

Date of Meeting 30th September 2025

Document classification: Part A Public Document

Exemption applied: None

Review date for release N/A

Regulation 19 Consultation Documents for Marlcombe New Town

Report summary:

This report seeks Members agreement to changes to Policy WS01 within the Regulation 19 version of the Local Plan to reflect further work that has taken place on the new community including reference to its name, Marlcombe, and specific policy requirements that have emerged through work on the masterplan and other work for the new town.

Members agreement is also sought to consult on the proposed masterplan and associated vision document which sets out its evolution. A similar document has also been prepared to show the work on assessing and mitigating the impacts of the development on transport infrastructure as well as a strategic outline business case for the development of the new town. These documents are also envisaged to form part of the second regulation 19 consultation albeit in the case of the strategic outline business case, only the executive summary is intended for consultation purposes.

Is the proposed decision in accordance with:

Budget Yes ☒ No ☐

Policy Framework Yes ☒ No ☐

Recommendation:

That Members of Strategic Planning Committee:

1. Agree that the revised vision statement for Marlcombe be included in the second Regulation 19 version of the Local Plan for consultation.
2. Agree that the revised wording for Strategic Policy WS01 included as Appendix 1 to this report be included in the second Regulation 19 version of the Local Plan for consultation.
3. Agree that the appended Masterplan Vision (including any agreed revisions to the vision referred to in recommendation 1), Transport Vision and Strategic Outline Business Case - Executive Summary documents in relation to Marlcombe new town form part of the evidence base for the second Regulation 19 consultation on the new Local Plan planned for Autumn/Winter 2025 subject to delegated authority to the Assistant Director – Planning Strategy and Development Management in consultation with the Portfolio Holder for Place, Infrastructure and Strategic Planning to agree any minor changes.
4. Consider and comment on the emerging Infrastructure Delivery Plan for Marlcombe included as Appendix 2 to this report.

Reason for recommendation:

To ensure that the development of Marlcombe is supported by appropriate planning policy and associated evidence and guidance documents and that the vision and strategy for its delivery is fully explained to consultees through the upcoming second Reg 19 consultation.

Officer: Ed Freeman – Assistant Director – Planning Strategy and Development Services.

Portfolio(s) (check which apply):

- ☒ Assets and Economy
- ☒ Communications and Democracy
- ☒ Council, Corporate and External Engagement
- ☒ Culture, Leisure, Sport and Tourism
- ☒ Environment - Nature and Climate
- ☒ Environment - Operational
- ☒ Finance
- ☒ Place, Infrastructure and Strategic Planning
- ☒ Sustainable Homes and Communities

Equalities impact Low Impact

Climate change Low Impact

Risk: Low Risk;

Links to background information SPC Report 1st November 2022: [1. New Community Options Appraisal Report.pdf](#); SPC Report 5th December 2023: [1. New Community Options Appraisal Report 2.pdf](#); Cabinet Report 3rd September 2025: [Naming of East Devons Second New Community.pdf](#)

Link to [Council Plan](#)

Priorities (check which apply)

- ☒ A supported and engaged community
- ☒ Carbon neutrality and ecological recovery
- ☒ Resilient economy that supports local business
- ☒ Financially secure and improving quality of services

Background

At their meeting of the 1st November 2022 Strategic Planning Committee agreed “to the principle of a new community forming a key element of a strategy for growth in the new Local Plan;”. The same report considered a draft vision for the new community and three options for the location of the new community. The three options went forward into the Regulation 18 consultation on the Local Plan. Following analysis of the feedback from the consultation and further work in assessing them Members agreed on the 5th December 2023 to “option 1 being the council’s preferred approach for a further new community and the consultant group be instructed to progress their work in master planning this option, developing a preferred delivery model and business case”. Since that time a consultant team have been working on this project and developing an evidence base for its delivery.

Work has also progressed in terms of selecting a name for the new community with “Marlcombe” having been chosen following a public vote and the resolution of Cabinet on the 3rd September 2025.

The Local Plan policy allocating Marlcombe has also been reviewed and updated in light of comments received, the emerging work on a masterplan and business case as well as the selection of the name.

This report seeks to bring these different elements of the work together presenting the relevant work for Members to consider for inclusion in the final regulation 19 consultation on the Local Plan.

