



# **Strategic Housing Land Availability Assessment**

**Sites for consideration by the Panel**

**Initial Preferred Sites Working List**

**(Town sites)**

**June 2014**

*A number of updates were made to the SHLAA Site Appraisals documents after they had been put before the SHLAA panel during meetings in 2013 and 2014. These amendments, though not relevant to every document, included changes to:*

- Correct inaccuracies within the text*
- Add missing information or to clarify a comment*
- Add updates presented on the day of the panel meeting*
- Include findings of additional desktop research as requested by a panel member*
- Add further comments made by officers as part of the appraisal process*

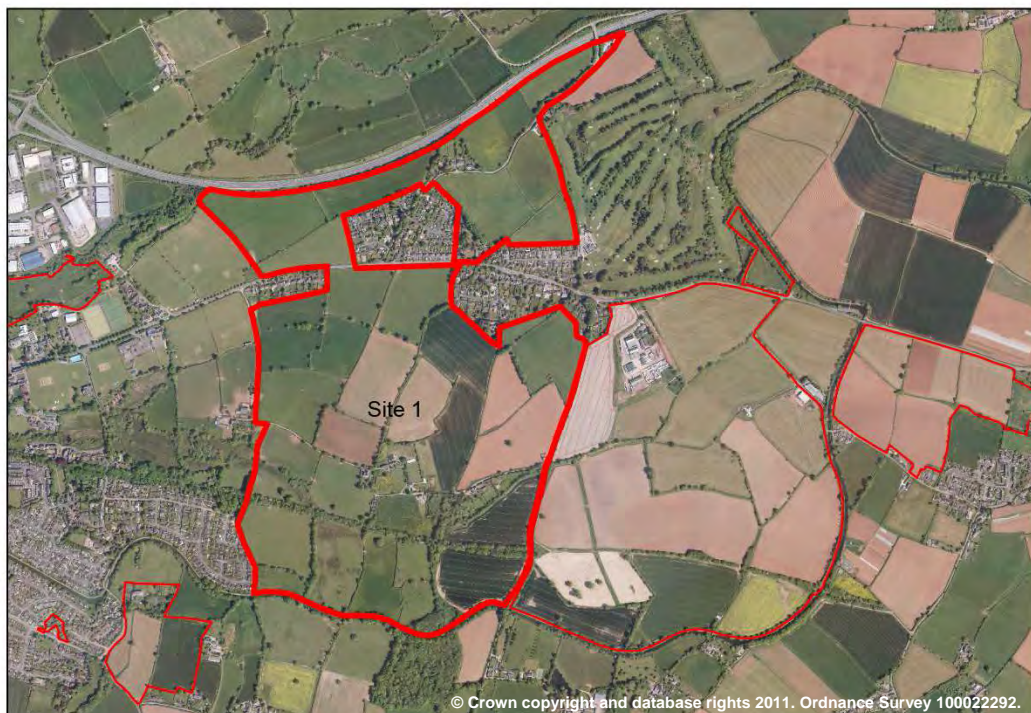
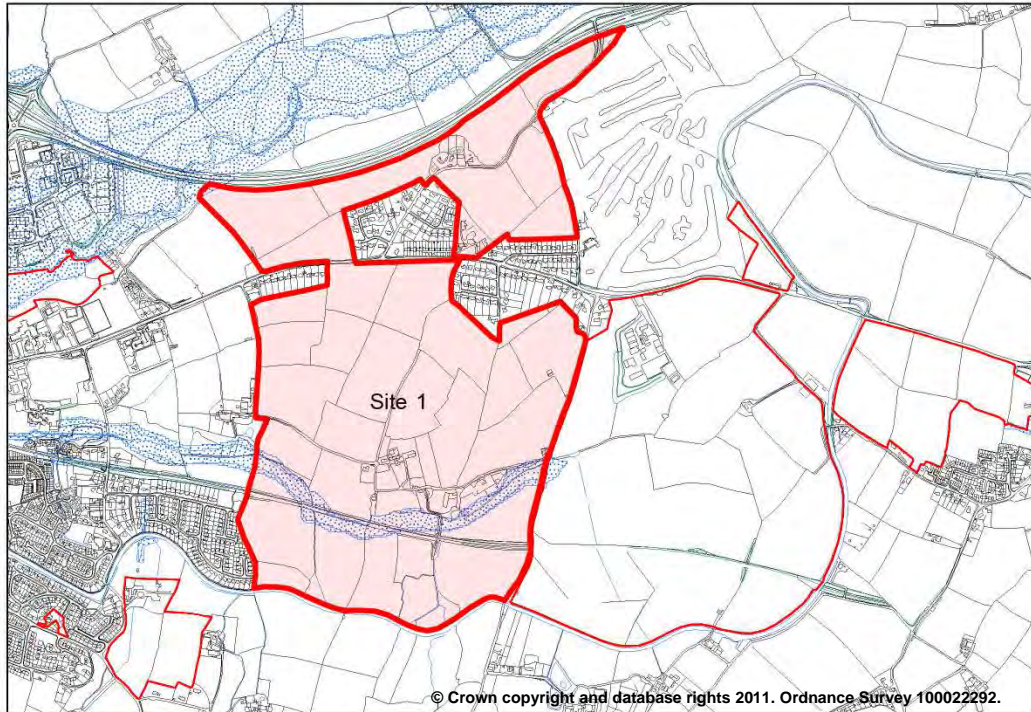
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**Settlement: Tiverton**

**Site Reference & Name: Site 1, Tiverton Eastern Urban Extension**

**Allocation Reference: AL/TIV/1-7 “Eastern Urban Extension”**



### **2014 Proposed Site Allocation Policy Criteria:**

- **1500 dwellings**
- **30,000 sqm of commercial floorspace**
- **Affordable housing subject to viability assessment including at least five pitches for gypsies and travellers**
- **New junction on to A361 and traffic calming of Blundells Road**
- **Neighbourhood centre and school to be provided**
- **47ha of green infrastructure**
- **Subject to masterplanning**

Notes: The panel in 2013 considered the site deliverable with a year 2 start to reflect progress of masterplanning. Since then the masterplan for 'area A' (the north and west parts of the allocation) was adopted by the Council on 30<sup>th</sup> April 2014. A planning application for 330 dwellings on the north east part of the site is awaiting determination. A second application for a care facility on part of the north east of the site was also recently submitted. An outline planning application on the remainder of 'Area A' is due to be submitted shortly.

### **2013 SHLAA Site Appraisal**

**Parish: Tiverton**

**Site Area: 155.2ha (of which 47ha is GI)**

**Max yield: 3159 (non GI area and minus area within flood zones 2 & 3)**

**Min yield: 1895 (non GI area and minus area within flood zones 2 & 3)**

*(Note: these figures have been amended to clarify area of GI and flood zones)*

#### **Site description**

The site is located on the edge of the settlement of Tiverton and would result in a large urban extension to the town. It is bounded by Tiverton to the west, the A361 to the north, the Grand Western Canal to the south and consists mainly of agricultural land set within a broad valley which extends eastwards from Tiverton. A low hill, known as Post Hill, sits in the north of the site, the land falling generally away from this feature. The area contains pockets of housing and other development, school playing fields, and a wetland area known as Tidcombe Fen which is also a SSSI. A network of hedges divides the site into fields in a variety of shapes and sizes.

The site was allocated in 2010 for between 1550-2000 dwellings and 95,000-130,000 sqm. employment floor space. There are no existing services or facilities however there is a local centre proposed within the site. The land rises from the north to the south and contains some Scheduled Ancient Monuments. There are a large number of mature hedges acting as boundaries, some of which contain mature trees. The Employment Land Review (2012) recommended reducing the employment allocation to 40,000 sqm. A masterplan is in the latter stages of being prepared, with the final stage of consultation scheduled to begin in October 2013 and adoption due in January 2014.

## **Stage A - Site Suitability**

### **Strategic Policy**

Within existing settlement boundary.

### **Biodiversity and Heritage**

6.91ha of site part of Tidcombe Fen SSSI (which forms part of the allocated green infrastructure within the site). The site contains two listed buildings which are located towards the south. There is one Long Barrow located in the north of the site (Scheduled Ancient Monument). The canal is a conservation area..

### **Flood Risk**

Mostly Flood zone 1                      152.5 (98.3% N)

Flood zone 2 and 3                      2.7ha (1.7% S)

A number of small streams running through the site following field boundaries. The Grand Western Canal runs along the southern boundary of the site.

## **Stage B – Environmental Considerations**

### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - This site lies in an area of archaeological potential with the HER recording prehistoric activity here and recent archaeological work has identified prehistoric activity across the wider landscape. These archaeological investigations are on-going to inform development proposals here and need to be completed to support any planning application for development here.

### **Impact on Biodiversity**

A number of important trees are in the centre of the site within the area which is contaminated. Records of common dormice nests, badger setts, otters and water voles within the site. A small triangular parcel of land to the south east of the current dwellings is a Traditional Orchard Priority Habitat. The canal is a Local Nature Reserve/County Wildlife Site.

### **Impact on Landscape Character**

The site falls within the 'Lowland plains' landscape character area and is typified as being an open, low lying flat landscape which is agriculturally prosperous. The quality of the landscape varies from poor (the 20<sup>th</sup> century urban development at Post Hill being a significant visual intrusion), to good, close to the canal on the southern fringe of the site. The existing areas of urban development and the relatively gentle slopes within the site mean that there is some capacity to absorb development without affecting this character. However, Policy AL/TIV/3 notes that "clearly the development of a site of this scale will have an impact on the character of the area. The incorporation of appropriate strategic landscaping and tree planting will act to mitigate this, and should be designed to support high quality Green infrastructure area and wildlife corridors."

### **Minerals Resources**

No issues.

## **Air Quality**

Policy AL/TIV/5 states that the Eastern Urban Extension will be required to implement a Carbon Reduction and Low Emission Strategy. Measures to minimise the overall carbon footprint of the development, make provision for sources of decentralised on-site renewable or low-carbon energy in accordance with Policy AL/IN/6 and ensure that the impact of the site on air quality is acceptable, such as:

- A. Renewable and low carbon energy generation to provide a significant proportion of the site's energy use;
- B. Measures to ensure that residents, employees and businesses are encouraged to travel in the most sustainable fashion, including travel plans, information, car clubs, lift sharing and infrastructure for low emission vehicles;
- C. Measures to encourage the sustainable treatment of waste;
- D. Measures to manage the impacts of construction.
- E. Off-site tree planting;
- F. Energy improvements to existing buildings;
- G. Other measures to capture or mitigate carbon emissions and air quality impacts from the development.

## **Land Status**

Greenfield

Grade 1	103.97ha (67% NE)
Grade 2	1.4ha (0.9% S)
Grade 3	41.5ha (28.7% SW)
Grade 4	0.8ha (0.5% NW)
Unclassified agricultural land	7.53ha (4.9% W)

## **Source Protection Zone**

Not applicable.

## **Stage B – Transport Considerations**

### **Highway Access**

Policy AL/TIV/2 states that As part of the Eastern Urban Extension, the following transport infrastructure will be provided;

- A. Provision of a new junction to the A361 and road links into the site;
- B. Provision of a new access road linking the site to Heathcoat Way;

### **Infrastructure Capacity**

Policy AL/TIV/2 states that As part of the Eastern Urban Extension, the following transport infrastructure will be provided;

- C. Enhancements, if necessary, to M5 Junction 27;

The Highways Agency state that M5 junctions 27 and 28 are both experience congestion at peak times. Without improvement it would not be possible for new developments coming forward through the planning system to demonstrate compliance with the Agency's policy "The Strategic Road Network and the Delivery of Sustainable Development". The policy

requirement is that mitigation is required where adequate capacity is not available at the time of opening of the development. This applies to any development that was forecast to result in traffic flow increases of 30 or more two way vehicles movements per hour at a junction on the SRN.

The Highways Agency do not have any planned works at M5 J27 or J28. We are aware however that Devon County Council have proposals for both junctions, which I understand are to be funded through the Pinch Point programme. The Agency are generally content with the proposals for J27 and are in discussion regarding their J28 scheme in order to confirm deliverability and the adequacy of the scheme in terms of the Core Strategy. Devon County Council have undertaken additional technical assessment work.

### **Access to Public Transport**

Policy AL/TIV/2 states that As part of the Eastern Urban Extension, the following transport infrastructure will be provided;

- A. Traffic calming and environmental enhancement of Blundells Road between Heathcoat Way and Tidcombe Lane, including closure to through-traffic other than cycles and buses;
- B. Provision of bus, pedestrian and cycle routes at appropriate locations throughout the development, creating an attractive, permeable network for non-car modes travelling within, into and out of the area;
- C. Cycle and pedestrian links to the Railway Walk, Grand Western Canal and nearby public rights of way;
- D. Implementation of Travel Plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts.
- E. Bus service enhancements between the main residential areas of Tiverton and the employment areas within the Eastern Urban Extension;
- F. Bus service enhancements between Exeter, Tiverton Bus Station, the Eastern Urban Extension and Tiverton Parkway Station;
- G. New and improved off-site pedestrian and cycle links including improvements to a wider green infrastructure network.

### **Pedestrian and Cycle Links**

Policy AL/TIV/2 states that As part of the Eastern Urban Extension, the following transport infrastructure will be provided;

- A. Traffic calming and environmental enhancement of Blundells Road between Heathcoat Way and Tidcombe Lane, including closure to through-traffic other than cycles and buses;
- B. Provision of bus, pedestrian and cycle routes at appropriate locations throughout the development, creating an attractive, permeable network for non-car modes travelling within, into and out of the area;
- C. Cycle and pedestrian links to the Railway Walk, Grand Western Canal and nearby public rights of way;
- D. New and improved off-site pedestrian and cycle links including improvements to a wider green infrastructure network.



## **Stage B – Social and Other Considerations**

### **Access to services/facilities**

Policy AL/TIV/4 states that as part of the Eastern Urban Extension, the following community infrastructure will be provided:

- A. One site of 1.9 hectares for a primary school at no cost to the Local Education Authority;
- B. A site of 2.0 hectares for a shopping and community centre, of which 1.0 hectares will be for community buildings at no cost to the provider.
- C. Construction cost for one primary school of 420 places;
- D. An appropriate proportion of the construction cost of a secondary school, if necessary;
- E. Construction cost of appropriate community facilities and buildings including youth and children provision and a community hall.

### **Constraints to Delivery**

Contaminated Land - Hospital 1.33ha (0.9% centre of site). The site is constrained by the access from Post Hill and the provision of infrastructure. There are also multiple landowners.

### **Open Space and Recreation**

Policy AL/TIV/3 states that as part of the Eastern Urban Extension, the following environmental protection and enhancement measures will be implemented;

- A. Measures to protect and strengthen trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside;
- B. Transfer of 47 hectares of land on the western and southern edges of the urban extension (including Tidcombe Lane Fen and its catchment and land adjoining the Grand Western Canal) for strategic Green Infrastructure;
- C. Areas of equipped and laid out public open space, totalling 2 hectares of children's play, 8 hectares of sports pitches and 2 hectares of allotments;
- D. A strategic landscaping and tree planting scheme to mitigate landscape impact, enhance biodiversity and the character of development and capture carbon;
- E. Measures to protect and enhance the biodiversity of Tidcombe Lane Fen Site of Special Scientific Interest, including management of the Fen and its catchment and designation as a Local Nature Reserve;
- F. Laying out and management of strategic green infrastructure for an appropriate mix of parkland, open space, local nature reserve and landscaping.

### **Loss of Employment Land**

No loss.

**Compatibility**

The site is compatible apart from the close proximity to the A361. The site should comprise of mixed density and reflect the character and density of existing dwellings.

**Site Availability**

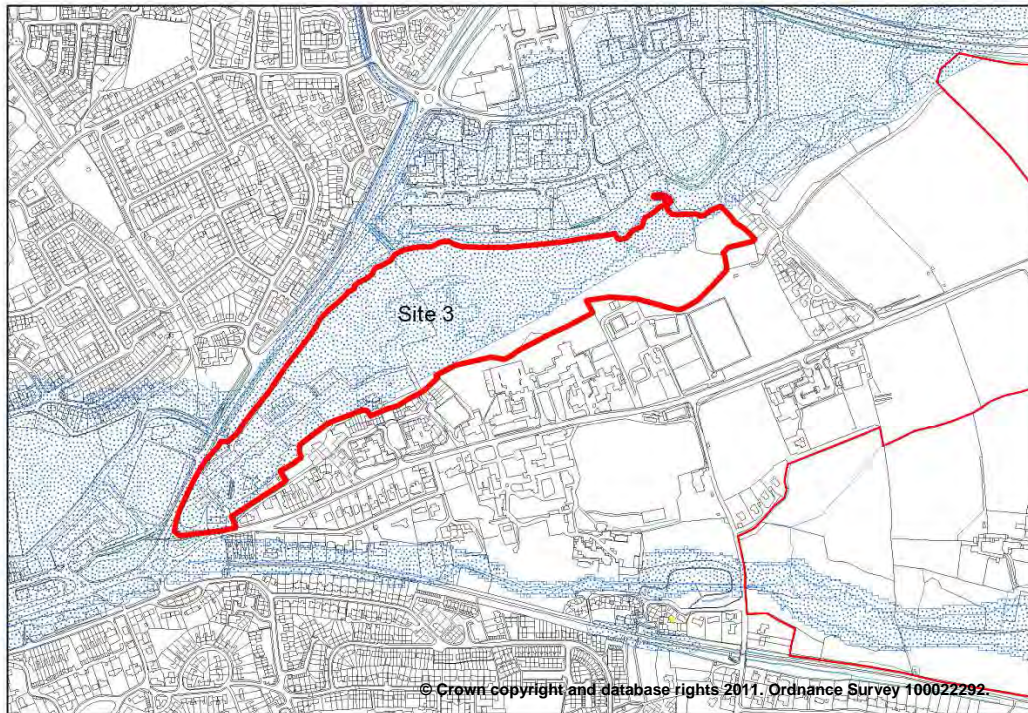
<b>Is the site immediately available for development?</b>	<b>Yes (see below)</b>
<b>Soonest date available (if currently unavailable):</b>	<b>N/a</b>
<b>Is it currently being marketed:</b>	<b>No</b>
<b>Landowners estimated development time:</b>	<b>10 years (based on 150 dwellings per year)</b>

The Council has been holding regular meetings with the landowners for the entirety of the site throughout 2012/13. Two landowners hold approximately two-thirds of the site and have design teams in place who are developing a masterplan in conjunction with the Council. It is anticipated that this will be adopted in January 2014, with outline planning applications shortly to follow. A phasing strategy is likely to be employed, beginning in the north of the site, arcing south, with the south-east portion likely to be the final element delivered. The two principal landowners have confirmed that they will begin to market the site once outline planning permission has been received.

**Settlement: Tiverton**

**Site Reference & Name: Site 3, Land between Blundells School and River Lowman**

**Allocation Reference: AL/TIV/9 “Blundells School”**



## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site area 13.2ha**
- **60 dwellings**
- **20-25% affordable housing**
- **7000 sqm B1 or other suitable commercial floorspace**
- **8ha informal green infrastructure**
- **Appropriate land shaping for development above flood zone 3**
- **Site contamination assessment and remediation**
- **Implementation of transport plans and measures to minimise carbon and air quality impacts**

Notes: This site was considered by the SHLAA panel in 2013 but was not considered achievable on the grounds of various ownerships, the necessary flood plain works and the difficulty of relocating the scrapyard. The proposed road link through the site is no longer a policy requirement as no further expansion is planned to the east of Tiverton. As such only one point of access is proposed, hence the reduced number of dwellings proposed on the site.

## **2013 SHLAA Site Appraisal**

**Parish: Tiverton**

**Site Area: 13.2ha**

**Max yield: 396**

**Min yield: 238**

### **Site description**

The site is located within the settlement of Tiverton and is within walking distance of the town centre. The site comprises a number of elements including a scrap yard, former poultry-handling factory, petrol filling station and greenfield land towards the east. The access to the site is located close to a busy roundabout and adjacent to the River Lowman which often floods. Residential properties form the south eastern boundary. The site is allocated for a mixed use comprising 200 dwellings and 7000 square metres of employment floorspace.

### **Stage A - Site Suitability**

#### **Strategic Policy**

Within the existing settlement limit.

### **Biodiversity and Heritage**

No European wildlife sites or SSSIs. There is a Grade II Listed building on the north east boundary.

### **Flood Risk**

Flood zone 1	2.1ha (15.9% SE)
Flood zone 2	1.6ha (12.1% NW)
Flood zone 3	8.5ha (64.4% NW)

Policy AL/TIV/9 states land north of Blundells School is allocated for

mixed use development subject to the following:  
Appropriate land shaping to raise areas for development above flood zone 3, including an allowance for the effects of climate change, and to create additional floodplain to compensate for the loss of floodplain;

## **Stage B – Environmental Considerations**

### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - This site lies in an area of archaeological potential with regard to known prehistoric activity in the wider landscape. Archaeological mitigation in the form of a programme of archaeological work undertaken through the application of a standard worded archaeological condition on any consent granted may be required.

