

South West Exeter Development Framework



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South West Exeter Development Framework

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1. Introduction

The South West Exeter Development Framework Document (the “Framework”) has been subject to consultation and subsequent revision. The Framework amplifies and clarifies the requirements of Policies SWE1 and SWE3 of the Teignbridge Local Plan 2013-2033.

The Framework sets out in more detail how proposals for housing and the required infrastructure at SWE1 and 3 should be planned, delivered and phased comprehensively and in a sustainable form across the allocation as required by policy.

The Framework is not a supplementary planning document. It has been presented to the Council’s Planning Committee for approval. It is a material consideration in determining planning applications, ensuring that the overall allocation requirements, particularly in relation to planning and delivery, are able to be met. It meets the requirement of the adopted Local Plan for a phasing strategy covering infrastructure and development across the whole site.

1.1. The purpose of the Framework

The Framework will enable individual planning applications to be considered against a consistent and comprehensive approach, to secure the successful delivery of the allocation as a whole, alongside development in Exeter City.

The successful delivery of the allocation and Ridge Top Park requires all parties and those seeking development to consider and contribute to all the policy requirements. The infrastructure and community facilities set out in SWE1 & 3 will assist in the development of a thriving community and neighbourhood.

There are a number of areas where this Framework varies from the detail contained within the adopted Local Plan. Where this is the case, these changes to the approach are set out. Such changes and variations are justified by further work, evidence and discussions, including changes in advice from external consultees, which are material considerations to be taken into account in determining planning applications.

To ensure the Framework is flexible, minor variations from the Framework, for example precise boundary locations of infrastructure based on more detailed evidence will be considered on their merits, and will not lead to the need to revise the Framework. However, if changes are strategically significant to the Framework, for example, major changes in infrastructure timing or location of key development, then a revision to the Framework will be pursued.

It is not considered necessary to repeat all relevant policy requirements in this Framework, thus this document should be read alongside the adopted Local Plan and the emerging Exminster Neighbourhood Plan.

1.2. Background Documents

Teignbridge Local Plan 2013-2033

The Teignbridge Local Plan 2013-2033 was adopted on 6th May 2014.

Policy SWE1 of that Plan allocates land at South West Exeter for at least 2000 homes along with a range of social and community infrastructure and transport improvements. Policy SWE3 allocates land for a Ridge Top Park.

Policies SWE1, 2 & 3 can be seen in full in Appendix A. Policy SWE1 incorporates the need for a phasing strategy relating to infrastructure and development across the whole site. This Framework sets out information to facilitate the phasing strategy.

Land at Peamore, allocated in policy SWE2 now has planning permission for employment uses. This site will be served by a new vehicular access, including a new roundabout on the A379. This Framework does not specifically relate to that site.

Exminster Neighbourhood (Development) Plan

Exminster is in the process of preparing a Neighbourhood Plan for the entire Parish. The Neighbourhood Plan Area includes land related to Policies SWE 1, 2 and 3. At the time of writing the Plan is due to be formally submitted to the Council for consultation having already gone through Pre-submission consultation. As the Plan progresses through to adoption more weight will be afforded to it.

South West Exeter Masterplan 2012

Teignbridge District Council in partnership with Exeter City Council, Devon County Council and Exeter and East Devon Growth Point commissioned a masterplan by LDA Design for the South West of Exeter area. The purpose of that joint masterplan was to help promote and encourage sustainable growth across both Exeter City's and Teignbridge's allocations.

The proposals put forward in that masterplan helped shape the Local Plan policies for South West Exeter (SWE1 and 3). The masterplan is a technical evidence document and shows that sustainable development can be achieved in this location.

The South West Exeter Masterplan can be found online at <http://www.teignbridge.gov.uk/article/13677/Evidence-Facts-and-Monitoring#SouthWest>

As additional work has progressed and further evidence produced, it is clear that development will come forward differently to how it is set out in that document.

South West Alphington – Development Brief - Supplementary Planning Document

Exeter City Council has an adopted Supplementary Planning Document for land that is immediately adjacent to the South West Exeter allocation (SWE1) and forms part of the wider urban extension and growth of the City. This document was adopted in June 2014.

It will be important to ensure that growth in both areas responds to the other and forms adjoining complementary communities or neighbourhoods.

Physical and movement links between the development areas will be particularly important.

The Exeter City Council Development Brief for South West Alphington can be found online at www.exeter.gov.uk/SWAlphington.

2. The Development Framework

The Framework sets out the context for SWE1 and SWE3 before describing the area and providing further information in relation to land use and key policy requirements.

2.1 Development Context

Policies SWE1 and 3 have been informed by various studies that have set the context and shaped the allocations as proposed. This provides a summary of the available information, which does not necessarily indicate an absolute constraint.

Context plan (Plan 1) is included as background information.

This plan identifies:

- Settlement Limit
- Inert Landfill site
- Existing cycle routes
- Pylons
- Flood Zone 3
- Exe Estuary Special Protection Area
- Detailed River Network
- Listed Buildings
- County Wildlife Site
- Scheduled Monuments

The SWE 3 allocation currently includes an inert landfill facility which is shown as part of the context.

Devon County Council is currently having the Devon Waste Plan examined. Policy W10: Protection of Waste Management Capacity includes a proposed modification to enable development of a facility where the proposal is in accordance with an adopted Local Plan. Consequently, the existence of the facility does not prevent development of SWE1 and 3.

It is therefore expected that this facility will cease operation at an appropriate point in the build out of SWE1 & 3. There is a restoration condition relating to the site, if the restoration is not suitable or complementary to the Ridge Top Park designation as Suitable Alternative Natural Green Space a variation to that condition will be required.

SWE1 is covered by an area wide Tree Preservation Order. The only trees that are protected are those that were growing at the time the tree preservation order was made. The Order has no effect regarding new tree planting.

This is not intended to be an absolute constraint on the area but instead provides an opportunity to consider incorporating appropriate existing trees within development proposals for the site.

Flood Zone 3 is shown in full. It does not include associated works to development areas that may amend the potential flood risk. For example, work has been undertaken to land within the City boundary at location O2 on Plan 2.

This plan shapes the Land Use Plan and Framework. Appropriate surveys, information and evidence will need to be submitted with any application.

2.2 Development Areas Plan

South West Exeter is a large allocation that will function as an urban extension to Exeter City. Although it will 'face' the city, once built it will have its own new community comprising smaller neighbourhoods. To assist in understanding the area, Framework and how infrastructure may be delivered across the allocation, indicative development areas have been identified.

These development areas have been shaped by land ownership, topography and other constraints as identified in the previous Context Plan. It is considered that the areas function individually and together across the wider allocation.

Phasing of the delivery of development and infrastructure would be expected to respect these areas.

The Development Areas Plan is included in this document as Plan 2.

2.3 Land Use Plan

The Land Use Plan demonstrates how a sustainable and comprehensive development can be delivered at South West Exeter taking account of the constraints and new evidence that has been submitted.

There are a number of key principles embodied within the Framework as well as the policy text of SWE1, SWE3 and other relevant Local Plan policies, with which compliance is expected. The most important of these principles are:

- Inclusion of green links and multifunctional green spaces
- Delivering a connected community
- Respecting the settlement limits and heritage assets
- Incorporating biodiversity, consideration of ecology and associated enhancements
- Phased infrastructure delivery
- Highways infrastructure
- Delivery of a single education campus
- Well connected community facilities

Plan 3 shows connection zones throughout SWE1. These connection zones which may be cycle/pedestrian, public transport and/or road links as appropriate are indicative and they will need to be considered in more detail through the planning application process. They are shown on the Plan to ensure that the development areas are inter-connected.

The Land Use Plan is included in this document as Plan 3.

3 SWE 1 – Urban Extension Policy Requirements

The Vision set out in Policy SWE1 is that South West Exeter will develop as a sustainable urban extension, resilient to climate change where new and existing residents will be able to access a range of community facilities, shops, jobs, recreation areas and public transport improvements. It will represent a new part of the City, south of the River Exe which will reinforce the importance of the southern approach. The aim is to establish a new area within the natural setting of Exeter, sitting below the ridgeline and benefiting from the backcloth of the hills that enclose the City.

To achieve this, a number of policy requirements have been set. Each of these requirements will shape the overall development alongside other policies in the Local Plan. The Council's expectation is that all of these requirements will be met on a comprehensive basis.

Each SWE 1 policy criterion is detailed below. Additional detail on the interpretation of the policy is included to facilitate the application process and infrastructure delivery. Where the policy emphasis has been updated, or amended or based on new evidence and advice this is set out and justified.

Any planning applications submitted to the Council will need to outline how they comply with the Framework and the policy requirements.

It is expected that all development within SWE1 will contribute to all the policy requirements in line with the local plan supporting justification to Policy SWE1.

3.1 Criterion (a) – Housing

“Delivery of at least 2000 homes with a target of 25% affordable homes”

The principle of development and the number of homes is now established. It is expected that the homes will be distributed throughout the allocation across the development areas A to E. The SWE1 allocation:

- Is the largest site allocation in the Teignbridge Local Plan 2013-2033;
- Forms part of the housing delivery requirements;
- Must deliver at least 2000 dwellings;
- 25% of which should be affordable (following the introduction of CIL):
 - Tenure split – to be finalised with the Council's Housing Team at the time of application;
 - Affordable homes to be distributed throughout the allocation.
- 5% of custom build plots as per (WE7)

The Land Use Plan identifies around 60 hectares of land for residential development. At average densities of 30 to 35 dwellings per hectare there is sufficient land to meet the requirement of this criterion. It is expected that there will be a mix of densities

across the allocation with some areas being higher where this is appropriate in design terms or where there is a local centre. It may also be appropriate to have lower densities in some cases.

3.2 Criterion (b) - Gypsy and Traveller Pitches

“24 Gypsy and Traveller pitches”

Our area has a need for a mix of homes including provision of homes for the travelling community. It is expected that provision will be within the defined settlement limit and located proportionately throughout the development areas A to E.

The policy requirement:

- Forms part of the overall District’s requirement;
- Is counted against the affordable housing requirement;
- Will provide homes located and integrated throughout the allocation;
- Will provide for a mix of site sizes across the allocation and not all in one place;
- Will ensure homes are accessible to main transport links; and
- Will provide for a mixture of privately owned sites and sites managed by registered providers.