Masterplan

Appended to this report as Appendix 3 is a vision document for Marlbcombe which sets out the evolution of the masterplan for the new town. It is intended to set out in a concise, accessible document how consideration has been given to key issues such as landscape, heritage, topography, flooding, utilities, noise etc that have helped to shape the masterplan for the new community informed by the vision previously agreed by the committee. The document also shows the various versions of the masterplan through each stage of consultation concluding with a final proposed site allocation masterplan. It is proposed that this document forms a key part of the next Reg 19 consultation providing a much more detailed assessment of the new town and a masterplan setting out what the place would be like and how it would work spatially. It is hoped that this would give those commenting on the Local Plan and ultimately the examination in public of the plan a much greater understanding of what is envisaged. This will enable any further comments on the new community to be informed by this work which hopefully acts to allay some concerns raised by the community and consultees.

The document has been informed by extensive consultation that has been undertaken including a public exhibition at Westpoint in September 2024 followed by a three week public consultation period, as well as regular meetings and workshops with Members of the Council, landowners and developers, parish councils and other stakeholders over the last year.

Members views on the attached vision document are sought as well as their agreement to consulting on the document alongside the next Regulation 19 consultation on the Local Plan.

Transport Vision

The impacts of the new town on transport infrastructure has long been a concern raised by the local community and extensive work has taken place to model these impacts and develop mitigation measures to address them. Modelling work has been carried out taking into account growth across the wider area including planned growth in Exeter, Teignbridge and Mid-Devon as well as that planned elsewhere within East Devon. The impacts on both the County road network and the strategic road network managed by National Highways have been carefully considered and discussed at length with the highway authorities. Consideration has also been given to improvements to public transport and walking and cycling routes to make sustainable travel the most convenient and preferred option wherever possible.

The attached Transport Vision document (see Appendix 4) sets out a clear narrative around the phased delivery of the new town and the parallel delivery of transport infrastructure to support its delivery and build in sustainable travel habits among residents from the start. It is considered that the primary aim here has to be to deliver the new homes in step with the delivery of community and leisure facilities, schools, shops, open spaces, sports pitches and other infrastructure needed to support residents so that we minimise out commuting and build a self-contained community from the outset.

Public transport enhancements will be needed from early in the build out to provide links to the services and facilities available in the wider area including routes in and out of Exeter and to Cranbrook. Physical works to the A30 airport junction and Clyst St Mary roundabout will also be

needed. In terms of the M5, physical improvements are likely to be required at both Junctions 29 and 30, although the impacts of the new town are only part of the issue and should be seen in the context of increased traffic growth on the strategic road network (A30 and M5 in East Devon) across a wider area, even without the new town. Discussions are on-going regarding further measures needed to accommodate 8k and then 10k homes in future plans but transport modelling and addressing impacts that far into the future is inevitably problematic as the world will look very different by the time build surpasses the 3,300 homes planned to be built by 2042.

Strategic Outline Business Case (SOBC)

A further key document that consultants have been producing to support the delivery of Marlcombe is a strategic outline business case (SOBC) for a delivery vehicle to oversee and co-ordinate the delivery of the town. This is in-line with Members vision to be more proactive and interventionist in terms of the delivery of Marlcombe rather than a consortium of developers effectively being in charge of its delivery with only the development management process for the Council to intervene in what is built, when and how.

The SOBC essentially seeks to justify the establishment a Development Corporation to co-ordinate the delivery and enhancement of Marlcombe. To achieve this it sets out in brief:

- **Viability Analysis:** The project is commercially viable, with key success factors identified and central government funding requirements outlined.
- **Funding Strategy:** A blend of capacity funding and project infrastructure funding is proposed, with the latter being up to £100m to help forward fund critical infrastructure improvements.
- **Economic Appraisal:** Scenarios modelled for 20%, 35%, and 40% affordable housing show economic costs (discounted and after optimism bias) from £57m to £70m, and benefits from £182m to £239m. Benefit Cost Ratios (BCRs) range from 3.17 to 3.40, indicating high value for money.
- **Land Control:** Strategies include acquisition (compulsory purchase, private treaty, or a hybrid approach) and permission (joint ventures or licence agreements), aiming to align interests and deliver placemaking objectives.
- **Delivery Strategy:** Proposes an Interim Growth Company leading to a Development Corporation, with a master developer responsible for implementation. Governance will involve Devon County Council, Homes England, MHCLG, local enterprise, education, landowners, and key stakeholders.
- **Stewardship:** Emphasises the need for a stewardship strategy to ensure community involvement, governance, and sustainable management of assets, with models ranging from charitable trusts to the creation of a new town council.

