

A Vision for Marlcombe

September 2025

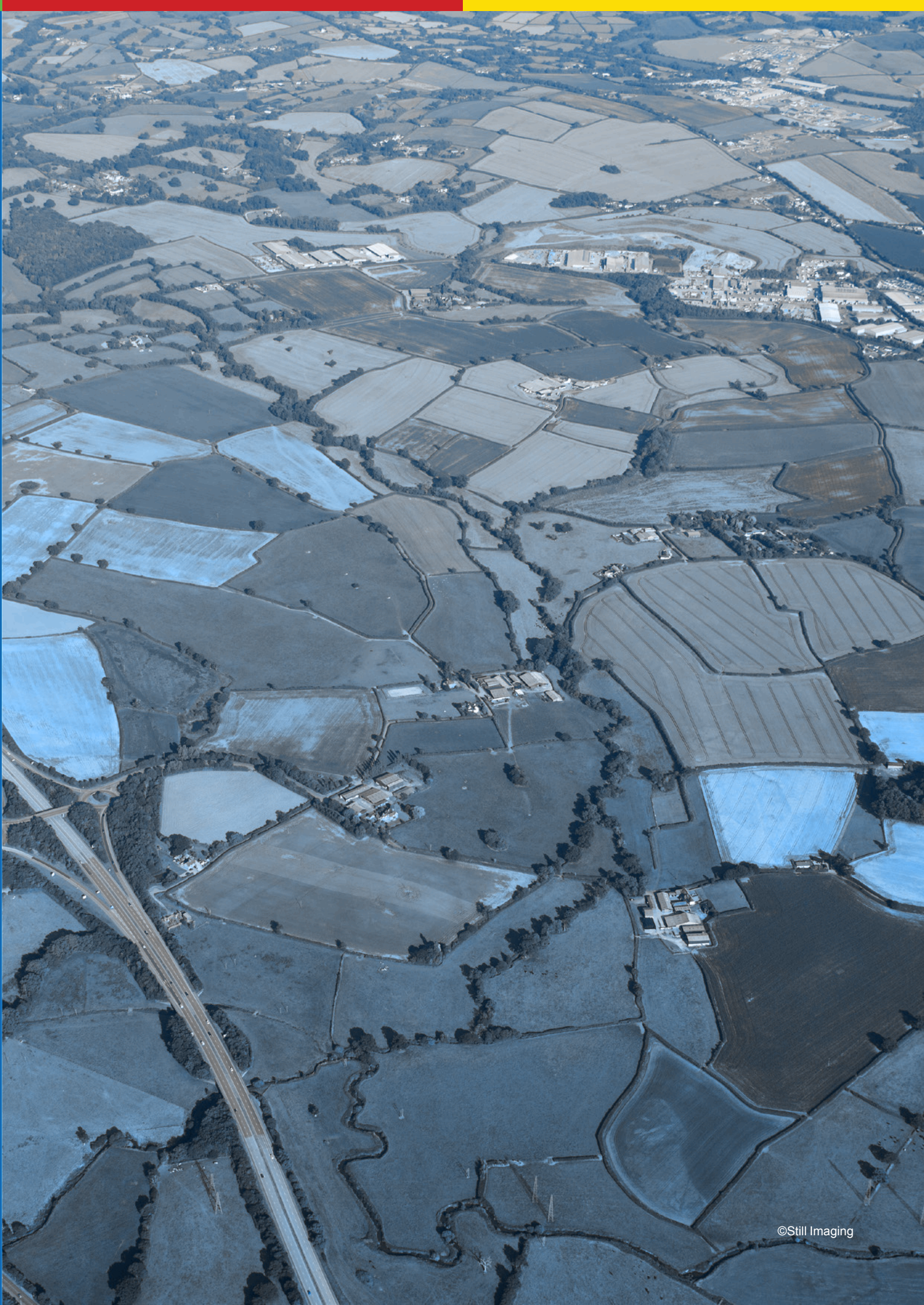
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1. Introduction

Site Boundary of Marlcombe



1.1 New Community: Marlcombe

East Devon District Council is developing a new Local Plan (2020 - 2042) to shape how the district grows and changes over the coming years. Replacing the current plan adopted in 2016, this will set out where and how new homes, jobs, and infrastructure should be delivered, in line with national planning policy and the need for new homes.

Recognising that approximately two-thirds of East Devon is covered by a National Landscape, the Council is pursuing a focused and sustainable approach to growth. A key element of this strategy is the development of Marlcombe, a new community to the east of Exeter. By concentrating development in a single, well-planned location, pressure is eased on the rest of the district.

Marlcombe will be a long-term strategic development that will start being built out during the life of this local plan, but with development extending beyond the life of this plan.

Marlcombe will deliver up to 8,000 new homes with long-term capacity for 10,000 alongside employment land, community infrastructure, and a connected network of transport and green spaces. It will be of a scale that can support the services, infrastructure, and employment needed for a self-sufficient, thriving community.

All 8,000 homes will be built on the land shown in the site boundary. The delivery strategy sets out a clear trajectory for how these homes will come forward over time. The settlement will be developed in phases, with around 3,300 new homes up to 2042 and around 4,700 additional homes following beyond the lifespan of this local plan.

Services and employment provision will also be phased with the delivery of at least 16.5 hectares of land for office, industrial and warehouse sectors (E) up to 2042.

Facilities and services will be delivered early and the first phase will provide at least 5 hectares of land including operational town centre uses, specifically to include retail, business and community uses. Marlcombe will build on the lessons learned from Cranbrook—drawing from its successes and challenges to create a healthier, more sustainable future for East Devon.

Strategic Location of Marlcombe

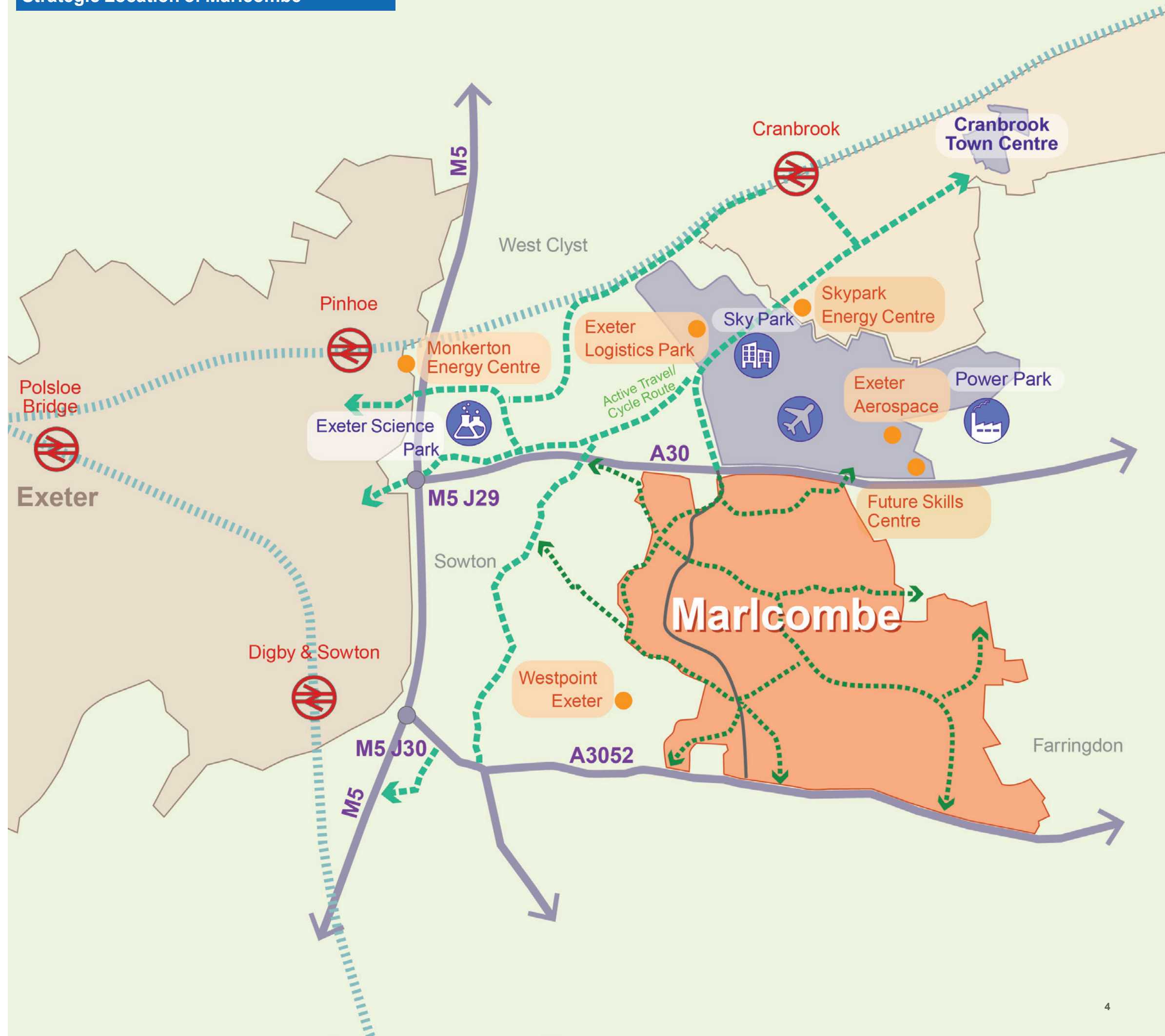
The new community, named Marlcombe, is located to the east of Exeter, between the A30 and the A3052. It is approximately 7km east of Exeter City Centre. Exeter Airport is located less than 500 metres north of the northern site boundary. Marlcombe will be in close proximity to Exeter Science Park and associated employment centres as well as Westpoint, a major showground and arena, is immediately to the west of the site.

The site is crossed by several existing roads, providing access to existing development within the area including small settlements, farms and the Hill Barton Business Park. These roads link the A30 to the north and the A3052 to the south. They are generally rural in nature and have not been designed to accommodate pedestrian movements.

Key routes to Exeter from the site include the A30 dual carriageway to the north and the A3052 to the south. Pedestrian permeability is present towards the north, with crossing points provided to the north of Bishop's Court Lane as well as a foot and cycle bridge over the A30.

To the north of Marlcombe there will be strong transport links to Cranbrook offering shared facilities and a rail link into Exeter and the wider area.

Marlcombe has the potential for strong active travel connections, with routes west along the A3052 towards Clist St Mary and Exeter and south along the Exe Estuary towards Exmouth. In the longer term, the completion of the Clist Valley Trail will further enhance the local active travel network.

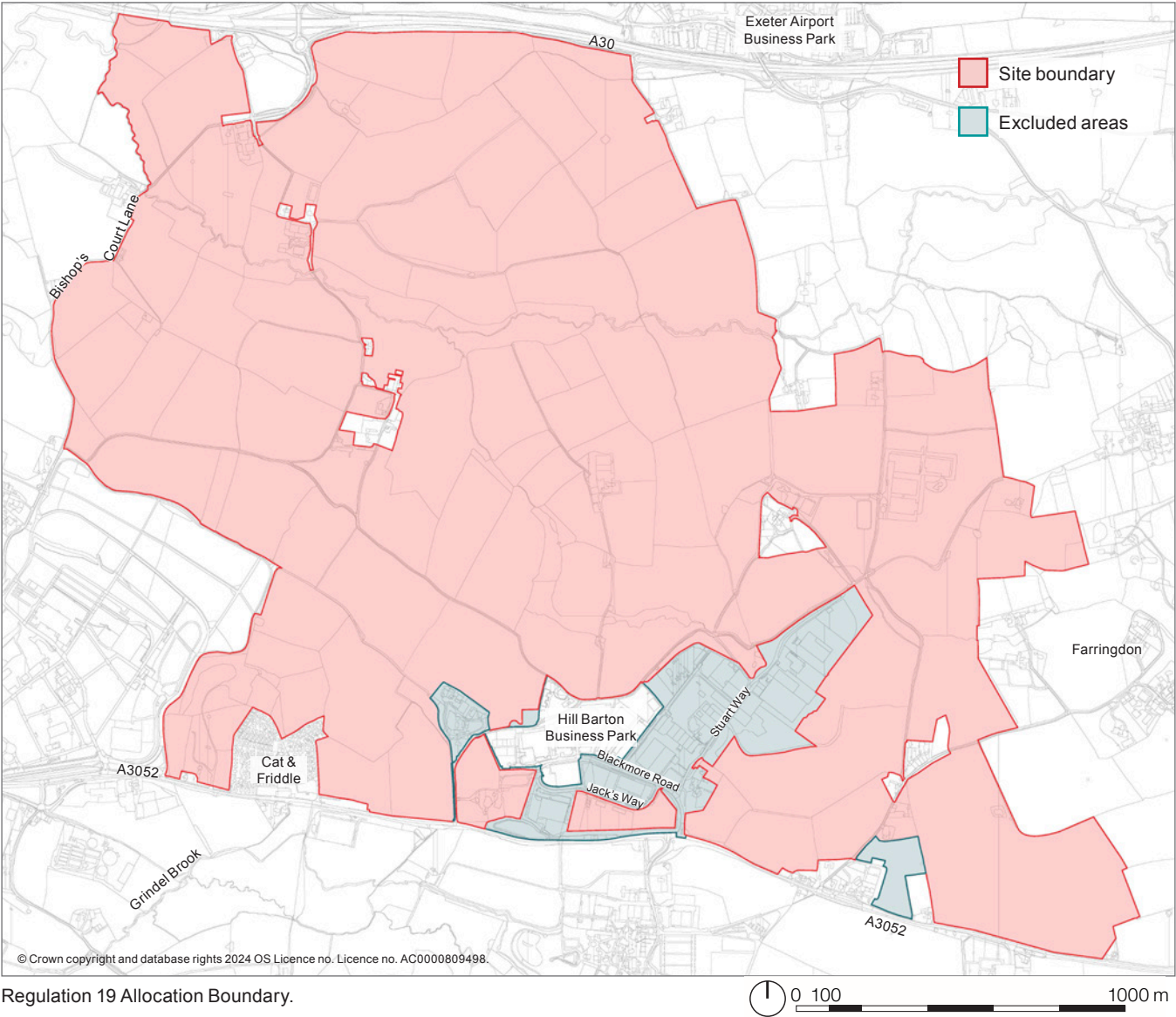


1.2 Site Boundary Update

The original site boundary, which was consulted on at Reg 18 of the Local Plan review, included 521 ha. Following this engagement the site boundary was reduced to 499 ha in April 2025 to exclude a greater extent of land within Hill Barton Business Park. The areas excluded are already utilised for employment uses and the opportunity for redevelopment or intensification was seen as limited.

Areas, adjacent to the A3052 that have already been committed for employment uses have also been omitted from the site boundary.

The landownership plots around listed and individual properties were also excluded as the boundary was further refined. This approach has been retained to reflect a realistic land budget. However, it is vital that all heritage assets are fully and thoughtfully integrated into the future settlement, with due regard for their setting and sensitivities.