Teignbridge District Council would expect to work together with landowners / developers to develop these proposals with the travelling community.

Each application for residential development will need to provide a number of pitches for the travelling community proportionate to the residential development proposed.

3.3 Criterion (c) - Green Space

“20 hectares of green space comprising formal and informal green space, active recreation space, children and young people’s space, natural green spaces and allotments.”

The scale of the residential development at SWE1 requires a significant provision and quality of green, open and play spaces. This is in line with Policy WE11 of the Teignbridge Local Plan. It is anticipated that provision will be divided into the following:

- Formal and informal green space and parks – Approximately 4 hectares, located in development areas A, B and/or D.

The formal element is space that is subject of an organised layout, such as flower beds, water features, sensory areas, plus additional features.

The informal element is planned and managed in a more naturalistic way.

- Active recreation space – Approximately 6 hectares, located in development areas A, B and/or D.

This space includes those areas which are formally used for a variety of organised and competitive sports.

Provision of an Artificial Turf Pitch (ATP)* would be welcomed and would deliver valuable facilities for the community. This type of provision would be equivalent to approximately 3 hectares of active recreation space because of its flexibility of use. Any ATP provision should be located adjacent to the school campus and/or the sports provision in development area C. This will ensure the greatest opportunity for use.

*An Artificial Turf Pitch is a large sports pitch that has an all weather surface and is suitable for a range of sports including football, and tennis. The advantage of an ATP is that it can be used constantly throughout the year. This allows flexibility of, and time of use with no repair time as required by a grass pitch.

- Children and young people's space including as per WE11 (d):
 - Local equipped areas of play – these should be located in each of the development areas within the residential development but close to other facilities. Consideration would be given to a larger facility within development area B serving areas A and B.
 - Other space such as multi-use play or areas for informal play should be located throughout the development.
 - Natural green spaces – approximately 9 hectares, located in development area B and/or D.
- This space should provide public access to a more natural environment. Where areas are naturally susceptible to flooding these areas subject to appropriate safeguards could be able to continue to flood naturally and could provide flood risk benefits to the wider community.
- Allotments – approximately 1 hectare, located in development area B and/or D.
 - A network of green corridors providing attractive, habitat connections between green spaces for the movement of people and wildlife (see also 3.6 Criterion (f) – Sustainable Movement

The focus of this high quality green space provision will be in the form of a valley park along the Matford Brook. The park is a broadly linear feature through development areas A and B, then runs south through development area D, linking to the Ridge Top Park. The valley park should incorporate and respect the setting of the Scheduled Monument. It may also include sustainable drainage schemes where this will enhance the valley park, biodiversity, water quality and other green

infrastructure opportunities. Such schemes should not be the predominant factor of the park. The valley park needs to enable and encourage a wide range of uses for the whole community and is crucial to the success of the development as a whole.

3.4 Criterion (d) - Education AMENDED

As per the Adopted Local Plan

“Land for 2 primary schools and 1 secondary school or preferably 1 primary school and 1 all-through school.”

The Framework Document

“Serviced land for a single campus education facility comprising pre-school, primary school and secondary school provision.”

This alteration in approach is a result of further work and new information from developers and consequently revised advice from the Education Authority.

Achieving safe pedestrian/cycle crossing of the A379 will be required regardless of the school option pursued. Providing safe crossings will assist in connecting the different parts of the development, enhancing community cohesion and encouraging walking and cycling to and from the development. Early work has suggested that providing a safe at grade crossing is unlikely to provide sufficient capacity for the volume of users whilst maintaining the function of the A379, and therefore provision of a pedestrian foot/cycle bridge will also be required. A broad location for this has been shown on the Land Use Plan.

On the basis that a safe crossing will be provided, i.e. the footbridge, a single campus for education is now preferred. This means that all primary and secondary education is proposed to be delivered on one site. The Land Use Plan shows this within development area C.

This has a number of advantages including:

- Accessible within walking distance of all the allocation including the allocation within Exeter City's boundary;
- Incorporation of a dedicated grade separated pedestrian/cycle crossing of the A379 (see below). This would assist in channelling pupils to a single safe crossing point, reducing the numbers crossing at alternative, less safe locations;
- Shared provision of sports/activity space and educational resources;
- Teaching skills may be shared;
- Streamlined governance offering more flexibility to meet the needs of pupils;
- Operational flexibility and viability;
- Flexibility to manage fluctuations in pupil numbers and demand;
- Provides clear focus for a community hub, and;

- Significant capital and start up revenue savings, which make the school facilities and ongoing running costs more affordable.

Alternative approaches and options have been considered in detail and are not being pursued.

These options include:

- 2 separate single form entry primary schools. One located north of the A379 at the far north-west and one located south of the A379 at the far south east. A separate secondary school located at the south west of the A379.
- 1 through school (primary and secondary) at the far north west and a separate single form primary school towards the south east.

Reasons for rejecting these options:

- The capital and start up running costs of opening numerous schools;
- The difficulty of delivering and opening two primary schools at the same time leading to an imbalance in provision for many years;
- Phasing development of two primary schools introduces the risk that a second school will not be delivered should demographics and development constraints result in pressure to expand the first school leaving insufficient numbers of students to make a second school viable;
- Reduced flexibility to meet changes in demand;
- The implications for the amount of land required for numerous campuses, and;
- Potential for a reduced range of facilities for parents and children.

The need for education provision

The residential development proposed in SWE1 generates the need for both primary and secondary school places, the number of which will necessitate the provision of new facilities. New provision is required to accommodate all primary aged pupils generated by the development in South West Exeter as there is no spare capacity at existing primary schools and limited potential to expand existing sites. 2000 homes are likely to generate 500 primary aged pupils.

Significant secondary school places are required; however there is some spare capacity in Exeter secondary schools in the short term. By the end of the decade, these places are projected to be full as a result of demographic change and development within the city, and therefore additional new capacity is required. Given that development in this location is cross boundary and Exeter facing, Teignbridge District, Exeter City and Devon County Councils are taking a wider strategic approach to need for secondary provision and incorporating a site within SWE1. This will accommodate approximately 300 pupils generated from the development

and 300 from the wider Exeter area. Appropriate funding for this provision will come from a number of sources including Community Infrastructure Levy from the relevant Local Planning Authorities, reflecting the likely origin of the pupils.

Delivery of Education provision

The first phase of the primary school will need to be available to pupils once 200 dwellings have been occupied in the SWE1 allocation area. Provision of further primary phases will need to keep up with demand. The first phase of the secondary provision is to be opened once 1000 dwellings are occupied. See section 5 for more detail on these targets.

Education provision is a type of infrastructure to be funded by Community Infrastructure Levy and this impacts on the way in which the schools are to be provided. The primary school land is to be provided by the developer/landowner “in lieu” of a proportion of their first tranche of Community Infrastructure Levy payment (based on the value of the land passed over). Later phases of education land are to be similarly provided in lieu of payments. Construction is to be commissioned by Devon County Council, and it is expected that this will be funded by CIL receipts from the relevant Local Planning Authorities.

In order to bring the primary school forward on time, the land will need to be in Devon County ownership before the first dwelling is occupied (which would tie in with the first tranche of CIL payment). Appropriate access and services will need to be made available to allow both the construction and opening of the school in time.

The need for a bridge for pedestrians and cyclists

Provision of a pedestrian foot/cycle bridge is required to assist the safe crossing of the A379. A broad location for this has been shown on the Land Use Plan but further technical is being undertaken on the best location(s) for crossing.

The bridge should accommodate pedestrians and cyclists and is required to link into the wider pedestrian and cycle network. It should be the natural route for pedestrians and cyclists to cross the A379 and the design of the development will need to ensure this is achieved.

To ensure the success of the bridge and its widest possible use, the design, width, safety and feel will need to be carefully considered. The approach to the bridge from all areas including Chudleigh Road is equally important and must be attractive, safe and well lit for pedestrians and cyclists to ensure its use from the outset.

Due to the necessity of the footbridge providing access to the schools, this will need to be constructed in line with the opening of the first school phase.

3.5 Criterion (e) - Community Facilities

“A range of community facilities well related and accessible to all, including a multi-purpose community/sports building, youth and children’s centre, health, police, library and faith provision, and shops, and small scale employment to provide a focus for neighbourhoods will be provided in mixed use local centres and hubs. The hubs will serve the day-to-day needs of nearby residents and act as the focal point for the community being well connected and permeable”

To ensure viability and vitality it is likely that community facilities will be located in a larger local hub with smaller hubs where appropriate. Should applications be submitted for community and other facilities falling within criterion (e) but located elsewhere within SWE1, these will be considered on their individual planning merits at the time of the application to ensure that they do not undermine the delivery of a comprehensive approach.

To assist in community cohesion and place making, it is considered that the larger local hub should be in close proximity to the single school campus, in development area C. This will provide a community focus which is important to any new development. A smaller hub in development area E will provide for additional local facilities. These, along with those proposed within Exeter City’s boundary in development areas O1 & 2 should provide a suitable mix and provision ensuring a sustainable development.

All facilities should be well designed, accessible and preferably on or close to a main route through the site, and next/close to a bus stop. Overall the hubs should make provision as outlined in the policy in a place and manner that can be commercially sustained.

The required facilities and services are set out in criterion (e) in order that these are properly delivered the following is set out:

Health

NHS England has confirmed that a branch facility is required to serve not only SWE1 but also the development proposed in the adjacent Alphington area as set out in Exeter’s SPD for that area. The provision required will serve the 2500 homes proposed and will require a facility with 500 square metres of floorspace. This should be a building delivered by development and located in development area C within the local hub. To ensure that there is adequate health provision as the development progresses, an interim facility in the same location will be required. This interim provision could be located in a multi-purpose building or within a dwelling or commercial unit as a temporary measure. This interim facility should be capable of including consulting rooms as well as a reception and waiting area.

There are also opportunities for health provision in development areas O1 and O2, with Exeter City Council.

Additional commercial facilities

Mixed use, viable and vibrant community provision is sought. These should be small scale reflecting the out of centre location, providing mainly for local use. Any proposals involving commercial facilities should demonstrate how consideration has been given to Policy SWE1 as well as the remainder of the Local Plan, most notably policies EC1, EC6 and EC10. In any case the following should be provided:

- A multi-purpose community building;
- Sports building;
- Youth and children's centre services;
- Police, library and faith provision;
- Shops and small scale employment.