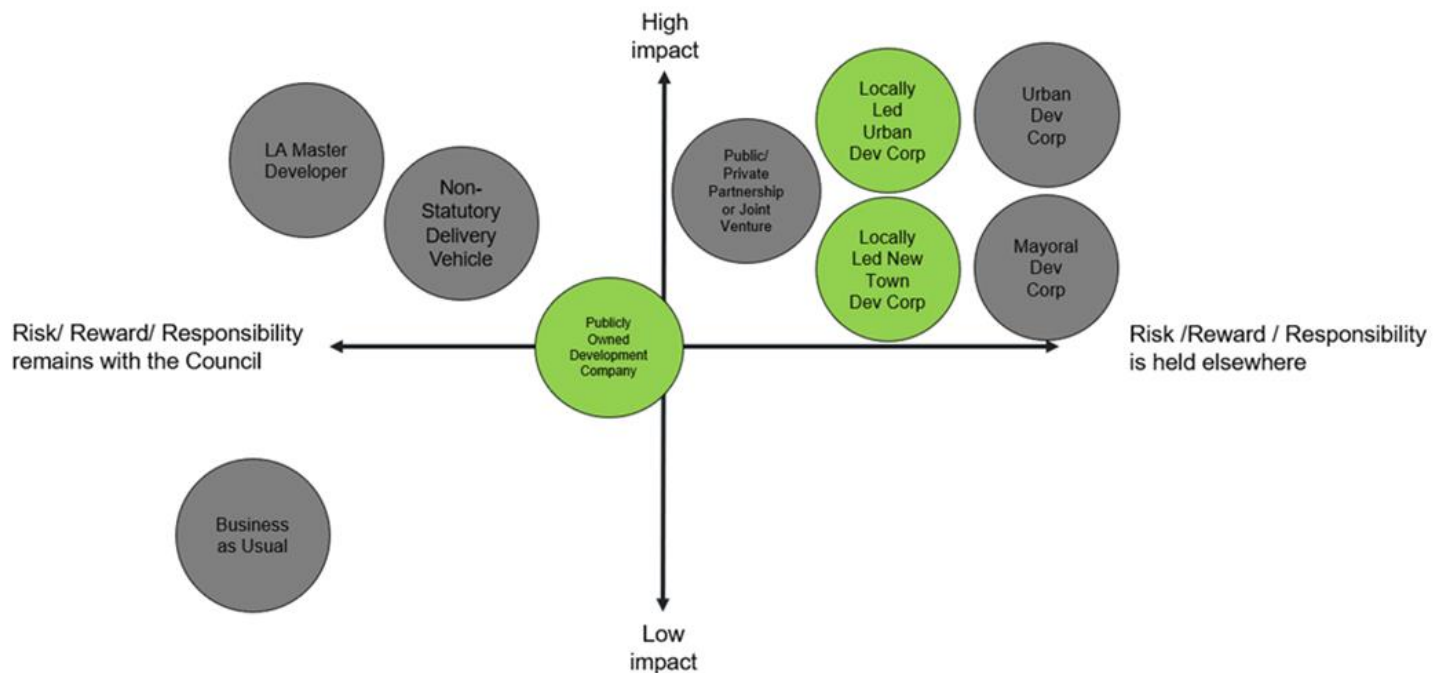
It sets out further work that will be needed and a clear ask of government in terms of both capacity funding to support the staff and consultancy resources needed as well as infrastructure funding needed based on an emerging infrastructure delivery plan. The main headlines of the ask of government are as follows:

- Capacity funding to cover the period June 2025 to February 2026, £750,000 in the form of grant.
- Capacity funding to cover the period March 2026 to March 2027, £1,534,000 in the form of grant.

- Project infrastructure funding in the range £50 – 100m from April 2027, expected to be a blend of grant and low interest debt.
- £35m from 2026 to unlock Cranbrook infrastructure, facilitating early delivery.