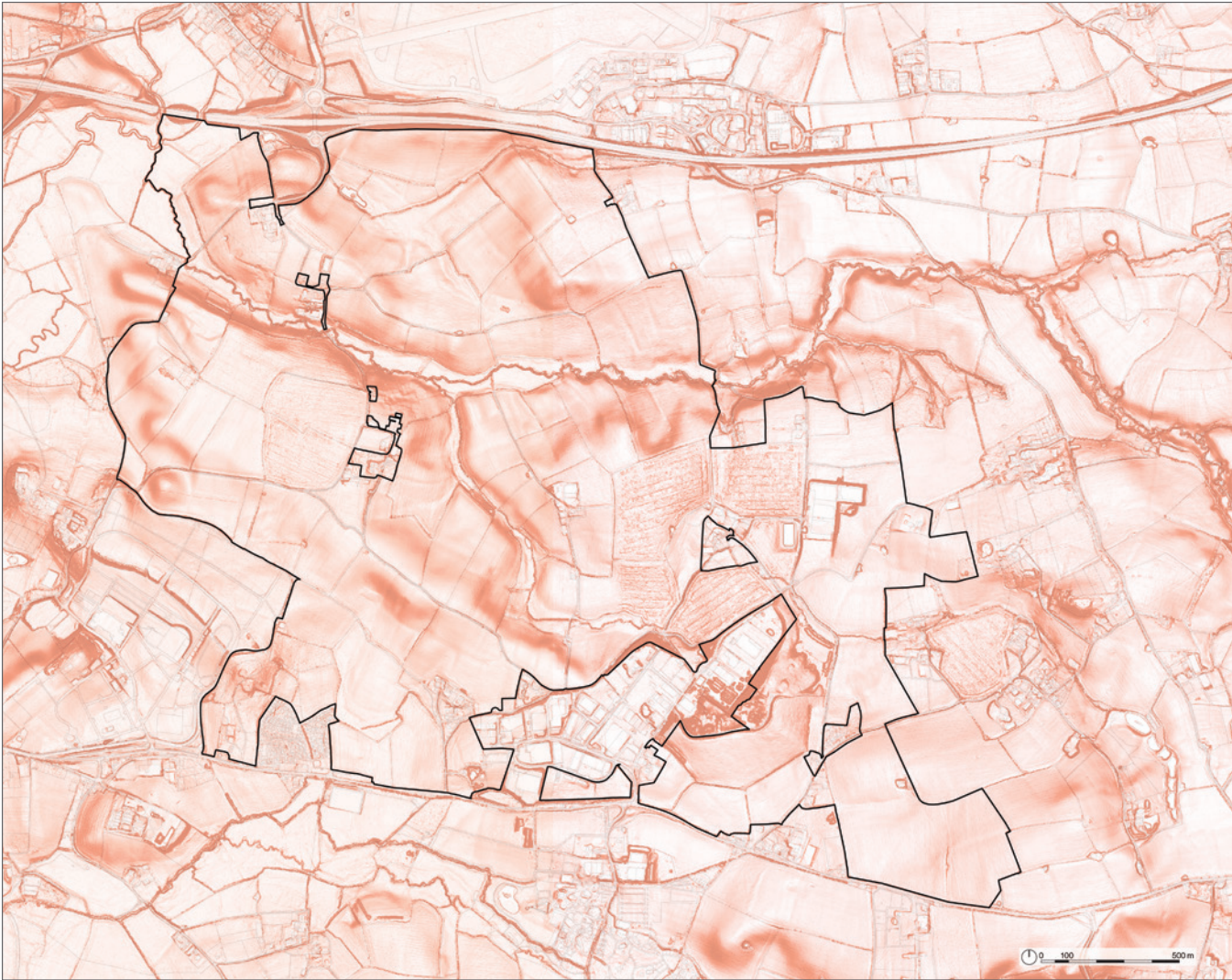
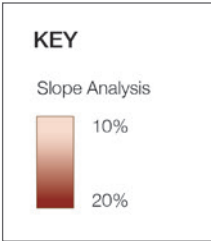


2. Site Characteristics and Masterplan Influences

2.1 Topography

We consider here the site characteristics and the unique design influences that have shaped the masterplan as it has developed.

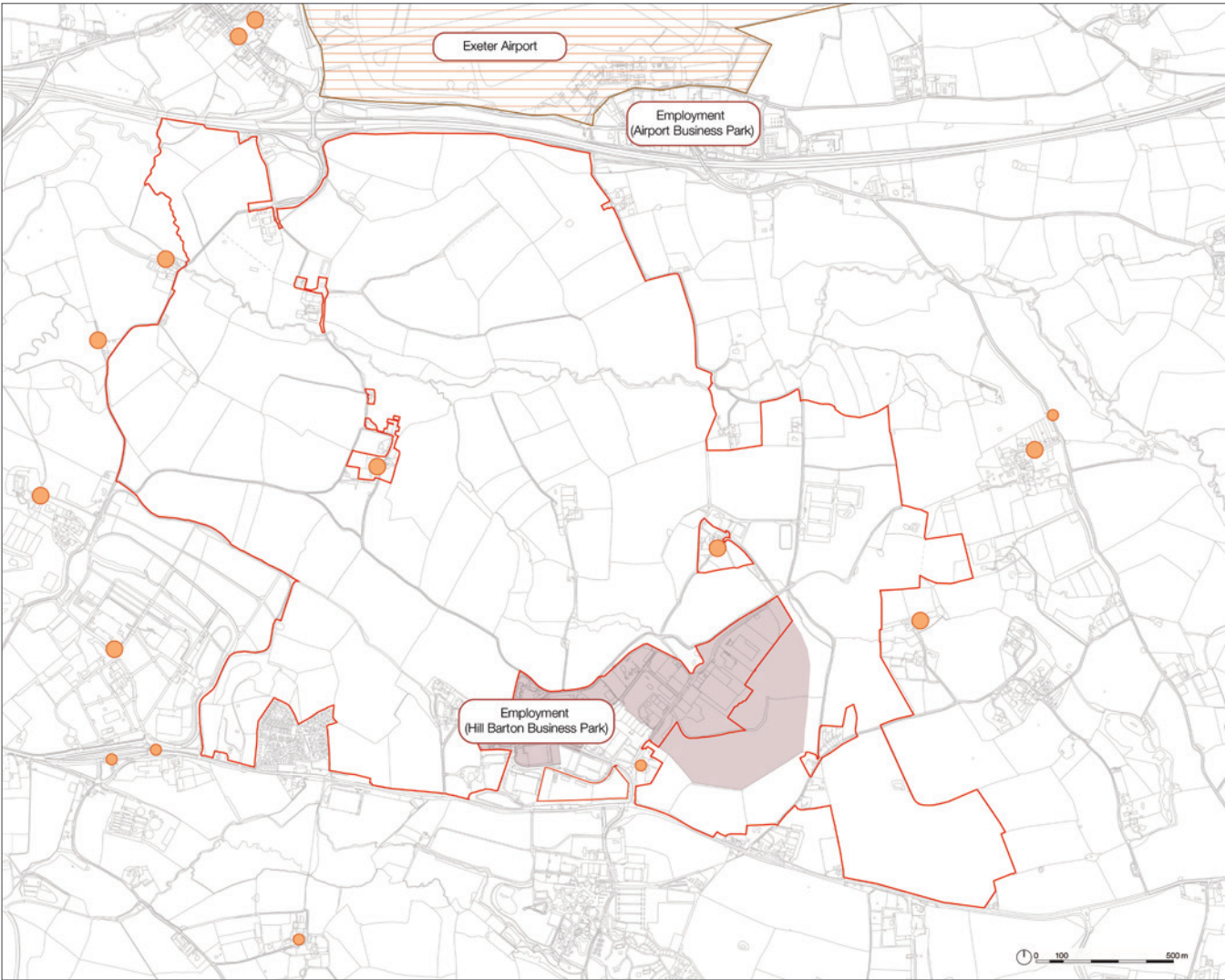
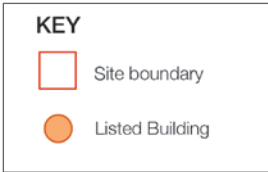
The rolling landscape is typical for East Devon. The topography is dominated by the valleys that run through the site from east to west. Along the embankments as well as in localised areas levels reach over 15% incline. The majority of the site ranges from 0-10% with very few areas being flat. There are a number of localised high points, reaching up to 44 m Above Ordnance Datum (AOD) and low points along the river corridor of 10 m AOD.



Topographical Analysis Plan.

2.2 Heritage

There are a number of heritage assets within Marlcombe's wider area and immediate context. These include listed buildings, historic farmsteads, traditional field patterns, and other non-designated heritage assets. Although the listed buildings lie beyond the site boundary, they must be considered sensitively in light of their specific heritage values and listing requirements. Nearby uses, including Hill Barton Business Park, Exeter Airport, and the Airport Business Park, have environmental and visual impacts on the historic landscape setting of the site.



Identified Listed Buildings.

2.3 Landscape

The Devon Landscape Character Assessment is undertaken at a county-wide scale and identifies Devon Character Areas (DCAs). The majority of the site lies within the Clyst Lowland Farmlands, including well managed, generally low hedgerows enabling views to distinctive wooded skyline hills.

To the east and west lies the Clyst Valley Regional Park. The wider area contains a number of key features which occur throughout, such as the character of rural lanes, the presence of large trees and hedges, and the character of existing historic settlements on the peripheries. Within the site the river corridor flows east-west through its centre.

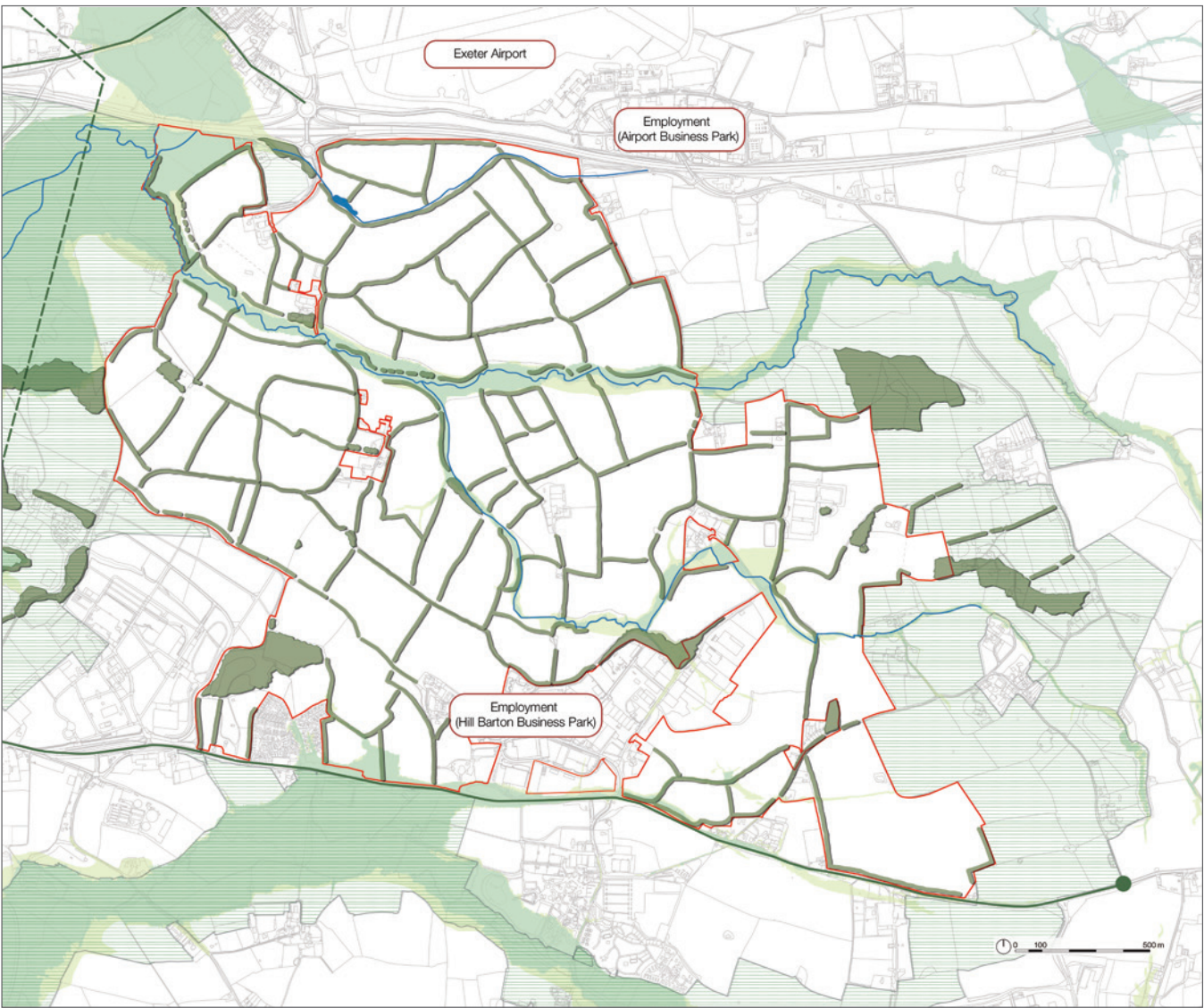


Existing landscape and watercourse within the site.

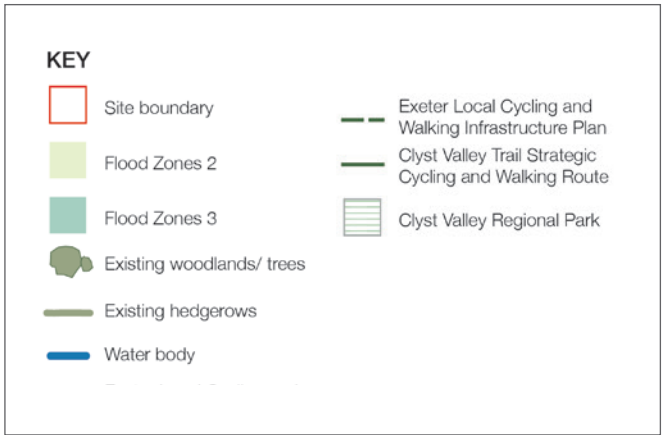


2.4 Flooding

Areas adjacent to the watercourses fall within Flood Zones 2 and 3a, with surface water flooding identified as a low to medium risk.



Landscape, Ecology, and Biodiversity Analysis Plan.



2.5 Utilities

There are a number of existing utilities crossing the site. The masterplan has taken these into consideration to mitigate excessive costs and substantial relocations. These include:

- Intermediate Pressure Gas Main (10 m easement either side of the main).
- Distribution Water Main (3 m easement on either side of the main).
- 32kV overhead electricity line with required maximum safety distance between 20.5-29.5 m.

Electricity & telecoms overhead lines will be diverted underground where possible.

Localised smaller utilities will be incorporated during the detailed masterplanning stages.