Multi-purpose building

A multi-purpose building delivered by development should be provided. This building should be 650 square metres and be capable of providing a facility for a mix of uses, flexible over time. Compatibility of uses will need to be considered.

Sports & Leisure provision

Provision of an artificial turf pitch is discussed elsewhere in the document. Additional sporting and recreation facilities should ideally be located close to the education campus and be open to the public. Co-location of such facilities can facilitate higher quality provision. Exminster Neighbourhood Plan policies in this regard will also need to be considered.

Youth and children's centre

Devon County Council has advised that the youth and children's centre services can be incorporated into a multi-purpose building.

Police, library and faith provision;

It is anticipated that this could also be included in a multi-purpose building.

Small scale retail & employment

Policies EC1, 6 and 10 of the adopted Local Plan set out the relevant policy stance in relation to retail and employment. To facilitate a sustainable development small scale retail and employment provision will be suitable within SWE1. This may include a mix of types and provision.

In relation to the larger local hub provision of up to 5 units with a mix of uses could be appropriate. This should include small scale retail with single units being no more than 280 square metres (EC10). Small scale office space, crèche facilities or cafes could be appropriate in this location.

The smaller hub located in development area E could include up to 2 units of no more than 280 square metres each (EC10).

In these areas it would be appropriate to consider residential provision over the retail and commercial facilities subject to appropriate design and noise considerations.

A marketing strategy will be required for the local centre/hubs as well as any commercial facility. This should include extensive marketing, advertising and promotion of the facility in question and should be carried out over a period of 60 months from receipt of the Council's approval of the strategy.

3.6 Criterion (f) – Sustainable Movement

“Opportunities for sustainable travel and lifestyles including a network of safe and convenient green routes and cycling links that bridge the barriers presented by transport infrastructure and which promote healthy living and a sense of well-being”

The allocation is very well located to connect into a network of green routes, footpaths and cycle routes. Development within the allocation should take advantage of these and provide:

- A network of safe and convenient green routes to and through the development including across the A379 to encourage active travel by other means than the car.

To achieve this, the network should be:

- Safe for all users; incorporating measures to reduce the risk of collision and crime, attractive materials and landscaping, smooth surface and gradual gradient, and appropriate seating and lighting;
- Convenient; following desire lines, avoiding obstructions, providing an adequate route width and junction design, and access for those with disabilities;
- Continuous; between routes within and adjacent to the development, connecting communities with key facilities as well as to the strategic and primary cycle network including National Cycle Route 2;
- Coherent and comprehensible; incorporating consistent use of signage, materials and landscaping; and
- Designed on an integrated basis alongside other infrastructure.

To facilitate a comprehensive approach to cycling and ensure that an appropriate strategy is delivered, Teignbridge District, Exeter City and Devon County Council officers will work with applicants to ensure that an overarching strategy is delivered.

3.7 Criterion (g) – Transport and Highways - AMENDED

“Public transport and highway improvements as required including an enhanced public transport route, 1,000 space park and ride hub, access to a new rail halt at Marsh Barton, improvements to Bridge Road, enhancements to the A379 from Chudleigh Road to Bridge Road including improvements to existing junctions and new junctions to serve development and, remodelling of the Devon Hotel junction at the A379 and B3123”.

New Advice: Devon County Council has re-stated the importance of the A379 as a strategic transport corridor, the function and capacity of which will need to be maintained. New information is available from more detailed work undertaken for the site as proposals develop, and Devon County Council has also carried out further work on transport requirements in this area.

As a consequence the policy requirements have changed slightly.

- Enhanced public transport route – No change
 - A frequent and effective bus service is required within a reasonable walking distance of new dwellings to encourage new and existing residents to travel by bus.
- 1,000 space park and ride hub – Amended
 - 300 additional park and ride spaces are required by this development to free capacity on the road network. It was proposed that this could effectively be provided through the provision of a new 1,000 space facility within SWE1 with a direct access from the A379. This 1000 space provision would include the lost spaces following the then expected closure of the existing Matford Park and Ride site with its 700 spaces.

As proposals have progressed and more detailed assessments have been undertaken, it is clear there are a number of technical and operational barriers to delivery of a new facility. Furthermore, the existing facility at Matford is no longer to close but cannot easily increase capacity. The City Council has confirmed its commitment to park and ride and any redevelopment at Matford would require planning permission with Teignbridge District and Devon County Councils being consulted on these matters.

Devon County Council has also been considering the overall park and ride strategy of the City. Commercially it would be ineffective to have

two park and ride facilities in such close proximity along the same corridor.

Therefore specific park and ride provision is no longer required to be delivered onsite within SWE1 but financial contributions are required to fund approximately half of the cost of delivering a 600 space park and ride facility at the Alphington Interchange on the A30. This infrastructure forms part of Exeter's public transport strategy and is critical to removing existing trips from the local road network in order to accommodate new trips which will be generated from the development.

- Contribution to the provision of a new rail halt at Marsh Barton – No change
 - Development at South West Exeter will need to financially contribute to this provision. This scheme is progressing and there has been a resolution to grant planning permission. The rail halt will transfer some existing vehicle trips onto rail creating network capacity.
- Improvements to Bridge Road – Amended
 - Significant investment is planned to improve capacity and ease congestion at Bridge Road. This work is fully funded and therefore development at SWE will not need to contribute to this. However, occupation of dwellings in the SWE area should not commence until work on the Bridge Road scheme has started. This is anticipated in 2015.
- Enhancements to the A379 from Chudleigh Road to Bridge Road - Amended
 - To maintain the function and capacity of this road, the number and type of junctions will be an important factor. Developers/applicants should liaise with Devon County Council as the Highway Authority to agree an appropriate junction strategy. Devon County has advised that there will be a limited number of junctions along Zone 1 (shown on the Land Use Plan). There will be a single A379 junction northwards and this will require the realignment of Chudleigh Road and the closure of Chudleigh Road junction. It is likely that Chudleigh Road will change in character to facilitate this re-modelling.
 - To the south in Zone 1 there may be 1 or 2 junctions required. This is the subject of further detailed work.
 - There will also be a new junction to serve development area E. This is to be located in Zone 2 and is again the subject of further work.
 - Due to the need to encourage walking and cycling whilst maintaining the function and capacity of this road, a pedestrian/cycle bridge across the A379 is to be incorporated as part of the development. This should be located to maximise its use for residents and school pupils of all

ages and provide an attractive crossing point. The indicative location is shown on the Land Use Plan. This location provides direct access to the education campus and community hub within development area C. A high quality gateway design will be required for the bridge due to the visible location.

- Remodelling of the Devon Hotel junction at the A379 and B3123 – No change
 - Changes to the junction are required to provide sufficient capacity and to maintain safety for all users. Liaison with Devon County Council will be required as to the exact nature.

Other guiding principles

South West Exeter should be designed so that it encourages the use of sustainable travel.

- Internal roads should be designed to Manual for Streets principles. They should have a design speed of 20mph. Residential roads should be suitable for cycling and should be attractive environments for pedestrians. Shared surfaces (for pedestrians and vehicles) may be appropriate where flows are very low. Off-road cycle provision (shared with pedestrians) should be provided on primary streets where vehicle flows are greater. Streets should benefit from natural surveillance, with overlooking by buildings so that people using the streets feel safe.
- Providing safe crossings will assist in connecting the different parts of the development, enhancing community cohesion and encouraging walking and cycling to and from the development.
- In addition to the bridge, other suitable crossings of the A379 should be provided. Without these, the A379 would act as a barrier and make it difficult to achieve a sustainable development. Therefore, junctions should incorporate provision for pedestrians and cyclists. Central islands are likely to be required and these should be of a suitable size to accommodate bicycles and the volume of pedestrians likely to use them.
- A shared pedestrian and cycle route should be provided roughly parallel to the A379, although it may route through the development where appropriate rather than directly adjacent to the A379. It should link to crossings of the A379.
- Most dwellings should be within 400m of a bus stop. Bus frequency may be expected to increase as the development builds out and demand increases, but at early stages there should be a minimum of a 30 minute frequency service that connects to the city centre.
- People are most open to changing travel behaviour when moving somewhere new. In order to encourage this change, incentives will be provided through travel vouchers, enabling people to try alternative modes of travel.

Robust and holistic transport evidence, including how proposals can be taken forward without detriment to the Strategic Road Network will need to be included as part of the application process.

3.8 Criterion (h) – District Heating

“Incorporation of a site wide District Heating system to which all developments will connect, with preference given to using heat from the Marsh Barton Energy from Waste facility, subject to viability.”

South West Exeter is a scale of development where district heating and combined heat and power can be adopted to reduce carbon emissions. The area is also located in close proximity to the Energy from Waste plant at Marsh Barton which is able to supply heat to development. A study has been undertaken and the use of district heating and CHP including potentially using heat from the Energy from Waste plant has been found to be both viable and feasible. The carbon savings are significant and consequently, in the interests of delivering sustainable development, Teignbridge District Council considers all development in the South West Exeter area should connect to district heating.

3.9 Other Policy requirements

To achieve a successful community and Local Plan compliance a number of other policy requirements will need to be met. For the avoidance of doubt, this Framework does not include commentary on all the relevant policy requirements that need to be considered when submitting a planning application in the area. As stated above, the Framework amplifies Policies SWE1 and 3.

Consequently all other policies within the adopted Teignbridge Local Plan and the emerging Exminster Neighbourhood Plan need to be considered and adhered to where relevant. This includes, but is not limited to; design principles, biodiversity enhancement and offsetting, sustainable urban drainage schemes and custom build requirements.

Any applications submitted should ensure they have considered all the relevant Local Plan requirements and submit any relevant strategies, documents or evidence as required.

The following paragraphs are included as further commentary.

Design

This document is a Framework to facilitate delivery of a sustainable urban extension, it is not intended to be a detailed masterplan setting out design codes or principles. However, achieving high quality and excellent design within the South West Exeter allocation is required by Policy S2 of the Teignbridge Local Plan 2013-2033 and the

emerging Exminster Neighbourhood Plan. It will make a significant contribution to the success of the new neighbourhoods and also ensure that these new neighbourhoods will integrate successfully with existing communities.