### **Impact on Biodiversity**

There are a number of mature trees on the site. The site is adjacent to a Deciduous Woodland Priority Habitat on the western side of the site, which is between the site and Heathcoat Way. Records of otters within the site.

### **Impact on Landscape Character**

There is minimal impact on the landscape character and development would probably improve the current unattractive site.

### **Minerals Resources**

None.

### **Air Quality**

The western end of Blundells Road has existing air quality issues. The allocation policy required the provision of a junction on to Heathcoat Way to reduce traffic using Blundells Road. An air quality assessment is required with any application.

### **Land Status**

Brownfield		4.6ha (22.5% W)
Greenfield	Grade 4	8.6ha (77.5% E)

### **Source Protection Zone**

Not applicable.

## **Stage B – Transport Considerations**

### **Highway Access**

Policy AL/TIV/9 states land north of Blundells School is allocated for mixed use development subject to the following:

- A. Provision of a junction on Heathcoat Way and road access through the site as shown on the proposals map with sufficient capacity to form part of a link road as required in policy AL/ TIV/2;

### **Infrastructure Capacity**

No issues.



### **Pedestrian and Cycle Links**

Policy AL/TIV/9 states land north of Blundells School is allocated for mixed use development subject to the following:

- A. Provision and enhancement of cycle and pedestrian links in the area;

### **Access to Public Transport**

Policy AL/TIV/9 states land north of Blundells School is allocated for mixed use development subject to the following:

- A. Provision and enhancement of cycle and pedestrian links in the area;
- B. Implementation of transport plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts.

There is a bus stop close to the site. The site is within walking distance of Tiverton Town Centre.

### **Stage B – Social and Other Considerations**

#### **Access to services/facilities**

The site is within walking distance of Tiverton Town Centre.

#### **Constraints to Delivery**

0.7ha within contaminated land (food processing). The access to the site is close to a bus roundabout and the site is prone to flooding. The site is in multiple ownerships and the scrapyards owners have stated that they would need to be located to a site in relative close proximity given their established business links within the immediate area.

#### **Open Space and Recreation**

No loss.

#### **Loss of Employment Land**

Loss of vacant industrial land, however the allocation includes 7000 sqm. of B1 or other employment uses.

#### **Education Infrastructure**

In general, schools anticipated to be at or nearing capacity. There is limited capacity to support future development and new primary school provision will be required. It is anticipated the secondary school will need to be expanded but sits within a flood plain and therefore additional land near/adjacent to the existing site needs to be secured.

#### **Compatibility**

There is a potential for development on the site to link with Popham Close. There are potential noise issues from the scrapyards. Housing could be high or medium density as in Popham Close.

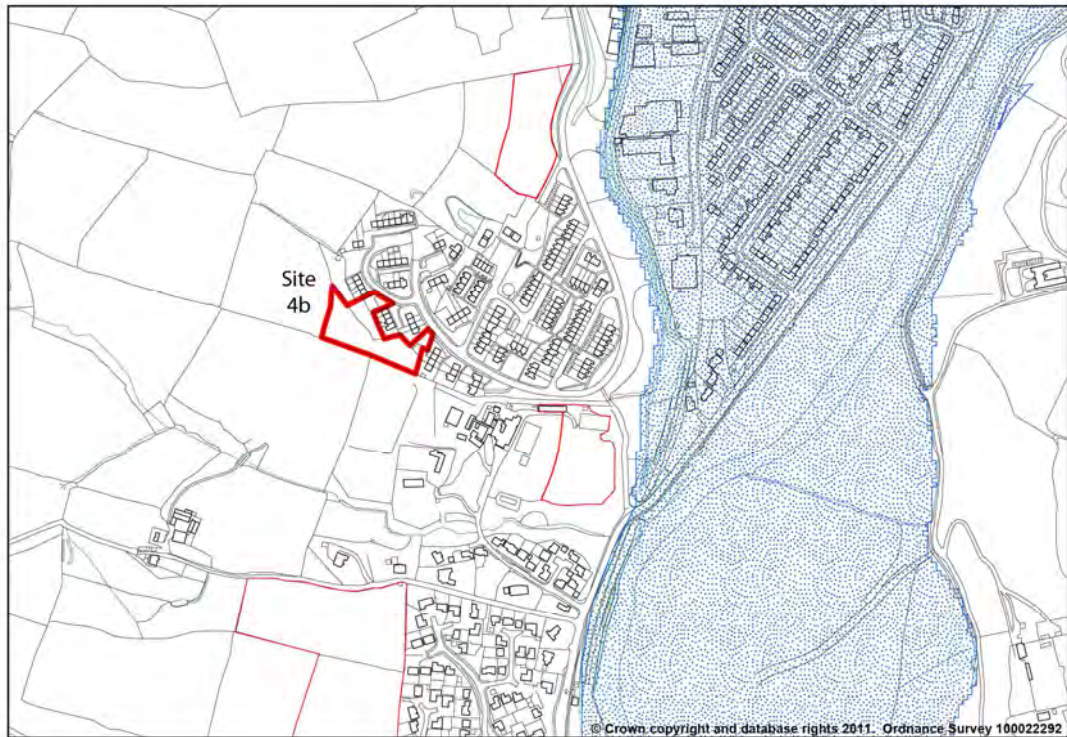
#### **Site Availability**

<b>Is the site immediately available for development?</b>	<b>Partly. The scrapyards are only available if an alternative site can be</b>
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	found in the near vicinity. The school land is available subject to ongoing discussion regarding the traffic impacts of Tiverton EUE.
Soonest date available (if currently unavailable):	Unknown
Is it currently being marketed:	No
Landowners estimated development time:	2-4 years

**Settlement: Tiverton**

**Site Reference & Name: Site 4b, Howden Court**  
**Allocation Reference: AL/TIV/10 "Howden Court"**





## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site area 0.53ha**
- **10 affordable dwellings**

Note: This is a slightly different part of the allocated site than was considered previously by the SHLAA panel. The area of the site identified on the map was part of the original Howden Court allocation and was included in the Local Plan Review Options Consultation as a site with the potential to deliver 10 dwellings. The SHLAA panel in 2013 were only asked to consider land to the east of listed Howden Court building. The decision was that that part of the site was not deliverable as it was unsuitable given it formed the setting of the listed building. As such a number of the comments listed in the 2013 appraisal below are not directly relevant to the area proposed for allocation.

## **2013 SHLAA Site Appraisal**

**Parish: Tiverton**  
**Site Area: 0.99ha**  
**Max yield: 40**  
**Min yield: 24**

### **Site description**

The site is located on the western edge of Tiverton between residential developments. It is comprised of the private grounds of a listed building (dwelling) and is on a level site. There are a number of TPO trees on the border of the site and a dilapidated tennis court. The site was allocated within the AIDPD for 65 dwellings, and has subsequently been consented for 50. The area put forward by the site promoters is east of the listed building, and under current adopted policy was designated as being the setting of the building and was to remain open.

### **Stage A - Site Suitability**

#### **Strategic Policy**

Within existing settlement limit.

### **Biodiversity and Heritage**

The site is close to a listed building. No European wildlife sites or SSSIs.

### **Flood Risk**

Flood zone 1

### **Stage B - Environmental Considerations**

#### **Impact on Historic, Cultural and Built Environment**

Policy AL/TIV/10 states land at Howden Court is allocated for residential development, subject to the following:

Land east of the Grade II Listed Howden Court, providing its setting, to remain open;

**Impact on Biodiversity**

There is an important tree on the site (TPO).

**Impact on Landscape Character**

The impact would not be significant, as the site is well screened.

**Minerals Resources**

None.

**Air Quality**

No issues.

**Land Status**

Greenfield No agricultural grade for this piece of land

**Source Protection Zone**

Not applicable.

**Stage B – Transport Considerations****Highway Access**

The proposed scale of development can be accommodated. Should the scale of development exceed 50 dwellings then a right turning lane would be required from the A396.

**Infrastructure Capacity**

No issues.

**Access to Public Transport**

There are bus stops within walking distance.

**Pedestrian and Cycle Links**

Policy AL/TIV/10 states land at Howden Court is allocated for residential development, subject to the following:

- A. Provision of a pedestrian and cycle route from Howden Court to Palmerston Park;

**Stage B – Social or Other Considerations****Access to services/facilities**

Tiverton Town Centre is within walking distance, and there are a number of shops, a school and other services which are closer than Tiverton Town Centre.

**Constraints to Delivery**

Development would have a significant impact on the setting of the listed building.

**Open Space and Recreation**

No loss.

**Loss of Employment Land**

No loss.

**Education Infrastructure**

In general, schools anticipated to be at or nearing capacity. There is limited capacity to support future development and new primary school provision will be required. It is anticipated the secondary school will need to be expanded but sits within a flood plain and therefore additional land near/adjacent to the existing site needs to be secured.

**Compatibility**

No concerns.

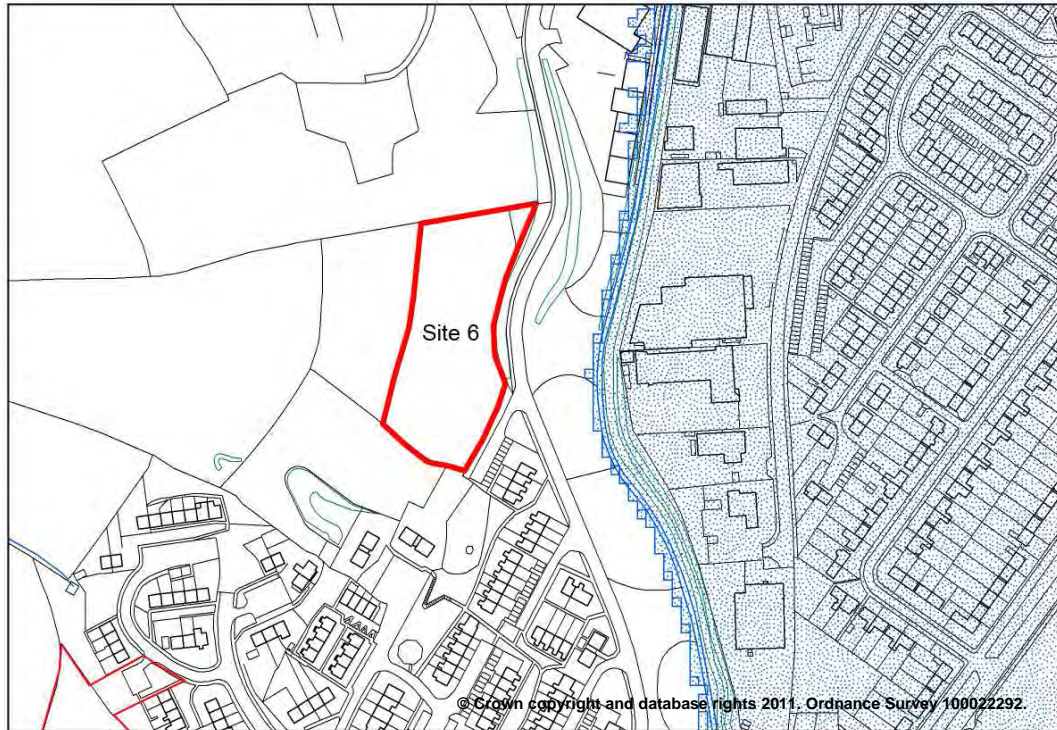
**Site Availability**

Is the site immediately available for development?	Yes
Soonest date available (if currently unavailable):	N/a
Is it currently being marketed:	No
Landowners estimated development time:	1 year

**Settlement: Tiverton**

**Site Reference & Name: Site 6, Palmerston Park**

**Allocation Reference: AL/TIV/14 "Palmerston Park"**



## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site area 0.9ha**
- **15 affordable dwellings**

Notes: This site was not considered deliverable by the SHLAA panel in 2013 due to the site gradient.

## **2013 SHLAA Site Appraisal**

**Parish: Tiverton**

**Site Area: 0.9ha**

**Max yield: 36**

**Min yield: 22**

### **Site description**

The site is located within the settlement of Tiverton adjacent to Palmerston Park and close to Howden Industrial Estate. The site is very steep and has a very difficult topography for development. There are a number of tall trees on the eastern boundary and the site is elevated above the road. The site is currently comprises trees and scrubland.

### **Stage A - Site Suitability**

#### **Strategic Policy**

Within existing settlement limit.

### **Biodiversity and Heritage**

No European wildlife sites or SSSI designations.

### **Flood Risk**

Flood zone 1

### **Stage B – Environmental Considerations**

#### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - No anticipated impact.

#### **Impact on Biodiversity**

Northern part of the site is within a Deciduous Woodland Priority Habitat.

#### **Impact on Landscape Character**

This site falls within the 'River valley slopes and coombes' landscape character area. This area typically falls within the River Exe valley and often has steep, wooded sides and a strong sense of enclosure within a lush valley landscape. There is a potential impact on the landscape character due to the loss of trees on the elevated part of the site. The site is visible from the east side of the River Exe.

### **Minerals Resources**

None.

**Air Quality**

No issues.

**Land Status**

Greenfield    No agricultural class for this piece of land

**Source Protection Zone**

Not applicable.

**Stage B – Transport Considerations****Highway Access**

There is no existing access and access would be difficult due to the topography of the site.

**Infrastructure Capacity**

No issues.

**Pedestrian and Cycle Links**

There are pedestrian footpaths leading into the town centre.

**Access to Public Transport**

There is a bus stop at Palmerston Park.

**Stage B – Social or Other Considerations****Access to services/facilities**

The site is within walking distance to West Exe shops and services within Tiverton Town Centre.

**Constraints to Delivery**

The topography of the site would be a major constraint as it is very steep where it is adjacent to the road. There is no current access to the site. There are potential mine shafts in the vicinity of the site, which are currently being investigated.

**Open Space and Recreation**

This site was once an allotment, though has been disused for some time.

**Loss of Employment Land**

No loss.

**Education Infrastructure**

In general, schools anticipated to be at or nearing capacity. There is limited capacity to support future development and new primary school provision will be required. It is anticipated the secondary school will need to be expanded but sits within a flood plain and therefore additional land near/adjacent to the existing site needs to be secured.

**Compatibility**

Development at this site would be compatible with surrounding land uses. The density would need to be medium for the development to be viable.

**Site Availability**

**Is the site immediately available for development?**

**Yes**

**Soonest date available (if currently unavailable):**

**N/a**

**Is it currently being marketed:**

**No**

**Landowners estimated development time:**

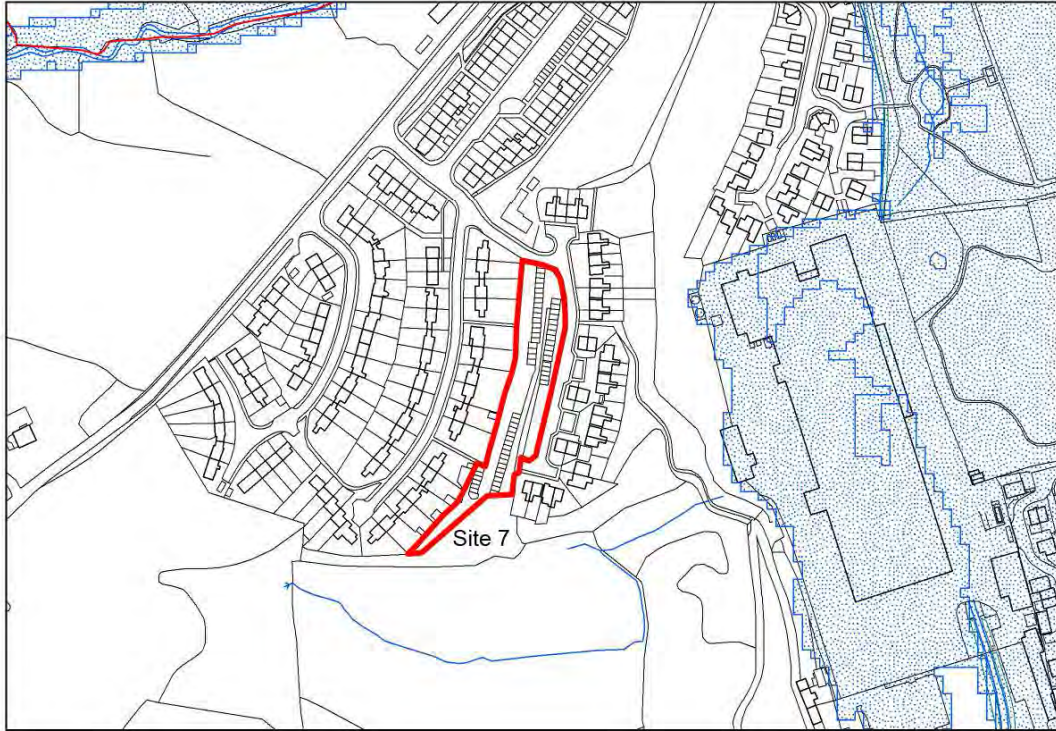
**1 year**



**Settlement: Tiverton**

**Site Reference & Name: Site 7, Roundhill**

**Allocation Reference: AL/TIV/16 "Roundhill"**





### **2014 Proposed Site Allocation Policy Criteria:**

- **Site area 0.4ha**
- **13 affordable dwellings**

Notes: The panel considered the site deliverable in 2013 with a year 3 start.

### **2013 SHLAA Site Appraisal**

**Parish: Tiverton**

**Site Area: 0.4ha**

**Max yield: 20**

**Min yield: 12**

#### **Site description**

The site is located within the settlement of Tiverton. It is located within a 1960s local authority-built housing estate. The site is within walking distance to West Exe and the town centre although up a steep gradient. The site contains mature hedgerows and trees which for a visual break between the higher and lower parts of the existing development. There are a number of garages currently on the site. The site is currently allocated for the construction of 13 affordable dwellings.

#### **Site Suitability**

##### **Stage A**

##### **Strategic Policy**

Within existing settlement boundary.

#### **Biodiversity and Heritage**

No European wildlife sites or SSSI designations.

#### **Flood Risk**

Flood zone 1

##### **Stage B**

##### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - No anticipated impact.

##### **Impact on Biodiversity**

No designations.

##### **Impact on Landscape Character**

No impact.

##### **Minerals Resources**

None.

##### **Air Quality**

No impact.

**Access to Public Transport**

There are bus stops located on Seven Crosses Hill.

**Access to services/facilities**

The site is within walking distance of shops and services, but up a steep gradient.

**Land Status**

Brownfield.

**Constraints to Delivery**

The topography of the site would be a constraint to the deliverability of the site, as well as potential historic mineshafts in the area (which are currently being investigated). Development of the area would result in the loss of hedgerows and trees.

**Source Protection Zone**

Not applicable.

**Open Space and Recreation**

No loss.

**Loss of Employment Land**

No loss.

**Infrastructure Capacity**

No issues.

**Highway Access**

There is existing highway access, however the loss of the garages may impact on the parking provision for the area.

**Pedestrian and Cycle Links**

There are pedestrian footpaths around the site.

**Education Infrastructure**

In general, schools anticipated to be at or nearing capacity. There is limited capacity to support future development and new primary school provision will be required. It is anticipated the secondary school will need to be expanded but sits within a flood plain and therefore additional land near/adjacent to the existing site needs to be secured.

**Compatibility**

Residential use would be compatible with the surrounding residential use and the density should be medium use to reflect the density of the existing development.

**Site Availability**

**Is the site immediately available for development?**

**Yes (only one weeks' notice)**

**Soonest date available (if currently unavailable):**  
**Is it currently being marketed:**  
**Landowners estimated development time:**

**on the garage  
tenancies)**  
**N/a**  
**No**  
**1 year**

**Settlement: Tiverton**

**Site Reference & Name: Site 8, Hay Park**

**Allocation Reference: AL/TIV/17 “Hay Park, Canal Hill”**



## **2014 Proposed Site Allocation Policy Criteria**

- **Site area 0.33ha**
- **13 dwellings**
- **20-25% affordable housing**
- **Access on to Canal Hill**

Notes: The SHLAA panel considered the site deliverable in 2013 with a year 3 start.

## **2013 SHLAA site appraisal**

**Parish: Tiverton**

**Site Area: 0.33ha**

**Max yield: 17**

**Min yield: 10**

### **Site description**

This site is located with the settlement limit of Tiverton and is currently used for domestic purposes. There are some existing barns on the roadside of Canal Hill awaiting conversion. The site is surrounded by bungalows and the access is currently insufficient. The site is currently allocated for 13 dwellings. Previous planning permission for three dwellings on the site lapsed in 2008.