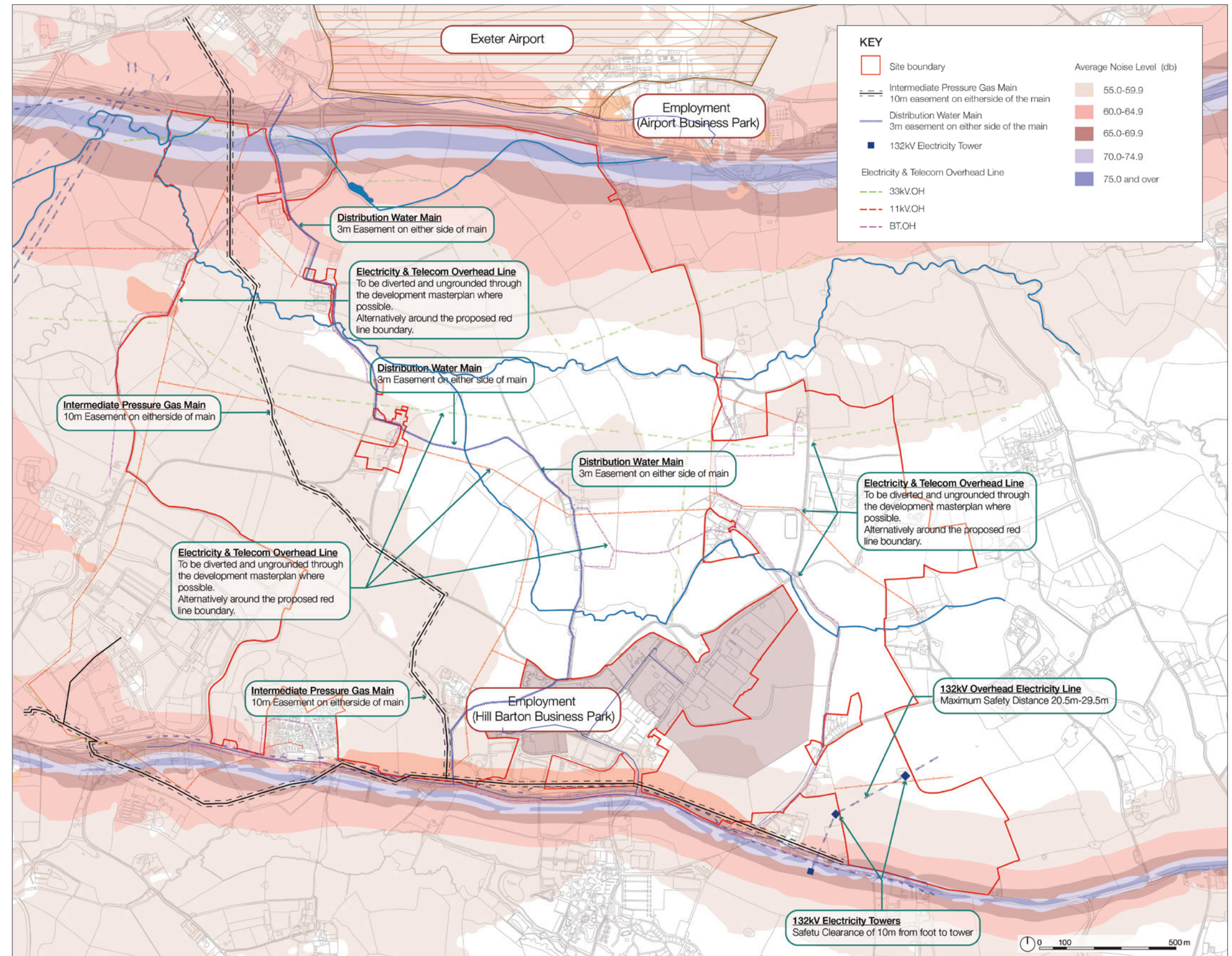
2.6 Noise and Air Quality

Primary noise sources affecting the site include the A30 dual carriageway to the north and, to a lesser extent, the A3052 to the south. In addition and to a lesser extent, commercial and industrial activities at Hill Barton Business Park and the airport flightpath are contributing to the site's overall noise environment.

Air quality and odour impacts have also been raised in regard to activities at Hill Barton Business Park.

2.7 Exeter Airport

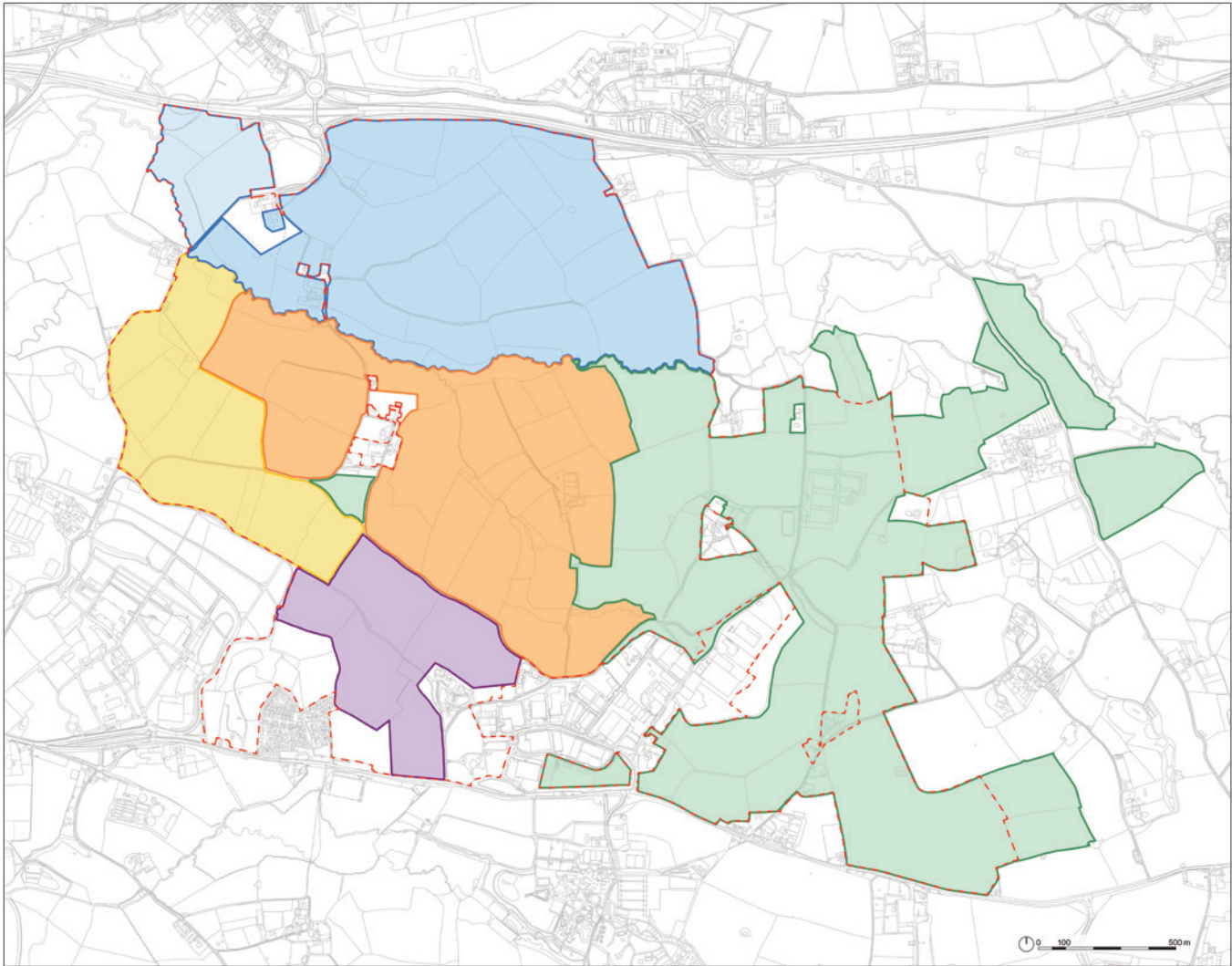
The airport is located 500 m north of the site boundary and will be a key stakeholder during subsequent design stages to ensure that operational and safety requirements are addressed.



Utilities Constraints Plan.

2.8 Land Control

The majority of the site is in controlled by 5 organisations with a larger number of smaller ownerships.



Majority Land Control Plan.

2.9 East Devon Characteristics

The character of East Devon is a unique combination of its distinctive landscape, including two designated National Landscapes and built form that has evolved through historical influences.

The masterplan has been developed based on the site-specific conditions and opportunities, alongside consideration of the surrounding built environment.

Together, this forms the foundation for the masterplan's evolution following the Reg 18 consultation.

Marlcombe is designed on a scale that will incorporate a variety of forms and characteristics, ranging from compact urban forms, similar to the historic market towns to rural development patterns taking inspiration from villages and farmsteads.

It is conceived as a settlement fit for the future, as well as taking inspiration from the past.

Although the region is largely rural, it encompasses the city of Exeter, market towns, villages set within rolling countryside, and scattered farmsteads

The Landscape Assessment identifies a number of landscape constraints. These include topography (watercourses, floodplains, elevated land, ridgelines and steep slopes); vegetation and ecology (deciduous woodland, grassland, traditional orchards, stream corridors, trees and hedges) and views.

In the development of the masterplan, these have been treated as opportunities to ensure that the new settlement is carefully integrated into the local characteristics.

- The floodplain has been kept free of development and is identified as public open space creating a central natural corridor and opportunity for biodiversity net gain.
- The topography has influenced the layout and the location of land uses, with the steepest and most visible areas either side of the valley kept free of development. The town centre is located in an area which is relatively flat and each neighbourhood retains the local highpoint as open space. This provides the opportunity for the detailed landscape design to pick up on the wooded hill-tops that are characteristic of the area.
- Retention of the existing lanes and their character as active travel routes.
- Establishing visual connections between the high points of each neighbourhood and the opportunity to create a wooded skyline, that is typical for the area.
- Retention of existing landscape features such as woodlands, hedgerows and traditional orchards. Detailed masterplanning stages will refine the strategy and integrate these features.



Site photos showing character of hilltop woodlands and existing lanes.

The market towns within the district are very different in nature and their origin. While Honiton is a planned town developed by a local lord, Axminster developed as a Roman roadside town. This difference is reflected in their urban form and structure. This variation in character is reflected throughout East Devon, where the form and structure of individual places is very much influenced by specific site conditions and their historic development. For example, the town centres of Ottery St Mary and Axminster are shaped around converging roads, creating clustered central areas, while Exmouth's historic centre, though more linear in layout, features a small central square. In contrast, Honiton and Budleigh Salterton are formed around a linear High Street.

Despite architectural and contextual variation, historic settlements are characterised by compact development forms, including 19th-century terraced buildings, linked cottages, or continuous frontages made up of linked buildings with varying character. Notably, these compact urban forms appear on both slopes and along contours.



Extract from EDDC Heritage Strategy: Cottages in the villages of Sidbury, Broadclyst and Broadhembury



Extract from EDDC Heritage Strategy: 19th Century 3 storey stucco villas in blocks of 4.



Extract from EDDC Heritage Strategy: Continuous terrace of late 18th and early 19th Century.



Extract from EDDC Heritage Strategy: Historic Towns of Honiton, Seaton and Axminster.

3. Engagement to Date

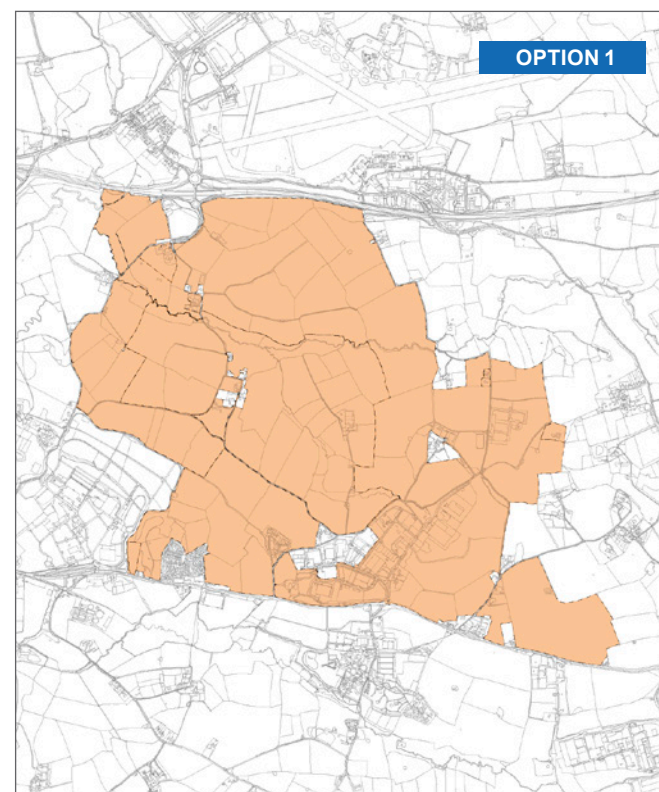
3.1 Location of Marcombe

An initial Issues and Options consultation was held between January and March 2021. This consulted on the potential distribution and form of future housing development, including possible locations for one or more new towns

Three options for the location of the settlement were consulted on between November 2022 and January 2023 as part of the Regulation 18 consultation for the Local Plan.

At that stage the current location (Option 1) was identified as the preferred location. This decision was based on:

- The site's ability to deliver on the vision.
- Feedback from consultation.
- The outcome of a comprehensive technical assessment and scored evaluation.
- A technical understanding of the environmental, landscape, infrastructure, development and delivery opportunities and challenges.



3.2 Regulation 19 (February 2025)

The first phase Regulation 19 consultation was undertaken earlier in 2025. This included all local plan matters with the exception of full policy details on the new community proposals. It did, however, include Strategic Policy WS01: Development of a Second new community east of Exeter.

Since then, further evidence and technical work have been undertaken.

Key comments included the importance of:

- High-quality design and distinctive design standards.
- Integration of heritage assets i.e. listed buildings, historic landscapes (woodland, pasture, parkland) into the design.
- Early delivery of infrastructure to align with development phasing, particularly green and blue infrastructure.

3.3 What You Told Us Before

Community as well as stakeholder engagement formed part of the process. This is a summary of comments received.

For further information please visit:
<https://eastdevonlocalplanreg19.commonplace.is/>



4. Vision

Marlcombe will be a self-sufficient, healthy and vibrant community with distinctive character. Delivering up to 10,000 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. The required priority infrastructure will be delivered first to support residents needs.

Marlcombe 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 to develop and thrive into the future.

Marlcombe will promote innovative design that will draw inspiration from the local context, respecting the setting of the historic farmsteads, traditional field patterns and country lanes, to create a rich character of its own. The town will be arranged around three distinct neighbourhoods each with their own character. Streets and spaces will be designed to encourage social interaction and will be well-connected with an integrated active travel network with comprehensive links to nearby employment, surrounding countryside, Cranbrook and the city of Exeter. The Town Centre will follow the local tradition of compact town centres consisting of high density linked terraces with a traditional market square.

