloo line

Land has been promoted for development a gypsy and traveller site through the HELAA process that is east of the M5 and south of the Exeter-Waterloo line.

There is an unmet need for further gypsy and traveller provision and there are strong historic ties with the western side of East Devon and gypsy and traveller movement patterns and homes.

18. Strategic Policy WS 10: Gypsy and traveller site east of the M5 and south of the Exeter-Waterloo line

Land shown on the Policies Map that lies to the east of the M5 and south of the Exeter-Waterloo line is allocated for a gypsy and traveller site to provide at least 5 permanent pitches.

Planning permission will be granted for development of a gypsy and/or traveller site to address need for provision specifically on the western side of East Devon District. The allocated site benefits from good highway access roads to the south though any proposal will need to be carefully designed to avoid adverse impacts on surrounding uses and the high quality of commercial and residential development in this part of East Devon.

An area of floodplain covers part of the site and as such built development will need to be within central and northerly parts of the site and further flood risk assessment will be required. Development for non gypsy and traveller uses and occupation, other than for supporting infrastructure, facilities and landscaping will be resisted.

Justification for plan policy

The most recent gypsy and traveller needs study showed an unmet need for further gypsy and traveller accommodation in East Devon. We are also aware of a particular need based on historic travelling patterns and land that in the past has provided homes for provision on the western side of East Devon.

This site has good highway access from the south, albeit partly on a quite narrow lane, and provides for pedestrian access to a range of services and facilities. The site used to accommodate a piggery that has ceased operating and there are a range of old farm buildings on the site that offer scope for conversion as ancillary accommodation.

Other Employment Sites in the West End

Employment land at Sandygate, between the M5 and Clyst Road

A small piece of land is allocated for employment uses on the eastern side of Clyst Road. The site is shown on the Policies Map. The site is suitable for small business or start up units.

19 Strategic Policy WS11: Employment land at Sandygate, between the M5 and Clyst Road (site Clge_07)

An area of 0.7 hectares of land, as shown on the Policies Map, is allocated for small business units. The following uses will be considered appropriate;

- B2
- E(g)

This allocation will need to be accessed through the adjoining employment site unless it can be demonstrated that a safe access directly onto Clyst Road can be achieved. Development may also need to contribute towards achieving and delivering the proposed Clyst Road Access Strategy and towards other localised mitigation on the highway network.

Archaeological assessment will be required prior to development commencing and building height and design will need to ensure that development does not impact on the setting of Clyst St Mary Bridge, which is a Scheduled Monument.

Impact Risk Zone for the Exe Estuary SPA may be triggered through air pollution or any discharge of water or liquid waste of more than 20m³/day to ground or to surface water as a result of development.

Justification for plan policy

This site will be allocated for small business or start up units. These units will offer flexibility and meet a need for smaller, less expensive premises, that will not otherwise be met on employment land in this area.

Recognising site specific considerations, policy requires development proposals to be based on further environmental, heritage and traffic assessment work and appropriate mitigation to be undertaken, if required. In addition, Clyst Road has been identified by Devon County Council as a location where active travel plan improvements are required. The emerging Clyst Road Access Strategy sets out proposals for non-motorised travel in this area and, as this site allocation will benefit from the proposals, contributions are likely to be sought towards their delivery.

Employment land at Lodge Trading Estate, Station Road, Broadclyst

Land is allocated for employment uses to the east of the existing employment area at Lodge Trading Estate, Broadclyst. The site is shown on the Policies Map. The site is suitable for small or medium businesses. It is unlikely to be appropriate for businesses generating significant HGV movements, such as logistics, due to constraints on the local highway network, particularly Station Road.