### **Stage A - Site Suitability**

#### **Strategic Policy**

Within existing settlement boundary.

### **Biodiversity and Heritage**

No European wildlife sites or SSSI designations.

### **Flood Risk**

Flood zone 1.

### **Stage B – Environmental Considerations**

#### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - This proposed development area occupies the former settlement of Haypark, first documented in the late 17th century. The site is now occupied with modern housing and any development here may expose archaeological and artefactual deposits associated with this settlement. Archaeological mitigation in the form of a programme of archaeological work undertaken through the application of a standard worded archaeological condition on any consent granted may be required.

There is a potential negative impact on the character of the area.

#### **Impact on Biodiversity**

The site contains some mature trees which existing policy states should be retained.

**Impact on Landscape Character**

Development on this site would have minimal impact as it is within the built up area of Tiverton.

**Minerals Resources**

None.

**Air Quality**

No issues.

**Land Status**

Greenfield No agricultural grade available for this piece of land.

**Source Protection Zone**

Not applicable.

**Stage B – Transport Considerations****Highway Access**

Access is possible from both Canal Hill and Rennie Road, however, the access from Canal Hill may require demolition of the barns to provide adequate visibility splays and necessary footpath widths. The steps to the east would also need to be brought up to standard. The topography of the site would make a sole access from Rennie Road challenging, as a car park area would need to be provided, as it is too steep to go from the top half to bottom half.

**Infrastructure Capacity**

No issues.

**Access to Public Transport**

There are bus stops located along Canal Hill.

**Pedestrian and Cycle Links**

There are no cycle paths, but there is a pedestrian footpath into Tiverton Town Centre.

**Stage B – Social and Other Considerations****Access to services/facilities**

There are shops located close by. And the centre of Tiverton is not far.

**Constraints to Delivery**

The topography of the site would be a constraint to development, as would the access. The retention of the character of the existing buildings would be preferable.

**Open Space and Recreation**

No loss.

**Loss of Employment Land**

No loss.

**Education Infrastructure**

In general, schools anticipated to be at or nearing capacity. There is limited capacity to support future development and new primary school provision will be required. It is anticipated the secondary school will need to be expanded but sits within a flood plain and therefore additional land near/adjacent to the existing site needs to be secured.

**Compatibility**

No concerns.

**Site Availability**

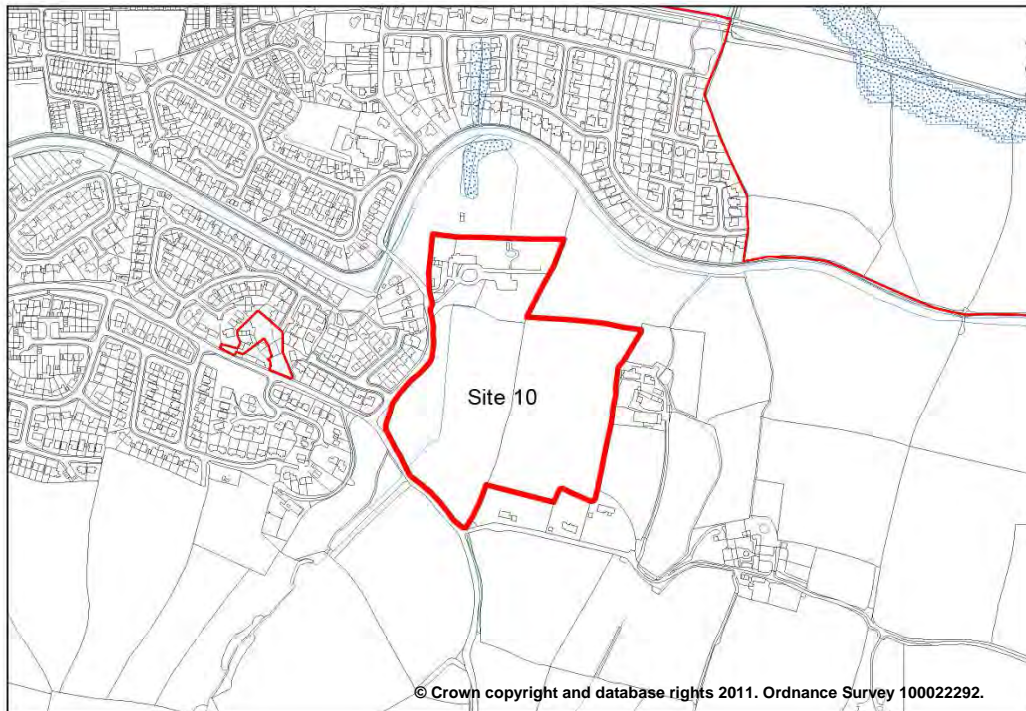
Is the site immediately available for development?	Yes
Soonest date available (if currently unavailable):	N/a
Is it currently being marketed:	No
Landowners estimated development time:	1-2 years



**Settlement: Tiverton**

**Site Reference & Name: Site 10, Tidcombe Hall**

**Allocation Reference: AL/TIV/21 "Tidcombe Hall"**





## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site area 5ha**
- **Contingency site**
- **100 dwellings**
- **20-25% affordable housing**
- **Two vehicular points of access from Canal Hill and improvements to Tidcombe Lane northwards from the site**
- **Design and landscaping which protects the setting of the Grand Western Canal and Tidcombe Hall**

Notes: The SHLAA panel considered the site deliverable in 2013 but reduced yield to max of 125 given need to protect setting of canal and building. Site deferred to year 6 start as well. Access limitations were noted.

## **2013 SHLAA Site Appraisal**

**Parish: Tiverton**

**Site Area: 8.4ha (5ha in the AIDPD)**

**Max yield: 252**

**Min yield: 151**

**(site allocated for 200 dwellings with 35% affordable housing)**

### **Site description**

The site is located on the south eastern edge of Tiverton and is close to the Grand Western Canal Conservation Area. Tidcombe Hall itself is not a listed building but is old and with possible historical merit. The site contains mature hedgerows and trees. The site is allocated on a contingency basis within the Allocations and Infrastructure Development Plan Document (2010).

### **Site Suitability**

#### **Stage A**

#### **Strategic Policy**

Outside settlement boundary, though adjacent along the western boundary.

### **Biodiversity and Heritage**

1.6ha of the site is within the Grand Western Canal Conservation Area (19% northern part). Tidcombe Hall is a potential heritage asset and development could impact on its setting. No European wildlife sites or SSSI designations.

### **Flood Risk**

Flood zone 1

### **Stage B**

#### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - This site includes the site of the medieval chapel of St Lawrence and Tidcombe Hall. Archaeological mitigation in the form of a programme of archaeological work undertaken through the application of a standard worded archaeological condition on any consent granted may be required.

Lies just to the west of Tidcombe Farmhouse. Contains Tidcombe Hall, a 19<sup>th</sup> century house that was formerly a rectory. There is also a record of a domestic chapel at this site that was licensed in the early 15<sup>th</sup> century. A desk-based assessment followed by appropriate archaeological mitigation would be required. Development would need to protect or enhance the canal conservation area.

Policy AL/TIV/21 states land at Tidcombe Hall is a contingency site for residential development, to be realised in accordance with policy AL/DE/1 subject to the following;  
Protection of the setting of the Grand Western Canal Conservation Area and of Tidcombe Hall;

MDDC Conservation - this is an unlisted building in the conservation area. It is a building that has had mixed quality alterations but I would still consider it to be a heritage asset. The impact of development to the south and east of the hall would be significant but will depend on design, landscaping etc. I would be strongly opposed to any development coming forward / further towards the canal, but I think that development here could be acceptable subject to design considerations.

### **Impact on Biodiversity**

The canal is also a defined County Wildlife Site and Local Nature Reserve.

### **Impact on Landscape Character**

The site falls within the 'Lowland plains' landscape character area and is typified as being an open, low lying flat landscape which is agriculturally prosperous. There is a potential, but localised impact on character as the site is reasonably well contained within the landscape. There would be some impact arising from development, though this would be against the backdrop of the existing built environment to the west.

### **Minerals Resources**

No comments

### **Air Quality**

No comments

### **Access to Public Transport**

There are bus stops located on Tidcombe Lane.

### **Access to services/facilities**

There are shops along Canal Hill which are easily accessible, but the site is not within walking distance of Tiverton town Centre.

### **Land Status**

Brownfield and Greenfield

Unclassified grade of agricultural land 0.4ha (4% W)

Grade 2 7.1ha (85% N)

Grade 3

0.9ha (11% S)

**Constraints to Delivery**

The proximity of the site to, and within, the Grand Western Canal Conservation Area, the problems of accessing the site and the high percentage of flooding all constrain the appropriateness and deliverability of this site.

**Source Protection Zone**

Not applicable.

**Open Space and Recreation**

No loss.

**Loss of Employment Land**

No loss.

**Infrastructure Capacity**

No comments.

**Highway Access**

Policy AL/TIV/21 states land at Tidcombe Hall is a contingency site for residential development, to be realised in accordance with policy AL/DE/1 subject to the following;

- A. Two vehicular access points from Canal Hill and improvements to Tidcombe Lane northwards from the site;

**Pedestrian and Cycle Links**

Footpath on opposite site of Tidcombe Lane leading to Canal Hill.

**Education Infrastructure**

In general, schools anticipated to be at or nearing capacity. There is limited capacity to support future development and new primary school provision will be required. It is anticipated the secondary school will need to be expanded but sits within a flood plain and therefore additional land near/adjacent to the existing site needs to be secured.

**Compatibility**

The site is adjacent to residential development to the west, and low density reflecting this development would be appropriate. Development would be better suited on the southern part of the site as it would not be within the flood plain and away from the Grand Western Canal Conservation Area.

**Site Availability**

**Is the site immediately available for development?**

**Yes**

**Soonest date available (if currently unavailable):**

**N/a**

**Is it currently being marketed:**

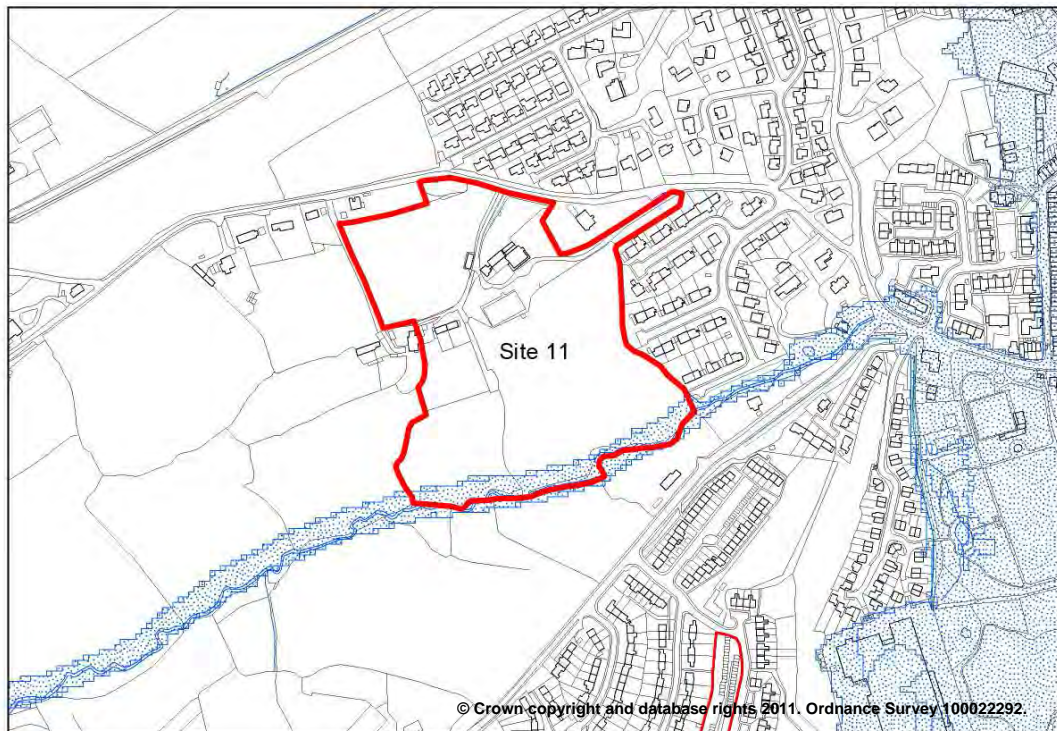
**Not stated by proposer**

**Landowners estimated development time:**

**Not stated by proposer**

**Settlement: Tiverton**

**Site Reference & Name: Site 11, Land at Wynnards Mead**



## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site area 6.3ha**
- **70 dwellings**
- **20-25% affordable housing**
- **Design which minimises impact to landscape character and protects the character and setting of the adjoining listed building and the unlisted house within the site ‘Wynnards Mead’**

Notes: This site was considered deliverable by the SHLAA panel in 2013. Deferred to year 6 start as not available until 2019. Lower density applied in proposed by the planning authority to reflect topography and protection of settings of the heritage assets.

## **2013 SHLAA Site Appraisal**

**Parish: Tiverton**

**Site Area: 6.3ha (5.8ha not in flood zones 2 & 3)**

**Max yield: 174**

**Min yield: 104**

Note: figures amended to reflect advice of Environment Agency during panel discussion.

### **Site description**

The site, which lies to the west of Tiverton, consists of the grounds of a large house called Wynnards Mead, including some associated agricultural land and two cottages. The site is set on the north side of the Cottey Brook, sloping down north to south. The house and its gardens are set in the middle of the site. To the north and east, the site adjoins housing estates, to the south Cottey Brook and west, open countryside. Gotham Farm adjoins the site to the west.

### **Stage A - Site Suitability**

#### **Strategic Policy**

Part of site within settlement limit (0.6ha 10% NE). The rest of the site is outside of the settlement limit (5.7ha 90%SW).

### **Biodiversity and Heritage**

The site is in close proximity to a listed building to the immediate west of the site, whilst the building Wynnards Mead, within the site has character and may be worthy of local listing. No European wildlife sites or SSSI designations.

### **Flood Risk**

Flood zone 1                      5.8ha (92%N)

Flood zone 2 and 3 0.5ha (8% S)

### **Stage B – Environmental Considerations**

#### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - No anticipated impact.

MDDC Conservation - this building is not currently listed (although I wonder if this should be considered for listed status as it is a very good building). It is a very attractive building in a lovely setting and I would certainly consider it to be a heritage asset. To the west of the site is a listed thatched farm house and outbuildings which is again, a very good building typical of the thatched, cob farm structures of Mid Devon. The proximity of development next to the listed building and indeed to Wynnards Mead could be very damaging to the setting of these buildings and erode their special interest. I have concerns about the western parts of the allocation (north, middle and south) and feel that these areas should be excluded to form a buffer for the protection of the listed building. Equally Wynnards Mead faces due south and development to the south will cause harm, but in theory this could be mitigated against through shelter belt planting, buffer zones etc. I am not as concerned about the field to the north of the building.

### **Impact on Biodiversity**

There is a small area in the south which is classified as a Deciduous Woodland Priority Habitat.

### **Impact on Landscape Character**

This site falls within the 'River valley slopes and coombes' landscape character area. This area typically falls within the River Exe valley and often has steep, wooded sides and a strong sense of enclosure within a lush valley landscape. The site is elevated, and therefore is visible from a number of viewpoints, including Seven Crosses Road to the south. Accordingly, there would be some impact from development in this location.

### **Minerals Resources**

None.

### **Air Quality**

No comments.

### **Land Status**

Greenfield	Grade 3	2.1ha (33% S and W)
Unclassified agricultural grade		4.2ha (67% NE)

### **Source Protection Zone**

Not applicable.

### **Stage B – Transport Considerations**

#### **Highway Access**

An adequate site access is achievable.

#### **Infrastructure Capacity**

No issues.

#### **Access to Public Transport**

Within walking distance of bus service into Tiverton.

### **Pedestrian and Cycle Links**

The existing carriageway and footway links to Tiverton are very steep.

### **Stage B – Social and Other Considerations**

#### **Access to services/facilities**

The services and facilities of Tiverton lie some 1.2 km distant.

#### **Constraints to Delivery**

Small area of contaminated land (historic quarry, 0.06ha in north)

#### **Open Space and Recreation**

No loss.

#### **Loss of Employment Land**

No loss.

#### **Education Infrastructure**

In general, schools anticipated to be at or nearing capacity. There is limited capacity to support future development and new primary school provision will be required. It is anticipated the secondary school will need to be expanded but sits within a flood plain and therefore additional land near/adjacent to the existing site needs to be secured.

#### **Compatibility**

No concerns.

#### **Site Availability**

**Is the site immediately available for development?**

**No**

**Soonest date available (if currently unavailable):**

**2019-2024**

**Is it currently being marketed:**

**No**

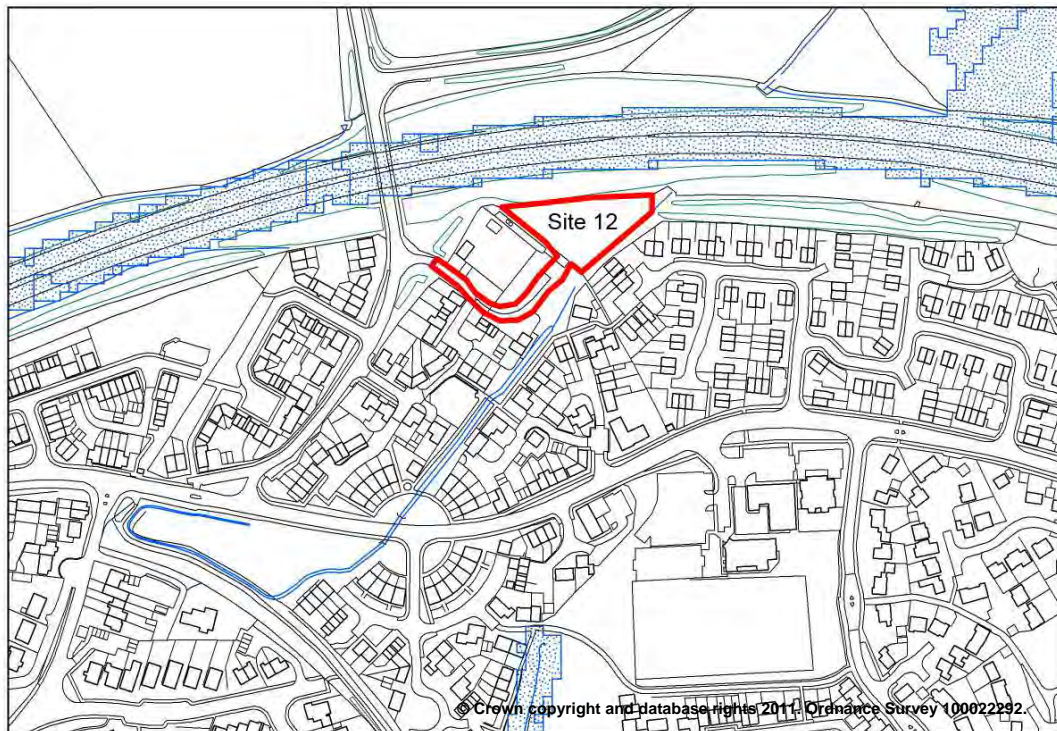
**Landowners development time estimate:**

**3 years**



**Settlement: Tiverton**

**Site Reference & Name: Site 12, Land at Moorhayes Park**





### **2014 Proposed Site Allocation Policy Criteria:**

- **Site area 0.4ha**
- **8 dwellings**
- **20-25% affordable housing**
- **Access from Hayne Court**
- **Archaeological investigation and mitigation**

Note: The SHLAA panel found the site deliverable in 2013 with a year 3 start. A planning application received in 2013 for eight dwellings is still pending.

### **2013 SHLAA Site Appraisal**

**Parish: Tiverton**

**Site Area: 0.4ha**

**Max yield: 20**

**Min yield: 12**

#### **Site description**

The site is located within the Moorhayes Park and is bounded by the A361 to the North and to the East by modern housing. The site is adjacent to a transformer station to the West, and is accessible from Hayne Court. The site is currently overgrown and fenced off. An outline planning application for ten dwellings on the site was submitted in August 2013 (ref 13/01149/MOUT).

#### **Site Suitability**

##### **Stage A**

##### **Strategic Policy**

Within the existing settlement limit.

#### **Biodiversity and Heritage**

No European wildlife sites or SSSI designations.

#### **Flood Risk**

Flood zone 1

##### **Stage B**

##### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - This site lies in an area where there is known prehistoric activity. Archaeological mitigation in the form of a programme of archaeological work undertaken through the application of a standard worded archaeological condition on any consent granted may be required.

##### **Impact on Biodiversity**

The Wildlife Survey that accompanies the outline planning application concludes, after having undertaken a preliminary ecological appraisal, that the site is of limited ecological value.

**Impact on Landscape Character**

This site falls within the built up area of Tiverton and as a result there will be no landscape impact.