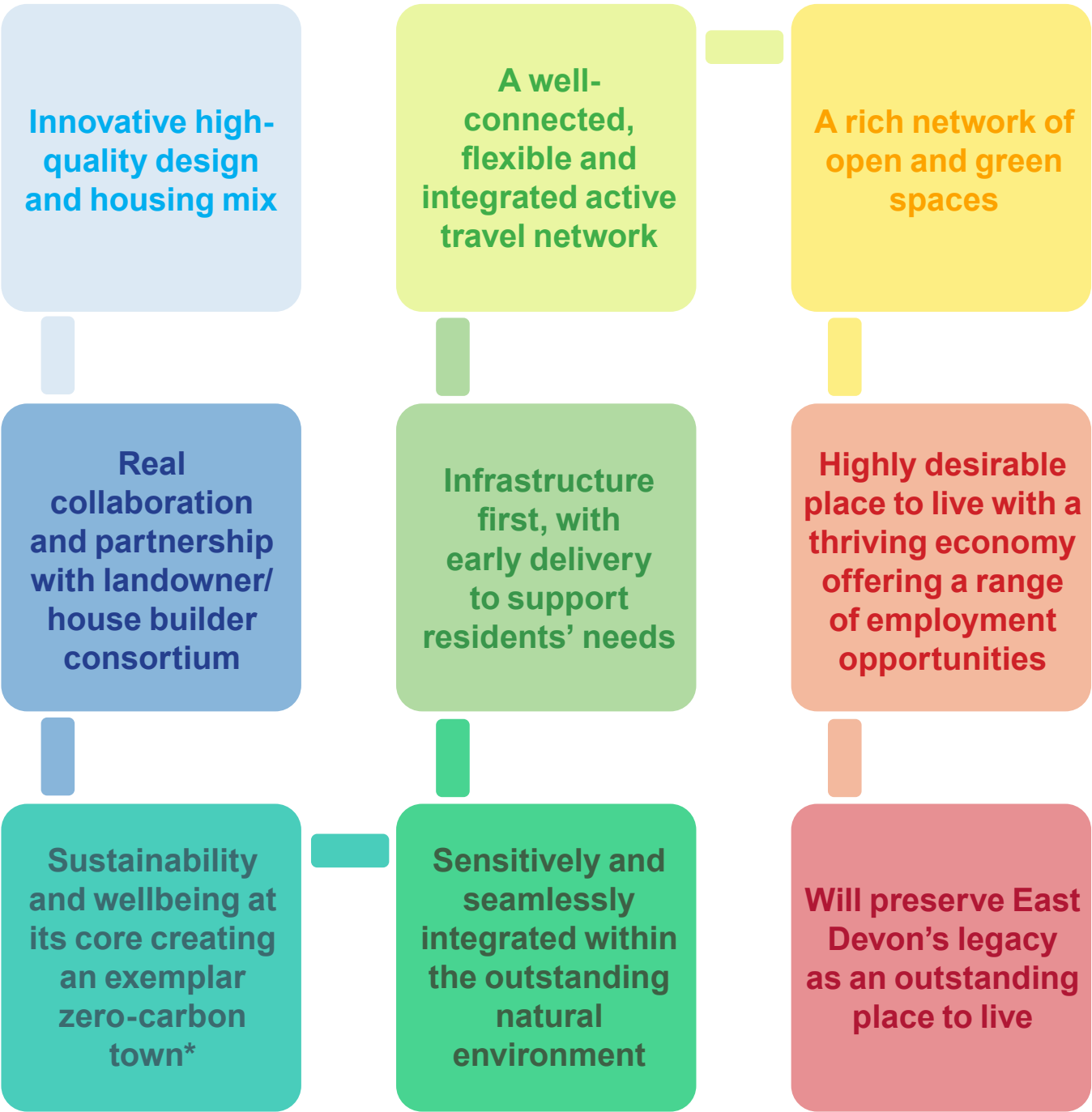
It will be underpinned at its core by sustainability, wellbeing, and healthy living, creating an exemplar zero-carbon town both in terms of self-sufficiency and design and by doing so it will provide a legacy to the benefit of future generations.

This sustainable community will be sensitively and seamlessly integrated with the rolling landscape of the Clyst Valley whilst retaining the physical and visual separation from the nearby villages of Farringdon and Cyst St Mary. Marlcombe's green spaces will contribute to the delivery of the Cyst Valley Regional Park whilst protecting the biodiversity of the Exe Estuary and East Devon Pebblebed Heaths.

Marlcombe will provide a rich network of substantial open space, food growing opportunities and diverse landscaping, including areas of enhanced ecology and biodiversity. Space for play, sport and recreation will be integrated through the town and build strong links to sports clubs around Cyst St Mary.

As a vibrant and adaptable new community Marlcombe will preserve East Devon's legacy as an outstanding place to live. The use of local materials such as stone and render finishes and labour with skills gained from Exeter College and from educational facilities within the town will be promoted to deliver on local priorities. Marlcombe will be somewhere residents can be proud of and where people of all ages and lifestyles will prosper.

Quality, Delivery, and Place



*EDDC have committed to delivery of the new settlement to a net zero (operational) standard. This means the carbon emissions associated with a building/development's operation (once completed) are zero on an annual basis.

4.1 Garden Community Principles

Marlcombe is designed with the benefit of lessons learned from other new strategic settlements, such as Cranbrook in East Devon, Healthy New Towns and many garden communities around the country. The development planning and delivery will further draw on the lessons learned by the New Towns Taskforce Principles.


Garden Community key principles (August 2018 Ministry of Housing, Communities and Local Government).

- **High quality place-making** is what makes garden communities exemplars of large new developments, and all proposals must set out a clear vision for the quality of the community and how this can be maintained in the long-term, for instance by following Garden City principles.
- **Clear identity** – a distinctive local identity as a new garden community, including at its heart an attractive and functioning centre and public realm.
- **Sustainable scale** – built at a scale which supports the necessary infrastructure to allow the community to function self-sufficiently on a day to day basis, with the capacity for future growth to meet the evolving housing and economic needs of the local area.
- **Well-designed places** – with vibrant mixed use communities that support a range of local employment types and premises, retail opportunities, recreational and community facilities.
- **Great homes** – offer a wide range of high quality, distinctive homes. This includes affordable housing and a mix of tenures for all stages of life.
- **Strong local vision and engagement** – designed and executed with the engagement and involvement of the existing local community, and future residents and businesses. This should include consideration of how the natural and historic environment of the local area is reflected and respected.
- **Transport** – integrated, forward looking and accessible transport options that support economic prosperity and wellbeing for residents. This should include promotion of public transport, walking, wheeling and cycling so that settlements are easy to navigate, and facilitate simple and sustainable access to jobs, education, and services.
- **Healthy places** – designed to provide the choices and chances for all to live a healthy life, through taking a whole systems approach to key local health & wellbeing priorities and strategies.
- **Green space** – generous, accessible, and good quality green and blue infrastructure that promotes health, wellbeing, and quality of life, and considers opportunities to deliver environmental gains such as biodiversity net gain and enhancements to natural capital.
- **Legacy and stewardship arrangements** – should be in place for the care of community assets, infrastructure and public realm, for the benefit of the whole community.
- **Future proofed** – designed to be resilient places that allow for changing demographics, future growth, and the impacts of climate change including flood risk and water availability, with durable landscape and building design planned for generations to come. This should include anticipation of the opportunities presented by technological change such as driverless cars and renewable energy measures.

The locally developed vision and objectives are enhanced by a commitment to meeting the Governments' Garden Community Principles.

4.2 New Towns Taskforce Principles

The Site Allocation Masterplan has been designed in accordance with the New Towns Taskforce's draft principles (shown below).

 VISION LED have a clear long term vision for each town, with a distinct identity, so they become places residents are proud to call home.	 HIGHER DENSITY be built at a higher density that enables residents to walk to local amenities, take advantage of easier travel further afield and relax in shared, inclusive, open green spaces close to home.	 LONG-TERM STEWARDSHIP have a clear plan for maintaining the town through its lifetime, to ensure it continues to meet residents' needs.	 COMMUNITY ENGAGEMENT establish clear and effective ways to engage the local community in shaping the vision and goals for the area.	 WELL-CONNECTED have effective public transport within the town itself as well as links to wider transport networks and support cycling and walking.
 BUSINESS CREATION, GROWTH AND EMPLOYMENT OPPORTUNITIES provide jobs for residents and enable businesses to grow, supporting the government's economic growth mission.	 HEALTHY AND SAFE COMMUNITIES promote healthy lives, providing communities with easy access to parks and nature.	 BALANCED COMMUNITIES provide a diverse range of high-quality housing with a range of housing types to suit the needs of a balanced community, including affordable housing and homes for social rent.	 SOCIAL INFRASTRUCTURE focus on building thriving communities, ensuring access to good schools, cultural and sporting facilities, healthcare and hospitals to ensure new residents have the facilities they need from the outset.	 ENVIRONMENTAL SUSTAINABILITY support climate resilience and biodiversity and be ambitious in meeting environmental targets, meaning cleaner air, more parks and green spaces that are better for wellbeing.

Credit: New Town Taskforce, Building new towns for the future (Interim Update, February 2025)



5. Land Budget

Land Budget	Gross Land Take (ha)
Residential area	172.1
Gypsy & traveler pitches	3
Employment - Office (E)	10
Employment - Industrial (E)	30.7
Town Centre + 2 Neighbourhood centres	15
Education: primary scool, educational campus	23.5
Energy infrastructure	10.95
Materials Recycling Facility	4.05
Waste Water Treatment	1.5
Mobility hubs	1
Cemetery	1
Park and Ride	3
Primary Substation	1
Open Space <div>SANG 150.4 ha</div> <div>Parks, Gardens, Amenity Green Space, and Play areas 41.3 ha</div>	191.7
All outdoor sports (pitches, plus courts and artificial surfaces)	20
Primary Access Road	10.1
Total	498.6

5.1 Land use

The Marlcombe site covers approximately 499 hectares and will deliver 8,000 new homes, employment land, and infrastructure, including social and community facilities. The expansion of the town to 10,000 homes will require further employment land, social and community facilities, including an additional primary school. Some facilities, such as a new health centre for Marlcombe, will need to be designed to accommodate the needs of the full 10,000 homes in the town.

Since the Regulation 18 consultation the land budget has evolved to take account of stakeholder comments and the evolving infrastructure requirements to serve the new community and evolving evidence base. Notably, the land budget for the masterplan includes provision for an additional 21.5 hectares for park & ride facilities, waste water treatment plants, material recycling facilities, primary substations, mobility hubs, and an area for ground-mounted photovoltaics.

6. Infrastructure – Priority Social and Physical Infrastructure

It is the ambition to deliver social and physical infrastructure early and ensure that residents are well served in the short and long-term. This will include a phased strategy, including bus priming and developing shared facilities with Cranbrook. This approach is supported by the Infrastructure Delivery Plan.

A key project challenge is to bring forward physical and social infrastructure early, seeking to balance need ambition, funding Viability is very sensitive to early infrastructure delivery.

We will need to balance this priority with the economic case to support it with Central government funding being key.

We know that the following early priorities must underpin the delivery strategy:

1. Primary Access Road and key junction improvements.
2. The Education Campus and the Town Centre.
3. Waste water treatment provision.
4. Suitable Alternative Natural Green Space (SANG).
5. Utilities as part of a Smart Delivery Agenda.

Primary Access Road and Junction Improvements

The Primary Access Road is important to provide:

- Early access, north to south.
- Lateral access to adjacent development parcels, both for construction traffic and for occupiers.
- A central utilities highway.

Junction improvements will be brought in to accord with the early mitigation recommended to be necessary by the Traffic Modelling, once agreed.

Approximate budget: £100m

Social and Community Infrastructure

It is the Council's wider objective to set up an assertive delivery vehicle to pro-actively make sure the ambitions are being delivered. This includes working closely with partners to deliver key community infrastructure, such as healthcare facilities, neighbourhood health hubs, family hubs, places of worship, and other community buildings.

The Education Campus and the Town Centre

The Education Campus (circa £85m*) and the Town and Neighbourhood Centres (circa £75m) will be designed each to be part of the other. They are a critical piece in the place making puzzle and their delivery will be carefully engineered to ensure synergy with the growing adjacent population. The opportunity to create “something special” will be fully explored. Health provision will be a core part of the town/neighbourhood centres.

Approximate budget: £160m

*This is the approximate capital cost of the education campus to serve the 8,000 homes in the masterplan. The education campus will ultimately provide education places for the full 10,000 homes in Maricombe plus pupils from the wider area.



Shops and cafés located within town centres and neighbourhood centres.

Waste Water Treatment Provision

The optimal solution is for Southwest Water to make an early commitment to provide a new off-site wastewater treatment facility. Recognising that we have no control over South West Water, we have developed an alternative and parallel strategy. This involves the deployment of a series of packaged treatment plants, likely to be installed and maintained by an Inset Provider. The technical detail of this strategy will evolve as part of proving its efficacy as a solution and discussions with Southwest Water will continue, thereby providing us with two potential solutions to the problem.

Approximate Budget: Nil, as the costs will fall to Southwest Water / the Inset Provider.

SANG

Experience from other peer developments has established that a SANG with complementary leisure facilities is critical to the establishment of place and is required to mitigate the impact of development upon the European protected habitat sites.

Approximate budget for Phase 1: £5m



Primary school building and public realm.

Utilities

The adoption of a Smart Agenda will see the utilities strategy designed with more than one purpose in mind. For example, we will look to embed our strategies for heat and power into the wider sustainability strategy and we will adopt a fibre broad band model that aims to deliver an income stream in addition to the service (subject to further detailed work).

Approximate budget: £TBC

It is apparent from the above that a potential financial impact of approximately £270m will need to be managed. This can only be done with significant public sector intervention, in conjunction with the returns that will flow from S106 contributions.

(Please refer to the comprehensive Infrastructure Delivery Plan for further detail).



Sustainable Alternative Natural Green Space (SANG).

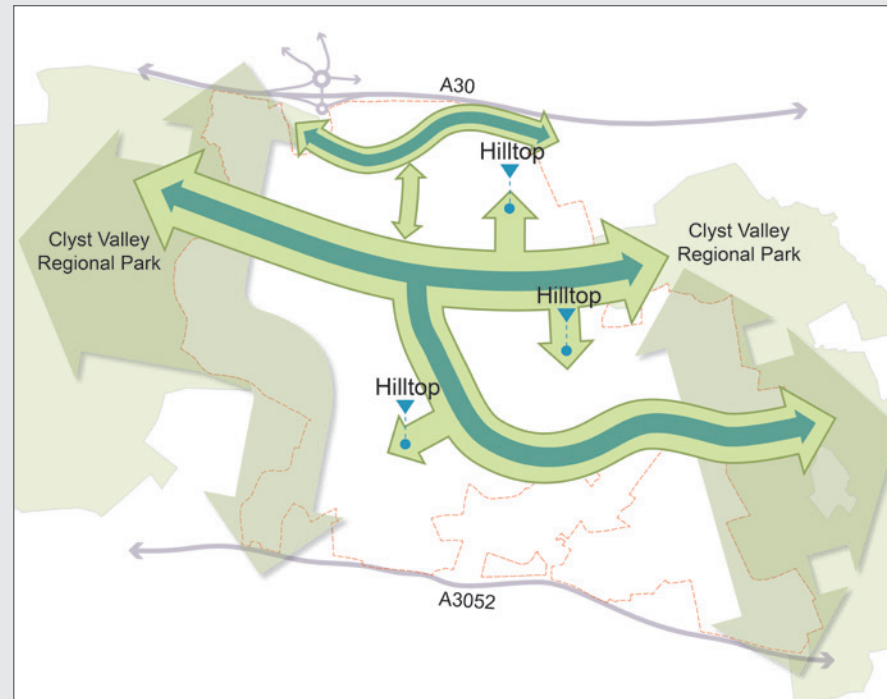
7. Masterplan: Concepts, Development and Strategies

7.1 Concepts

To create a self-sufficient, healthy, and dynamic community with a distinctive character, Marlcombe will be developed in accordance with the four overarching concepts (outlined below) and the principles of place-shaping.