20. Strategic Policy WS11: Employment land at Lodge Trading Estate, Station Road, Broadclyst (site Brcl_27a)

An area of 1.89 hectares of land, as shown on the Policies Map, is allocated for employment use. The following uses will be considered appropriate;

- B2
- E(g)

Due to the special characteristics of the site, further assessment work will be required to inform any planning application. This should include:

- Detailed flood risk assessment.
- Archaeological assessment
- Onsite verification of the extent of the Coastal and Floodplain grazing marsh priority habitat and a design and layout which avoids this area

The access arrangements will require assessment to ensure that Station Road is suitable to accommodate additional traffic and any non-motorised user requirements. The developer may be required to contribute towards localised mitigation on the highway network.

Impact Risk Zone for the Exe Estuary SPA may be triggered through any discharge of water or liquid waste of more than 20m³/day to ground or to surface water.

Justification for plan policy

This site forms an extension to an existing, long established business park. A significant part of the wider brownfield site is liable to flood, therefore the allocation is limited to that part of the site which is not currently in an active employment use and is outside the floodplain.

There are particular environmental and heritage considerations which will apply to development of the site and these are detailed in the policy. In addition, future highway improvements and new provision for non-motorised users between Bluehayes and Station Road may impact upon access

arrangements to the site and this should be taken into account in preparing development proposals.

Due to its proximity and to ensure its safe operation, any development which could impact upon the railway will require improvements to the fencing and access for maintenance.

Employment land south of Langdon's Business Park, Clyst St Mary

Land is allocated for employment uses to the south of the existing employment area at Langdon's Business Park, Clyst St Mary. The site is shown on the Policies Map. The site is suitable for small or medium businesses, and expansion of existing businesses in particular will be supported.

20. Strategic Policy WS12: Employment land south of Langdon's Business Park, Clyst St Mary (site Sowt_15a)

An area of 1 hectare of land, as shown on the Policies Map, is allocated for new business units. The following uses will be considered appropriate;

- B2
- B8
- E(g)

Archaeological assessment will be required prior to development commencing. Due to the proximity of a number of Grade II listed buildings details of building height, design, materials and landscaping along with any mitigation measures will need particular consideration.

The current access arrangements will require reassessment to ensure they are suitable to accommodate additional traffic. The developer may be required to contribute towards localised mitigation on the highway network.

Impact Risk Zone for the Exe Estuary SPA may be triggered by any industrial development that could cause air pollution or any discharge of water or liquid waste of more than 5m³/day to ground or to surface water

Justification for plan policy

This site will be allocated for business units, particularly where this enables the expansion of existing businesses on the Business Park.

In addition, there are other special environmental, heritage and traffic considerations which will apply to development of the site and these are detailed in the policy.

Employment land at Darts Farm, Topsham Road, Clyst St George

Darts Farm is a popular and busy shopping centre, originally a farm shop but now selling a range of goods. A small parcel of land is allocated for employment use on the northeastern side of the existing complex, on land that is currently used as overflow car parking. Given the adjoining retail use, this site provides an opportunity to produce and showcase locally grown food and drink. The site is shown on the Policies Map.

21. Strategic Policy 13: Employment land at Darts Farm (site Clge_23a)

An area of 0.63 hectares of land, as shown on the Policies Map, is allocated for small business units in Use Class E(g) for the manufacture or processing of locally grown food and drink products.

This allocation will be accessed through the main Darts Farm access and will be required to demonstrate that this can be achieved safely and without detriment to the existing commercial activities and car parking provision on the wider site. The developer may be required to contribute towards localised mitigation on the highway network.

Archaeological assessment and flood risk assessment will be required prior to development commencing.

Impact Risk Zone for the Exe Estuary SPA may be triggered if there is any discharge of water or liquid waste that is discharged to ground or to surface water. If the development will affect trees or hedges along the north of the site, then further assessment of impact on the Exe Estuary SPA will be required.

Justification for plan policy

This site will be allocated for small business units. To complement the adjoining retail use, add value to locally produced goods and meet an identified need in the District, preference will be given to manufacture and processing of local food and drink products (where local is taken to mean grown within a 10 mile radius or within East Devon, whichever is furthest).

Recognising site specific considerations, policy requires development proposals to be based on further environmental, heritage and traffic assessment work and appropriate mitigation to be undertaken, if required.