**Minerals Resources**

No comments

**Air Quality**

No issues.

**Access to Public Transport**

Services available on Lea Road.

**Access to services/facilities**

Tiverton town centre is in reasonably close proximity.

**Land Status**

Greenfield    Grade 2

**Constraints to Delivery**

Contaminated land	Waste	0.2ha (50% S)
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**Source Protection Zone**

Not applicable.

**Open Space and Recreation**

No loss.

**Loss of Employment Land**

No loss.

**Infrastructure Capacity**

No issues.

**Highway Access**

As existing access which is adequate. Access from Hayne Court.

**Pedestrian and Cycle Links**

As existing which are adequate. The site is well connected throughout Moorhayes with pedestrian and cycle routes throughout

**Education Infrastructure**

In general, schools anticipated to be at or nearing capacity. There is limited capacity to support future development and new primary school provision will be required. It is anticipated the secondary school will need to be expanded but sits within a flood plain and therefore additional land near/adjacent to the existing site needs to be secured.

**Compatibility**

No concerns.

**Site Availability**

**Is the site immediately available for development?**

**Yes**

**Soonest date available (if currently unavailable):**

**N/a**

**Is it currently being marketed:**

**A developer  
has applied to  
build on the  
site**

**Landowners estimated development time:**

**1 year**

**SCLAA Reference: Site 5 “Phoenix Lane”**



## **2014 Proposed Site Allocation Policy Criteria**

- **Site area 1.1ha**
- **60 dwellings**
- **20-25% affordable housing**
- **9,300 mixed commercial floorspace including retail, office and leisure uses**
- **Redesign and enhancement of the bus station including taxi ranks**
- **Improved pedestrian access between Phoenix Lane and the pannier market**
- **Outstanding design**
- **Adequate parking**

Notes: The SHLAA panel considered the site achievable in 2013 for 66 dwellings but with a year 11 start given availability and viability concerns. However, the SCLAA Panel considered the site could come forward in years 5-10, so the Local Plan development trajectory is likely to assume a year 6 start date. This is supported by the fact that further land availability information has come to light, with a significant part of the area confirmed available by MDDC, DCC and a further single landowner. Masterplanning work is in its early stages.

### **2013 SHLAA Site Appraisal**

**Parish: Tiverton**

**Site Area: 1.1ha (0.3ha allocated)**

**Max yield: 88 (applying town centre density assumptions)**

**Min yield: 45**

#### **Site Description**

This is town centre regeneration site which is being proposed for a mixed use of housing and approximately 9,300 sqm. gross commercial floorspace comprising retail, office and leisure uses. The site covers four distinct areas; a car parking area including offices to the south west of the site, the Tiverton bus station to the south of the site, the Phoenix Lane pedestrian walk to the south east of the site and shop fronts along Fore Street to the north. The majority of the site is bordered by existing buildings or roads. The south of the site is close to a multi-storey car park. The market to the north edge of the site is a notable feature. The north west corner of the western section of the site is alongside the Tiverton Museum. Part of the south east of the site is amenity green space which includes a war memorial. 0.3ha of the site is currently allocated for a mixed use redevelopment of 2,400 commercial floorspace.

### **Stage A - Site Suitability**

#### **Strategic Policy**

The site is within the settlement limit.

#### **Biodiversity and Heritage**

The site is within the conservation area, and contains a number of listed buildings. There are also a number of listed buildings in close proximity to the



site. The site also includes a War Memorial. No European wildlife sites or SSSI designations.

### **Flood Risk**

Flood zone 1

## **Stage B – Environmental Considerations**

### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - The site is within the conservation area, and contains a number of listed buildings. There are also a number of listed buildings in close proximity to the site. The site also includes a War Memorial. The site lies within the historic core of Tiverton, the northern part lying within the putative Saxon core of the settlement. Any consent granted for development here should be conditional upon a programme of archaeological work being implemented in mitigation for the impact of any development upon the heritage assets of the site. The site is within the conservation area, and contains a number of listed buildings. There are also a number of listed buildings in close proximity to the site. The site also includes a War Memorial.

### **Impacts on Biodiversity**

Records show Common Pipistrelle bats being within the boundary of the site.

### **Impact on Landscape Character**

This is a town centre site located within an existing built up area, with no anticipated impacts on landscape character.

### **Mineral Resources**

Not applicable.

### **Air Quality**

[Comments to be provided subsequently]

### **Land Status**

Brownfield

### **Source Protection Zone**

Not applicable

## **Stage B – Transport Considerations**

### **Highway Access**

Accessible town centre site. Bus station must be retained.

### **Infrastructure Capacity**

Bus station must be retained. Suitable for retail, leisure, tourism and retirement options.

Not industrial.

### **Access to Public Transport**

Site currently includes the bus station.

### **Pedestrian and Cycle Links**

Phoenix Lane pedestrianized walk currently provides access from Phoenix Lane to Fore Street. The far north of the site includes land which connects the Fore Street from the Market Walk to the market itself.

### **Stage B – Social and Other Considerations**

#### **Access to Services/Facilities**

This is a town centre location where there are a wide range of services.

#### **Constraints to Delivery**

The majority of the site is gently sloping however the west section of the site, beyond the bus station has a steeper gradient. Development of this site would potentially require the relocation of the bus station and job centre. The site is in multiple ownership.

#### **Open Space and Recreation**

Potential realignment or relocation of pedestrianized public space which includes a war memorial garden.

#### **Education Infrastructure**

In general, schools anticipated to be at or nearing capacity. There is limited capacity to support future development and new primary school provision will be required. It is anticipated the secondary school will need to be expanded but sits within a floodplain and therefore additional land near/adjacent to the existing site needs to be secured.

#### **Compatibility**

No concerns.

#### **Site Availability**

**Is the site immediately available for development?**

**Partly. The availability of the majority of the site is currently unknown.**

**Soonest date available (if currently unavailable):**

**Unknown**

**Is the site currently being marketed?**

**Unknown**

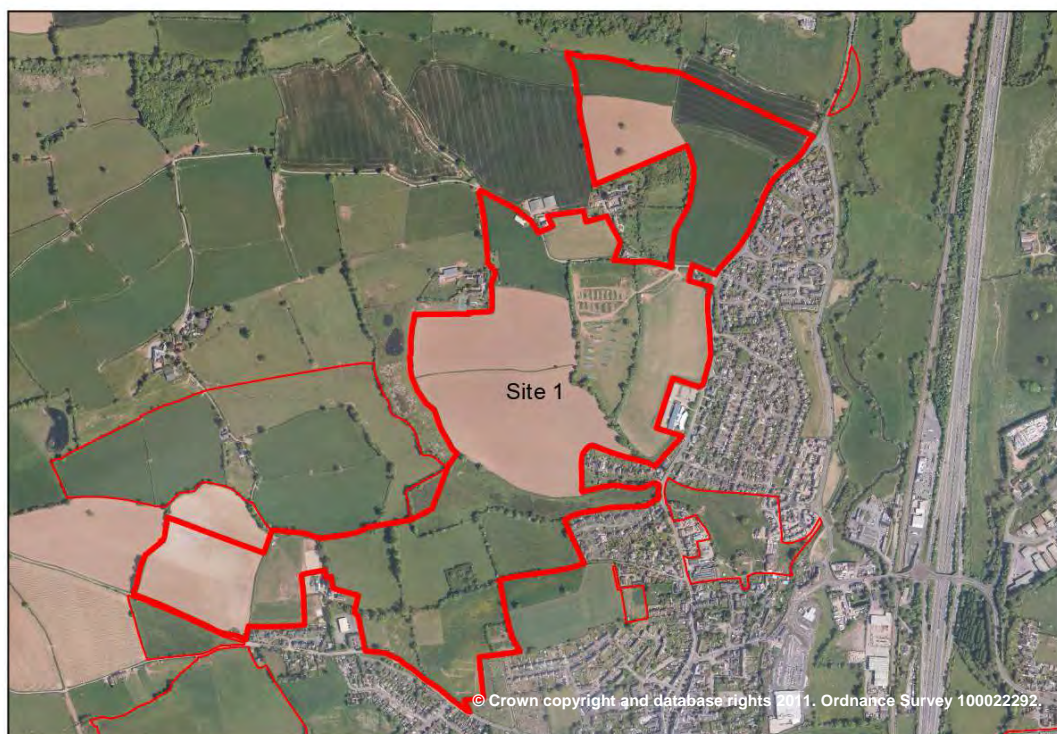
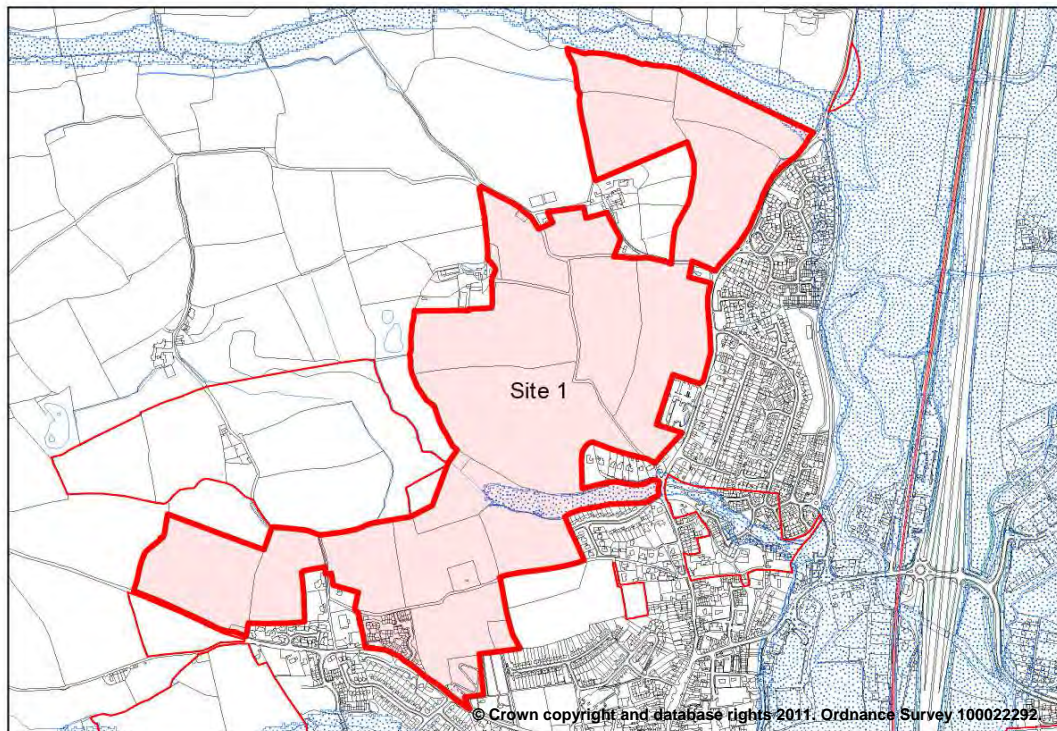
**Landowners estimated development time:**

**Unknown**

**Settlement: Cullompton**

**Site Reference & Name: Site 1, North West Cullompton**

**Allocation Reference: AL/CU/1-7 “North West Cullompton”**



## **2014 Proposed Site Allocation – Potential Policy Criteria**

- 74.8 ha site area
- 790 dwellings
- 20-25% affordable including five gypsy and traveller pitches
- 21,000 sqm C1-C2, D1-D2 or other suitable commercial floorspace
- A minimum of 28ha of green infrastructure
- Primary school
- Community facilities including community garden adjoining health centre
- Through route linking Tiverton Road to Willand Road
- Subject to masterplanning

Notes: The site was considered by the SHLAA panel in 2013 to be deliverable. A year 4 start was identified reflecting the progress with masterplanning. The first consultation on the masterplan is anticipated to begin in July, with adoption in March 2015.

## **2013 SHLAA Site Appraisal**

**Parish: Cullompton**

**Site Area: 43.3ha (excludes GI)**

**Max yield: 1299**

**Min yield: 779**

### **Site description**

This is a large, strategic site adjacent to the north west of the market town of Cullompton. It is an allocated site, with a policy requirement for the delivery of 1100 dwellings and 40,000 square metres of employment floorspace. A large part of the site is allocated as green infrastructure. The site is formed of a large number of agricultural fields, currently used for a mixture of arable farming and grazing. The northern portion of the site consists of land on the fairly gentle western and southern slopes of Rull Hill. This element has western boundaries formed of hedgerows, whilst the Willand Road forms the eastern. The southern end of the site wraps around the steeper northern and western slopes of St Andrews Hill, its southern edge formed by hedgerows and development. The site extends westward along Tiverton Road. A stream, with a narrow floodplain, runs west to east through the valley between these two hills. Two separate bridleways run north to south, one in the western portion, and another in the eastern portion of the site. Two adjoining sites, (Cullompton sites 2 & 3) have come forward which could act as further extensions to the allocation if required.

### **Stage A - Site Suitability**

#### **Strategic Policy**

A very large strategic site which adjoins a market town.

## **Biodiversity and Heritage**

The site adjoins a roman fort on St Andrew's Hill (a scheduled ancient monument). There are a number of listed buildings within the cemetery and farmyards adjoining the site. No European wildlife sites or SSSI designations.

## **Flood Risk**

Flood Zone 1                72ha (96%)

Flood zone 2 and 3   2ha (3% central and east part of site)

Floodplain                0.8ha (1% central and west part of site, connected to flood zone 2 and 3)

The northern boundary of site adjacent to flood plain.

## **Stage B – Environmental Considerations**

### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - The site lies in an area of high archaeological potential to the north of the Roman fort at St Andrew's Hill and contains evidence of prehistoric activity identified through aerial photography and findspots of flint tools. Any planning application for development here must be supported by the results an appropriate level of archaeological works to allow the significance of the heritage asset to be understood along with the impact of any development upon it.

County Archaeology – Recent archaeological investigations in this area have demonstrated the presence of extensive and significant prehistoric and Romano-British sites. The HER notes the presence of prehistoric enclosures and funerary monuments within this area – identified by aerial photography – as well as the find spot of a Saxon metal object and prehistoric flint tools.

### **Impact on Biodiversity**

There are a number of TPOs on important trees and hedgerows within the site, along field boundaries.

### **Impact on Landscape Character**

This site falls within the 'Lower rolling farmed and settled valley slopes' landscape character area. This area is typified by having a gently rolling and strongly undulating landscape which is intensively farmed. The landscape is undulating, with the higher parts more sensitive to change and development. Developing this area will extend the built up area of the town, from an agricultural landscape, which will be a significant change. However, the visibility from elsewhere varies across the site. The more elevated parts of the site (such as St Andrews Hill and Rull Hill) are more sensitive to development because of their visibility in the landscape (particularly on north and west facing slopes). Other parts of the site are relatively contained by the topography and development in these locations would have only a medium impact.

### **Minerals Resources**

None.



**Air Quality**

Policy AL/CU/1 states the development will be subject to a Carbon Reduction and Low Emissions Strategy at the expense of all new development on the site. This is required to minimise the overall carbon footprint of the development and ensure the impact of the site on air quality is acceptable.

**Land Status**

Greenfield    Grade 1 56.8ha (76% northern and southern parts)  
                    Grade 4 18ha (24% central part of the site)

**Source Protection Zone**

Not applicable.

**Stage B – Transport Considerations****Highway Access**

There are no vehicular links other than from North West distributor road (a policy requirement linking Tiverton Road and Willand Road).

**Infrastructure Capacity**

The site is of sufficient scale for infrastructure improvements within and outside of the site. The Highways Agency currently have in place a holding direction an existing major development site within Cullompton in relation to capacity issues at J28. The agency is in discussion with Devon County Council regarding improvement works to the junction. The Agency have stated that without improvement it would not be possible for new developments coming forward through the planning system to demonstrate compliance with the Agency's policy "The Strategic Road Network and the Delivery of Sustainable Development". The policy requirement is that mitigation is required where adequate capacity is not available at the time of opening of the development. This applies to any development that was forecast to result in traffic flow increases of 30 or more two way vehicles movements per hour at a junction on the SRN.

**Access to Public Transport**

Policy AL/CU/1 requires the provision of bus, pedestrian and cycle routes at appropriate locations throughout the development. It also requires bus service enhancements within, into and out of, the site and enhancements between Cullompton, Exeter, Tiverton Parkway and Tiverton.

**Pedestrian and Cycle Links**

A number of rights of way/bridleways running through the site.

**Stage B – Social or Other Considerations****Access to services/facilities**

Part of the site is close to St. Andrew's Primary School but will require an additional school to be built (the policy requires a 210 place primary school, and provision for an additional 52 places at the new primary school for early years education). There is a medical centre located adjacent to the east side of the northern element of the site.

### **Constraints to Delivery**

The topography of the site would result in the need for sensitively located development. Rull Lane is only a single carriageway which would not be suitable for large volumes of traffic.

### **Open Space and Recreation**

Policy AL/CU/3 sets out environmental protection and enhancement measures which includes 28ha of green infrastructure, laid out to include a mix of parkland, open space, landscaping and a potential local nature reserve. Also required are areas of equipped and laid out public open space totalling 0.7ha of equipped children's play, 2.8ha of sports pitches and 0.7ha of allotments.

### **Loss of Employment Land**

No loss. The allocation includes 40,000 sqm. of employment land. The Employment Land Review (2012) recommended reducing this provision to 10,000 sqm.

### **Education Infrastructure**

Primary schools are at capacity and are both located on constrained sites making expansion either difficult or proportionally expensive. New school provision will be required early in the development. The secondary school is forecast to have capacity but may require additional infrastructure later in the planning period. There is a shortage of early years provision in the town which will be exacerbated but further development.

### **Compatibility**

Development of this scale could accommodate a range of densities although lower densities would be necessary on the slopes.

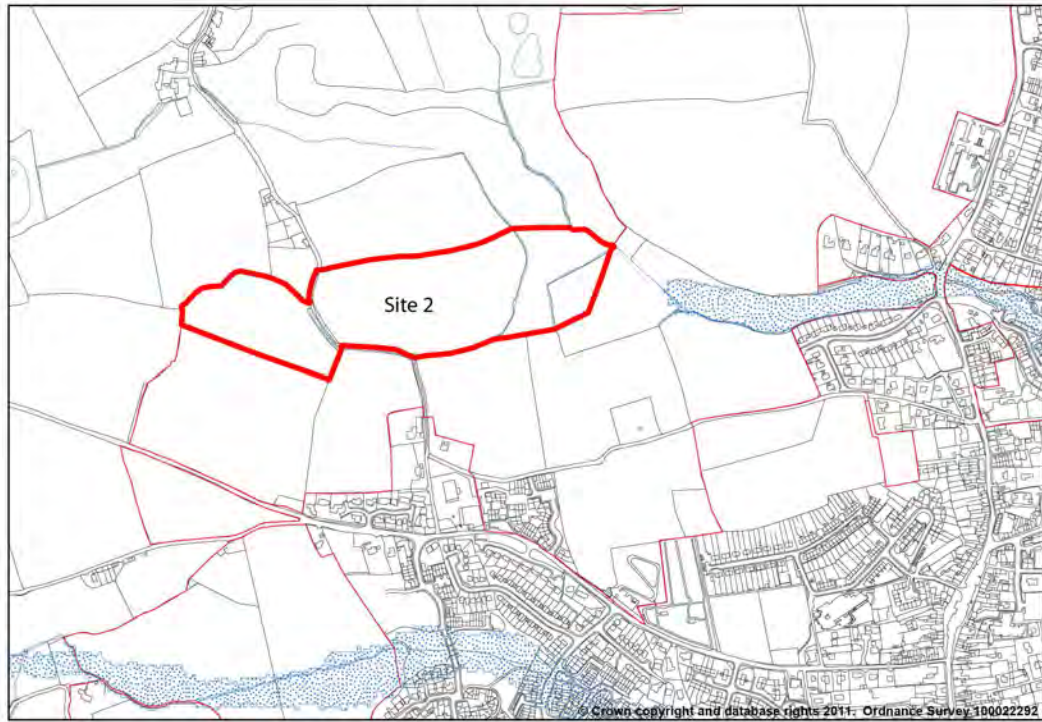
### **Site Availability**

<b>Is the site immediately available for development?</b>	<b>All except one field in the west</b>
<b>Soonest date available (if currently unavailable):</b>	<b>Unknown for west field</b>
<b>Is the site currently being marketed?</b>	<b>Not known</b>
<b>Landowners development time estimate:</b>	<b>2-7 years</b>

A joint meeting of all landowners within the allocated area was held in September 2013. All landowners barring the owner of the one most westerly field attended. All those in attendance confirmed that their land was still available for the purpose of delivering the site allocation. The landowners/agents are currently in the process of meeting to agree the first steps in the masterplanning process. An update meeting with the Council is scheduled for November 2013.