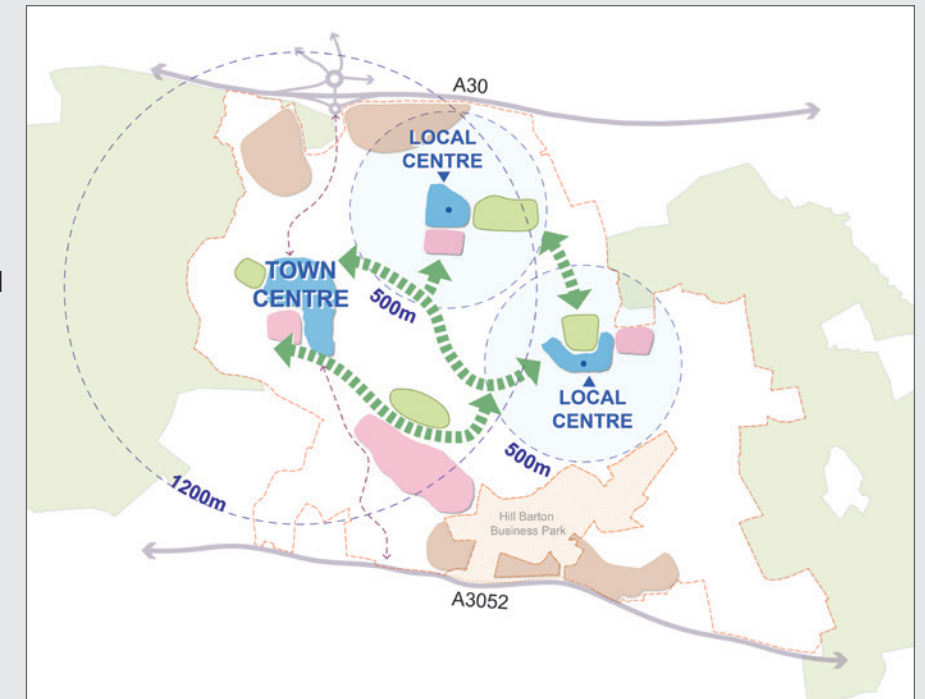
Masterplan Concept 1: A Connected Green - Blue Infrastructure

- Provide a network of connected, accessible and high-quality open spaces that includes tree lined streets, opportunities for local food growing and natural play, that integrate with topography and the wider green and blue infrastructure network.
- Connect to Clyst Valley Regional Park incorporating the brooks and naturally valleys that contributes to, and enhance ecological networks and habitats, which are integrated into the wider green and blue infrastructure beyond the new community.



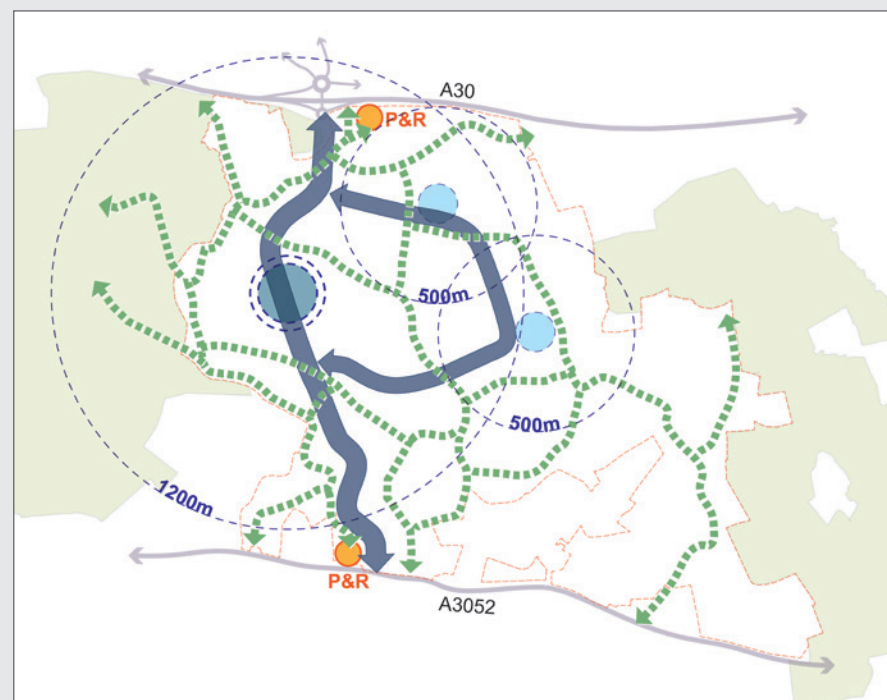
Masterplan Concept 3: Well Served Communities

- Create three walkable neighbourhoods, each centred around a primary school, a local centre, and open space — providing a focal point for community activity, retail and leisure uses, and key social infrastructure close to residents.
- Key destinations beyond the new community should be linked by accessible, attractive routes that promote active travel.
- Locate town and neighbourhood centres where they are accessible to the planned housing, and are of an appropriate scale to meet the day-to-day needs with a range of retail, leisure, cultural, community, health and service facilities.



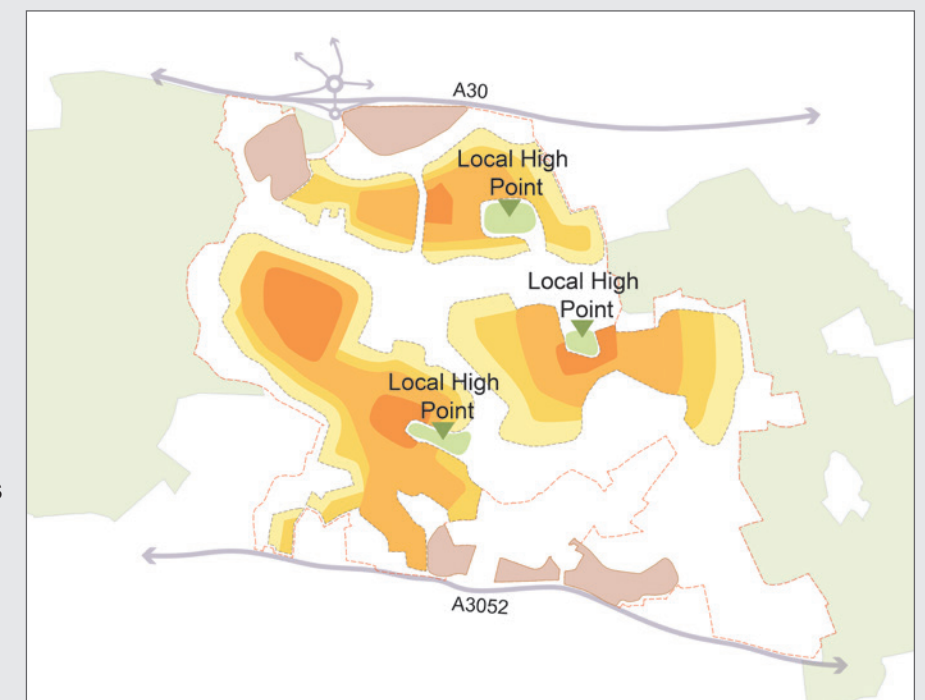
Masterplan Concept 2: Movements and Active Travel Networks

- Establish a comprehensive and integrated network of high-quality and attractive active travel routes.
- Create multi-functional, multi-modal streets that provide attractive places for people walking, cycling and public transport users.
- Connect Marlcombe to strategic active travel and public transport routes creating links to Cyst Valley Regional Park, Cranbrook and local employment.



Masterplan Concept 4: Variety of Built Forms

- Create three distinct neighbourhoods, sensitively integrated into the existing natural topography, taking account of steeper slopes and view across valleys and from highpoints.
- Provide homes at a range of densities, with higher densities located in and around centres and primary transport routes.
- Draw on existing local characteristics of historic East Devon towns and villages, incorporating tight urban forms, such as terrace homes.

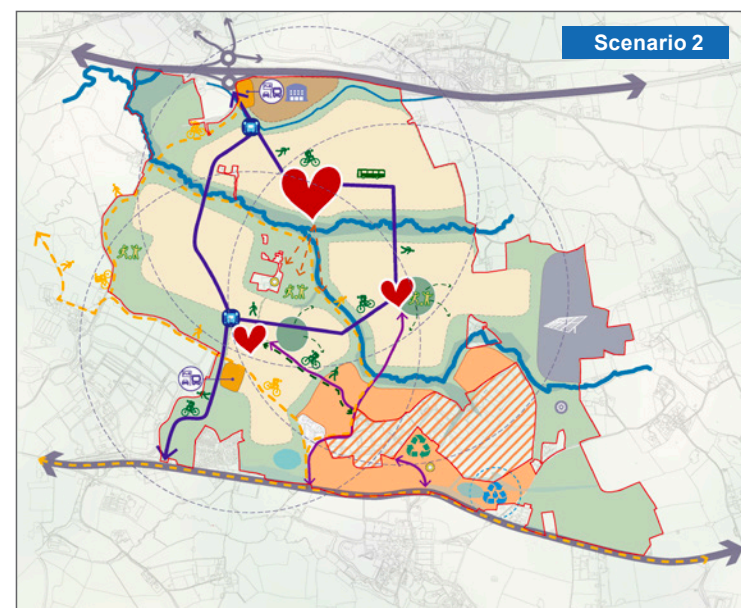
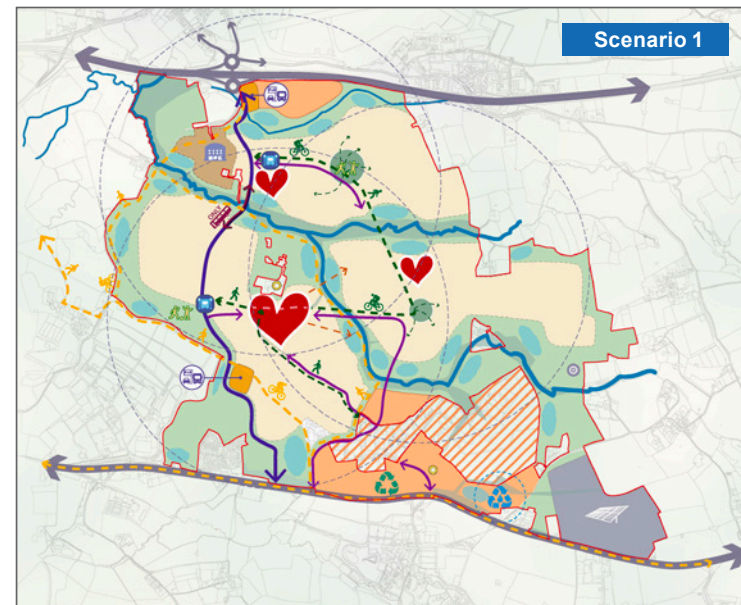


7.2 Masterplan Development

The masterplan has been refined in line with community and stakeholder feedback and emerging technical work. The following overarching principles have been consistent through this process:

- Three neighbourhoods with a centre and school in each to provide day-to-day facilities and services locally.
- Retention of the river corridor and creation of a landscape 'heart'.
- Provision of a direct public transport and active travel route from the A30 to the A3052.
- Mixed-use town centre located within a visible and accessible location.
- New employment uses located at the A30 and on the A3052 adjacent to Hill Barton.
- Two Park & Ride facilities located at the new access points on the A30 and A3052.
- Retention of ancient woodlands and Clyst Valley Regional Park to provide landscape buffer to adjacent communities.
- Key changes within the process of refinement of the site-allocation masterplan included the provision and land take of the Waste Water Treatment Works and Material Recycling Facilities.
- Balancing the employment land with an increase of employment land adjacent to the A30.
- Location of the Town centre.
- Location and incorporation of infrastructure land (and areas for ground mounted photovoltaic).

September 2024

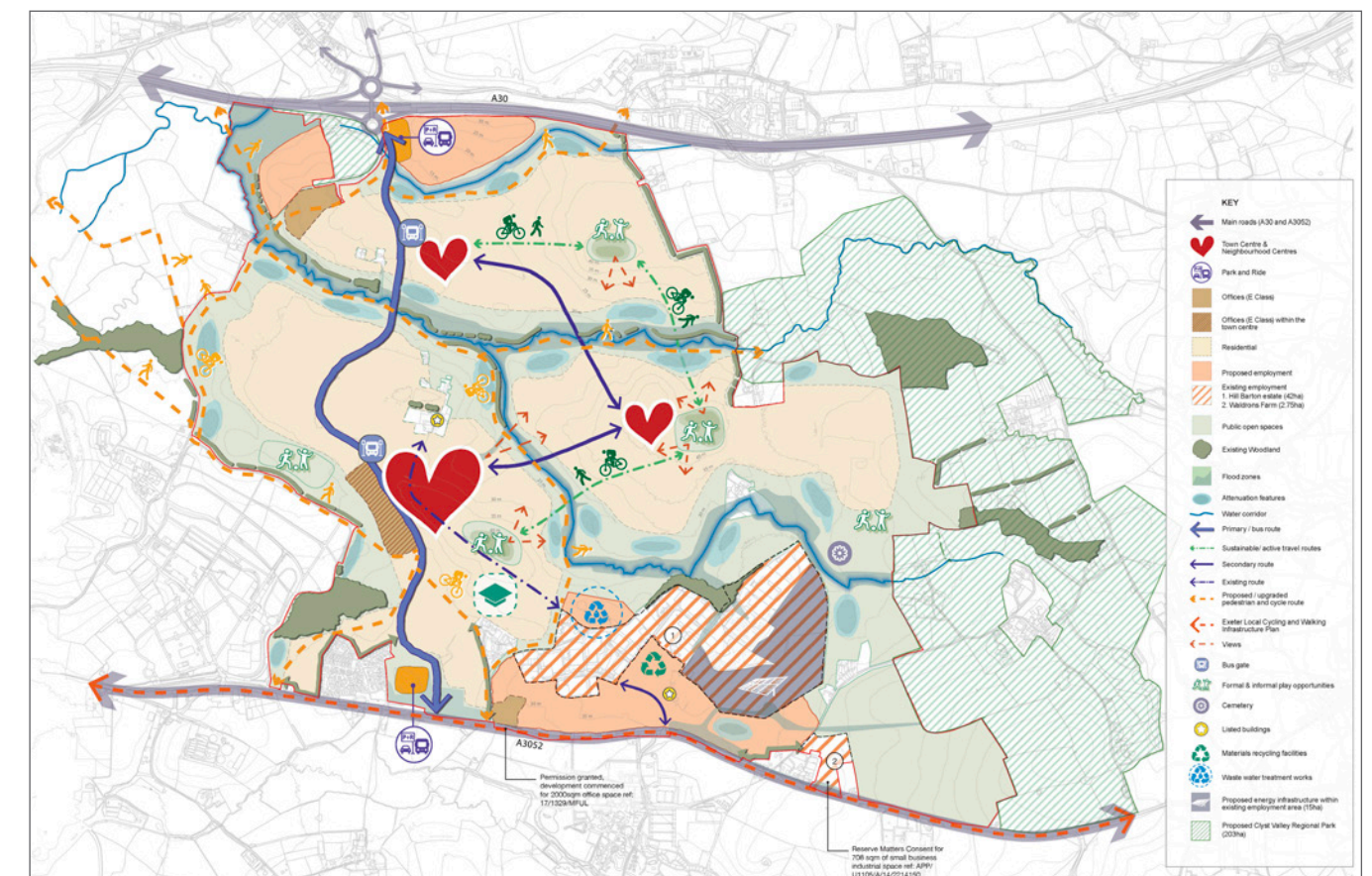


Illustrative Masterplan, September 2024

January 2025

Key changes:

- Retained principle of three neighbourhoods.
- Town centre located with visibility/prominence on key route.
- Flexibility in the alignment of the primary through-route.
- Managing the employment balance between A30 & A3052.
- Topography.
- Combination of linear drainage features & basins.
- Park & Ride southern location.
- Frontage to A3052.