There is much design guidance available and detail is as stated provided in policy S2 of the Local Plan. It is expected that design and access statements and plans submitted for approval as part of any planning application or application for approval of reserved matters would demonstrate how the over-arching objectives of policy S2 are met. Consideration will also need to be given to the Water Framework Directive. That is development should seek to improve or maintain the status of watercourses that it relates to and must not lead to deterioration.

The Council also has a draft Residential Development – Design Principles Planning Advice Note that provides further information. This can be found at:

<http://www.teignbridge.gov.uk/article/13026/Residential-Development---Design-Principles>

Archaeology

SWE 1 and 3 incorporate nationally important heritage assets that are protected as Scheduled Monuments. Consideration will need to be given to the significance of these Monuments, the impact of the development upon them and the appropriate mitigation for this impact. They and their settings should be incorporated into the development areas sensitively and appropriately. This is likely to require sympathetic buffering to protect the setting of the monuments and enhance their appreciation within the development. Pre-application advice on the treatment of the Scheduled Monuments with English Heritage and Devon County Council's Archaeologist is encouraged. While some archaeological work has already been undertaken further more detailed archaeological work and cultural assessments will need to be undertaken as appropriate and in mitigation for the impact of the development upon the known designated and non-designated heritage assets within the development site.

Biodiversity

It is expected that SWE1 will achieve a net gain for biodiversity in line with Policies EN8 and EN9. Assessments of loss and gain should be carried out to recommended methodologies, such as the Defra biodiversity offsetting metric. Where the development will result in unavoidable habitat loss, compensation and enhancement will be required. This can be achieved as part of onsite green space provision, through the restoration and creation of habitats, for example curlew buntings. Where onsite measures are insufficient to achieve a net gain, offsite measures may be required.

Pre-application advice for all applications within SWE1 and 3 is essential to ensure the allocation is delivered as a sustainable urban extension.

Environmental Impact Assessments will also be required and should consider the allocation comprehensively. Further advice is available from the Development Management team.

4. SWE 3 – The Ridge Top Park

“An area of approximately 70 hectares is allocated to the south of the A379 at the south west of Exeter as a ridge top park. This site will be suitable alternative natural green space which will include a mix of facilities for recreation purposes.

It will be managed as a public park and may include:

- a) buildings of an appropriate scale for associated leisure, recreation and maintenance use; and*
- b) suitably located ancillary car parking provision*

Any proposals for development shall be accompanied by:

- c) wildlife assessments on the impact of new structures; and*
- d) assessment of the impact of any proposed lighting and potential mitigation”*

This park will provide Suitable Alternative Natural Greenspace (SANGS) that is required to mitigate recreational impacts arising from new development on the Exe Estuary Special Protection Area and Dawlish Warren Special Area of Conservation.

As such it is over and above the open space that is normally required by development and is a critical item of infrastructure.

The allocation SWE3 indicates an area of 70 hectares. The provision of SANGS required to mitigate the impact of the 2000 dwellings allocated in SWE1 is about 36 hectares and the remainder of SWE3 is therefore available for additional SANGS provision to mitigate other developments within 10 km of the Exe Estuary. The allocation of the larger area therefore provides flexibility in longer term provision.

The Ridge Top Park SANGS will need to come forward and be available for use in step with the dwellings' occupation in order to mitigate the impacts of SWE1 development. The provision of SANGS is to be funded via Community Infrastructure Levy, including through the provision of land “in lieu” of a CIL payment (note, the Matford Home Farm application deals with this through a planning obligation as it is coming forward in advance of the introduction of CIL). The broad phasing and delivery is set out in the infrastructure phasing schedule, section 5.1.

The park needs to be designed to provide a semi - natural alternative to the more sensitive estuary fringes, catering for frequent dog walking and other trips, providing circular walking routes of various lengths and to be managed and maintained in perpetuity. Further guidance on SANGS provision, design and maintenance is set out in Appendices B and C.

5. Public Infrastructure

This section provides schedules outlining the infrastructure requirements related to public infrastructure and specific policy requirements with an indication of key milestones and phasing. This is in support of Teignbridge Local Plan policy S5 which seeks to ensure appropriate infrastructure for SWE1 is provided. This information updates and adds to the information published in the Teignbridge Local Plan Infrastructure Delivery Plan.

Infrastructure planning responds to ongoing design and technical work. Officers of Devon County and Teignbridge District Councils will work with applicants to ensure appropriate conditions and commitments will be made for public infrastructure. Additionally planning decisions will ensure that all easements, services, access (including telecom, energy, water, and sewerage utilities, etc) are extended to or adopted to ownership boundaries as per the SWE1 policy requirement for a “comprehensive approach.”

The following schedules cover the major infrastructure requirements and are not fully comprehensive. It may be that specific additional conditions or requirements arise through further technical work and consideration as part of planning application consideration.

The Council is expected to introduce Community Infrastructure Levy (CIL) with an implementation date of 13th October 2014. At that time, the legal basis for the consideration of planning applications (and specifically the contribution of development to infrastructure) changes. Application (13/02729/MAJ) at Matford Home Farm has been submitted, and is expected to be determined in advance of the implementation of CIL, with proportionate contributions to infrastructure made via Obligations under s106 of the Planning Act. These contributions have been negotiated to reflect the infrastructure requirements of the SWE1 allocation as a whole, and do not disadvantage the comprehensive development of the whole site.

However, this is likely to be the last planning application determined before CIL is introduced. Accordingly, this section has been written to reflect the workings of CIL, where developments contribute a levy at a fixed rate, and much of the infrastructure is then funded and delivered by the relevant public authorities.

The table indicates whether the particular item of infrastructure is to be funded via CIL, in which case there are target dates for provision by public authorities. Where infrastructure is to be provided direct by developers or funded via s106, then the table sets out relevant timings for provision which will be reflected in the planning permissions.

The following sections set out this approach.

5.1 Pre-requisites for infrastructure delivery

The following schedule outlines key preparatory work and agreements that will be needed to underpin detailed work on infrastructure phasing, costing and land use requirements.

Requirement	Description	Notes & Timing
Agree and approve Development Framework	Ensuring Comprehensive approach to development and infrastructure of the site.	Approval July 2014
District Heating Agreements and Plan	Approval of District Heating network routes and agreement on more detailed phasing of provision.	Required as soon as possible and certainly before commencement of development. Work is underway with land owners/promoters, energy industry, and Exeter Low Carbon Task Force to identify requirements for enabling low carbon, decentralised energy generation for the new neighbourhoods.
On-site movement network Strategy to include cycle strategy	Approval of primary road, public transport, cycling and pedestrian routes within each development area, with links between areas where appropriate, including those shown on the Land use Plan.	Site-wide strategy to be submitted and approved before the determination of the first reserved matters or full application within SWE1. Outline applications should indicate how they will contribute to the strategic movement requirements of the site, supporting the delivery of the objectives set out in this document, including bus, cycle, pedestrian, internal road links and adjacent local roads.
Bus Strategy	To identify links to existing services and Development Area connections including connections/route links to Alphington, Exminster, Matford P&R, City Centre and Marsh Barton Station. To deliver improvements to services, including appropriate financial contributions as the development progresses.	Site-wide strategy to be submitted and approved before the determination of the first reserved matters or full application within SWE1. Outline applications should indicate how they will ensure appropriate access and bus service improvements to be delivered in step with development.
SANGS Delivery Framework	Agree phasing, physical and delivery elements of the SANGS within site SWE3, as required by SWE1 and the phasing requirements set out later.	Each application is required to indicate how it will ensure the provision of SANGS, coordinated with the comprehensive approach for the Ridge Top Park, including the phasing requirements set out later.
Carbon Reduction Plans	As per EN3 of the adopted Local Plan	Carbon Reduction Plans to be submitted and approved before the determination of reserved matters or full application. Outline applications should indicate how they will ensure carbon reduction will be considered.

Bridge Road Improvements	Major improvements to provide capacity and address safety issues.	Occupation of the first dwelling on SWE1 will not be permitted before these improvements are commenced. Scheme is fully funded with preliminary work already underway and full scheme commencement in 2015.
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Infrastructure to be delivered via Community Infrastructure Levy (CIL)

Requirement	Description	Notes & Timing
Education Facilities		
Education Campus	Appropriately sized site (circa 2ha primary and 5.5ha secondary) for single education Campus - signed over to DCC	Land ownership transfer and scoping of the campus (e.g. exact size, capacity, general layout) (including binding commitment by the developer to provide access and services to the site to enable construction to commence) to be agreed prior to commencement of any dwelling in SWE1. The above requirement does not apply to the outline planning application 13/02729/MAJ at Matford Home Park (South of A379) which provides a 'fall back' primary school location and/or funding for site purchase and construction.
Primary School provision	Appropriate buildings/ancillary space as required	DCC to complete primary provision in 4 phases in line with the following dwelling occupations: Phase 1 – 200 Phase 2 – 600 Phase 3 – 1000 Phase 4 – 1600
Secondary School provision	Appropriate buildings/ancillary space as required.	DCC to complete secondary provision in 2 phases in line with the following dwelling occupations: Phase 1 – 1000 Phase 2 – 2000 Any ongoing expansion and works will be planned from this point through the schools capital programme
Green Space and Outdoor recreation		
SWE3 Ridge Top Park (Phase 1)	(Phase 1) - 4ha of SANGS including at least one connected walking route of 2km for open public use and access.	To be completed before occupation of 1st dwelling in the SWE1 area. Delivery in Area F and adjoining development boundary.

Requirement	Description	Notes & Timing
SWE 3 – Subsequent phases shall deliver the level of SANGS required to mitigate the impact of each proposal, prior to the first occupation of that proposal, and shall abut a previous phase of delivered SANGS land to ensure the necessary connectivity. For clarity 'deliver' shall be the completion to a standard which the local planning authority agrees meets the requirements of this framework document.		
Transport		
Sustainable Transport: Bus Services	As per Bus Strategy, including financial support for establishing bus services including additional capacity on existing routes and new routes serving development.	Supporting infrastructure (bus lay-bys etc) to be agreed within each area through development management. DCC to work with bus providers to enhance services to area as development progresses.
Marsh Barton Rail Station	Funding of new rail station at Marsh Barton.	TDC to provide 'gap funding' via CIL if necessary. The rail station works are being programmed. It is anticipated that service will be operational in 2017.
Park and Ride Provision	Additional park and ride capacity.	DCC to provide at the Alphington Interchange by the occupation of 1050 dwellings. TDC to provide funding for 300 spaces via CIL.