**Settlement: Cullompton**

**Site Reference & Name: Site 2, Growen Farm**



## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site area 8.9ha**
- **160 dwellings**
- **20-25% affordable housing**
- **Archaeological investigation and appropriate mitigation**
- **Air quality mitigation**
- **Subject to masterplanning**

Notes: This site was considered by the SHLAA panel in 2013 and was deemed to be deliverable from a deferred year 6 start. The site area proposed for allocation is reduced from that originally considered by SHLAA, representing a logical extension to the NW Cullompton allocation. The appraisal below reflects the original site area proposed.

## **2013 SHLAA Site Appraisal**

**Parish: Cullompton**

**Site Area: 22.6ha**

**Max yield: 678**

**Min yield: 407**

### **Site description**

Site is located to the west of the north west extension land. The site is comprised of five fields bisected by a bridleway. There are two cottages and gardens within the site. The land falls gradually north to south and is interspersed with established trees and hedgerows. Mostly bounded by hedges though part of the northern boundary is open and was once a field boundary that has since been removed.

### **Site Suitability**

#### **Stage A**

#### **Strategic Policy**

Outside settlement limit, southern boundary adjacent to settlement limit.

### **Biodiversity and Heritage**

Listed building to the north of the site. No European wildlife sites or SSSI designations.

### **Flood Risk**

Flood zone 1. A stream runs along the eastern boundary of the site and therefore a flood risk assessment may be required to determine whether there would be any impact from developing the site.

### **Stage B**

#### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - The site lies in an area of archaeological potential to the north-west of the Roman fort at St Andrew's Hill and to the south of a possible

prehistoric enclosure identified through aerial photography. Any planning application for development here must be supported by the results an appropriate level of archaeological works to allow the significance of the heritage asset to be understood along with the impact of any development upon it.

### **Impact on Biodiversity**

No designations.

### **Impact on Landscape Character**

This site falls within the 'Lower rolling farmed and settled valley slopes' landscape character area. This area is typified by having a gently rolling and strongly undulating landscape which is intensively farmed. Developing the site would result in further expansion of Cullompton into the north west. The site is within a bowl, particularly eastern part, and as a result landscape impact could be lower than the west. Some views from Rull Lane to the north and from the bridleway. Little other impact as not visible from Tiverton Road.

### **Minerals Resources**

None.

### **Air Quality**

Will have an impact on Cullompton Air Quality Management area and require mitigation.

### **Access to Public Transport**

Town bus is within a reasonable distance which. The development of Site 1 would be likely to bring a bus service nearer to the site.

### **Access to services/facilities**

Cullompton provides a reasonable range of services.

### **Land Status**

Greenfield    Grade 2

### **Constraints to Delivery**

Contaminated land within the site – Quarry 0.1ha (0.5%).

### **Source Protection Zone**

Not applicable

### **Open Space and Recreation**

No loss.

### **Loss of Employment Land**

No loss.

### **Infrastructure Capacity**

The Highways Agency currently have in place a holding direction an existing major development site within Cullompton in relation to capacity issues at J28.



The agency is in discussion with Devon County Council regarding improvement works to the junction. The Agency have stated that without improvement it would not be possible for new developments coming forward through the planning system to demonstrate compliance with the Agency's policy "The Strategic Road Network and the Delivery of Sustainable Development". The policy requirement is that mitigation is required where adequate capacity is not available at the time of opening of the development. This applies to any development that was forecast to result in traffic flow increases of 30 or more two way vehicles movements per hour at a junction on the SRN.

### **Highway Access**

Tiverton Road/High Street issues. The full development of Site 1 would provide alternative routes; Site 2 should follow the complete development of Site 1. Access would need to be provided via Site 1.

### **Pedestrian and Cycle Links**

Would need to be provided via Site 1. A bridleway runs north to south.

### **Education Infrastructure**

Primary schools are at capacity and are both located on constrained sites making expansion either difficult or proportionally expensive. New school provision will be required early in the development. The secondary school is forecast to have capacity but may require additional infrastructure later in the planning period. There is a shortage of early years provision in the town which will be exacerbated but further development.

### **Compatibility**

Land to the east of the bridleway would be compatible with North West Cullompton allocation (if built) but west of the bridleway has a poorer spatial relationship.

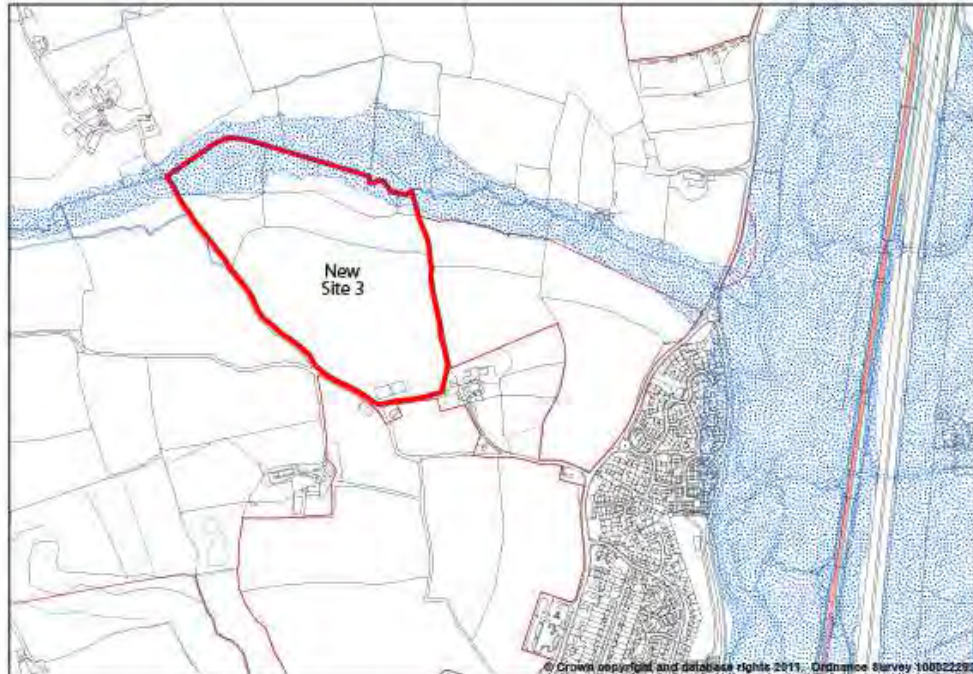
### **Site Availability**

<b>Is the site immediately available for development?</b>	<b>Yes</b>
<b>Soonest date available (if currently unavailable):</b>	<b>N/a</b>
<b>Is the site currently being marketed?</b>	<b>No</b>
<b>Landowners estimated development time:</b>	<b>10 years</b>

**Settlement: Cullompton**

**Site Reference & Name: New Site 3, 'Emmett Land'/Rull Lane**

**Allocation Reference: N/a**



## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site area 18.6ha**
- **200 dwellings**
- **20-25% affordable housing**
- **Archaeological investigation and appropriate mitigation**
- **Air quality mitigation**
- **Subject to masterplanning**

Notes: This site was considered by the SHLAA panel in 2014 and was deemed to be deliverable but with a deferred year 6 start. The site would form an extension of the NW Cullompton allocation. Final site area proposed for allocation will be determined by a Landscape and Visual Impact Assessment.

## **2014 SHLAA Site Appraisal**

**Parish: Cullompton**

**Site Area: 18.6 ha**

**Max yield: 474 (having excluded land in flood zones 2 and 3)**

**Min yield: 284 (having excluded land in flood zones 2 and 3)**

### **Site description**

This site lies to the north-west of Cullompton. It is currently in agricultural use (arable). It is currently separated from the built environment of Cullompton, however the sites eastern boundary borders land which forms part of the NW Cullompton allocation. As such, this site could be a potential extension to this allocation. The site comprises a large field bounded by hedgerows, with a farmhouse adjacent on the south-east boundary, whilst other isolated buildings are visible to the north. This is an elevated site, with the land sloping down towards the north. The site is currently accessed via Rull Lane which runs along the southern boundary.

### **Stage A - Site Suitability**

#### **Strategic Policy**

The site lies adjacent to allocated, but undeveloped parts of Cullompton. It is outside the current settlement limit.

#### **Biodiversity and Heritage**

No European wildlife sites or SSSI designations. The site is close to listed buildings to the south east and north west.

#### **Flood Risk**

2.8 ha along the northern edge falls within flood zones 2 and 3, which is associated with a watercourse which runs west-east to the north of the site. Rull Leat, another smaller watercourse, runs through the site on a west-east axis. A flood risk assessment may be needed to understand the impact of developing this site.

## **Stage B – Environmental Considerations**

### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - This site lies in an area of high archaeological potential with the Historic Environment Record indicating potential Roman activity within the proposed development site as well as there being evidence of prehistoric activity in the surrounding landscape. In accordance with the NPPF any planning application for development here should be supported by an appropriate programme of archaeological work to allow the significance of any below-ground heritage assets with an archaeological interest to be understood along with the potential impact of any development upon them. This would allow any mitigation that may be required to be implemented in advance of construction.

### **Impact on Biodiversity**

To the north of the site lies Wet Woodland Priority Habitat. The site is bounded by hedgerows which can be a haven for wildlife.

### **Impact on Landscape Character**

This site falls within the 'Lower rolling farmed and settled valley slopes' landscape character area. This area is typified by having a gently rolling and strongly undulating landscape which is intensively farmed. This is an elevated site within the local landscape, which in this vicinity rises to the point where the site is located, with the field sloping down to the north from the south-east which is the highest point. The landscape is undulating and only isolated dwellings are visible, most being located in the northerly direction. Modern development or parts of Cullompton are not currently visible from the site, though this may change once the allocated site of NW Cullompton begins to be built out. Within the current context development of this site would result in a large landscape impact, particularly when viewed from the north.

### **Minerals Resources**

Not applicable.

### **Air Quality**

Site will have an impact on the Cullompton Air Quality Management Area and will require mitigation.

### **Land Status**

Grade 1 agricultural land – 5ha at southern part

Grade 4 agricultural land – remaining 13.6ha

### **Source Protection Zone**

Not in this location.

## **Stage B – Transport Considerations**

### **Highway Access**

Current planned junction improvements to junction28 will cater for current allocated site and any additional development would provide for concerns over capacity. Suitable linkage to new distributor road would be required and Transport Assessment as well as travel planning is required. No development

should be allowed until suitable measures at Junction 28 or other mitigating works can be undertaken to the satisfaction of the Highway Authority and the Highways agency.

### **Infrastructure Capacity**

Junction 28 currently suffers from congestion in the peak periods, and new development within Cullompton is likely to add to the pressure already experienced, affecting the ability of the M5 motorway to fulfil its strategic function. There is a Devon led highway improvement scheme to increase capacity and safety at the junction, which has been agreed with by the Highways Agency. This improvement scheme will provide adequate capacity to accommodate traffic likely to be generated by current allocations within the Core Strategy. In order to confirm that the same or further improvement could accommodate traffic from additional development, further analysis will be required. This analysis should consider the effect of the development to be included within the Core Strategy stage and be based on sound evidence.

Where further transport interventions are necessary to accommodate the traffic implications of the Core Strategy then these interventions should be identified at Core Strategy stage. Advice on the preparation of a sound transport evidence base, in so far as the Agency is concerned, is set out in the attached note. Further information can also be found in DfT Circular 02/2013 'The SRN and the delivery of sustainable development'.

### **Access to Public Transport**

Suitable bus services are within walking distances

### **Stage B – Social and Other Considerations**

#### **Access to services/facilities**

Cullompton has a wide range of services and facilities. However, this part of the site would be some distance from these facilities, being a minimum of 1.1km as the crow flies to the town centre.

### **Constraints to Delivery**

Sloping site.

### **Open Space and Recreation**

No loss.

### **Loss of Employment Land**

No loss.



**Education infrastructure**

Primary schools are at capacity and are both located on constrained sites making expansion either difficult or proportionally expensive. New school provision will be required early in the development. The secondary school is forecast to have capacity but may require additional infrastructure later in the planning period including land. There is a shortage of early years provision in the town which will be exacerbated but further development.

**Compatibility and density**

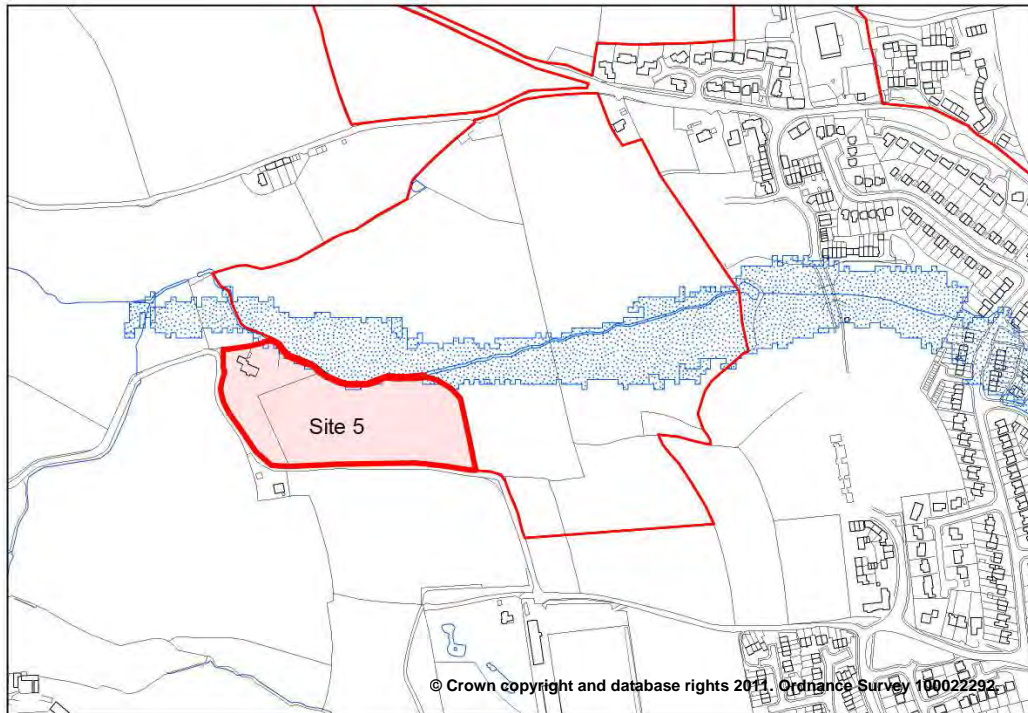
Adjoining uses are currently only agricultural. Few residential properties on which to gauge appropriate density. If allocated, site would be subject to masterplanning process which would determine acceptable density.

**Site Availability**

<b>Is the site immediately available for development?</b>	<b>Yes</b>
<b>Soonest date available (if currently unavailable):</b>	<b>N/a</b>
<b>Is it currently being marketed:</b>	<b>Land promoter involved</b>
<b>Landowners estimated development time:</b>	<b>Not stated</b>

**Settlement: Cullompton**

**Site Reference & Name: Site 5, Ware Park & Footlands**



## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site area of 2.1ha**
- **38 dwellings**
- **20-25% affordable housing**
- **Access from the adjoining Knowle Lane allocation**
- **Archaeological investigation and mitigation**
- **Implementation of a transport plan to mitigate air quality impacts**

Notes: The SHLAA panel considered this site in 2013 and felt it to be deliverable. However, a year 6 start was selected to reflect that it would only likely come forward once Knowle Lane complete.

## **2013 SHLAA Site Appraisal**

**Parish: Cullompton**

**Site Area: 2.1ha**

**Max yield: 63**

**Min yield: 38**

### **Site description**

This site is located to the west of Cullompton, and is located adjacent to the existing allocated site of Knowle Lane (see site 4). The site is currently located in open countryside and comprises of agricultural fields and Crow Green Stream along the northern boundary. The site is bounded by established hedge boundaries and the site is relatively flat.

### **Stage A - Site Suitability**

#### **Strategic Policy**

Outside but adjacent to existing settlement limit.

#### **Biodiversity and Heritage**

No European wildlife sites or SSSI designations.

#### **Flood Risk**

Flood zone 1. There is a stream running to the north of the site

### **Stage B – Environmental Considerations**

#### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - A geophysical survey undertaken in support of a planning application for this area identified anomalies within the proposed development site that may represent archaeological features, some of which may be indicative of industrial activity. In the light of the results of the geophysical survey and the presence of prehistoric as well as 18/19th century industrial activity recorded to the east in the adjacent development site, any groundworks associated with the development of this area have the potential to expose and destroy archaeological deposits associated with the known archaeological activity in the vicinity. Archaeological mitigation in the form of a programme of archaeological work undertaken through the application of a

standard worded archaeological condition on any consent granted may be required.

### **Impact on Biodiversity**

No designations.

### **Impact on Landscape Character**

This site falls within the 'Lower rolling farmed and settled valley slopes' landscape character area. This area is typified by having a gently rolling and strongly undulating landscape which is intensively farmed. The site is flat, and bounded by established hedgerows. These screen the site from views from the south, whilst the site to be developed at the north will mitigate views from the north.

### **Minerals Resources**

None.

### **Air Quality**

Will have an impact on Cullompton Air Quality Management area and require mitigation.

### **Land Status**

Greenfield    Grade 1 0.7ha (33% SE)  
                    Grade 4 1.4ha (67% NW)

### **Source Protection Zone**

Not applicable.

## **Stage B – Transport Considerations**

### **Highway Access**

Knowle Lane, by reason of its width and alignment, is unsuitable to accommodate additional traffic. Access may be possible from Site 4. There are issues with Tiverton Road. The delivery of Site 1 infrastructure will provide mitigation. Any development of Site 5 should be postponed until Site 1 is complete.

### **Infrastructure Capacity**

The Highways Agency currently have in place a holding direction on an existing major development site within Cullompton in relation to capacity issues at J28. The agency is in discussion with Devon County Council regarding improvement works to the junction. The Agency have stated that without improvement it would not be possible for new developments coming forward through the planning system to demonstrate compliance with the Agency's policy "The Strategic Road Network and the Delivery of Sustainable Development". The policy requirement is that mitigation is required where adequate capacity is not available at the time of opening of the development. This applies to any development that was forecast to result in traffic flow increases of 30 or more two way vehicle movements per hour at a junction on the SRN.

**Access to Public Transport**

The town bus service is available within walking distance.

**Pedestrian and Cycle Links**

There are none at present.

**Stage B – Social or Other Considerations****Access to services/facilities**

The site is within reasonable distance of the town centre.

**Constraints to Delivery**

Crow Green Stream may result in possible flooding, and access from the adjacent site (allocated) and not from the existing highway network may cause problems.

**Open Space and Recreation**

No loss

**Loss of Employment Land**

No loss.

**Education Infrastructure**

Primary schools are at capacity and are both located on constrained sites making expansion either difficult or proportionally expensive. New school provision will be required early in the development. The secondary school is forecast to have capacity but may require additional infrastructure later in the planning period. There is a shortage of early years provision in the town which will be exacerbated but further development.

**Compatibility**

The site should be developed with low to medium densities to reflect the densities of the adjacent site which is allocated.

**Site Availability**

**Is the site immediately available for development?**

**Yes**

**Soonest date available (if currently unavailable):**

**N/a**

**Is the site currently being marketed?**

**No**

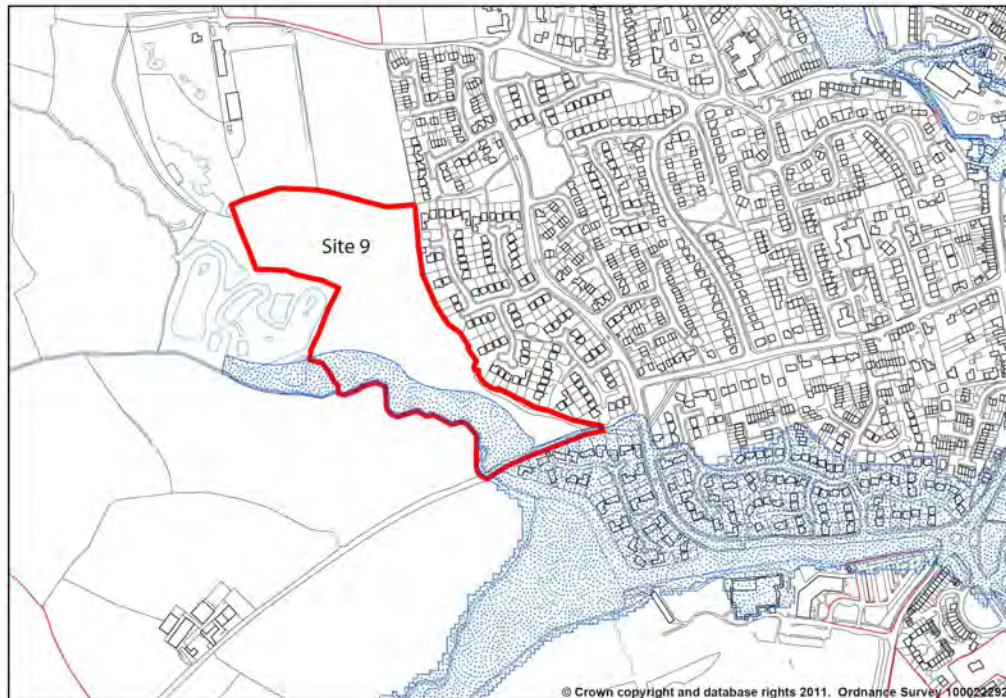
**Landowners estimated development time:**

**Not stated**



**Settlement: Cullompton**

**Site Reference & Name: Site 9, Land at Colebrook**



## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site area 4.8ha**
- **100 dwellings**
- **20-25% affordable housing**
- **Two points of access from Siskin Chase**
- **2.7ha green infrastructure, to include retention of floodplain**
- **Contingency site only**

Notes: A larger site was considered by the SHLAA panel in 2013 and was thought to be deliverable for 403 dwellings. However there are flooding and highways issues which inhibit allocation of a larger site in this location and therefore it is proposed to retain the site as a contingency with the same policy criteria as within the AIDPD (a total of 4.8ha). Please note the appraisal below relates to the larger site area put forward for consideration by the SHLAA panel in 2013.