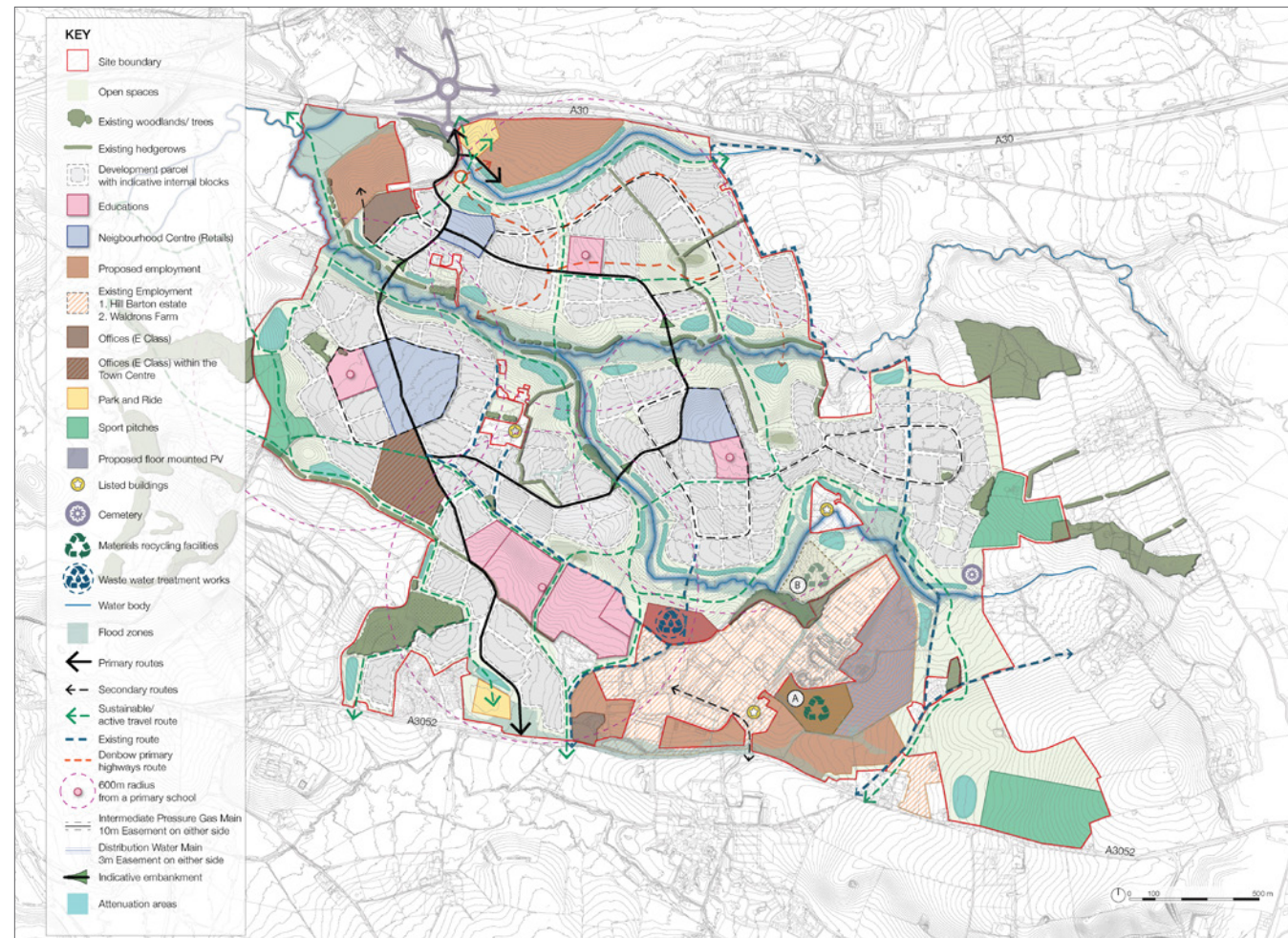
Illustrative Masterplan, January 2025

May 2025

Further feedback from consultees and changes to the land budgets led to the refinement of the concept masterplan. Changes that shaped the preparation of the site-allocation masterplan, included:

- Refinement of education requirements.
- Refinement of town and neighbourhood centre locations and requirements.
- Review of existing hedgerows and topography and adjustment of indicative parcels.
- Refinement of indicative location of primary street location.

These plans included further detail on the location and size of centres, playing fields, primary and secondary schools, infrastructure and utilities and the broad alignment of the primary streets.



Illustrative Masterplan, May 2025

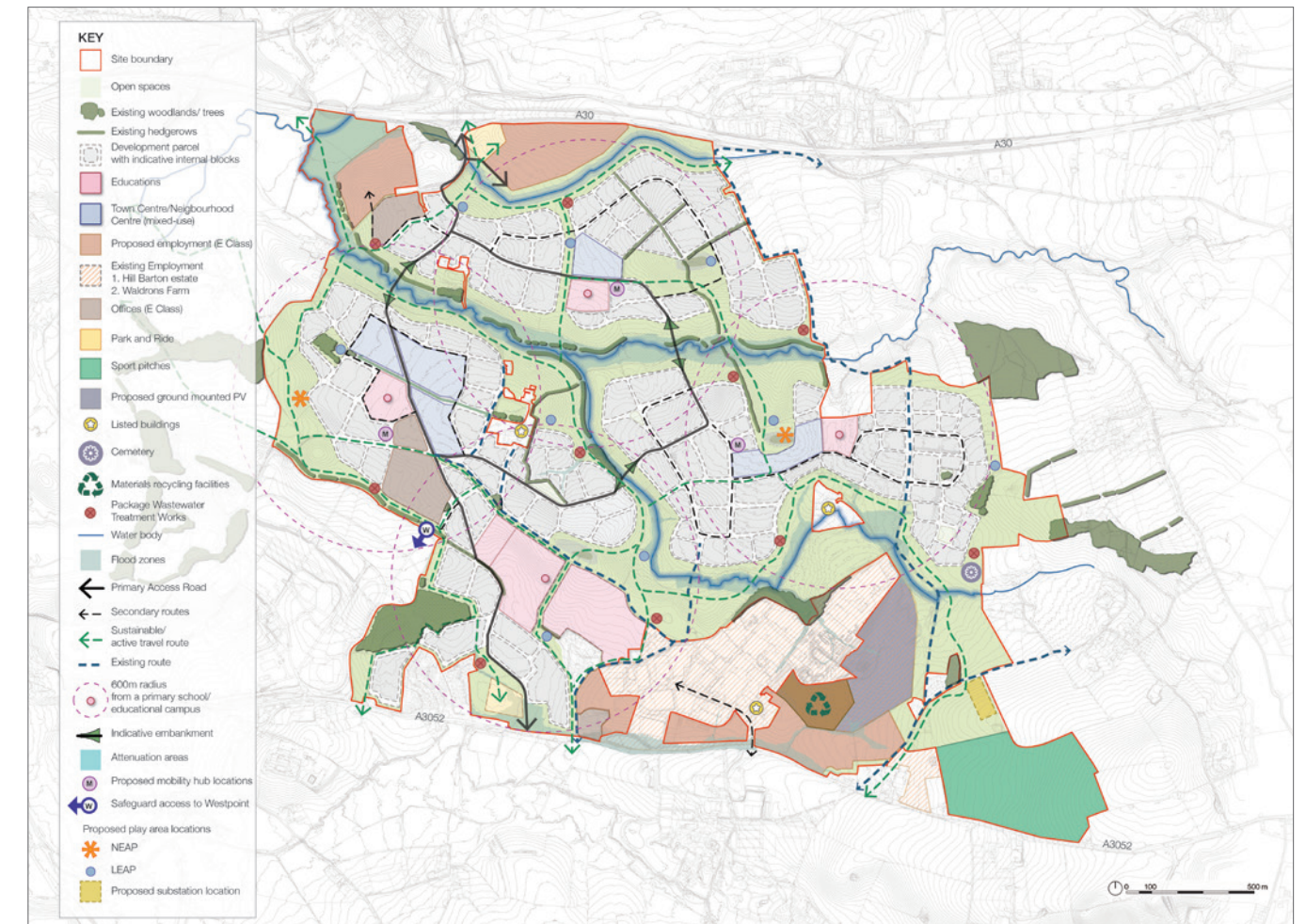
July 2025

The masterplan as shown below will be consulted upon in the second Regulation 19 consultation (see section 2.2).

The design concept, land budget and placemaking principles are described in the following sections.

Key final changes included:

- Refinement of centre and school locations and sizes.
- Consolidation of Sports pitches into a single location in the southeast, near the A3052.
- Reflection of changed waste water drainage strategy from a single plant to 10 smaller localised provision.



Illustrative Masterplan, July 2025

7.3 Masterplan Strategies

This section describes the masterplan in further detail and sets out the following principles. These have been established through engagement and technical work and will guide the spatial layout and future identity of Marlcombe.



Integrated landscape elements in local streets and paths.



Outward facing development, overlooking natural landscape.



A combination of high-quality homes, open spaces, and play areas creates welcoming places for families to thrive.

7.3.1 Built Form

Residential Area:

- Provide for 8,000 new homes of mixed tenure, type and size to create a mixed community and wide range of housing opportunities.
- Gypsy and Traveller Provision (3 ha) of at least two or more sites accommodating at least 30 pitches. Their specific location will be determined as the detail of the masterplan evolves and will be integrated within Marlcombe's overall development proposals.

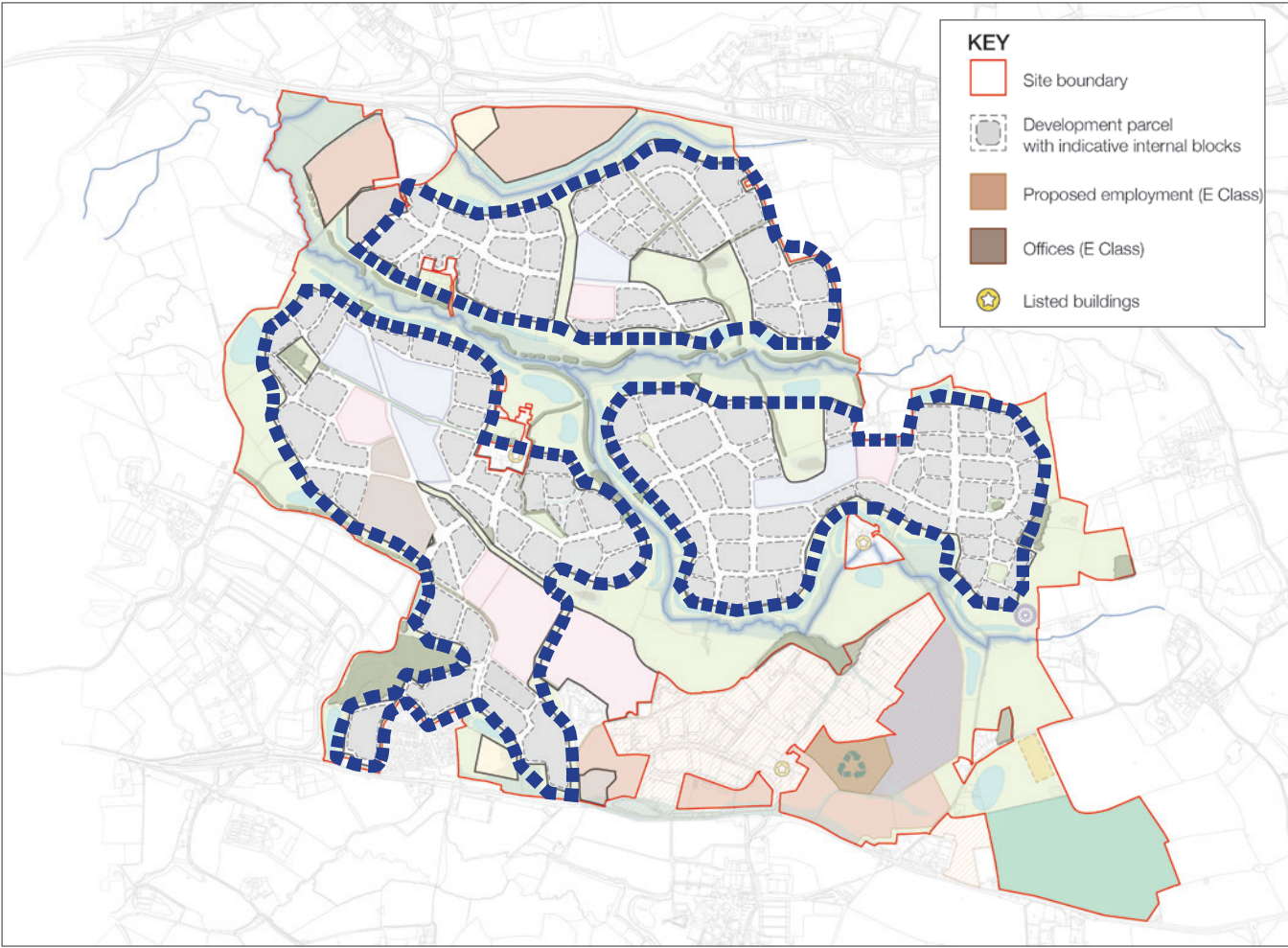
Employment Area:

- At least 10 hectares of land for the office sectors (E). Some of this is expected to be delivered as part of mixed-use development within the town centre subject to market. At least 30 hectares of land for industrial and warehouse sectors (E), located adjacent to the A30 and the A3052 to provide convenient access to wider highway network and co-located with existing uses in Hill Barton. Part of this area is already within employment use and within the Plan period it is considered suitable for intensification to create a local increase in jobs.

Masterplan Principles:

- Be designed around three walkable neighbourhoods, each providing a range of accessible services and facilities. Where important destinations are necessarily located beyond Marlcombe, these should be linked by accessible and attractive routes which support and encourage active travel.
- Ensure positive views and visual connections between neighbourhoods, across and along the valleys as well as towards the wider countryside.
- Protect and retain the permanent physical and visual sense of separation of Farrington.
- Provide an average density of at least 45 dwellings per hectare, with distinct changes in density and character ranging from 20 dwellings per hectare to 75+ dwellings per hectare. Well designed higher density housing promotes social cohesion and benefits to physical and mental health.

- Locate higher development densities of at least 55- 60 dwellings per hectare in and around the town and neighbourhood centres, transport hubs and key destinations subject to site specific sensitivities such as landscape, character and heritage.
- Deliver community facilities for shared use, such as outdoor and indoor sports and leisure provision and positively integrate schools into the settlement.
- Provide a mix of housing types, sizes (including those suitable for extended family living), and tenures that reflect the identified housing needs and demands as set out in the council's most up to date evidence of housing need.
- Show how the mix of housing types, sizes and tenures will be coordinated through each phase of delivery.
- Implement the energy hierarchy at all scales and demonstrates a fabric first approach.
- Provide measures to reduce the whole-life impacts by creating adaptable, durable buildings and employing construction methods and materials which minimise embodied emissions.
- Ensure housing contributes to a balanced community, supporting social, economic, and environmental sustainability.



Plan illustrating indicative development parcels (Residential and Employment Areas).