5.2 Major Infrastructure Requirements Schedule

Infrastructure funded or provided directly through development

Requirement	Description	Notes & Timing
Community Facilities		
Commercial Space	Commercial land (e.g. parade of shops, small scale business) within community hubs or as appropriate.	The timing and amount of this provision to be considered further, and to be controlled through planning obligations/conditions in association with planning permissions.
Health Provision	Health provision – Branch Surgery to be located within the community hub in development area C as shown on the Land Use Plan	Interim provision required before occupation of 500 th dwelling. This should include consulting rooms as well as a reception and waiting area Branch surgery - 500sqm required before occupation of 1350 th dwelling.

Requirement	Description	Notes & Timing
Principal Community Building	Multi-purpose community building located in close proximity to education campus within community hub area in development area C as shown on the Land Use Plan.	650sqm - for public use as meeting and activity space. Completion of community building required before occupation of 750 th dwelling. May incorporate leisure uses.
Further Community buildings	Delivery of further community buildings and facilities.	Delivered either as expansion to Principal Community Building or as additional facilities and buildings. Completion required before occupation of 1350 th dwelling in the SWE1 area. The scale of the building is to be determined by negotiation with DCC and TDC.
Indoor sports and leisure facilities	Indoor courts and activity provision for public use. Business planning and education scoping should consider access for school use during school hours.	Secure site for facility prior to commencement. To be accessed and completed before the occupation of the 1800 th dwelling. Facility is a key objective of the emerging Exminster Neighbourhood Plan and may be partly funded via land in kind of CIL and by Exminster's own CIL,
Green Space and Outdoor recreation		
Locally Equipped Area(s) of Play Area Specific	Local play area within each development area as shown indicatively on the Land Use Plan.	To be completed before the occupation of the 50th dwelling in each development area.
Matford Valley Park	Provision of the Matford Valley Park area (North of the A379), incorporating play, recreation and open space.	To be located in development areas A and B. At least 5 ha to be delivered prior to the occupation of 450 dwellings. Remaining Matford Valley Park to proceed in step with development and to be delivered prior to the first occupation of the relevant proposal. Each area should be adjacent to the previous phase of delivered park to ensure connectivity.
Additional Public Parks	Provision of remainder of 20 ha public open space required by policy.	To be located in development areas D. Will include public parks and open spaces south of the A379 as well. To be delivered in step with development and ensure connectivity to the SANGS
Artificial turf pitch (ATP)	This community sports facility is for public use but could be shared access for the school too. Essential it is therefore located adjacent to the education campus.	Also known as 3G pitch, all weather training pitch. Land take including parking is likely to be approximately 1.5ha. To be completed before the 1000 th dwelling.

Requirement	Description	Notes & Timing
Transport		
A379 footbridge	Provision of high quality pedestrian and cycle bridge across A379 and improved pedestrian facilities on Chudleigh Road or other appropriate routes which links development areas O1 with the footbridge.	To open before first phase of the primary school is opened (i.e. occupation of 200 dwellings).
A379 - Chudleigh Road realignment and junction Area Specific	Provision of new (north) junction within the zone shown on the plan - to be delivered in conjunction with the re-alignment of Chudleigh Road and closing the existing junction to traffic. Provides access to/through area A & B and Alphington.	This provision must be incorporated in applications for including means of access for development in A or B. Design must consider bus and other non-car movement and provide pedestrian phases across A379.
A379 Zone 1 South Bound Junction(s) Area Specific	Provision of junction(s) south within the zone shown on the plan. Will provide access into areas C and D and the education campus.	Must be incorporated in applications for development in C/D. Access will be necessary for the commencement of development of the school site, see education timing.
A379 Zone 2 South Bound Junction(s) Area Specific	Provision of new road junction south of A379 within Zone 2 shown on plan. Provides access to development area E.	To be completed before the occupation of the first dwelling in development area E.
Devon Hotel junction/roundabout improvements Area Specific	Improvements to Devon Hotel roundabout to ensure existing highways are safe and efficient.	This will be subject to design of development areas D and E and any improvements will be required prior to occupation of 450 dwellings south of the A379.

5.3 Funding and Delivery

The Community Infrastructure Levy (CIL) in South West Exeter (SWE1)

CIL is a non-negotiable charge on new residential and retail development.

The CIL rates are set out in the *Charging Schedule* which should be read in conjunction with the *Charging Zone maps*. The CIL rates (£ per sq m floorspace of buildings) are set out in the table below, alongside the affordable housing target.

Use	Within identified town centres (£ sq m)	outside of identified town centres ¹ (£ sq m)
Retail	£0	£150

Charging	Settlement	Open Market	Local Plan %
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¹ As shown on the Local Plan Proposals Maps

Zone ²		Residential development CIL Charge (£ / m ²)	Affordable Housing target (sites of 5 or more dwellings)
4	SW Exeter	£150	25%
5	RURAL Teignbridge including RURAL Villages	£200	30%
1,2,3,4,5	Affordable Housing in any location.	£0	-

Any other development or use (such as business or employment uses, or residential development that is not within use class C3 such as hotels, residential care homes, caravans, and mobile-home pitches):	£0
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Self Build

Self Build or custom build housing, as defined by the CIL Regulations, can claim relief from CIL using the forms available on the planning portal. The Local Authority can claw back the CIL if a self build property is sold or let within 3 years of completion.

- [Form SB1-1: Self Build Exemption Claim Form: Part 1](#)
- [Form SB1-2: Self Build Exemption Claim Form: Part 2](#)
- [Form SB2: Self Build Annex or Extension Claim Form](#)

Paying in Instalments

CIL may be paid in 4 equal instalments every 6 months, starting at commencement of development, provided various regulatory requirements are met. Otherwise, payment is required in full within 60 days of development commencing.

Payment in Kind

The Council may accept the payment of all or part of a CIL liability via the provision of land or infrastructure in kind. The value of land or infrastructure is to be determined in accordance with the CIL regulations.

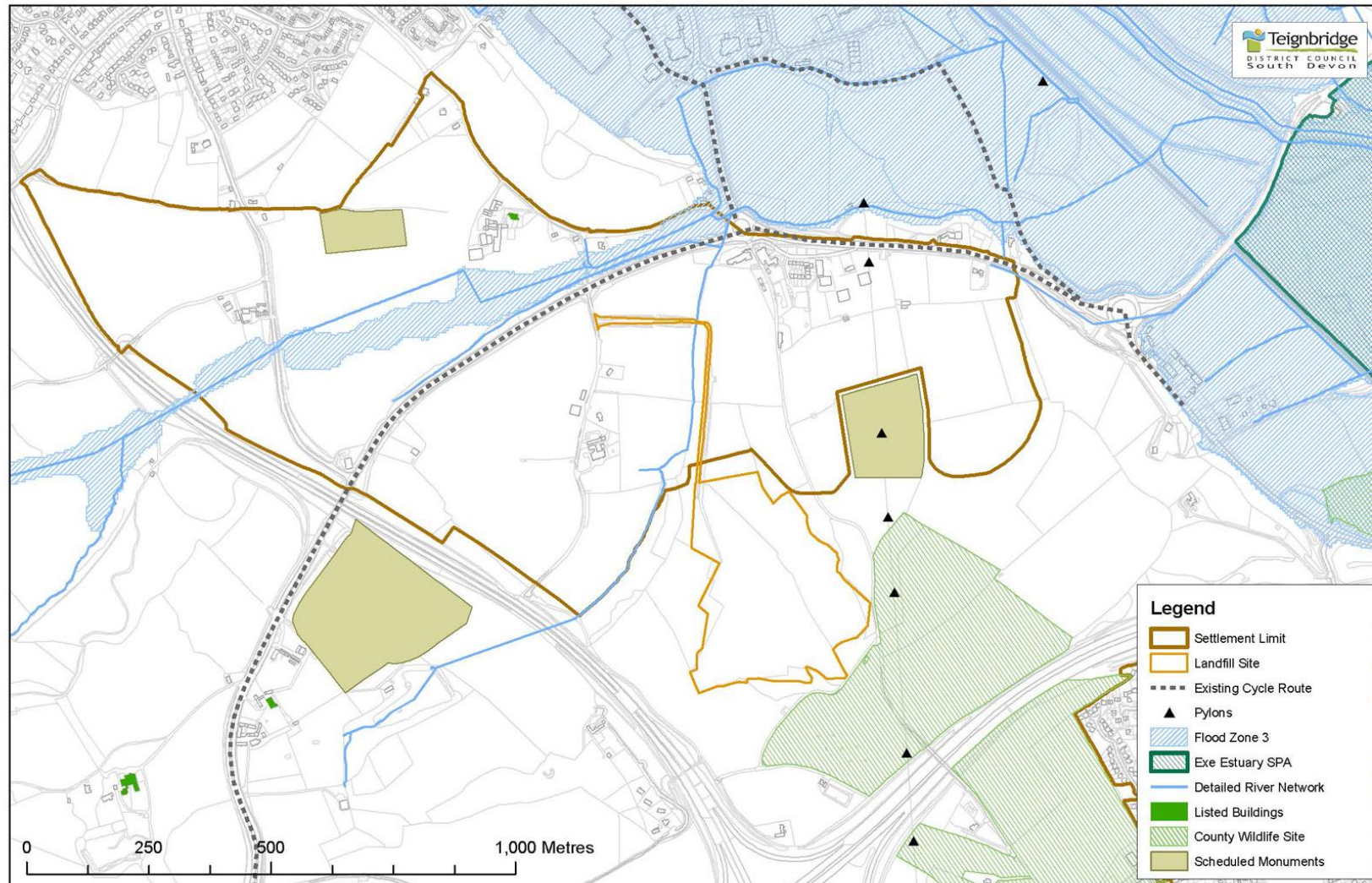
Commencement of development

In CIL terms, development is considered to have commenced when any 'material operation' begins to be carried out on the land subject to the CIL charge. This is defined in section 56(4) of the Town and Country Planning Act 1990, and includes

² Charging zone maps can be found at <http://www.teignbridge.gov.uk/CHttpHandler.ashx?id=37258&p=0>. You may also **view the boundaries of the CIL charging zones** by using the [My Neighbourhood](#) interactive maps on the Teignbridge website.