## **2013 SHLAA Site Appraisal**

**Parish: Cullompton**

**Site Area: 19.3ha**

**Max yield: 965**

**Min yield: 579**

### **Site description**

The site is currently used for agricultural land and is adjacent to the Cullompton settlement limit. Colebrook Lane bisects the site, and the field boundaries and edging of the site is mainly comprised of hedgerows and trees. The site is fairly flat from Colebrook Lane to the south, but gently slopes towards the west, with land rising to the north. The site is within approximately 30 minutes walking distance to the town centre.

### **Site Suitability - Stage A**

#### **Strategic Policy**

Outside existing settlement limit, adjacent along east boundary.

#### **Biodiversity and Heritage**

No European wildlife sites or SSSI designations.

#### **Flood Risk**

Flood zone 1 16.7ha (87%)

Flood zone 2 and 3 1.6ha (8%, following Cole Brook)

Functional Floodplain 1ha (5%, following Cole Brook)

Kia Ora Farm and fishing lakes to west of site. The Cole Brook runs from the east, circling the bottom half of site, and then parallel to boundary (on south east side).

### **Stage B – Environmental Considerations**

#### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - This site occupies a large area in a landscape with evidence of prehistoric and Roman activity in the vicinity. Any planning application for development here will need to be supported by the results an appropriate level of archaeological works to allow the significance of the heritage asset to be understood along with the impact of the development upon it.

### **Impact on Biodiversity**

No designations.

### **Impact on Landscape Character**

The central band of the site falls within the 'Sparsely settled farmed valley floors' landscape character area. This area is typified by the presence of rivers or streams and related flat or gently sloping valley bottoms within the low lying areas of the district. The north and south portions of the site falls within the 'Lower rolling farmed and settled valley slopes' landscape character area. This area is typified by having a gently rolling and strongly undulating landscape which is intensively farmed. The site is reasonably enclosed closer to Colebrook Lane, and is part of a rolling landscape. There is limited wider landscape impact, but a more localised impact if the site is developed.

### **Minerals Resources**

No comments

### **Air Quality**

No comments.

### **Land Status**

Greenfield	Grade 1 0.2ha (1% N)
	Grade 2 14.8ha (77% SE)
	Grade 3 4.3ha (22% SW)

### **Source Protection Zone**

Not applicable

## **Stage B – Transport Considerations**

### **Highway Access**

Colebrook Lane runs through the site. The lane would need to be substantially upgraded.

### **Infrastructure Capacity**

There are no issues with High Street. The delivery of Site 1 infrastructure will provide mitigation. Any development of Site 9 should be postponed until Site 1 is complete. Capacity issues at J28 which are to be improved under proposed works.

### **Access to Public Transport**

Cullompton is well served by local and wider service buses.

**Pedestrian and Cycle Links**

Would need to be provided.

**Stage B – Social and Other Considerations****Access to services/facilities**

Cullompton has reasonable services/facilities.

**Constraints to Delivery**

There is floodrisk within the site, and the width of Colebrook Lane from Swallow Way may present difficulties with access.

**Open Space and Recreation**

No loss

**Loss of Employment Land**

No loss.

**Compatibility**

There are low density bungalows at Spindlebury, and higher density dwellings towards the north on Swallow Way. The density of development would need to reflect adjacent densities, resulting in a mixture of densities throughout the site.

**Site Availability**

**Is the site immediately available for development?**

**Yes**

**Soonest date available(if not currently available):**

**N/a**

**Is the site currently being marketed?**

**No**

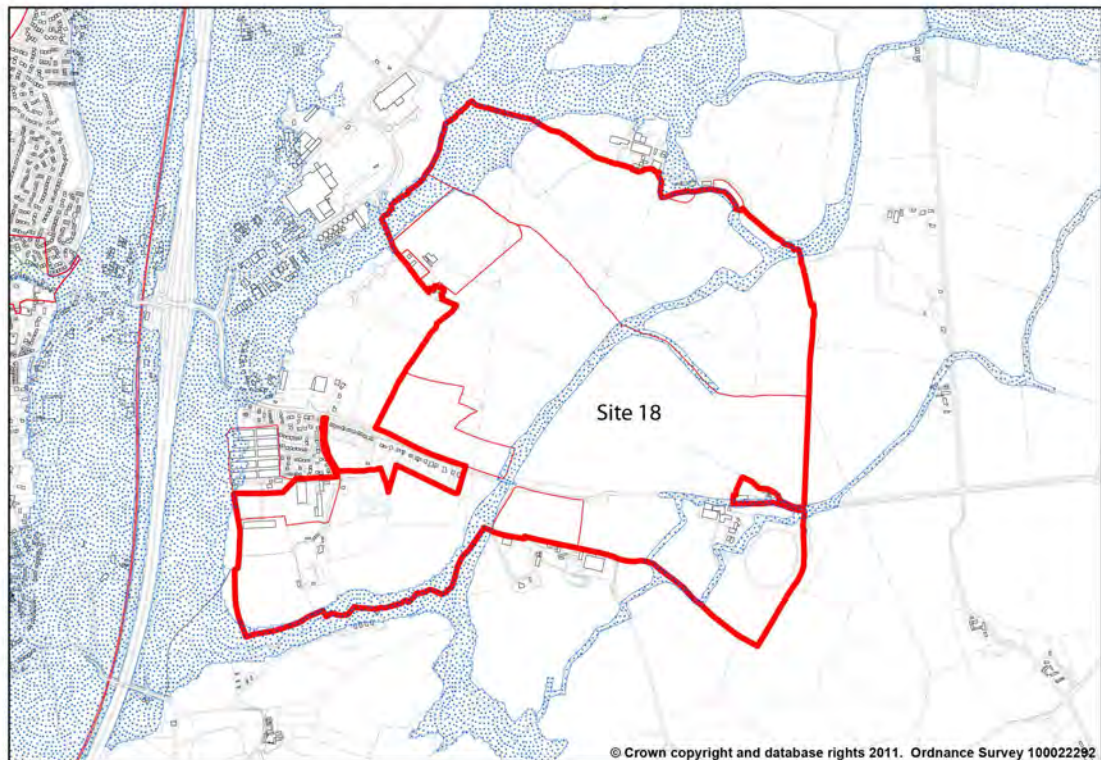
**Landowners development time estimate:**

**4 years**



**Settlement: Cullompton**

**Site Reference & Name: Site 18, East Cullompton**





## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site area 160ha**
- **2600 dwellings**
- **Affordable housing including gypsy and traveller pitches, subject to viability**
- **32,400 square metres of mixed commercial floorspace**
- **40ha strategic green infrastructure**
- **Transport improvements to Junction 28 of the M5**
- **Community facilities likely to include provision of primary school**
- **Subject to masterplanning**

This site was considered deliverable by the SHLAA panel in 2013 and in 2014 (with a revised site area of 160ha). The site was noted as needing a long lead-in time due to infrastructure requirements. A strategic site of this size would be a priority for housing delivery, so with Masterplanning commencing immediately after the Local Plan's adoption this site is considered deliverable from Year 6.

Options for improving motorway junction capacity and access to the rest of Cullompton are being drawn up by Devon County Council. Costs are not yet known, but if the cost of highways infrastructure was estimated at £50m, this would equate to around £19,000 per dwelling. The site area may be excluded from CIL and other sources of funding sought to reduce the burden on development and bring the site forward. The employment part of the site may be reduced or delayed, given the proximity of other sites at Kingsmill Industrial Estate and the need to ensure viability.

## **2013 SHLAA Site Appraisal**

Note: This site is put back in front of the panel with a smaller site area, as one landowner has stated the land is no longer available.

**Parish: Cullompton**

**Gross Site Area: 160ha approx. – reduced from 200ha approx. Area out of flood zones is approximately 147ha**

**Max yield: 4410**

**Min yield: 2646**

### **Site description**

The site is significant, and strategically sized and located on the east side of Cullompton. It is comprised of a number of different agricultural fields used for a mixture of arable and pastoral farming. There are a number of farm buildings and complexes within the site to the south of Honiton Road. The site is largely flat throughout and incorporated two previous SHLAA sites (Cullompton Sites 12 & 13). Part of the site is within the floodplain.

## **Stage A - Site Suitability** **Strategic Policy**

The site is located outside of the settlement boundary, though it is adjacent along part of the western boundary. There is 8.4ha of contaminated land located in the western side of the site.

### **Biodiversity and Heritage**

No European wildlife sites or SSSI designations. The site is close to a number of listed buildings

### **Flood Risk**

Flood zone 2 and 3. Approximately 10% of site in these zones, primarily through the centre of the site and in the north west and east of the site

## **Stage B – Environmental Considerations**

### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - This site occupies a significant area within a landscape that has evidence of prehistoric and Roman activity recorded in the County Historic Environment Record. To the west, recent archaeological work has demonstrated the presence of prehistoric and Roman settlement in and around Cullompton. While no such sites are recorded within the area under consideration (though this may just reflect the absence of any formal archaeological work in this area) the Historic Environment Team would regard, due to the area of the proposed allocation and the known prehistoric and Roman activity in the wider landscape, that there is potential for the site contain archaeological deposits associated with the known prehistoric and Roman activity in the vicinity. The Historic Environment Team would therefore advise that any planning application for the development of this area should be supported by the results of an appropriate programme of archaeological work to allow the archaeological potential of the site to be understood along with the impact of any development upon the heritage assets in the site. This would be in accordance with Local and National Policy on planning and the historic environment.

### **Impact on Biodiversity**

1ha of the site is classed as an unclassified wildlife site close to the western edge of the site. The site is adjacent an area of Deciduous Woodland Priority Habitat on the eastern edge. The site is close to records of otter and kingfisher.

### **Impact on Landscape Character**

The site falls within the 'Lowland plains' landscape character area and is typified as being an open, low lying flat landscape which is agriculturally prosperous. The site is large and predominantly flat. The landscape of the surrounding area is also largely flat, offering limited views into the site. However, given the scale of the site, and there may well be variations in topography, and If the site were to be put through, a full Landscape and Visual Impact Assessment would need to be undertaken.

### **Minerals Resources**

Not applicable.

### **Air Quality**

This site will have an impact on the Cullompton Air Quality Management Area therefore an assessment would be required with contributions as necessary under the existing SPD.

### **Land Status**

Greenfield	Grade 1	63.2ha west
	Grade 3	<i>93ha approx. east</i>
	Grade 4	6.7ha west

### **Source Protection Zone**

Not applicable.

## **Stage B – Transport Considerations**

### **Highway Access**

Access can be achieved and suitable junctions will need to be designed. Size of development would need considerable planning and design works. Deliverable at end of plan if not into new plan period.

### **Infrastructure Capacity**

There are no local facilities on the East side of the M5 and a development in this location and of the size proposed would have significant implications for the operation of J28 and the M5 mainline. The junction already operates at capacity at times with queues on the off-slips extending back onto the M5 mainline. This causes serious road safety concerns. Devon County Council is currently working towards an improvement aimed at accommodating current growth proposals as set out in the Core Strategy. Further improvement would be needed to the junction to accommodate traffic arising from the SHLAA proposal and are very likely to be significant in scale, i.e. a second over bridge. Consideration would also have to be given to the ability of the M5 mainline to accommodate the forecast traffic flows and measures identified, if necessary, to ensure that demand for traffic movements along the M5 remains within the capacity of the mainline to accommodate it.

It is the opinion of the Highways Agency that the site should not be included in the SHLAA until it can be demonstrated that improvements can be delivered to the Strategic Road Network capable of accommodating the traffic flows likely to arise. Such an allocation would otherwise be unsound.

### **Pedestrian and Cycle Links**

Would need to be designed into masterplan.

### **Access to Public Transport**

Comprehensive service would need to be established.

## **Stage B – Social or Other Considerations**

### **Access to services/facilities**

There is a wide range of services within Cullompton, though these are situated on the opposite side of the motorway.

**Constraints to Delivery**

Capacity limitations for junction 28 of the M5; traffic implications for the Honiton Road; lead in time for delivery of a large urban extension.

**Open Space and Recreation**

No loss.

**Loss of Employment Land**

There are a number of farms on which a small number of B class employment units are situated. These could be incorporated into the site, or replaced with other employment units as part of a mixed use approach for the whole site.

**Education Infrastructure**

Primary school will have limited spare capacity to support future development and is on a constrained site and not easily expanded. A development of this scale is likely to generate approximately 1200 primary age pupils, requiring the provision of new primary school provision within the development site. Potentially, this would require two sites of 2.9Ha each (including nursery provision). Secondary school is at capacity and will need to be expanded to support increased children in and around area.

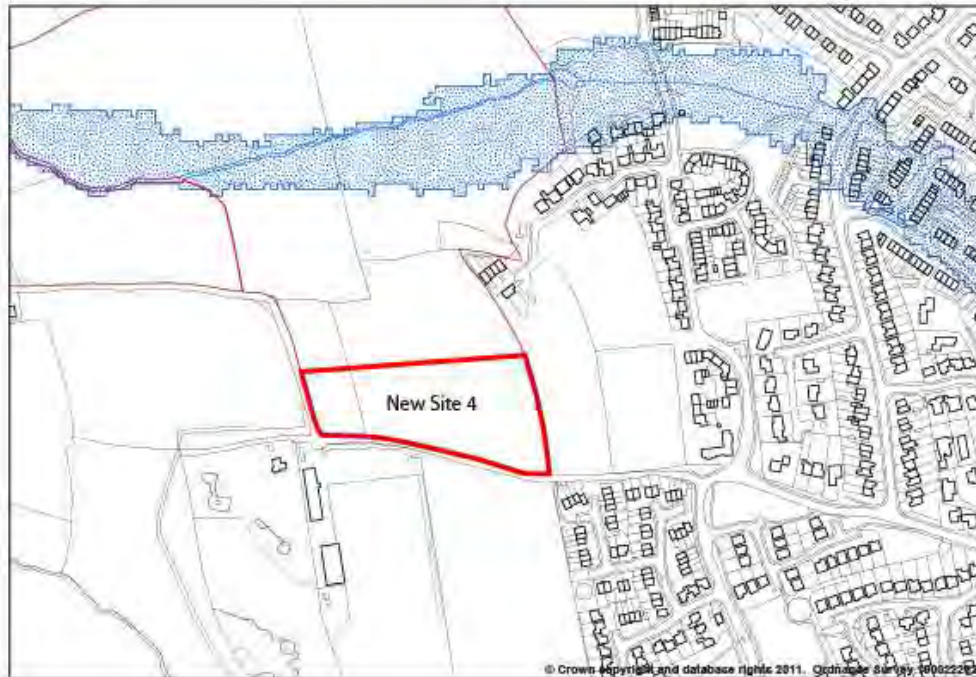
**Compatibility****Site Availability**

Is the site immediately available for development?	Yes
Soonest date available (if currently unavailable):	N/a
Is it currently being marketed?	Unknown
Landowners estimated development time:	Unknown

**Settlement: Cullompton**

**Site Reference & Name: New Site 4, Acklands**

**Allocation Reference: N/a**





## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site area 1.4ha**
- **34 dwellings**
- **20-25% affordable housing**
- **Not to come forward until the road through the North West Cullompton allocation has been delivered**
- **Archaeological investigation and mitigation**

Notes: This site was considered by the SHLAA panel in 2014 and was considered to be deliverable with a year 3 start.

## **2014 SHLAA Site Appraisal**

**Parish: Cullompton**

**Site Area: 1.4**

**Max yield: 56**

**Min yield: 36**

### **Site description**

This site is on the western side of Cullompton and is adjacent to the settlement. This site has the rugby club and pitches to the south, housing to the east and open fields to the north. The area to the north is allocated as part of the 'Knowle Lane' site, of which this site could form an extension. The site is generally flat, with a gentle slope at the northern edge. There are low hedges along the perimeter of the site. It is currently leased to the rugby club who use it as an additional practice area. The promoters have stated that the club no longer wishes to lease the site. They have also stated that development of the site would enable fulfilment of the town council aspiration for widening of Knowle Lane to improve highway safety.

### **Stage A - Site Suitability**

#### **Strategic Policy**

The site lies adjacent to the settlement of Cullompton (but outside the existing settlement limit).

#### **Biodiversity and Heritage**

No European wildlife sites or SSSI designations.

#### **Flood Risk**

Flood zone 1.

### **Stage B – Environmental Considerations**

#### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - The site lies in an area of known prehistoric activity. In accordance with the NPPF any planning application for development here should be supported by an appropriate programme of archaeological work to allow the significance of any below-ground heritage assets with an archaeological interest to be understood along with the potential impact of any

development upon them. This would allow any mitigation that may be required to be implemented in advance of construction.

### **Impact on Biodiversity**

No designations. The site is bounded by hedgerows which can be a haven for wildlife.

### **Impact on Landscape Character**

This site falls within the 'Lower rolling farmed and settled valley slopes' landscape character area. This area is typified by having a gently rolling and strongly undulating landscape which is intensively farmed. To the north the views are of higher ground. To the east is modern housing, and more is planned for the northern area. The site is likely to be surrounded on three sides by housing development, and therefore any impact is likely to be minimal.

### **Minerals Resources**

Not applicable.

### **Air Quality**

Site will have an impact on the Cullompton Air Quality Management Area and will require mitigation.

### **Land Status**

Grade 1 agricultural land.

### **Source Protection Zone**

Not applicable in this location.

## **Stage B – Transport Considerations**

### **Highway Access**

Current planned junction improvements to Junction 28 will cater for current allocated site and any additional development would provide for concerns over capacity. Suitable linkage to new distributor road would be required and Transport assessment as well as Travel planning is required. No development should be allowed until suitable measures at Junction 28 or other mitigating works can be undertaken to the satisfaction of the Highway Authority and the Highways Agency.

### **Infrastructure Capacity**

Junction 28 currently suffers from congestion in the peak periods, and new development within Cullompton is likely to add to the pressure already experienced, affecting the ability of the M5 motorway to fulfil its strategic function. There is a Devon led highway improvement scheme to increase capacity and safety at the junction, which has been agreed with by the Highways Agency. This improvement scheme will provide adequate capacity to accommodate traffic likely to be generated by current allocations within the Core Strategy. In order to confirm that the same or further improvement could accommodate traffic from additional development, further analysis will be required. This analysis should consider the effect of the development to be

included within the Core Strategy stage and be based on sound evidence.

Where further transport interventions are necessary to accommodate the traffic implications of the Core Strategy then these interventions should be identified at Core Strategy stage. Advice on the preparation of a sound transport evidence base, in so far as the Agency is concerned, is set out in the attached note. Further information can also be found in DfT Circular 02/2013 'The SRN and the delivery of sustainable development'.

### **Access to Public Transport**

Suitable bus services are within walking distances.

### **Stage B – Social or Other Considerations**

#### **Access to services/facilities**

Cullompton has a wide range of services and facilities. As the crow flies the minimum distance to the town centre would be approx.. 900m. Actual walking or driving distances would be greater however.

#### **Constraints to Delivery**

None.

#### **Open Space and Recreation**

The site is agricultural land, but is used informally by the adjacent rugby club as practice space. However, it is understood that the rugby club will not be renewing the lease which expires in June 2014.

#### **Loss of Employment Land**

No loss.

#### **Education infrastructure**

Primary schools are at capacity and are both located on constrained sites making expansion either difficult or proportionally expensive. New school provision will be required early in the development. The secondary school is forecast to have capacity but may require additional infrastructure later in the planning period including land. There is a shortage of early years provision in the town which will be exacerbated but further development.

#### **Compatibility and density**

No compatibility concerns. Adjacent housing is medium density.