It also sets out and assesses options for a delivery vehicle shortlisting either a Locally Led Urban Development Corporation or a Locally Led New Town Development Corporation. The options and the analysis of them is summarised in the diagram below:

Delivery Options



Establishing a development corporation requires an application to government accompanied by a detailed proposal, strong evidence base and a demonstration of local support from the local authorities. Once finalised the case would need to be made to the Secretary of State for Housing, Communities and Local Government who is required to consider whether it is in the national interest, the proposals is robust and deliverable and meets the statutory aims for a development corporation including planning for a high quality, sustainable community with long term stewardship and community participation. The establishment of the development corporation if recommended by the secretary of state would then need an order from parliament to be made.

A separate report is being taken to Cabinet on the 1st October setting out in more detail the business case with a requisite budget ask to match fund an ask of Homes England for capacity funding to resource this work.

It is proposed to only consult on the executive summary of the SOBC appended to this report as Appendix 5. The full document runs to over 100 pages and is highly technical and commercially sensitive in places. It is also not necessary for the Local Plan consultation to include this level of detail. The intention here is to have a clear narrative for the public and other consultees to show how the vision for Marlcombe is achievable and deliverable and in so doing address concerns that

it will be another developer led development where the delivery of infrastructure lags significantly behind housing with the resulting problems that we have seen elsewhere.

Revised Vision

The Local Plan currently includes a vision for the new community of Marcombe which was agreed by Members at Strategic Planning Committee on the 1st November 2022. Since that time the work on the masterplan has helped to refine the vision for the town while the selection of a name also necessitates an update. In addition, the vision has been criticised in various quarters for not being sufficiently locally specific with suggestions that it could relate to a new town anywhere. As a result, we have sought to address these issues through a revised version of the vision for inclusion in the final Reg 19 version of the plan. The proposed revised vision is set out below with the tracked changes shown:

Marcombe 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. This will be supported by the timely delivery of infrastructure such as schools, health facilities, shops and other community facilities in step with housing.

Marcombe 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.

[Marcombe 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 Clyst St Mary. Marcombe's green spaces will contribute to the delivery of the Clyst Valley Regional Park whilst protecting the biodiversity of the Exe Estuary and East Devon Pebblebed Heaths.

Marcombe 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 Clyst St Mary.

As a vibrant and adaptable new community Marcombe 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. Marcombe will be somewhere residents can be proud of and where people of all ages and lifestyles will prosper.

Members are asked to consider the revised vision wording for inclusion in the final Reg 19 version of the Local Plan.

Revised Policy

As work on the above key documents have emerged we have also been redrafting and amending the policy in the new Local Plan that seeks to allocate the new town of Marcombe to ensure that it aligns with the emerging masterplan and evidence documents. Considering this work Appendix 1 is a tracked changes version of the policy wording showing the changes that have been made since the first Regulation 19 consultation. The main changes are as follows:

- The name “Marcombe” has been inserted as appropriate.
- Reference to the development coming forward based on an agreed masterplan has been amended to say that it shall come forward “broadly in accordance with the masterplan” in recognition that the masterplan will need to evolve as work progresses.
- Wording has been added to require the development to be safe and attractive, enhancing health and wellbeing and reference has been made to design taking account of the surrounding historic environment.
- A reference to the need for public art has been added.
- More specific requirements about the types of housing to be delivered have been added including requirements for a care home and specialist housing to support young vulnerable people in the community.
- An aspiration for 40% affordable housing has been added to align with the aspiration of the governments New Towns Programme accepting that grant funding would be required to achieve this based on viability work to date.
- An additional requirement for town centre residential densities of up to 75 dwellings per hectare has been added.
- Wording to clarify the requirements for gypsy and traveller pitches to make it clear that the requirement is for one or more sites that in combination deliver at least 15 pitches in total
- Revised areas for different uses to align with the work on the masterplan which has refined the land budget.
- Reference to cultural activities to be accommodated in the town centre has been added alongside existing reference to retail, business and leisure uses to clarify the role of the town centre.
- Clarification in the Social, Cultural, Leisure, Health and Community Facilities section that revenue contributions will also be sought.
- A revised Education Facilities section following further engagement with Devon County Council over the requirements.
- A revised Wider Infrastructure section setting out the requirements in greater detail following work on the Infrastructure Delivery Plan and engagement with infrastructure providers.
- Updated wording under Stewardship to reflect progress made on a stewardship strategy.
- Additional wording to address issues associated with the waste consultation zone related to waste uses at Hillbarton Business Park.
- Deletion of reference to a Waste Water Treatment Works in light of further work that suggests that this would not be an appropriate location for this, provision within the masterplan for package treatment works as a potential short or long term solution for Marcombe and Members previous resolution to include an overarching policy requirement around the water environment to cover the whole district within the plan.