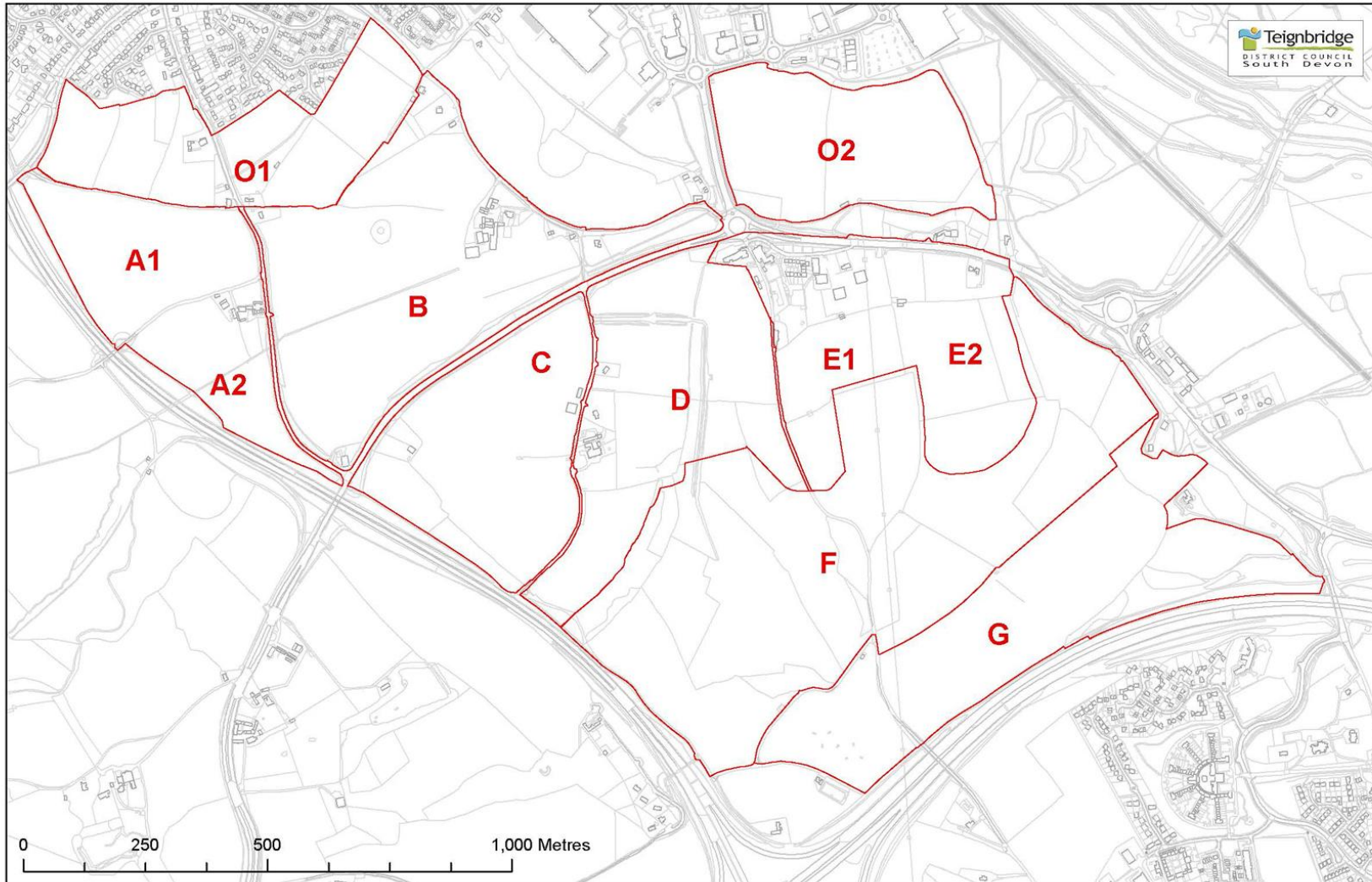
the laying of any underground pipes, the digging of a trench for foundations, or any work of demolition or construction in the course of the erection of a building.

6. Plans



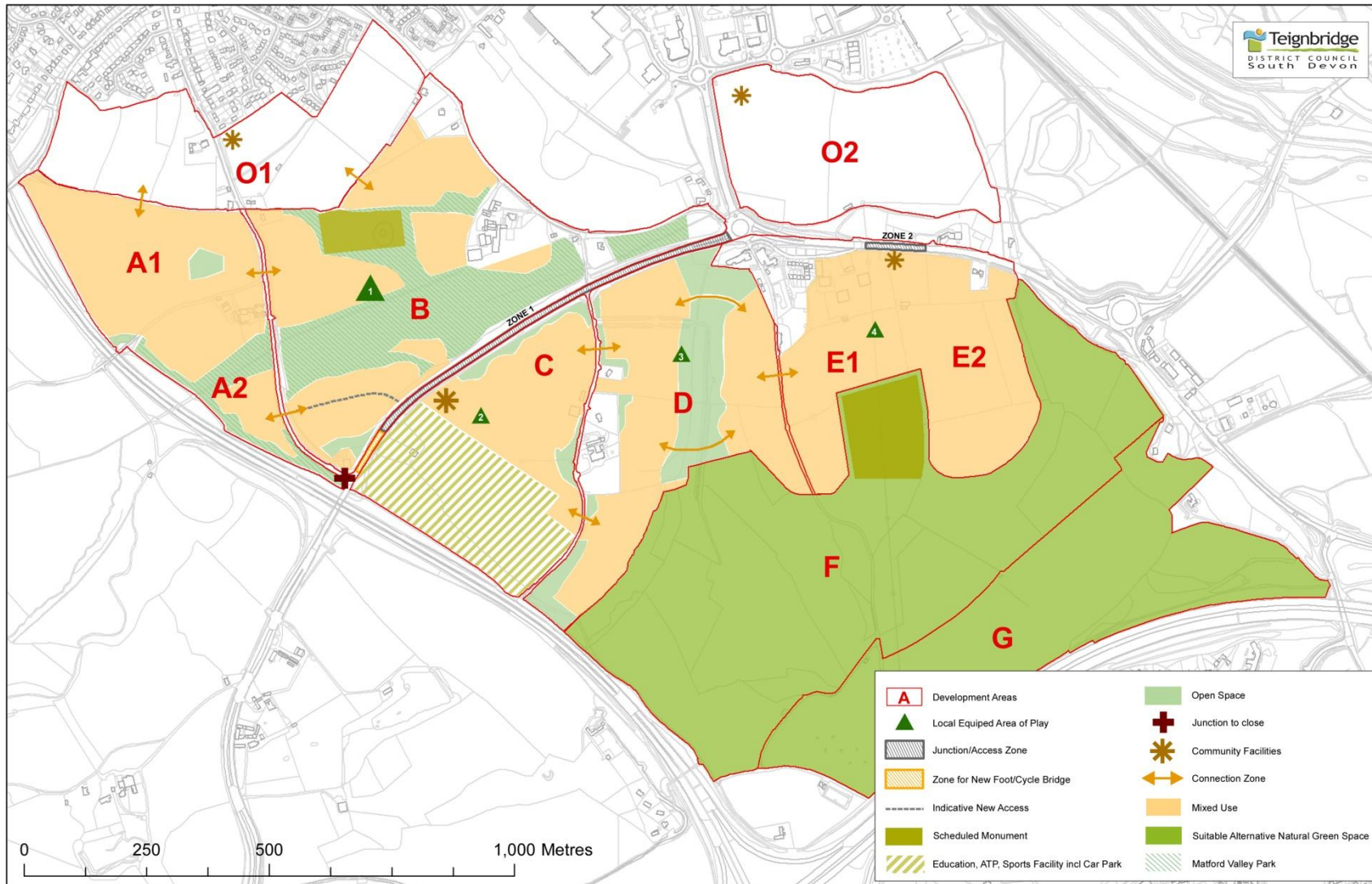
SWE Development Framework - Context Plan

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SWE Development Framework - Development Areas Plan

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SWE Development Framework - Land Use Plan

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Appendix A – Policies from Adopted Local Plan

Edge of Exeter chapter from the Adopted Teignbridge Local Plan 2013-2033, incorporating approved modifications.

7 Edge of Exeter

- 10.1 Exeter is a key economic driver for the region and is a major Regional Centre for services, retailing and culture. It has high economic growth prospects, with a growing knowledge-based economy, including the University and Met Office, as well as proposed developments at Science Park and SkyPark. The city is also a key provider of high order services, such as shops, jobs and education for Teignbridge residents. The economic success of Exeter is vital to the region as a whole and Teignbridge residents in particular. It is, therefore, relevant to consider how the Local Plan can support this success.
- 10.2 The city's expansion over the years has brought its built form close to its administrative boundary and the Local Plan can play an important role in supporting the city's growth and function, by identifying opportunities to provide sustainable growth within the Teignbridge Plan area boundary.
- 10.3 Exeter's Adopted Core Strategy identifies the area to the north of Teignbridge District Council's boundary for 500 homes. Teignbridge District Council in partnership with Exeter City Council, Devon County Council and Exeter and East Devon Growth Point commissioned a masterplan for the South West of Exeter. The purpose of the joint masterplan is to help promote and encourage sustainable growth. The proposals put forward in that document have informed policies SWE1 and SWE3 in the Local Plan and an illustrative sketch plan prepared by the Council for the South West Exeter area is included in this chapter.
- 10.4 This approach supports sustainable growth by reducing the need to travel, focusing new housing, jobs and facilities into locations with existing infrastructure to cope with the increased demand.

Site Description

- 10.5 The site lies within the Teignbridge planning area but adjoins the Exeter City administration boundary. It is located on the western side of the Exe Valley, on land which rises up from the flat floor of the river floodplain to a series of low rounded hills, ridges and valleys, modified significantly in places by major road cuttings. The area lies north and south of the A379 and west of the B3123 (Bad Homburg Way), with the A30 forming the western boundary. The most visually prominent parts of the site comprise the upper slopes and top of the ridge of higher ground which visually separates the Exe floodplain from areas to the southwest. The area is predominately green field but also includes some existing residential and business facilities, a hotel, and an inert waste facility. The area benefits from scheduled monuments and wildlife designations. The site also straddles the Matford Brook a water watercourse that flows into the River Exe.