#### **Site Availability**

**Is the site immediately available for development?**

**No (currently under lease)**

**Soonest date available (if currently unavailable):**

**June 2014**

**Is it currently being marketed:**

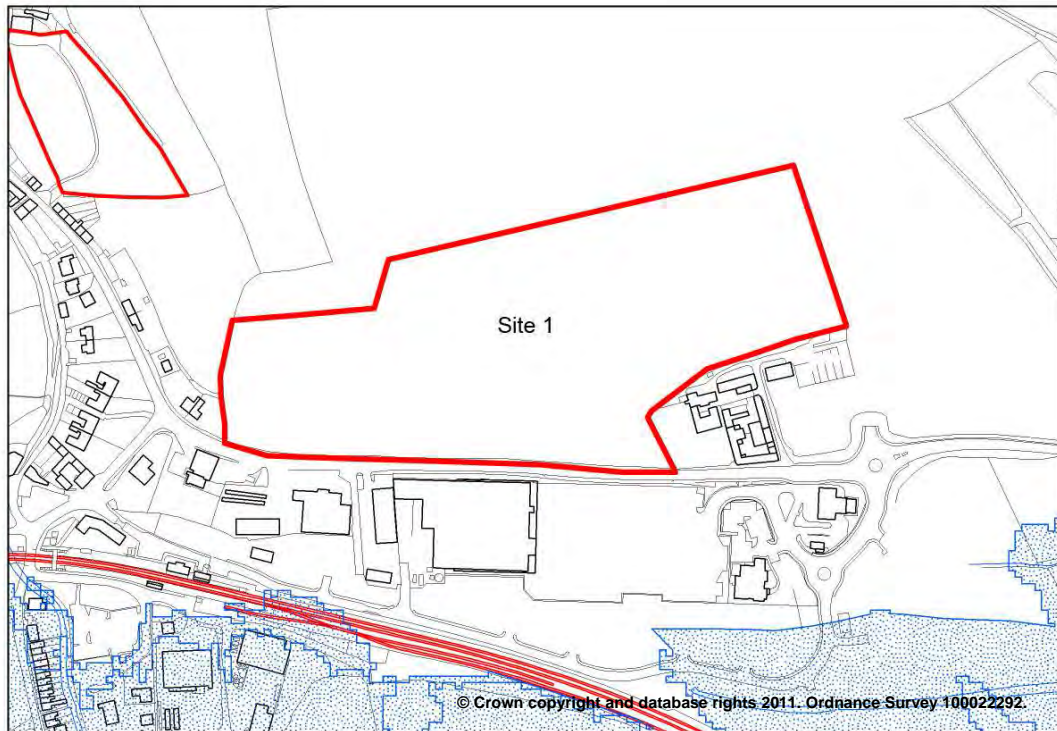
**Already in control of land promoter**

**Landowners estimated development time:**

**Not stated**

**Settlement: Crediton**

**Site Reference & Name: Site 1, Wellparks**  
**Allocation Reference: AL/CRE/1 "Wellparks"**



## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site of 22.9ha**
- **185 dwellings**
- **20-25% affordable housing**
- **15ha green infrastructure**
- **Layout, design and landscaping that reflects the sloping, visible nature of the site**
- **Protection of the setting of the Downes Historic Park and Garden**

Notes: This site was considered to be deliverable by the panel in 2013 with a year 3 start. A planning application is due to be received shortly on this site – a public consultation exercise undertaken by the developer is ongoing at the time of writing (May 2014). The appraisal below reflects the content of the 2013 SHLAA site appraisal (the site area of 7.9ha referring only to the land intended for housing).

## **2013 SHLAA Site Appraisal**

**Parish: Crediton**

**Site Area: 7.9ha**

**Max yield: 237**

**Min yield: 142**

### **Site description**

The site is sloping farm land on the south eastern edge of Crediton. It is close to the extent of the built up area to the west and adjoins the locally historic Downes Historic Park and Garden on its eastern boundary. The A377 forms the southern boundary of the site. There is development to the south of the site (a petrol station and supermarket), and it is bounded by hedgerows and mature trees with farm buildings in the south east corner. The site is allocated for 185 dwellings.

### **Stage A - Site Suitability**

#### **Strategic Policy**

Within the existing settlement boundary.

Part of the previous AL/CRE/1 allocation

#### **Biodiversity and Heritage**

Adjacent on the north west side to the Crediton Conservation Area. Local historic park and garden of Downes Estate to the east of the site. Listed buildings adjacent to the south east. No European wildlife sites or SSSI designations.

#### **Flood Risk**

Flood zone 1

### **Stage B – Environmental Considerations**

#### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - No anticipated impact.



Policy AL/CRE/1 states that a site of 18.3 hectares at Wellparks, A377 is allocated for residential development, subject to the following:

- A. Layout, design and landscaping that reflects the sloping, visible nature of the site, locally distinctive design and the need to protect the setting of Downes Local Historic Park and Garden and respect the character and setting of the listed buildings at Wellparks and Downes House;

### **Impact on Biodiversity**

No designations.

### **Impact on Landscape Character**

The site falls within the 'Lowland plains' landscape character area and is typified as being an open, low lying flat landscape which is agriculturally prosperous. The rising nature of the ground will lead to some impacts but will be seen in context with the development to the south which will provide a level of mitigation.

### **Minerals Resources**

None.

### **Air Quality**

Developers would be required to contribute towards the cost of Crediton Air Quality Action Plan.

### **Land Status**

Greenfield    Grade 3

### **Source Protection Zone**

Not applicable.

### **Stage B - Transport Considerations**

#### **Highway Access**

No comments

#### **Infrastructure Capacity**

No comments

#### **Pedestrian and Cycle Links**

Policy AL/CRE/1 states that a site of 18.3 hectares at Wellparks, A377 is allocated for residential development, subject to the following:

- A. 15 hectares of Green Infrastructure, on the upper slopes of the site and a shared use link to Commonmarsh Lane/Tolleys area;

#### **Access to Public Transport**

Regular bus service to the town centre. Crediton rail station is in close proximity.

## **Stage B – Social and Other Considerations**

### **Access to services/facilities**

The town centre is in reasonably close proximity.

### **Constraints to Delivery**

The slope appears to be developable. Noise from the A377 and commercial premises could be an issue.

### **Open Space and Recreation**

No loss.

Policy AL/CRE/1 states that a site of 18.3 hectares at Wellparks, A377 is allocated for residential development, subject to the following:

- A. 15 hectares of Green Infrastructure, on the upper slopes of the site and a shared use link to Commonmarsh Lane/Tolleys area;

### **Loss of Employment Land**

No loss.

### **Education Infrastructure**

Both primary schools serving the town are at capacity but can be expanded to support demographic and housing. Additional site may be required.

### **Compatibility**

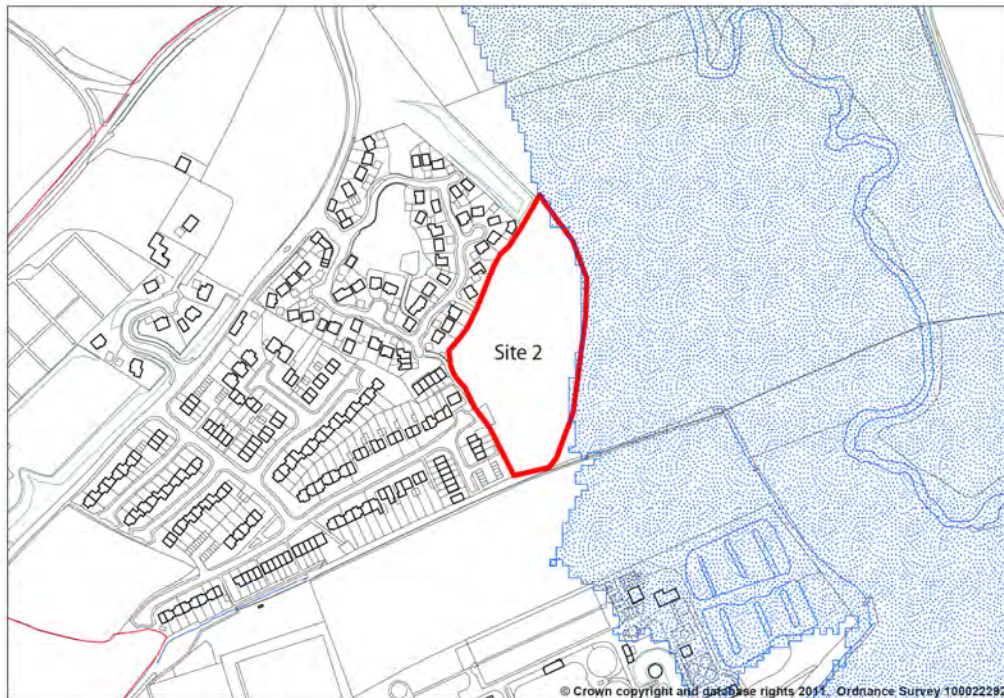
#### **Site Availability**

<b>Is the site immediately available for development?</b>	<b>Yes</b>
<b>Soonest date available (if currently unavailable):</b>	<b>N/a</b>
<b>Is the site currently being marketed?</b>	<b>No</b>
<b>Landowners estimated development time:</b>	<b>5-6 years</b>

**Settlement: Crediton**

**Site Reference & Name: Site 2, Land off Exhibition Road/Cromwells Meadow**

**Allocation Reference: AL/CRE/3 “Cromwells Meadow”**



## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site area of 1.3ha**
- **40 dwellings**
- **20-25% affordable housing**
- **Not to come forward until the Crediton Link Road delivered**

Notes: This site was considered by the SHLAA panel in 2013 and again in 2014 (with a slightly larger site area). The site was considered deliverable on both occasions with a Year 3 start. The area put forward for allocation is the same extent as the allocated site area, but smaller than the land put forward for consideration by the SHLAA panel. The appraisal below relates to the larger site area put forward for consideration previously.

## **2013 SHLAA Appraisal (updated in 2014 to consider larger site area)**

**Parish: Crediton**

**Site Area: 3.7ha**

**Max yield: 111**

**Min yield: 67**

***Note:** This site was considered by the panel in 2013 and was considered achievable. The landowners have submitted a larger site area, extending the north east part of the site as far as the flood zones.*

### **Site description**

The site lies to the east of Crediton with residential development to the west and agricultural land to the south and east of the site. The A3072 runs along the northern boundary. The site is flat agricultural land alongside the floodplain, and sloping as it rises to join Cromwells Meadow. Trees planting makes up its northern half. The site is currently allocated for 50 dwellings.

### **Stage A - Site Suitability**

#### **Strategic Policy**

Part of site is within the existing settlement boundary.

#### **Biodiversity and Heritage**

No European wildlife sites or SSSI destinations.

#### **Flood Risk**

Flood zone 1. Though the site adjoins flood zones 2 and 3 along its eastern boundary. A local resident suggested during the site visit that the area has been known to flood.

### **Stage B – Environmental considerations**

#### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - This site lies in an area of archaeological potential on the western edge of the flood plain. Any archaeological mitigation here could be

implemented through an appropriately worded archaeological condition applied to any consent that might be granted.

### **Impact on Biodiversity**

Part of the very north east corner and extending westwards in line with the floodplain is potential priority habitat 'floodplain grazing marsh'.

### **Impact on Landscape Character**

This site falls within the 'Sparsely settled farmed valley floors' landscape character area. This area is typified by the presence of rivers or streams and related flat or gently sloping valley bottoms within the low lying areas of the district. There is likely to be minimal impact to the landscape character, as the existing housing provides a level of mitigation and the north eastern part of the site is compiled of dense vegetation which provides a level of screening. However, the extended site area brings the site further down the hillside on to the flat plain beside the floodplain. This will increase the visibility of the site from the approach road into Crediton, with potential for greater landscape impacts. There is also the possibility of cumulative impacts when considered alongside other proposed sites nearby.

### **Biodiversity Observations**

There are a large number of immature trees across part of the site which could harbour a variety of biodiversity.

### **Air Quality**

Exeter Road issues which the delivery of the link road should assist. Site will have an impact on the Crediton Air Quality Management Area and will require mitigation.

### **Land Status**

Grade 3 agricultural land.

### **Minerals Resources**

Not applicable.

### **Source Protection Zone**

Not applicable.

### **Stage B – Transport considerations**

#### **Highway Access**

From Cromwells Meadow. Access from Willow Walk for vehicles and with footway cycleway, emergency access to A3072 off development. Junction analysis will be required to determine capacity and any accommodation works.

#### **Infrastructure Capacity**

No issues

#### **Access to Public Transport**

Regular service to the town centre. The A377 has a regular bus service. Crediton rail station lies about 1.5 km distant. *Bus provision is acceptable.*

**Pedestrian and Cycle Links**

There are existing pedestrian facilities.

**Stage B – Social and other considerations****Access to services/facilities**

Crediton has good services.

**Constraints to Delivery**

Part of the site floods and there is dense planting across the northern part of the site.

**Open Space and Recreation**

No loss.

**Loss of Employment Land**

No loss

**Education infrastructure**

Contributions required to support expansion of Primary provision currently at capacity.

**Compatibility and density**

No concerns (regarding compatibility). The adjacent housing is low-medium *density*.

**Site Availability**

**Is the site immediately available for development?**

**Yes**

**Is the site currently being marketed?**

**No**

**Soonest date available (if currently unavailable):**

**N/a**

**Landowners estimated development time:**

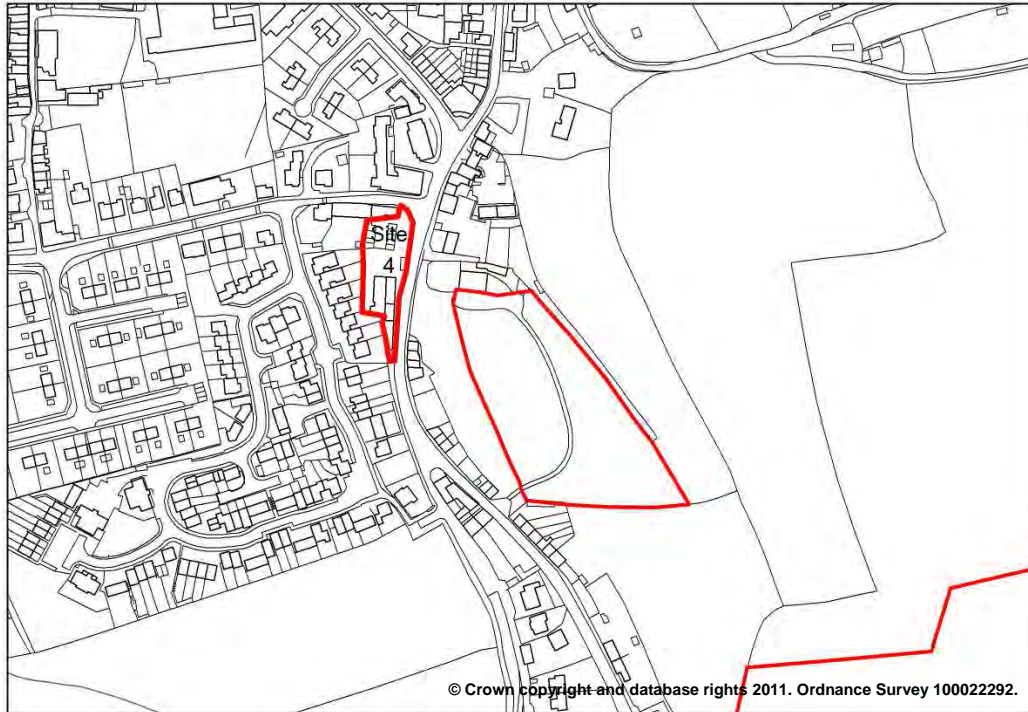
**2 years**



**Settlement: Crediton**

**Site Reference & Name: Site 4, The Woods Group**

**Allocation Reference: AL/CRE/6 “The Woods Group, Exeter Road”**



## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site area of 0.17ha**
- **8 dwellings**
- **20-25% affordable housing**
- **Mitigation for on site air quality issues**

Notes: This site was considered by the panel in 2013 to be deliverable with a year 3 start.

## **2013 SHLAA Site Appraisal**

**Parish: CREDITON**

**Site Area: 0.17ha**

**Max yield: 9**

**Min yield: 5**

### **Site description**

The site comprises of a small area of brownfield land towards the south of Crediton, adjacent to the A377 Exeter Road. The site is currently occupied by a number of structures and scrap, which bounds with a listed building to the north. The site is a currently allocated site, with a target of eight dwellings.

### **Stage A - Site Suitability**

#### **Strategic Policy**

Within the existing settlement limit.

### **Biodiversity and Heritage**

Development of the site would have to consider the listed building at the northern boundary, and other listed buildings close by. No European wildlife sites or SSSI designations.

### **Flood Risk**

Flood zone 1

### **Stage B – Environmental Considerations**

#### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - No anticipated impact.

#### **Impact on Biodiversity**

No designations.

#### **Impact on Landscape Character**

Development of this site would have no significant impact upon the character of the surrounding area.

#### **Minerals Resources**

None.

**Air Quality**

Exeter Road issues which the delivery of the link road should assist.

**Source Protection Zone**

Not applicable.

**Land Status**

Brownfield.

**Stage B – Transport Considerations****Highway Access**

Access from Park Road only. Exeter road will require local widening and the raised footpath lowering to improve junction visibility.

**Infrastructure Capacity**

No issues.

**Pedestrian and Cycle Links**

There are existing pedestrian facilities.

**Access to Public Transport**

The A377 has a regular bus service. Crediton rail station lies within walking distance.

**Stage B – Social or Other Considerations****Access to services/facilities**

Town centre location, with many facilities and services within Crediton.

**Constraints to Delivery**

There is a listed building on the northern boundary.

**Open Space and Recreation**

No loss.

**Loss of Employment Land**

Loss of potential light industrial land.

**Education Infrastructure**

Both primary schools serving the town are at capacity but can be expanded to support demographic and housing. Additional site may be required.

**Compatibility**

The site is quite small but could be a high density development.

**Site Availability**

**Is the site immediately available for development?**

**Yes**

**Soonest date available (if currently unavailable):**

**N/a**

**Is the site currently being marketed?**

**Not stated by  
proposer**

**Landowners estimated development time:**

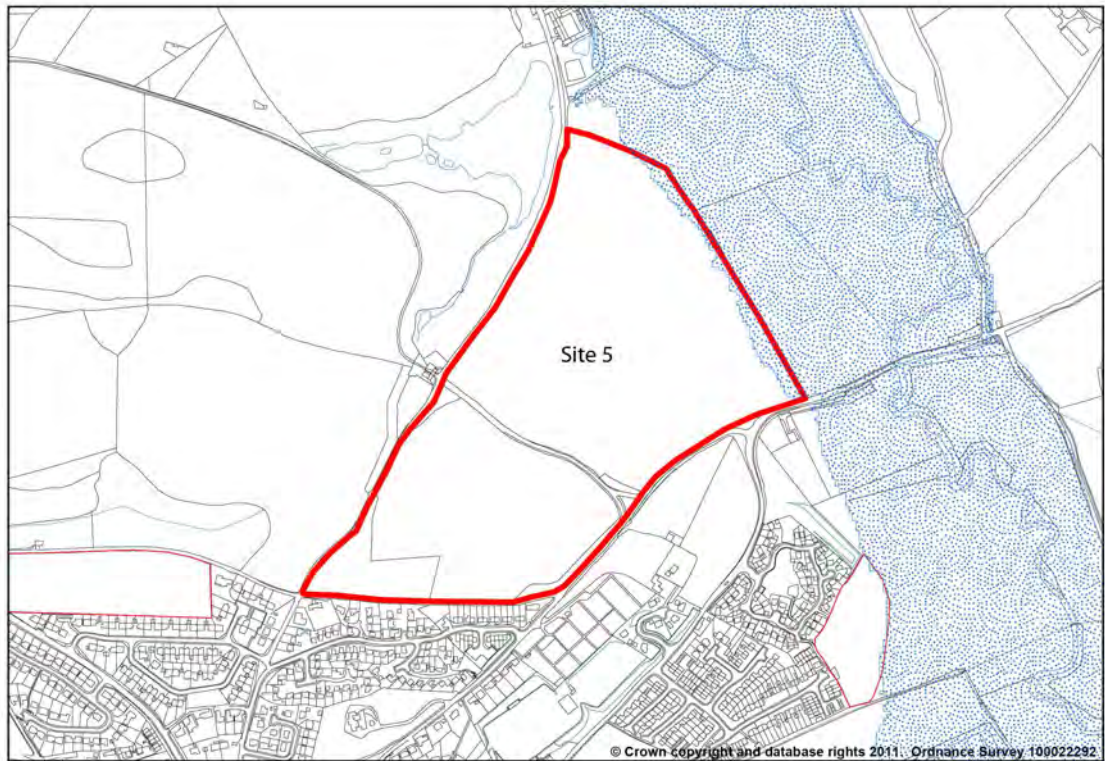
**2 years**



**Settlement: Crediton**

**Site Reference & Name: Site 5, Pedlerspool**

**Allocation Reference: AL/CRE/12 "Pedlerspool"**



## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site area of 21ha**
- **195 dwellings of which 20-25% affordable including at least five pitches for gypsies and travellers**
- **21,000 square metres commercial floorspace**
- **Site for the relocation of the rugby club**
- **Layout, design and landscaping which reflects sloping nature of site**
- **Protection of the setting of the wider area including the upper slopes to south and west for green infrastructure**
- **Commercial land to be provided in step with housing at rate of 1ha per 30 occupied dwellings (unless would significantly undermine viability)**
- **Not to come forward until Crediton Link Road delivered**

Notes: The site was considered by the SHLAA panel in 2013 to be deliverable but with a start deferred to year 6 to reflect infrastructure requirements. However, the Crediton Link Road is nearing completion and a planning application is expected shortly, so a start in years 1-5 is probably more likely. The site area proposed for allocation is smaller than the area put before the SHLAA panel, but the same as the extent of the current allocated contingency site. The housing numbers proposed have been increased from that specified within the existing policy criteria, to reflect the quantum of development the promoter feels can be accommodated on the site whilst also delivering the other elements.