- Supporting text clarifies that further details and policy will be set out in future policy documents.

Members are asked to consider and agree the revised wording of Strategic Policy WS01 for inclusion in the final Reg 19 version of the Local Plan for consultation.

Infrastructure Delivery Plan

To accompany the Local Plan, an Infrastructure Delivery Plan has been produced, setting out the infrastructure required across the district to support the allocations in the Plan. For Marlcombe, the list of infrastructure required is extensive and anticipated costs and delivery timescales are still being finalised for some items. It is intended that in time an Infrastructure Delivery Plan similar to that for Cranbrook (<https://eastdevon.gov.uk/media/3724762/infrastructure-delivery-plan-august-2022.pdf>) will be produced and act as a robust evidence base for the facilities and services necessary to support the new community.

Included at appendix 2 is the current list of infrastructure by category, together with draft priorities. The priorities are categorised as follows:

1. Fundamental to the delivery of the vision, objectives and policies of the Local Plan. This infrastructure is **critical**, without which development may not be able to come forward.
2. **Important** to deliver specific development schemes, strategies and to meet the needs of new residents, but the precise timing is less critical.
3. Enhance the effectiveness, efficiency and quality of infrastructure. These projects create a better place to live and work and are generally **desirable** in order to build sustainable communities.

Members are asked to review the items and priorities in appendix 2.

Financial implications:

There are no direct financial implications identified within the report. Although a separate report is being taken to Cabinet on the 1st October setting out in more detail the business case with a requisite budget ask to match fund and ask of Homes England for capacity funding to resource this work. (AB/15/09/2025)

Legal implications:

There are no direct legal implications identified within the report (002533/15 September 2025/DH)

Appendix 1 – Tracked changes version of revised wording for Strategic Policy WS01:

Strategic Policy WS01: Development of Marlcombe new community east of Exeter

To meet the needs of a growing population a new community will be developed on the western side of East Devon, to be known as Marlcombe. Marlcombe will be a long-term strategic development that will start being built during the life span of this local plan but development will extend beyond the life of this plan.

Ultimately Marlcombe will need to accommodate at least 10,000 new homes and associated mixed use development and infrastructure. In the first instance, the land allocated in this plan further to this policy is for the new community to accommodate at least 8,000 new homes, some to be completed before 2042 and some after.

For the first 8,000 new homes, and supporting facilities and development, land is allocated, as shown on the Policies Plan. This policy sets out requirements to get to this scale of development but all planning and infrastructure capacity and needs work for the new community should take into account accommodating greater levels of development, to accommodate at least 10,000 new homes and associated development.

Development will need to occur and proceed broadly in accordance with the masterplan shown at figure # and on an agreed phased basis. The new community will be built to distinctive high quality design standards, drawing inspiration from the local context including the unique surrounding historic environment, creating safe and attractive places with a rich character that enhance health and wellbeing. Design should be innovative, with an explicit focus on sustainable construction and building operation and renewable energy production and use. Open spaces and facilities shall incorporate public art and will be readily accessible to all residents with convenient and attractive pedestrian and cycle links within the site and 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 3,300 new homes on allocated land.

Beyond 2042 – Around 4,700 additional new homes on allocated land.

At least a further 2,000 new homes and associated development will also be required to be accommodated in the longer term to be allocated in subsequent development plans.

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 while making efficient use of land.

Marlcombe will provide:

A. Affordable housing provision in accordance with strategic policy HN02, with an aspiration of 40% on-site provision subject to viability;

a mix of types and sizes of housing including for older people, accessible and adaptable homes and custom and self-build in accordance with strategic policies HN03, HN04 and HN05. Provision must be made for both a minimum of a 70 unit Extra Care Housing scheme and a C2 residential care home; and

Provision of specialist housing to support younger vulnerable people in the community.

a site-wide average density of at least 45 dwellings per hectare (net).