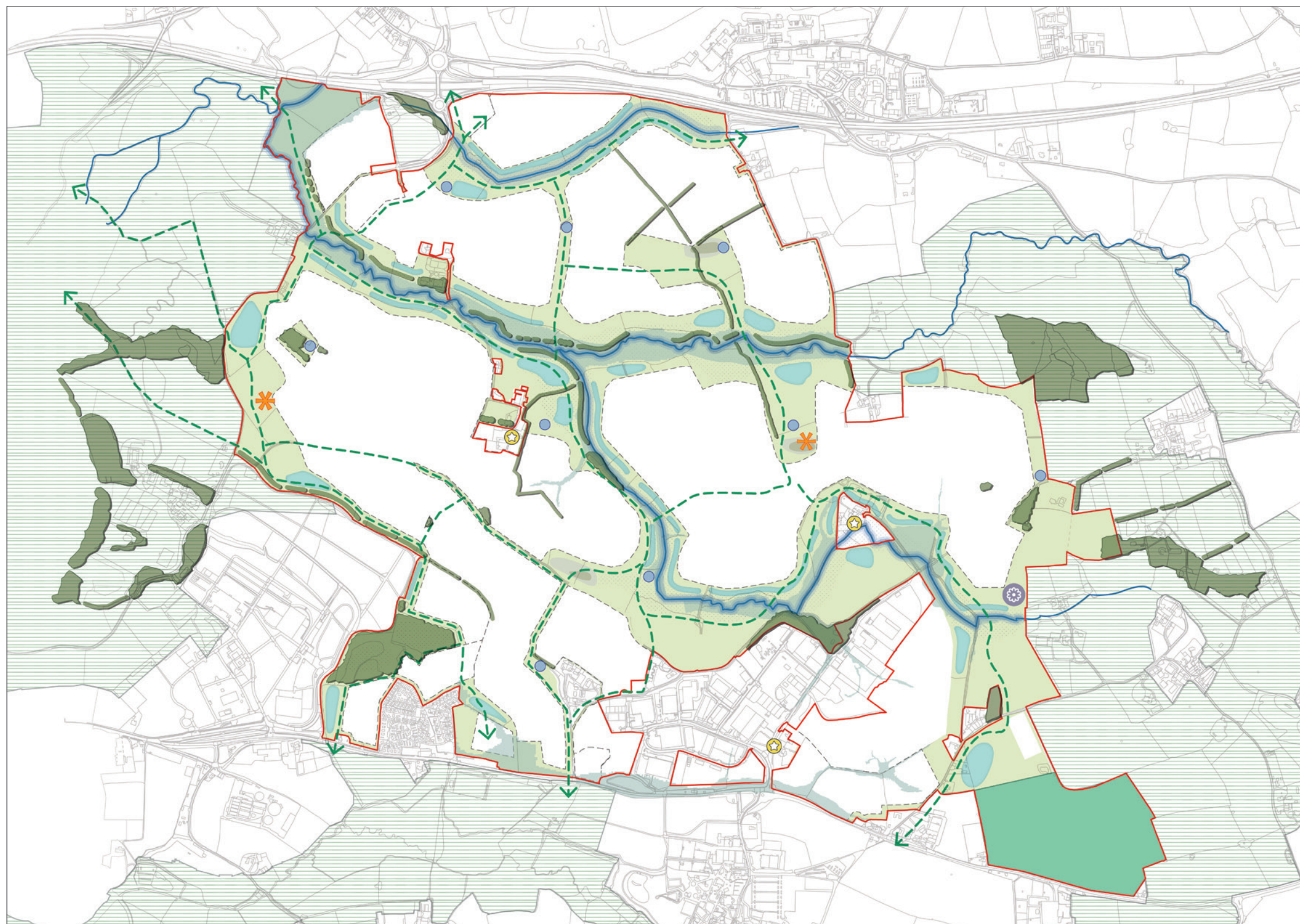
7.3.2 Green and Blue Infrastructure (G&BI)

A coordinated and comprehensive landscape-led masterplan approach has been applied to avoid fragmented and ad-hoc development and to enhance equitable access to improve health and wellbeing.

Marlcombe is planned with an integrated blue and green infrastructure network that extends throughout to provide the community with essential green space as well as meet environmental requirements. This area is predominantly located along the existing valley and incorporates the existing floodplain, while also allowing space for surface water attenuation and recreational routes.

Open space requirements have been informed by Natural England and Field in Trust standards and are calculated on the basis of 2.35 persons / household. The masterplan has been developed based on the assumption that land will be used in a multifunctional manner to create a fully integrated system of green, blue infrastructure, nature and recreation. It should be noted that 43% of the new settlement is set aside for green and blue infrastructure. This is similar to comparable major new settlements:

- Northstowe, Cambridgeshire: Approximately 35% of Northstowe is designated as open space, including green infrastructure, recreational areas, and ecological spaces.
- Otterpool Park, Kent: A commitment of 50% open space has been made for this garden community.
- Langarth Garden Village: At least 48% of the site will be made up of green space.



Plan illustrating green and blue infrastructure.

The consultation at Regulation 18 and Regulation 19 (part 1) stage of the new Local Plan required 254 ha of open space. This was set on the larger site area of 521 ha. The current allocation of 43% of G&BI (Green and Blue Infrastructure) is slightly below the 49% identified at that stage.

A total of 212 ha will be split between the following different types of open space:

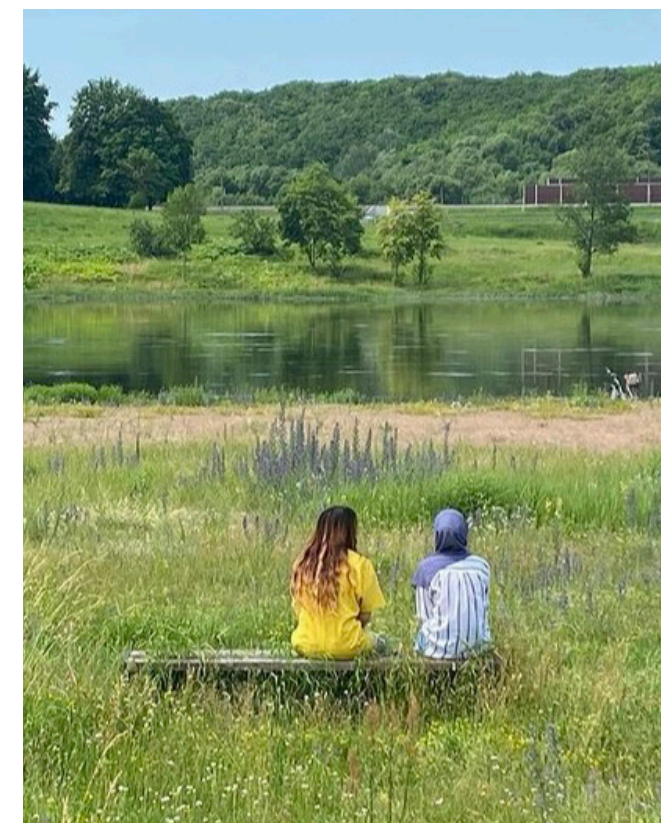
- Sustainable Alternative Natural Green Space (SANG): 150.4 ha based on 8 ha / 1000 population. This will include circular walks of 2.3-2.5 km.
- Amenity green space including allotments based on Field in Trust standard (0.6 ha/1000 population).
- Parks and gardens based on Field in Trust standard (0.8 ha/1000 population).
- Informal play e.g. Multi-Use Games Areas (MUGAs) and skateparks based on Field in Trust standard (0.3 ha/1000 population).
- Equipped designated play areas based on Field in Trust standard (0.25 ha/1000 population).
- Playing fields: Compared to the Field in Trust standard this area has been reduced to 20 ha to accommodate the specific and undulating site characteristics. An approach has been taken to maximise opportunities for active lifestyles across all ages and abilities. This steers the strategy away from formal playing fields that accommodate traditional sports to incorporating semi-formal activities, such as small ball courts, outdoor gyms, table tennis, walking and running routes throughout the settlement.
- Playing fields are concentrated in a single location in the south east corner of the new settlement and will be directly accessible from the A3052. This will provide a centre for team sports and allow management efficiencies around changing rooms, sports club and social spaces.
- Opportunities to improve the facilities and accessibility of existing sports grounds around the nearby village of Clyst St Mary will be explored.



Open space with ecological networks and active travel connectivity.

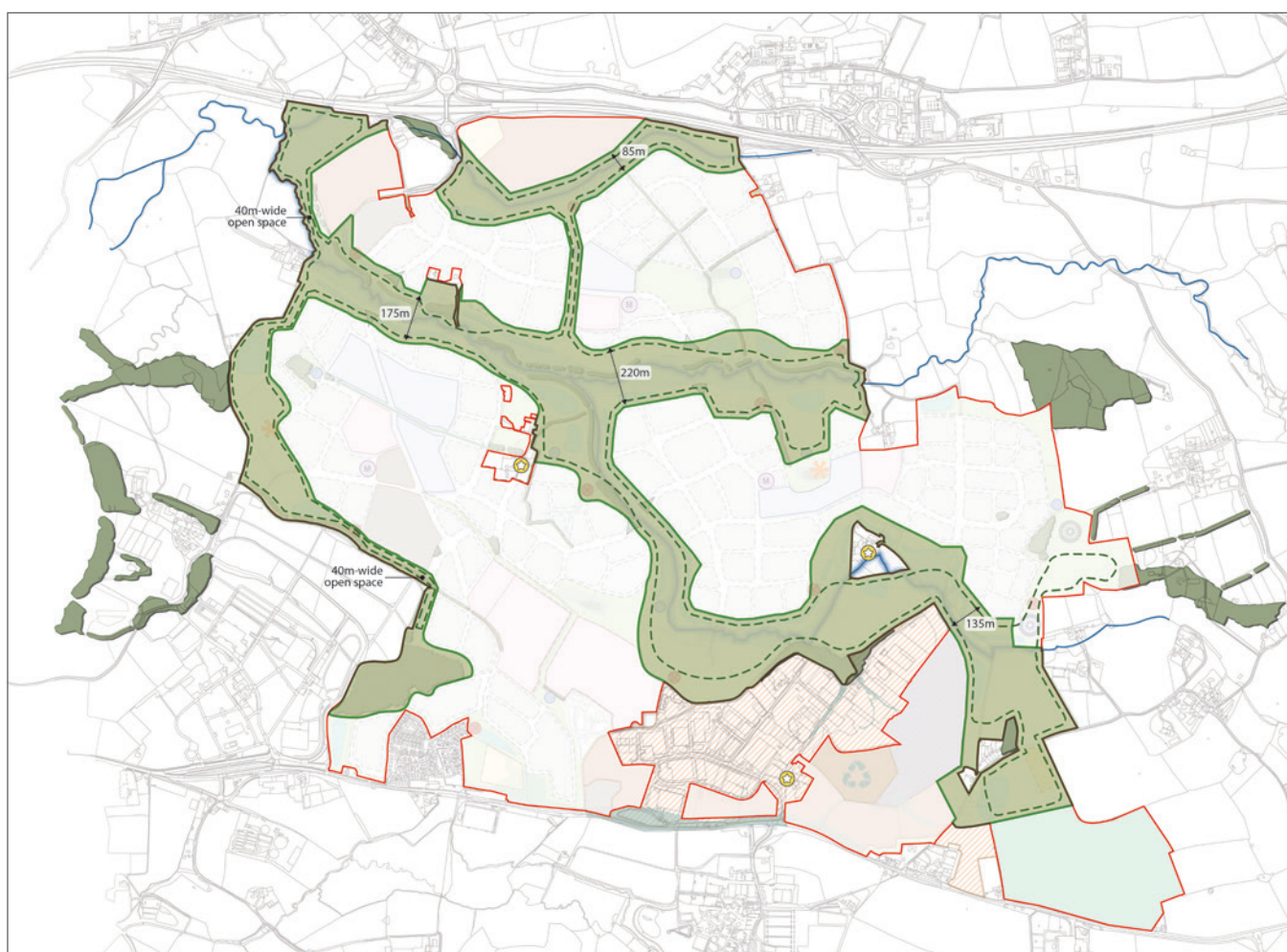
Masterplan Principles:

- Draw on and enhance the site's context, changes in topography and its considerable natural assets such as the Brooks, irreplaceable habitats, and hedgerows, trees, woodland and other features.
- Retain, and incorporate appropriate buffers for, ancient woodland, ancient or veteran trees, watercourses, hedgerows, and other trees into the connected green and blue infrastructure of the site.
- Provide a network of safe, attractive, landscaped and accessible public rights of way across the site, and where appropriate demonstrate how they connect into the existing rights of way network.
- Draw on the recreational and ecological opportunities of the Brooks to create a multi-functional section of Clyst Valley Regional Park which provides coherent ecological networks, recreational opportunities and active travel connectivity.
- Protect and enhance the identified attributes of the Clyst Valley Regional Park and natural landscape.
- Establish clear and robust arrangements for future maintenance.
- Achieve a measurable biodiversity net gain of at least 20% as calculated using the latest statutory metric.
- Provide a suitable buffer between the built development and ecological areas, including (but not limited to) Local Wildlife Sites, areas of irreplaceable habitat and areas of priority habitat.
- Provide high quality sustainable drainage systems (SuDS) that are integrated into the wider landscape and green and blue infrastructure strategy, including mitigation at source and make a positive contribution to attractive open spaces, and improvement to biodiversity and water quality.
- Consider and take opportunity as appropriate to improve the management of flood risk and reduce the risk of flooding to areas beyond Marlicombe.
- Establish clear and robust arrangements for future maintenance.
- Ensure green and blue infrastructure that becomes an integral part of the development, including tree lined streets, incidental spaces, boundary hedges, pocket parks, swales and rain gardens.





Integrated green and blue infrastructure is well-connected and easily accessible.



Plan illustrating Suitable Alternative Natural Greenspace (SANG) located on-site and linked to the Clyst Valley Regional Park.

7.3.3 Movement & Transport

Marlcombe will be shaped by a vision which places an emphasis on active travel, greater connectivity and innovative transport technologies, in line with the Exeter Transport Strategy (2021). This will include a step change in transport planning with the consideration of all transport modes and an ambition to make sustainable and active travel a genuine choice.

Central to delivering this approach will be the inclusion of the 20-minute neighbourhood principle. The concept is based on ensuring that the daily needs of most people can be met within a short walk or cycle. The approach is not specifically about restricting people's movements or use of vehicles, but about creating a situation where walking, wheeling and cycling become attractive, logical and realistic options for travel. For example, a 10-minute bike ride to a local shop on a safe and direct cycle route may become more attractive than a half hour drive to a larger shop.

The Transport Vision is based on reasonable trip rate assumptions, informed by the internalisation of trips, and will be supported through the early provision of services (refer to the Transport Vision document for further detail).

Mobility hubs:

- The land allowed for mobility hubs will be identified in line with an agreed mobility strategy. These are likely to be split into primary and secondary mobility hubs with different scope and sizes.



Provision of EV charging and cycle facilities.

Park & Ride (P&R):

- In line with the Transport Vision, two park & ride facilities (1.5ha each) will be provided to the south and north of the new settlement, positioned to serve both residents of the New Community and existing traffic on the A3052 and A30.