- 10.6 The provision of new housing and associated development on the edge of Exeter, close to the major employment location of Marsh Barton Trading Estate is a highly sustainable location and will support the continued successful expansion of the City. To provide a balanced, sustainable community, consideration needs to be given to more than housing. Therefore, this strategic allocation requires a range of infrastructure elements that will need to be delivered in a timely manner.

SWE1 South West of Exeter Urban Extension

The South West of Exeter will develop as a sustainable urban extension, resilient to climate change where new and existing residents will be able to access a range of community facilities, shops, jobs, recreation areas and public transport improvements. It will represent a new part of the City, south of the River Exe which will reinforce the importance of the southern approach. The aim is to establish a new area within the natural setting of Exeter, sitting below the ridgeline and benefiting from the backcloth of the hills that enclose the City.

A site of approximately 92 hectares is allocated to the south west of Exeter for a mixed use development including:

- a) delivery of at least 2,000 homes with a target of 25% affordable homes;**
- b) 24 Gypsy and Traveller pitches;**
- c) 20 hectares of green space comprising formal and informal green space, active recreation space, children and young people's space, natural green spaces and allotments;**
- d) land for 2 primary schools and 1 secondary school or preferably 1 primary school and 1 all-through school;**
- e) a range of community facilities well related and accessible to all, including a multi-purpose community/sports building, youth and children's centre, health, police, library and faith provision, and shops, and small scale employment to provide a focus for neighbourhoods will be provided in mixed use local centres and hubs. The hubs will serve the day-to-day needs of nearby residents and act as the focal point for the community being well connected and permeable;**
- f) opportunities for sustainable travel and lifestyles including a network of safe and convenient green routes and cycling links that bridge the barriers presented by transport infrastructure and which promote healthy living and a sense of well-being;**
- g) public transport and highway improvements as required including an enhanced public transport route, 1,000 space park and ride hub, access to a new rail halt at Marsh Barton, improvements to Bridge Road, enhancements to the A379 from Chudleigh Road to Bridge Road, including improvements to existing junctions and new junctions to serve development and, remodelling of the Devon Hotel junction at the A379 and B3123; and**
- h) incorporation of a site wide District Heating system to which all developments will connect, with preference given to using heat from the Marsh Barton Energy from Waste facility, subject to viability.**

Development and required infrastructure will be delivered on a phased basis in line with housing delivery.

Proposals will not be permitted where they would prevent a comprehensive approach to the development and infrastructure of the whole site.

- 10.7 Further detailed archaeological and biodiversity assessments will need to be undertaken by any potential applicant to record where appropriate and assess the relevant impacts and mitigation aspects. These are likely to be required before the planning application is submitted.
- 10.8 Development within the strategic allocation should have general regard to guidance contained within the South West Exeter Masterplan Study. It is expected that proposals will deliver a mixture of uses in each phase to avoid a domination of mono uses and ensure that community infrastructure and other requirements are not left until the end of the development. An illustration of the key principles arising from policies and the South West Exeter Masterplan is shown on the next page.
- 10.9 The growth to the South West of Exeter will be a new mixed use area on an enhanced public transport route. It will comprise new neighbourhoods with a range of community facilities clustered together within the valley. New permeable and connected communities will be located on the valley sides facing the City leading to the ridge-top park with views across the Exe Valley towards the City and across the estuary.
- 10.10 Exeter experiences traffic congestion along its main arterial routes, particularly at peak hours. Any sustainable development looks to initiatives to reduce the need to travel and to encourage greater use of sustainable forms of transport. An enhanced public transport route is proposed to run from the Marsh Barton area. This will include regular, safe and local transport. A key part of this public transport network is the provision of a replacement park and ride facility within the new development. Ideally located to the south of the A379 at the intersection of the A30 and A379, it will serve existing commuters and help change the nature of the A379 and reduce traffic to Chudleigh Road. The Devon Metro scheme proposes a rail halt at Marsh Barton which will serve existing commuters and is fundamental in providing additional road capacity. This halt is not within the allocation but is imperative to it. Further investment in cycle routes and improved pedestrian links will also be required. These measures and others will need to be in place early in the development to facilitate a modal shift to remove some traffic from the existing network allowing sufficient capacity to support the development. The Devon Metro Study, commissioned by Devon County Council, considered the re-opening of the Exminster station to be unviable, with a new station at Marsh Barton a more attractive option. While a re-opened station at Exminster is not likely in the early part of the Plan, there may be opportunity at the latter end and support will be given to any proposals for new buildings and any car parking facilities in relation to a station.
- 10.11 Improvements to the A379 are necessary to avoid this road becoming a barrier which could divide and prevent a well-connected and sustainable place. It will be necessary to change the nature of the road so that it can begin to integrate with and become a functioning part of the development. The road will need to respond to its new environment and role within the city whilst also maintaining its current function and capacity. Changes to the nature of this road could include, for

example, speed reductions, providing pedestrian crossings at key points, consideration of a footbridge. The South West Exeter masterplan has additional details on this.

- 10.12 The surrounding roads also generate noise and any development will need to consider the impacts of this on development. Appropriate design and planting will need to be incorporated to reduce noise to acceptable standards. Additional surveys may be required.
- 10.13 There is a need for a mix of housing types and sizes within the area. Density will need to respond to the topography and may be varied across the site as appropriate with higher density around the hubs.
- 10.14 The evidence for Gypsy and Traveller need in Teignbridge has been updated. 24 pitches will be required as part of this allocation. The pitches do not have to be delivered as one site and will count towards the affordable housing contribution from the site. Consideration may be given to off-site provision if more suitable alternatives are proposed. However, given the proximity to the M5, A30 and A38 corridors and proposed community facilities the preference is for pitches to form part of the new neighbourhood to the South West of Exeter and be part of an integrated, mixed community.
- 10.15 The community hubs will include some localised employment opportunities. This is likely to be in the form of B1, some retail or other employment generating uses from the community facilities.
- 10.16 As a result of development in this area there will be a need for additional primary and secondary school places, including suitable land to develop new provision. 2000 homes are likely to generate 500 primary age pupils and 300 of secondary age. This is in addition to any new pupils generated through growth within the Exeter City planning area. Consequently, a need is identified for a new primary school and an additional all through school. It is considered that a primary should be located south of the A379 and that the all through school should be located north of the A379. The preferred locations for these schools are identified on the masterplan. Devon County Council, Exeter City Council and Teignbridge District Council will work together in securing the appropriate CIL/Section 106 contributions. The nearby village of Exminster has an existing school which cannot be expanded on its existing site, and which appears to be under some pressure as a result of housing commitments in the village. There may be scope to provide some of the urban extension primary school requirements on a new primary school site at the village and to resolve both issues in this matter. Further consideration of this option will be given in conjunction with the Local Education Authority.
- 10.17 An archaeology and cultural heritage assessment, including targeted geophysical survey and surface artefact collection has been undertaken. There are scheduled monuments present which are to be safeguarded. Where they are located near to development they will be required to have suitable non-development buffers and should be incorporated into green open space with a naturalistic setting to any built development to protect their setting.

- 10.18 There are also seven Grade II listed buildings and a number of Grade II structures close to the survey boundaries. These, their settings and the wider historic landscape will need careful consideration.
- 10.19 The Strategic Flood Risk Assessment for Exeter (2008) states that the Matford Brook is a minor watercourse that flows into the River Exe to the south of the Alphin Brook. Its lower reaches are connected to a series of open drains and ditches that drain the low lying industrial/commercial area. The Matford Brook is not considered to pose any significant flood risk to most of the lower catchment although a large proportion of the catchment is shown to be within the indicative floodplain. Development is avoided in these areas which are identified for blue and green space for the proposed valley park.
- 10.20 The development will provide for 20 hectares of open space, potentially in a lower valley park incorporating landscape features and linking the proposed neighbourhoods, whilst at the same time protecting the schedule monument and its setting.
- 10.21 The urban extension will provide for key arrival points to reinforce the identity of the southern gateway of Exeter. Arrival points should be well designed, attractive and make it easy for people to orientate themselves.
- 10.22 To maintain viability, the urban extension should be delivered in phases to ensure sustainable growth and that the appropriate level of infrastructure is in place to accommodate it. A phasing strategy will be required for infrastructure and development across the whole site relating to SWE1 and SWE3.
- 10.23 Due to the scale of infrastructure and need for modal shift in transport provision, it is likely that the development within Teignbridge would come towards the latter part of the plan period.
- 10.24 All phases and all parties of the development would be expected to contribute to the necessary infrastructure required and any essential mitigation/compensatory habitat scheme via the Community Infrastructure Levy and/or planning obligations. Close co-ordination with Exeter City Council and Devon County Council will be required in delivering the required infrastructure as and when appropriate.

SWE2 Employment adjacent to Peamore

A site of approximately 5 hectares is allocated adjacent to Peamore for employment land. This will provide a mix of predominantly B2 and B8 uses as appropriate to the site and its wider context, ensuring that there is also a mix of unit size to enable businesses to start up and expand.

- 10.25 Whilst there will be some localised employment within the community hubs, the main allocation will be adjacent to an existing employment area situated outside the masterplan area which could be delivered independently. This will facilitate growth in the existing businesses and the potential for other appropriate uses. It is not intended to compete with other areas in and around Exeter and is considered

an appropriate location. It has the opportunity to be one of the key arrival points and should be designed appropriately to respond to its environment.

- 10.26 Due to the proximity to the M5/A38 junctions it is essential that development of this site does not create a conflict with the function of those roads, particularly in relation to any new access into the site from the A379.
- 10.27 Matford Business Park, within Exeter City Council's boundary, is a large employment area that is expanding and provides a range of additional employment opportunities. These along with the allocation at Peamore will offer a good range of opportunities to work close to the planned urban extension and reduce the need to travel by car.

SWE3 Ridge Top Park

An area of approximately 70 hectares is allocated to the south of the A379 at the south west of Exeter as a ridge top park. This site will be suitable alternative natural green space which will include a mix of facilities for recreation purposes.