High density housing of at least 55-60 dwellings per hectare (net) will be required within the neighbourhood centres and around key destinations and transport hubs. Within and around the town centre, densities of up to 75 dwellings per hectare (net) will be required.

Gypsy and Traveller Provision

Up to 2042 – One or more sites which together accommodate at least 15 pitches.

Beyond 2042 – One or more additional site or sites which together accommodate at least 15 additional pitches.

Provision will be required in line with ‘bricks and mortar’ housing development and must be integrated with the Marlcombe’s overall development proposals.

Jobs

Up to 2042 – At least 16.5 hectares of land in office, industrial and warehouse sectors (E, B2 and B8).

Beyond 2042 – Around 23.5 hectares of land in office, industrial and warehouse sectors (E, B2 and B8).

Employment provision shall be made throughout the town to provide a range of 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 community and surrounding areas.

As a minimum, serviced land should be available for occupation by employment uses on a phased basis that is directly proportionate to house building occupations.

Town and Neighbourhood Centres

Up to 2042 – Allocation of 12 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, business, cultural and leisure uses.

Beyond 2042 – Completion of additional town centre development to occupy a grand total of at least 12 hectares of land (pre and post 2042 development).

A town centre will provide a focal point for retail, business, cultural and leisure activities and will be designed to create a vibrant day and night-time economy.

In addition to a town centre, 3 hectares of land is allocated for two neighbourhood centres to complement the town centre and meet local needs for retail, business, cultural and leisure activities.

Social, Cultural, Leisure, Health and Community Facilities

Accommodate a full range of social, cultural, sport, leisure, health and community facilities and services. S106 obligations will secure the delivery of physical infrastructure and revenue contributions towards the delivery of services to support the growth of the community and the health and wellbeing of its residents.

Education facilities

New education facilities will be provided at Marlcombe. These will meet the needs of all age groups that will live in the town with provision to be made for nursery, primary, secondary, post-16 and special educational needs education requirements. The education infrastructure planned for the new community will also provide for a wider area in order to meet the needs of the plan.

At least 23.5 hectares of land is required for education provision within the land allocated in this plan, to be provided as follows unless otherwise agreed by the local planning authority:

- A. An education campus for early years, primary, secondary, post-16 and special educational needs provision on at least 17.3ha land
- B. A second primary school with early years provision on at least 2.6ha land
- C. A third primary school with early years provision on at least 1.8ha land
- D. A fourth primary school with early years provision on at least 1.8ha land

Timely delivery of education infrastructure is essential and will include the need for facilities at the education campus to be delivered first. The precise timing and mechanism for the delivery of the schools is to be established through the phasing and infrastructure delivery strategies.

Wider Infrastructure

Wider infrastructure provision will need to come forward with overall development proposals.

In addition to the other requirements of this policy the Marlcombe allocation will accommodate the infrastructure and uses listed below:

- A. Suitable Alternative Natural Greenspace (SANG) at a ratio of 8ha SANG per 1,000 population (at a ratio of 2.35 persons per dwelling). For 8,000 homes this equates to 150.4ha of SANG.
- B. At least 23.5ha land for education uses, to include a single site for an education campus accommodating nursery, primary, secondary, post-16 and special educational needs provision in-line with the Infrastructure Delivery Plan.
- C. Equipped/serviced open space for the following typologies delivered at the specified rates, where rates are provided on a per 1,000 population with 2.35 persons per dwelling. Figures in brackets are the equivalent provision for 8,000 homes, for information only.
 - Parks and Gardens at 0.8 hectares (15.04 hectares)
 - Equipped designated play areas for children and youth at 0.25 hectares (4.7 hectares)
 - Informal/other play areas at 0.3 hectares (5.64 hectares)
 - Allotments at 0.25 hectares (4.7 hectares)
 - Amenity Open Space at 0.35 hectares (6.58 hectares)