Behavioural Change Through Travel Planning

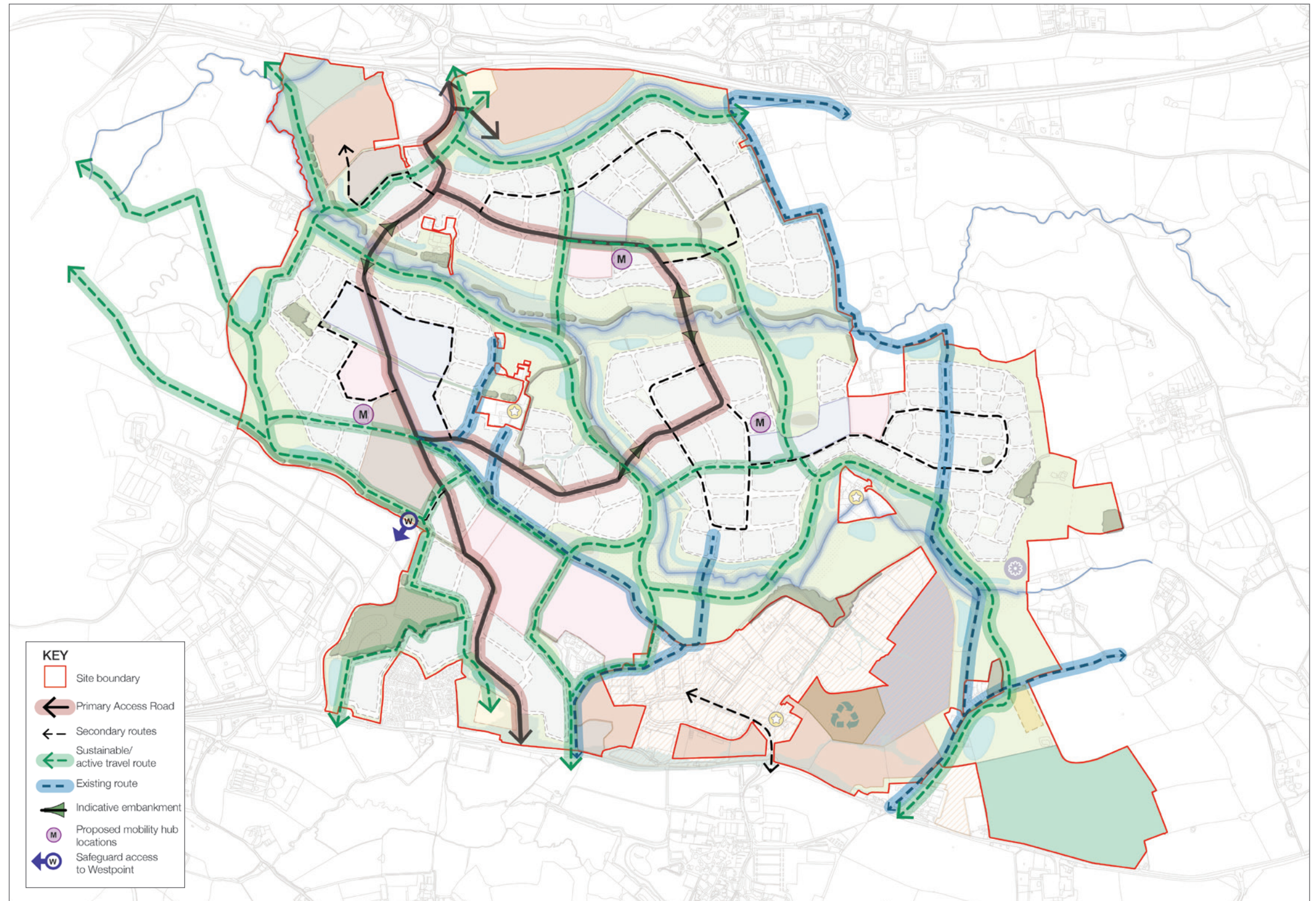
Ambitious Travel Plans are essential components of Marlcombe's sustainable transport strategy, and will be developed as part of the delivery strategy. By making the most of shared infrastructure, digital tools and behavioural insights, these plans will ensure that sustainable travel is embedded across all aspects of daily life. From playful school routes to commuter showers and car clubs, Marlcombe will offer a cohesive, inclusive and future-ready mobility system.



Safe and accessible cycle lane and public transport.

Masterplan Principles:

- Create a multi-modal Primary Access Road that supports multiple functions while ensuring traffic speeds of no more than 20mph between:
 - the A30 and A3052 on the western side of the new settlement (west of Hill Barton).
 - the three neighbourhoods.
- Establish three new multi-modal bridges across the valley taking into account the site's topography, landscape and heritage considerations as well as visual impact and view points from and to the valley and new settlement.
- Establish a comprehensive and integrated network of high-quality and attractive active travel routes, greenways and bus services within Marlcombe and to destinations in the wider area.
- Contribute to establishing the strategic footpath and cycle network for active travel.
- Demonstrate that the design of the access arrangements and the associated highway improvements take into account all the planned development.
- Provide layouts, street designs, and associated measures that are safe, suitable, and convenient for all users, that prioritise active travel, and that facilitate high-quality public transport services both within and to key destinations beyond Marlcombe. This will include:
 - The phased delivery of active travel and public transport measures, ensuring early delivery of public transport networks to complement routes for walking, wheeling and cycling.
 - An on-site dedicated network of segregated facilities for pedestrians and cyclists that integrates with existing active travel networks, including the Public Rights of Way network.
 - The provision of new and improved off-site connections for pedestrians and cyclists, including the completion of the Clyst Valley Trail, to provide safe, suitable, and convenient access to the surrounding communities, facilities, services, and employment opportunities including the Enterprise Zone, Exeter Airport, and Cranbrook.

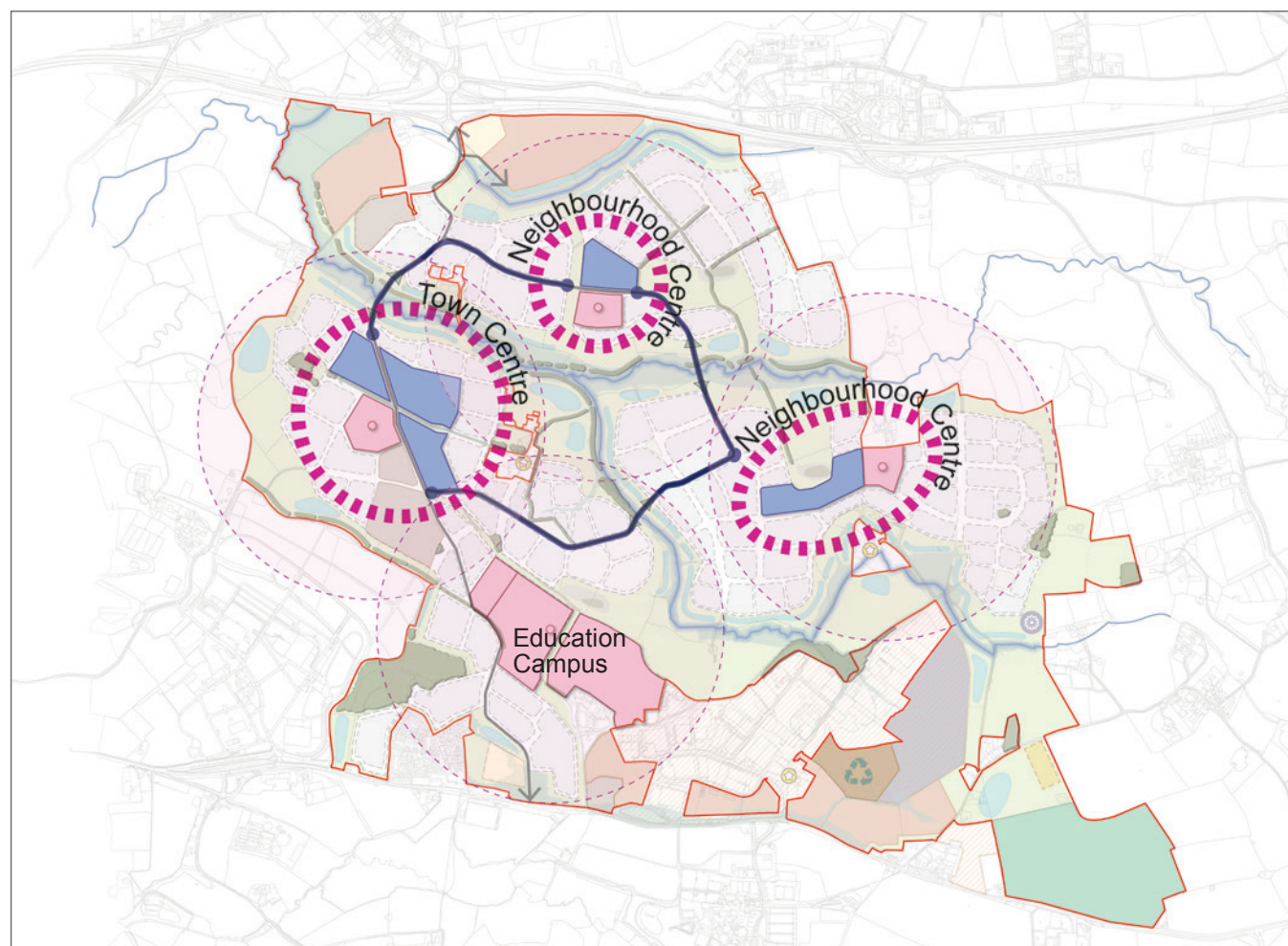
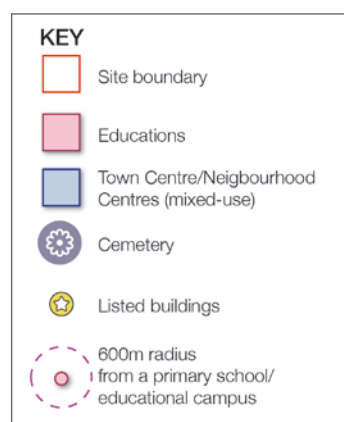


Plan illustrating movement networks of vehicular and active travels.

7.3.4 Centres and Facilities

The masterplan creates three walkable neighbourhoods, each with its own primary school, centre, and convenience facilities. The largest neighbourhood is located to the west and serves as the town centre, easily accessible to all residents via the Primary Access Road.

The approach of creating distinct walkable neighbourhoods is in line with the Transport Vision and offers multiple benefits, including improved physical and mental well-being, a reduction in traffic congestion, better air and noise quality, and the cultivation of a stronger, more connected local community. Health provision will be a core part of the town/neighbourhood centres.



Plan illustrating the connected network of the Town Centre, neighbourhood centres, and schools.

Mixed-use Centres:

- The masterplan illustrates the location of three centres, two neighbourhood centres and one town centre. One mixed-use centre is located in each neighbourhood. The specific uses located within the centres will be market and placemaking led.
- The town centre will provide town-wide services and facilities, comprising: Neighbourhood health hub, Family hub, Places of worship, Community buildings, Town council building, retail, leisure and cultural space as well as new homes. It will provide a focal point for retail, business and leisure activities and will be designed to create a vibrant day and night-time economy. This will be complemented by a series of smaller neighbourhood centres that will be built out alongside the homes that they serve.
- Neighbourhood centres will provide the 'heart' for each neighbourhood and comprise convenience services and facilities, including retail, leisure and residential uses, a primary school, and open space.

Cemetery:

- Allowance for burial ground integrated within the wider landscape setting.

Education:

- School provision is included across the masterplan area. For early years and primary school provision this is designed for 8,000 homes. For secondary, post-16 and special educational needs it is designed for the expansion of the town to 10,000 homes. Within the masterplan area this includes:
 - Three Primary schools (2 x 2 Form Entry (1.8ha) and 1 x 3 Form Entry (2.6ha)) and one Education campus (17.3ha) with a Special Educational Needs School, a Secondary school with Post 16 provision and a Primary school.



Town Centre with retail, leisure, and cultural spaces.



A primary school with its internal garden.

7.3.5 Utilities and Services

Area for Ground Mounted Photovoltaic:

- This area located within the wider Hill Barton area and former landfill has been set aside for energy infrastructure, such as ground-mounted photovoltaic.

Materials Recycling Facility:

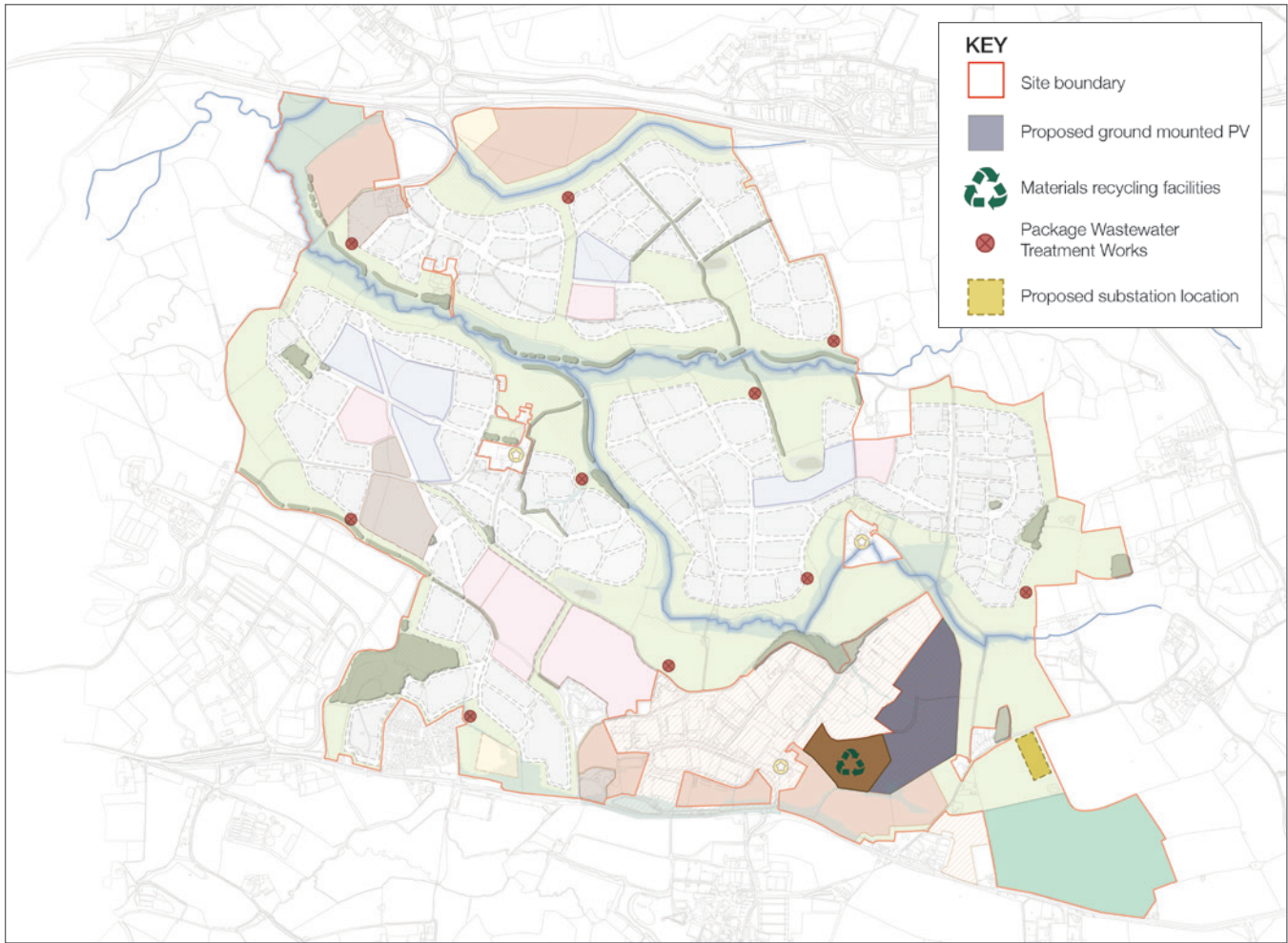
- An East Devon District Council requirement to serve the wider region with suitable recycling facilities associated with existing similar uses within Hill Barton.

Waste Water Treatment Facilities:

- Acknowledging the existing local challenges, the masterplan accommodates land for 10 package waste water treatment plants to provide localised drainage solutions. Each plant requires around 1,000 sqm and buffer areas to nearby homes.

Primary Substation:

- Allowance for essential energy infrastructure.



Plan illustrating proposed utilities and services across the site.



8. Site Allocation Masterplan

KEY

Site boundary

Existing woodlands/ copses

Clyst Valley Regional Park

Flood zones 2&3

Open spaces

SANG

Sports hub

Residential development area incorporating mixed-use and educational use)

Listed buildings

TC

Town Centre

LC

Local Centre

Primary school area

Educational campus (secondary school + SNE)

Existing employment area

Employment area (E)

Park and Ride

Area for energy infrastructure

Cemetery

Materials recycling facilities and consultation zones

Package Wastewater Treatment plants

Indicative alignment of the Primary Access Road

Active travel route

M

Mobility hub

W

Safeguard access to Country Show Ground

Substation location