## **2013 SHLAA Site Appraisal**

**Parish: Sandford**

**Site Area: 31.8ha**

**Max yield: 954**

**Min yield: 572**

### **Site description**

The site forms a large agricultural holding to the north east of Crediton. The site is bound by country roads to the east, south and west and is bisected by a further road, roughly through the middle running east to west. The southern half of the site gradually slopes approximately south to north whilst the north half of the site is generally flat but divorced from the main Crediton settlement. This was allocated as a contingency site in 2010 for 165 dwellings and 21,000 square metres of employment space.

### **Stage A - Site Suitability**

#### **Strategic Policy**

Outside existing settlement limit, though the south and east boundary of site is adjacent to it.



### **Biodiversity and Heritage**

No European wildlife sites or SSSI designations. The site adjoins the Creedy Country Park, a local historic park and garden.

### **Flood Risk**

Flood zone 1 23.5ha (74% S)

Flood zone 2 and 3 8.3ha (26% N)

The River Creedy runs along northern boundary.

### **Stage B – Environmental Considerations**

#### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - This site lies within an area of archaeological potential. Some archaeological mitigation may be required. This should be undertaken through the application of a standard worded archaeological condition to any consent granted for the development of the site.

#### **Impact on Biodiversity**

A number of TPOs in the centre of the site along the road for trees and hedgerows. The north eastern part of the site (11.6ha approx.) is also a priority habitat 'coastal and floodplain grazing marsh'. The site is adjacent to a Deciduous Woodland Priority Habitat and a Woodpasture and Parkland Priority Habitat on the north western boundary, across the road.

#### **Impact on Landscape Character**

The site sits astride the boundary between two landscape character areas. The south western part falls within the 'Lowland plains' landscape character area and is typified as being an open, low lying flat landscape which is agriculturally prosperous. The north eastern parts falls within the 'Sparsely settled farmed valley floors' landscape character area. This area is typified by the presence of rivers or streams and related flat or gently sloping valley bottoms within the low lying areas of the district. Development of the whole of the site would have a significant impact on the landscape character of the area. In addition the north eastern part of the site is bounded by a natural watercourse. Views to the site from the north and east are far reaching. Much of the site is open to prominent public viewpoints from the A3072.

#### **Minerals Resources**

No comments

#### **Air Quality**

High Street issues which the delivery of the link road should assist.

Policy AL/CRE/12 states that a site of 21 hectares at Pedlerspool, Exhibition Road is identified as a contingency site for development to be released in accordance with policy AL/DE/1, subject to the following:

- A. This development shall not be commenced until a Link Road between the A377 and Lords Meadow is in operation unless the Council is satisfied that air quality and traffic impacts as a result of the development would not be material.

**Land Status**

Greenfield    Grade 2 9.9ha (31% centre of site)  
                  Grade 3 21.7ha (68%)  
                  Land with no agricultural grade classification 0.2ha (1% SW corner)

**Source Protection Zone**

Not applicable.

**Stage B – Transport Considerations****Highway Access**

Pedlerspool Lane runs directly through the site. The site is well facilitated by possible access point, as country roads bound the site to the east, south and west. There is an additional road bisecting the site that could also provide options. There is an existing access point to the northern half of the site via the eastern boundary, but improvements would be required.

Policy AL/CRE/12 states that a site of 21 hectares at Pedlerspool, Exhibition Road is identified as a contingency site for development to be released in accordance with policy AL/DE/1, subject to the following:

- A. This development shall not be commenced until a Link Road between the A377 and Lords Meadow is in operation unless the Council is satisfied that air quality and traffic impacts as a result of the development would not be material.

**Infrastructure Capacity**

No issues.

**Pedestrian and Cycle Links**

There are existing pedestrian links

**Access to Public Transport**

Regular bus services. Crediton rail station lies close by

**Stage B – Social or Other Considerations****Access to services/facilities**

Within walking distance of the town centre

**Constraints to Delivery**

The site has a somewhat divorced nature from Crediton. There are generally narrow roads leading to possible access points, especially when taking into account the size of the site.

**Open Space and Recreation**

No loss.

Policy AL/CRE/12 states that a site of 21 hectares at Pedlerspool, Exhibition Road is identified as a contingency site for development to be released in accordance with policy AL/DE/1, subject to the following:

- A. A suitable site for the relocation of Crediton rugby club

- B. Layout, design and landscaping, including planting on the riverside that reflects the local distinctiveness and its sloping nature;
- C. The protection of the setting of the wider area, including the upper slopes to the south and west for Green Infrastructure and landscaping;

### **Loss of Employment Land**

No loss.

Policy AL/CRE/12 states that a site of 21 hectares at Pedlerspool, Exhibition Road is identified as a contingency site for development to be released in accordance with policy AL/DE/1, subject to the following:

- A. 21000 square metres of employment floorspace;
- B. The provision of serviced employment land in step with the housing at a rate of at least 1 hectare per 30 occupied dwellings unless it can be demonstrated to the Council's satisfaction that such an approach would significantly undermine the viability of the scheme as a whole.

### **Education Infrastructure**

Both primary schools serving the town are at capacity but can be expanded to support demographic and housing. Additional site may be required.

### **Compatibility**

The site is separated from Crediton and the existing road provisions may not facilitate a high density development.

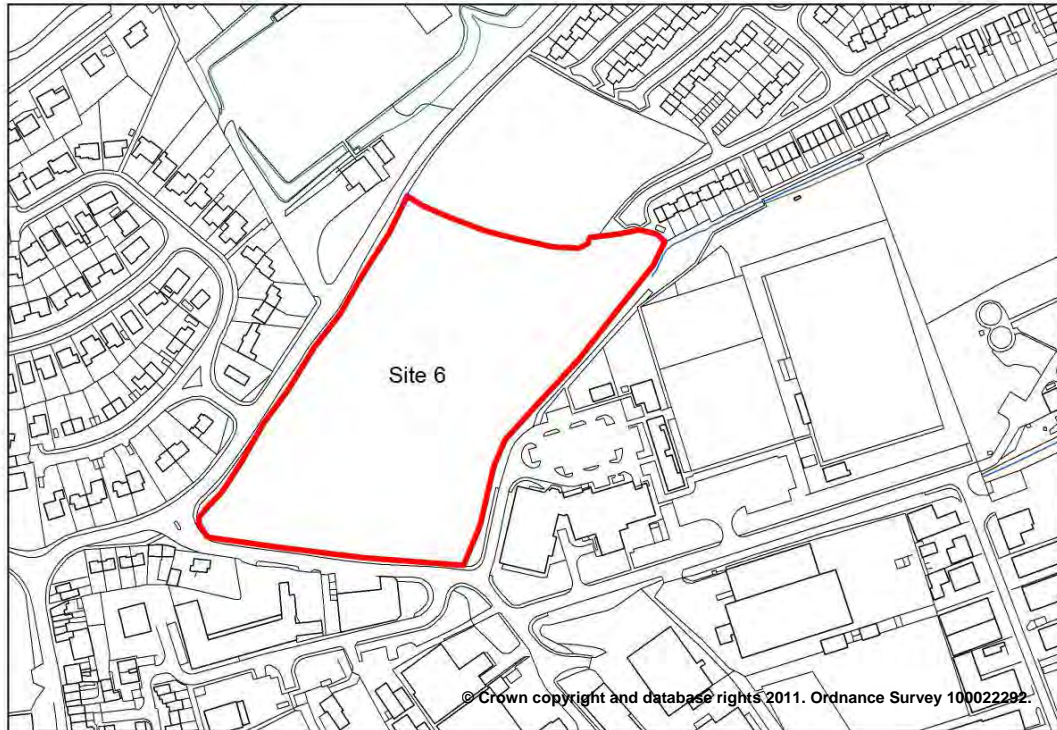
### **Site Availability**

<b>Is the site immediately available for development?</b>	<b>Yes</b>
<b>Soonest date available (if currently unavailable):</b>	<b>N/a</b>
<b>Is the site currently being marketed?</b>	<b>No</b>
<b>Landowners estimated development time:</b>	<b>6-7 years</b>

**Settlement: Crediton**

**Site Reference & Name: Site 6, Sportsfield**

**Allocation Reference: AL/CRE/10 "Exhibition Road"**



## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site area of 2.8ha**
- **50 dwellings**
- **20-25% affordable housing**
- **Relocation of Crediton Rugby Club to a suitable alternative before development is commenced**
- **Archaeological investigation and mitigation**

Notes: This site was considered deliverable by the SHLAA panel in 2013. The site is not available until 2019 and the panel also noted that Secretary of State approval will be needed for the release of the pitches which could delay site delivery. A year 6 start was given.

## **2013 SHLAA Site Appraisal**

**Parish: Crediton**

**Site Area: 2.8ha**

**Max yield: 84**

**Min yield: 50**

### **Site description**

The site comprises of a large sports field occupied by Crediton Rugby Club. The site is generally flat with good access from the A3072, and sits between the main Crediton settlement and residential development to the north east. The site is currently allocated for the relocation of the Queen Elizabeth Community College, who have now stated that the site is no longer required for school purposes.

### **Stage A - Site Suitability**

#### **Strategic Policy**

Within existing settlement boundary.

#### **Biodiversity and Heritage**

No European wildlife sites or SSSI designations.

#### **Flood Risk**

Flood zone 1

### **Stage B – Environmental Considerations**

#### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - This site lies within an area of archaeological potential. Some archaeological mitigation may be required. This should be undertaken through the application of a standard worded archaeological condition to any consent granted for the development of the site.



**Impact on Biodiversity**

No designations.

**Impact on Landscape Character**

The impact would be minimal as the site is enclosed by development.

**Minerals Resources**

None.

**Air Quality**

Exeter Road issues which the delivery of the link road should assist.  
Will have an impact on Crediton air quality management area and require mitigation.

**Land Status**

Greenfield    Grade 2 1ha (36% NE)  
Land with no agricultural grade classification 1.8ha (64% SW)

**Source Protection Zone**

Not applicable.

**Stage B – Transport Considerations****Highway Access**

An adequate access is achievable.

**Infrastructure Capacity**

No issues.

**Pedestrian and Cycle Links**

There are existing pedestrian links.

**Access to Public Transport**

Regular bus service to the town centre. The A377 has a regular bus service.  
Crediton rail station lies about 1.0 km distant.

**Stage B – Social or Other Considerations****Access to services/facilities**

Within walking distance of the town centre.

**Constraints to Delivery**

The development of this site would result in the loss of a community sports field.

**Open Space and Recreation**

Loss of open space and recreation area. Sports field currently used by Crediton Rugby Football Club

**Loss of Employment Land**

None relating to the development of this site.

**Education Infrastructure**

Both primary schools serving the town are at capacity but can be expanded to support demographic and housing. Additional site may be required.

**Compatibility**

The site is a prime development site and would provide a link between the main Crediton settlement and residential development to the north east of the town.

**Site Availability**

**Is the site immediately available for development?**

**No**

**Soonest date available:**

**2019-2024**

**Is the site currently being marketed?**

**No**

**Landowners estimated development time:**

**Not stated by promoter**

**Settlement: Crediton**

**Site Reference & Name: Site 7, Land at Hunnivers Lane/Barn Park**



## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site of 1.64ha**
- **20 dwellings with 20-25% affordable housing**
- **Vehicular access from Barn Park**

Notes: This site was considered deliverable by the SHLAA panel in 2013 with a year 3 start. The panel limited site numbers to 20 with access only from Barn Park. Originally a site area of 16.3ha had been put forward by the promoters. The appraisal below relates to the original site area.

## **2013 SHLAA Site Appraisal**

**Parish: Crediton**

**Site Area: 16.3ha**

**Max yield: 815**

**Min yield: 489**

### **Site description**

The site comprises of a large area of undulating agricultural land to the south of Crediton (seven fields in total). It is located approximately 0.5km from the town centre. The site lies adjacent to existing housing to the east.

### **Stage A - Site Suitability**

#### **Strategic Policy**

Outside though adjacent to existing settlement boundary.

#### **Biodiversity and Heritage**

No European wildlife sites or SSSI designations.

#### **Flood Risk**

Zone 1. A river runs 25m to the south of the site.

### **Stage B - Environmental Considerations**

#### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - No anticipated impact.

#### **Impact on Biodiversity**

No designations.

#### **Impact on Landscape Character**

The site falls within the 'Lowland plains' landscape character area and is typified as being an open, low lying flat landscape which is agriculturally prosperous. The land slopes away to the south west and the site offers wide views out to the south/south-west. The development of this site would have a significant impact upon the open countryside to the south of Crediton.

**Minerals Resources**

No comments

**Air Quality**

Exeter Road issues which the delivery of the link road should assist.

**Land Status**

Greenfield    Grade 2 2.2ha (14% E)  
                    Grade 3 5.9ha (36% SW)  
                    Land with no agricultural grade classification 8.2ha (50% NE)

**Source Protection Zone**

Zone 3 Source Protection site covering part of the site (south).

**Stage B – Transport Considerations****Highway Access**

Access for a limited number of dwellings may be possible from Barn Park. Third party land would be required to provide a suitable access for other than a small scale development. The approach roads from the A377 have limited capacity for additional traffic.

**Infrastructure Capacity**

No issues.

**Pedestrian and Cycle Links**

There are existing pedestrian links to the town centre.

**Access to Public Transport**

Barnfield is served by a bus service.

**Stage B – Social or Other Considerations****Access to services/facilities**

The town centre is in reasonably close proximity.

**Constraints to Delivery**

There is a lack of obvious and direct access points. There is a poor relationship with the development to the north and north east of the site, and the topography may be a constraint.

**Open Space and Recreation**

No loss.

**Loss of Employment Land**

No loss.

**Compatibility**

The site has a poor relationship and links with the housing to the north which accommodates a significant portion of social and council housing.



**Site Availability**

**Is the site immediately available for development?**

**Partly. Yes  
(north west  
portion), No,  
(south eastern  
fields)**

**Soonest date available (if currently unavailable):**

**2016/17 (south  
eastern  
portion)**

**Is the site currently being marketed?**

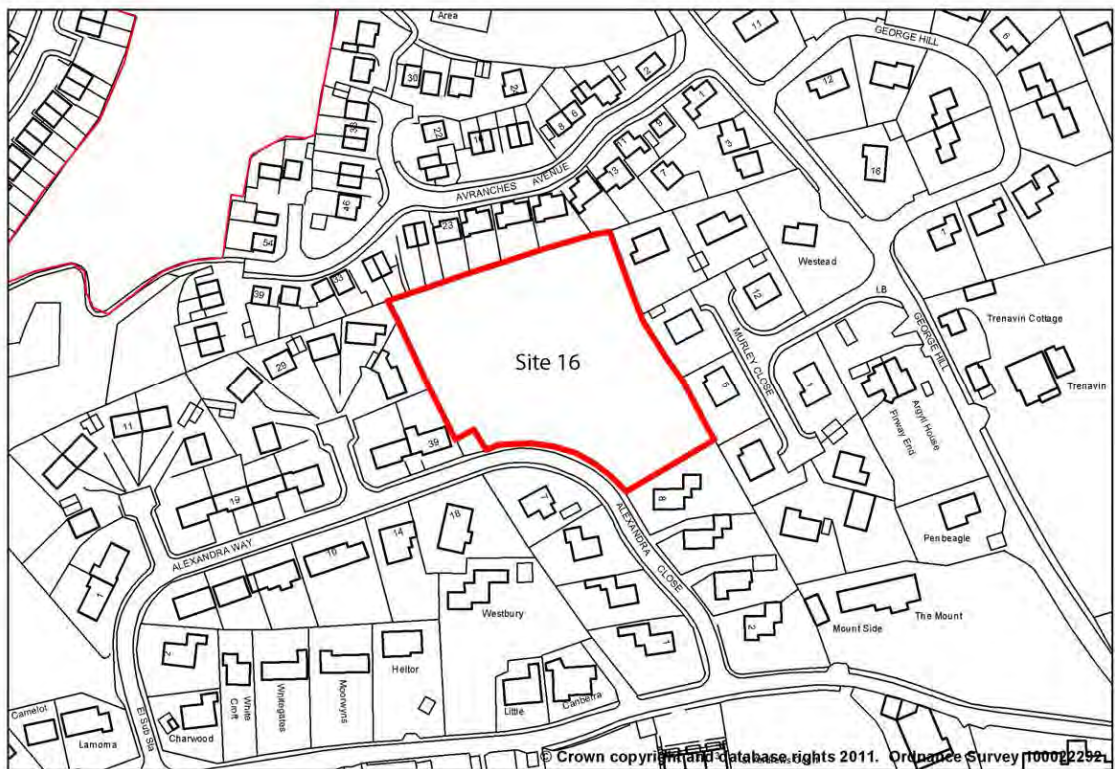
**No**

**Landowners estimated development time:**

**1-3 years**

**Settlement: Crediton**

**Site Reference & Name: Site 16, Land off Alexandra Close**



## **2014 Proposed Site Allocation – Potential Policy Criteria**

- **Site of 0.63ha**
- **15 dwellings**
- **20-25% affordable housing**

Notes: This site was considered deliverable for 15 dwellings but with a start deferred to year 6 as at the time the availability was unknown. The owner has since confirmed that the site is available immediately.

## **2013 SHLAA Site Appraisal**

**Parish: CREDITON**

**Site Area: 0.63ha**

**Max yield: 25**

**Min yield: 15**

### **Site description**

The site is a small field adjacent to existing modern housing on the north western side of Crediton. The site steeply slopes throughout to the south, as does the surrounding landscape. The site is bounded by hedges with a mature tree in the north east corner. The site is overlooked by housing along the northern boundary. The site was a former Local Plan 2006 allocation that was not carried forward into the Allocations and Infrastructure DPD.

### **Stage A - Site Suitability**

#### **Strategic Policy**

The site is located within the settlement and is adjacent to housing on three of its sides.

#### **Biodiversity and Heritage**

No European wildlife sites or SSSI designations.

#### **Flood Risk**

Flood zone 1

### **Stage B – Environmental Considerations**

#### **Impact on Historic, Cultural and Built Environment**

DCC Archaeology - It is not anticipated that the development of this area will have an archaeological impact.

#### **Impact on Biodiversity**

No designations.

#### **Impact on Landscape Character**

The site is located within the settlement, in the middle of a built up area and it is not expected that there will be an impact on landscape character.

#### **Minerals Resources**

Not applicable

**Air Quality**

This site will have an impact on the Crediton Air Quality Management Area therefore an assessment would be required with contributions as necessary under the existing SPD.

**Land Status**

Greenfield	Grade 2	0.3ha north
	Urban	0.32ha south

**Source Protection Zone**

Within Zone 3.

**Stage B – Transport Considerations****Highway Access**

Access can be achieved, but topography would limit numbers max 20 but envisage less being achieved.

**Infrastructure Capacity**

No comments.

**Pedestrian and Cycle Links**

Pedestrian linkage to Town centre and cycles on road.

**Access to Public Transport**

Access to 341 hourly service.

**Stage B – Social or Other Considerations****Access to services/facilities**

Crediton has a full range of services.

**Constraints to Delivery**

Steeply sloping.

**Open Space and Recreation**

The site is currently an informal green space in the centre of a residential area which is used by dog walkers.

**Loss of Employment Land**

No loss.

**Education Infrastructure**

Both primary schools serving the town are at capacity but can be expanded to support demographic and housing. Additional site may be required.

**Compatibility**

No.

**Site Availability****Is the site immediately available for development?****Unknown****Soonest date available (if currently unavailable):****Unknown****Is it currently being marketed?****Unknown****Landowners estimated development time:****Unknown**