- D. 20ha playing pitches, to include grass and artificial pitches, floodlighting and sports pavilion/s to provide changing rooms and clubhouses.
- E. Serviced land of at least 1ha in size for a cemetery.
- F. Serviced land for a place of worship and parsonage.
- G. At least 4.05ha serviced land for a Materials Reclamation Facility/Waste Transfer Station
- H. The provision of two park and rides sites, to be located close to the A30 and A3052, together totalling not less than 3ha.
- I. At least 1ha serviced land for electricity reinforcement provision in close proximity to the existing 132kV network
- J. Leisure Centre
- K. Integrated Neighbourhood Health Centre
- L. Blue Light facility
- M. Financial contribution toward the improvement of public transport measures serving the town
- N. On-site and off-site walking, wheeling and cycling infrastructure
- O. Off-site highway improvements
- P. Mobility hubs at appropriate locations within the town

The Council has produced an Infrastructure Delivery Plan that sets out key requirements recognising the need for improved transport links, public rights of way network, cycle networks, bus services and road improvements, community energy/heating provision, on-site renewable energy generation, drainage and SUDS requirements, 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 community which will be developed in partnership with developers and the community.

Proposals to develop land within the new community of Marlcumbe must progress in accordance with an allocation-wide masterplan, Infrastructure Delivery Strategy (to accord with the Infrastructure Delivery Plan produced by the Council), Phasing Strategy and Financial Appraisal which will have been submitted to and approved by the local planning authority prior to commencement of any development. Each planning application to be determined within the allocation area should accord with such approved documents unless otherwise agreed by the local planning authority. The allocation-wide Infrastructure Delivery Strategy will demonstrate that the development of the whole of the allocation area will deliver, in a timely manner, sufficient infrastructure to cater for the needs of the new community as a whole and also mitigate to an acceptable level the effects of the whole development upon the surrounding area and community.

Each planning application shall incorporate details of phasing and trigger levels for the provision of required infrastructure consistent with this policy and the Infrastructure Delivery Strategy. This must include proposals for the number and phasing of dwellings to be permitted, and the timing

of housing delivery to be linked to the planned delivery of infrastructure. This will be regulated through the planning application process. Ad hoc or piecemeal development which is contrary to the aims of this policy or development that is inconsistent with the required masterplan for this site will not be permitted. Any development proposal which comes forward must demonstrate that the development does not compromise the ability to deliver the infrastructure required by this allocation and identified in this policy and the Infrastructure Delivery Strategy and does not prejudice the future integration of future development at the new community beyond this plan period.

In appropriate cases the Council, another government or public sector body or relevant landowners/developers may forward-fund and bring forward delivery of a specific item or items of infrastructure that is required for this allocation in the Infrastructure Delivery Plan and compulsory purchase powers may be used in order to deliver such items of infrastructure if required. Development proposals within the new community allocation (or benefitting from the infrastructure provided as part of the new community allocation) will be expected to contribute towards the infrastructure required by this allocation on a pooled and, where applicable, on a retrospective basis (i.e. a contribution will still be required, even where the infrastructure has already been built and/or fully or partially funded, including through forward-funding to ensure a fair and consistent apportionment of infrastructure costs across the new community). Such contributions may be sought on a framework section 106 basis to ensure that they are fairly and consistently apportioned between the development sites for the new community and may be applied by the Council to reimburse or offset such funding or provision by the Council, other government or public sector body or any relevant landowner/developer. As the final costs of the relevant infrastructure may not be known at the time, planning obligations requiring a contribution towards that infrastructure may also, where appropriate, contain a mechanism for review once the infrastructure has been fully paid for and constructed so as to secure payment of the appropriate final level of contributions to cover the costs of the infrastructure.

Stewardship

Establish a robust and sustainable new town-wide stewardship vehicle and governance early on in the planning and delivery process.

A Stewardship Strategy is being produced and will provide full details of a) the governance structure and methods of funding of the proposed stewardship vehicle, b) public spaces and community assets to be owned, managed and maintained by the proposed stewardship vehicle and c) an indicative programme for the establishment and operation of the proposed stewardship vehicle.

Meanwhile uses

Whilst waiting for land parcels to come forward for development, and in empty spaces created, appropriate '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.

Waste Consultation Zone

Proposed development within the Hill Barton Waste Consultation Zone will be permitted where it can be demonstrated by the applicant that:

- A. the proposal will not prevent or restrict the operation of the existing or permitted waste management facility; or
- B. the potential impacts on the operation of the waste management facility can be adequately mitigated by the applicant; or
- C. there is no longer a need for the waste management facility, having regard to the availability of equivalent capacity within Devon; or
- D. a suitable and deliverable alternative location can be provided for the waste management facility.