It will be managed as a public park and may include:

- a) buildings of an appropriate scale for associated leisure, recreation and maintenance use; and**
- b) suitably located ancillary car parking provision**

Any proposals for development shall be accompanied by:

- c) wildlife assessments on the impact of new structures; and**
- d) assessment of the impact of any proposed lighting and potential mitigation**

- 10.28 The land is predominately farm land but also incorporates an inert landfill site, a Scheduled Monument and a County Wildlife Site.
- 10.29 Teignbridge District, Exeter City and East Devon District Councils all border the Exe Estuary. In partnership with Natural England and others it has been determined that housing and tourist accommodation developments in the stated local authority areas will have an in-combination likely significant effect on the Exe Estuary Special Protection Area (SPA) and Dawlish Warren Special Area of Conservation (SAC) through impacts from recreational use. The impacts are highest from developments within 10 kilometres of the SPA/SAC. It is therefore essential that mitigation is secured to make such developments permissible.
- 10.30 Mitigation for recreational impacts can take the form of access management within the European sites, or provision of substantial alternative recreation locations to draw users away from the European sites. Given the amount of development proposed in SWE1 and other nearby areas and the proximity to the designations it is considered most appropriate to provide suitable alternative natural green space (SANGS). This should be close to new development to attract recreation pressure away.

- 10.31 The ridge top park's main purpose is therefore to attract much of the new day-to-day recreation pressure away from the European sites, especially Exminster Marshes, the Exe Estuary SPA, Ramsar site and Dawlish Warren SAC. As such it is over and above that normally required by development.
- 10.32 The provision of a ridge-top park will also ensure that development is set within a high quality and diverse green space protecting the green ridge of the city. It will meet the needs of new residents as well as providing an asset for existing residents. The park, close to new development will improve leisure opportunities and should cater for frequent, regular uses such as dog walking, older children playing, and 'play park' trips. It should also be large enough, have sufficient facilities and be attractive enough to attract a significant amount of 'family trip' use.
- 10.33 The area also incorporates wildlife designations, including a County Wildlife Site known for cirl buntings. It is considered that these could be incorporated into the ridge top park without detriment to the designation. If this is not the case and in all other respects suitable on-site mitigation and habitat compensation measures to mitigate any impact on protected species including the cirl bunting will be required.
- 10.34 To prevent coalescence between the new development and the village of Exminster a strategic open break has been identified through Policy EN1. This area incorporates the ridge-top park and parts of the area to the south west of Exminster village outside the settlement boundary.
- 10.35 The landfill site at Trood Lane is allocated as a 'significant' waste management facility within the current adopted Devon County Waste Local Plan. The site benefits from planning permission as an inert landfill site and recycling facility. If the site was to cease functioning as a waste facility there is a requirement that it be restored to cirl bunting habitat. This requirement could integrate well with the ridge top park provision. In the interim a 250 metre buffer around the site would be required as a precautionary measure to monitoring any issues with dust particles on the site. It is understood however, that the current operation of the landfill site is under lease until 2017. As it is anticipated that SWE1 and SWE3 will be towards the latter end of the plan period, the landfill site is not considered a constraint to the allocation of this area. Any appropriate remedial action will be required.
- 10.36 A country park and trail will inevitably require some associated physical structures, such as bird hides, storage areas for maintenance and possibly a small scale food and drink outlet and visitor centre. There will therefore need to be support for such buildings, subject to Appropriate Assessment of the impact and design.
- 10.37 Some visitors to the site will arrive by vehicle and consideration needs to be given to how this will be managed, to avoid inappropriate parking.

Appendix B – Extract from Natural England SANG Advice

Extract from Natural England's Guide to SANGS

The wording in the list below is precise and has the following meaning:

- Requirements referred to as “must” or “should have” are essential
- The SANGS should have at least one of the “desirable” features.

Must/Should have

- For all sites larger than 4ha there must be adequate parking for visitors, unless the site is intended for local use, i.e. within easy walking distance (400m) of the developments linked to it. The amount of car parking space should be determined by the anticipated use of the site and reflect the visitor catchment of both the SANGS and the SPA.
- It should be possible to complete a circular walk of 2.3-2.5km around the SANGS.
- Car parks must be easily and safely accessible by car and should be clearly sign posted.
- The accessibility of the site must include access points appropriate for the particular visitor use the SANGS is intended to cater for.
- The SANGS must have a safe route of access on foot from the nearest car park and/or footpath/s.
- All SANGS with car parks must have a circular walk which starts and finishes at the car park.
- SANGS must be designed so that they are perceived to be safe by users; they must not have tree and scrub covering parts of the walking routes.
- Paths must be easily used and well maintained but most should remain unsurfaced to avoid the site becoming too urban in feel.
- SANGS must be perceived as semi-natural spaces with little intrusion of artificial structures, except in the immediate vicinity of car parks. Visually-sensitive way-markers and some benches are acceptable.
- All SANGS larger than 12 ha must aim to provide a variety of habitats for users to experience.
- Access within the SANGS must be largely unrestricted with plenty of space provided where it is possible for dogs to exercise freely and safely off lead.
- SANGS must be free from unpleasant intrusions (e.g. sewage treatment works smells etc).
- SANGS should be clearly sign-posted or advertised in some way.
- SANGS should have leaflets and/or websites advertising their location to potential users. It would be desirable for leaflets to be distributed to new homes in the area and be made available at entrance points and car parks.

Desirable

- It would be desirable for an owner to be able to take dogs from the car park to the SANGS safely off the lead.
- Where possible it is desirable to choose sites with a gently undulating topography for SANGS
- It is desirable for access points to have signage outlining the layout of the SANGS and the routes available to visitors.

- It is desirable that SANGS provide a naturalistic space with areas of open (non-wooded) countryside and areas of dense and scattered trees and shrubs. The provision of open water on part, but not the majority of sites is desirable.
- Where possible it is desirable to have a focal point such as a view point, monument etc within the SANGS.

Appendix C – Teignbridge SANG Additional Advice for SWE

Appearance and Landscape

- It is important for SANGS to provide a feel of wild countryside and wilderness.
- One key element of wilderness can be wide open spaces. However, another key element is for the SANGS not to feel too crowded with other people, allowing each user to enjoy privacy, quietness and even solitude.
- To achieve this at SWE3, and increase the carrying capacity of the site, the best approach would be to leave the steep slopes relatively open while dividing the more level areas into a series of 'outdoor rooms'.
- The open slope will function as a 'downland escarpment' landscape. Its steepness has helped maintain the highest botanical diversity here, making attractive wildflower sward easier to achieve. Scattered areas of scrub will also add to the downland/wilderness feel.
- The smaller 'rooms' should be of varied and unpredictable size, shape and content. 'Rooms' containing a mix of rough grass, wildflowers, scrub and woodland will be much more attractive to users than a series of identical pasture fields, or large areas of short mown grass.
- Another key wilderness element is the avoidance of too many manmade structures.
- Users will value view points with panoramic views of the distant countryside and estuary. They will also enjoy more intimate views of closer areas of countryside, within or near to the SANGS itself. The topography of the site gives plenty of options to design-in viewpoints.
- Other focal points and features should be designed into the SANGS, giving visitors a goal to aim for, or a location to sit and rest. These could include ponds, shady glades, suntraps, or striking trees.
- Planting could extend into the development at key access points to soften the boundary,
 - i) screening the development from within the SANGS and
 - ii) using design and landscaping within the development to encourage people from the housing to the SANGS.

Habitats

- The SANGS should comprise an appropriate mix of semi-natural habitats to include woodland, scrub, traditional hedges, rough- and species-rich grassland.
- Where achievable, ponds and wetlands should also be provided. (If SUDS are to be located within the SANGS, they must be of a naturalistic design, avoiding any visible highly-engineered structures, e.g. exposed gabions.)
- Habitat creation should avoid existing valuable habitats.

Access to the site

- The SANGS should be well integrated into the road, cycle path and footpath network, enabling access from a variety of points within SWE1 and one or more points outside SWE1.
- Foot access points should be provided at many points from the residential areas of SWE1, to encourage maximum use of the SANGS.
- Car parks should be of sufficient size to service likely demand and designed so that they can be expanded in the future if necessary. Visual intrusion and urbanising effect should be minimised through use of sympathetic planting and surfacing materials (no tarmac).

- Two car parks are likely to be needed, and provision could be made for shared parking at the main community hub.
- Consideration of parking for visitors from Exminster, probably off Matford Lane, accessed via Deepway Lane.

Access around the site

- An extensive network of routes will provide a wide choice, including a variety of shorter and longer routes, circular and linear routes, to suit users' varying requirements.
- The majority of routes will be un-surfaced in order to retain an informal, countryside character.
- Users will develop their own network of informal 'minor' paths
- Pressure of trampling plus occasional mowing will keep the grass short.
- In a few locations, with heavy use, or impeded drainage hoggin surfacing may be necessary.
- If steps prove necessary on steep paths, simple timber risers should be used, with steps of compacted soil or hoggin.
- Most space within the SANGS should be, or should appear to be, away from surfaced paths and steps, to retain a sense of wilderness.

Countryside Furniture

- To maintain the wild, rural SANGS feel, signage and 'furniture' should be kept to a minimum, especially within the site, away from the entrances. It should be of sensitive design and materials that fit with the setting, i.e. timber.

Provision for dogs

- To enable dogs to be off leads, boundaries of the site will need to be dog-proof, to prevent dogs escaping onto roads.
- The majority of dogs defecate within 400m of the car, so this is the area to concentrate carefully-located dog bins and 'clean-it-up' messages. This area could also include an informal dog training area, water fountain and washing area.

Management Structure

- New residents' starter packs should include an attractive colour leaflet encouraging their use of the existing and proposed future SANGS area.
- The SANGS should follow a comprehensive design plan agreed by TDC.
- The SANGS should be transferred to, and retained in, a single ownership, agreed by TDC.
- It should be managed by a single organisation agreed by TDC, to ensure consistency and ease of governance.
- Management should follow an agreed plan to achieve legal objectives whilst retaining flexibility and adaptability to respond to new challenges and opportunities.
- Site management will be monitored to an agreed programme. TDC may require revision of management to ensure compliance with objectives.
- The Council will have step in rights for the management of SANGS within associated S106 agreements should any management company fail to manage or maintain a SANG materially within the agreed SANG Management/Delivery Plan.