This policy does not apply in the Cranbrook Plan area.

Justification for policy

4.7 The local plan provides for a second new community near Exeter, with the chosen name being Marcombe. The scale of development will ensure a wide range of services and facilities, supported by substantial infrastructure provision. Alongside housing delivery, key facilities, including a secondary school, will be planned and built to serve Marcombe and surrounding areas.

4.8 Marcombe will take time to develop, with new homes expected around 2030. With build-out rates of 300+ homes per year we would anticipate around 3,300 homes to be constructed by 2042 and so significant development will extend beyond the local plan's 2042 end date, continuing into the mid-21st century. Public spaces and community assets at the new community need to remain in public ownership and the stewardship vehicle for these assets will need to be self-funding.

4.9 Hill Barton is identified as a strategic location for waste management and has an associated Waste Consultation Zone. The Devon Waste Plan seeks to ensure that consideration of non-waste development takes into account the need to safeguard waste management capacity and avoid constraining existing and future waste operations.

4.10 Policy WS01 sets out the strategic policy for the development of the Marcombe new community. Further details and policy expectations, including for the allocation of additional land to expand the new community to 10,000 homes, will be set out in future planning policy documents. This could include the production of one or more of a Supplementary Planning Document, Area Action Plan or a stand alone Development Plan Document.

Appendix 2 – Emerging Draft Infrastructure Delivery Plan for Marlcombe

Project	Priority
Education	
Primary school with early years provision - 525 place but site sized for 630 place	1 - Critical
Primary school with early years provision - 420 place	1 - Critical
Primary school with early years provision - 420 place	1- Critical
Primary school with early years provision (additional 2,000 homes)	1 - Critical
Primary school with early years provision 630 place - on all-through campus	1 - Critical
Secondary school 1900 place - on all-through campus	1 - Critical
Post-16 provision 600 place - on all-through campus	1 - Critical
Special Educational Needs and Disabilities School -80 place on all-through campus	1 - Critical
Open space, GI and play	
SANGS delivery and enhancement (set up costs)	1 - Critical
SANGS maintenance in perpetuity	1 - Critical
Off-site habitat mitigation	1 - Critical
Biodiversity Net Gain	1 - Critical
Formal Open Space (parks and recreation grounds)	2 - Important
Play areas	2 - Important
Other outdoor play - MUGA's, skateparks etc.	2 - Important
Allotments and amenity green space	2 - Important
Sports and leisure	
Natural grass sports pitches	2 - Important
AGP with flood lighting	2 - Important
Tennis courts	2 - Important
Other courts, greens, tracks and trails	2 - Important
Sports pavilion and car park	2 - Important
Off-site cricket improvements	2 - Important
Off-site rugby improvements	2 - Important
Leisure Centre - minimum of 4 court hall, 2 court hall (or space equivalent), 100 station gym, studios, spin studio (TBC)	2 - Important
Community infrastructure	
Cemetery (land, servicing and landscaping)	3 - Desirable

Parsonage	3 - Desirable
Place of worship	3 - Desirable
Community centres	2 - Important
Blue Light facility	3 - Desirable
DCC youth, children's and library facility	2 - Important
Public art	3 - Desirable
Community builder (salary for X years)	2 - Important
Neighbourhood Integrated Health Hub	1 - Critical
Specialist housing	
Extra care housing - 70 unit	2 - Important
C2 Residential care home	2 - Important
Transport and active travel	
On-site walking and cycling infrastructure	1 - Critical
Off-site walking and cycling infrastructure	2 - Important
Public transport measures - bus improvements	1 - Critical
Primary highway through site	1 - Critical
Junction improvements at Exeter Airport/A30 junction	1 - Critical
Sidmouth Road (A3052) corridor improvements, including to Clyst St Mary roundabout	1 - Critical
Park and ride - north	1 - Critical
Park and ride - south	1 - Critical
Mobility hubs	2 - Important
Travel planning	2 - Important
Utilities	
Waste Water treatment	1 - Critical
Bulk Supply Point	2 - Important
Primary Substation	1 - Critical
Substations	1 - Critical