

East Devon Local Plan – 2021 to 2040 - Issues and Options consultation for the attention of the Planning Policy team

We would encourage you to complete the on-line response form – see:

<https://eastdevon.gov.uk/planning/planning-policy/emerging-local-plan/initial-consultations/>

Please only use this paper version of the questionnaire if you lack internet access. Receiving on-line submissions will help us save time and money and will mean we can be more accurate in our work.

Your Title	<input type="text"/>	First name or initial	<input type="text"/>	Surname	<input type="text"/>
	Your email address <input type="text"/>				
	Your telephone number <input type="text"/>				
	Your postal address and post code <input type="text"/>				
	Organisation name (if relevant) <input type="text"/>				
	If you are an agent acting for a client please provide the name of your client <input type="text"/>				

Your Age Range

- 0-18
- 19-25
- 26-40
- 41-55
- 56-70
- 70 plus

In what capacity are you responding to this consultation - what most closely describes you or if you are an agent what best describes, in respect of this consultation, what your client does?

- Private individual
- Environmental body
- Government department or agency
- Local authority
- Parish or town council
- Politician
- Religious body
- Cultural group or body
- Education provider
- Amenity group
- Land owner
- Developer
- Private company
- Emergency service provide
- Utility or transport provider
- Community or resident group
- Representative of commercial organisation or business
- Other – Please specify (in the box below)

Guidance notes

We have produced a local plan issues and options consultation document that we are consulting on from 18 January 2021 to midday on 15 March 2021. In the consultation document we include a series of questions. Please note that this questionnaire should be read alongside the full consultation document.

Please respond to this consultation event, on-line, if possible, see:

<https://eastdevon.gov.uk/planning/planning-policy/emerging-local-plan/initial-consultations/>

Paper copies of this completed of this questionnaire should be posted to:

Planning policy
East Devon District Council
Blackdown House, Border Road
Heathpark Industrial Estate
Honiton
EX14 1EJ

To arrive no later than 12.00 noon on Monday 15 March 2021.

Data Protection

Any personal information which you provide will be held and used by East Devon District Council for the purpose of local plan production. Your information may also be shared within East Devon District Council for the purposes of carrying out our lawful functions. Otherwise your personal information will not be disclosed to anybody outside East Devon District Council without your permission, unless there is a lawful reason to do so, for example disclosure is necessary for crime prevention or detection purposes. Your information will be held securely and will not be retained for any longer than is necessary. There are a number of rights available to you in relation to our use of your personal information, depending on the reason for processing. Further detail about our use of your personal information can be found in the relevant Privacy Notice which can be accessed at: <https://eastdevon.gov.uk/access-to-information/data-protection/privacy-notices>

Please note that responses received will not be treated as confidential and they will be published on our council web site along with your name and if relevant the name of the organisation you represent. If you are an agent your name and organisation will be published as well as those of your client. Postal or email address will not be published unless they are embedded in documentation and cannot be readily blacked out.

Question 1 - Local Plan Objectives

In paragraph 2.1 of the Issues and Options report we set out a series of suggested objectives for the future local plan that cover issues like climate change, meeting housing needs and supporting the economy. Question 1 seeks your views on these objectives.

Do you think these are the right objectives for the new local plan, are there any further objectives that you would wish to see added or amendments made?

- Yes, these are the right objectives
- No, there are further objectives or amendments I would like to add

Please give details

Question 2 – The scope of the local plan

In paragraph 2.2 of the Issues and Options report we propose producing a single plan, but it would be possible to produce a series of plans to cover the different issues. Do you think we should?

Which option do you think we should take?

- Option 1 - Single Plan.** Produce a single local plan covering all policy matters
- Option 2 - Multiple Plans.** Produce a plan that deals with strategic matters (the bigger stuff) first and then subsequent plans that deal with more local concerns and detailed matters later
- Option 3 - Other.** Do an alternative or neither of the above

Please provide any further comments in the box below

Question 3 - Neighbourhood Plans and the new Local Plan

Neighbourhood plans have been agreed for many of our neighbourhoods and more are in preparation. In paragraph 2.11 of the Issues and Options report we explain the role of neighbourhood and their relationship with the local plan.

How do you think we should make best use of existing neighbourhood plans to inform the new local plan that we are producing?

Question 4 - Planning for health and wellbeing

In Chapter 3 of the Issues and Options report we set out the health and wellbeing benefits of active lifestyles and the ways in which planning can promote this.

How important do you think it is that we should actively promote health and wellbeing throughout our new local plan?

- Absolutely essential
- Very important
- Quite important
- Of limited importance
- Not important at all

Please provide comments below on any health and planning matters you consider to be particularly important

Question 5 - Energy efficiency of new buildings

In paragraph 4.4 of the Issues and Options report we identify ways of reducing carbon emissions from new developments, including setting higher energy efficiency standards for new buildings. Do you think we should?

Do you think we should

- Option 1 - Plan for net-zero carbon from plan adoption.** This would require all new development to be net-zero carbon upon adoption of the plan. However, it would be at a cost and as a consequence we may see less affordable housing built and maybe fewer other social and community benefits from development
- Option 2 - Plan for net-zero carbon from a future date.** This would require all new development to achieve net zero carbon from a future date in the plan process. It could allow time for the development industry to adjust to the higher standards and may mean we can secure more affordable housing and community benefits from development
- Option 3 - Do neither of the above and not have a policy.** Under this option we could just wait for and apply any Government policy

Please provide any further comments

Question 6 - Provision of solar arrays/farms and windfarms

Paragraphs 4.5 to 4.7 of the Issues and Options report deals with maximising energy from renewable sources. Question 6 seeks your views on what level of support we should give.

Which option do you think we should take?

- Option 1 - Identify suitable areas for renewable energy developments
- Option 2 - Not identify areas but offer general support
- Option 3 - Take a restrictive approach to renewables
- Option 4 - None of these options

Please provide any further comments on wind farms and solar arrays/panels

Question 7 - Carbon saving measures

Paragraph 4.8 of the Issues and Options report sets out seven policy objectives for helping to achieve carbon neutrality including using 'waste heat', and promoting community led renewable energy schemes.

Do you think we have identified the appropriate carbon saving and related policy matters to be addressed in a new local plan and are there any other policy areas that you think we should be considering?

- Yes, the appropriate carbon saving policy matters have been addressed
- No, there are other policy areas that should be considered

Please give details

Question 8 - How many new homes should we plan for each year?

In Chapter 5 of the Issues and Options report we set out the current Government requirement for us to build at least 928 new homes a year (although this figure can change). Paragraph 5.4 explains that we would need to almost double the number of affordable homes (to 461 every year for the next 20 years) to meet current and future needs. Do you think we should?

Which option do you think we should take?

- Option 1 - Plan for an average of at least 928 new homes being built each year** – This would accommodate levels of house building that accord with current Government requirements. It may mean, however, that we fall a long way short of meeting all affordable housing needs.
- Option 2 - Plan for a greater number of homes, for example 1,200** – this may meet more of the affordable housing need but not all of it.
- Option 3 - Plan to build considerably more homes each year** - A figure of 1,614 homes would align with Governments previous thinking and would potentially result in all affordable housing needs being met.
- Option 4** - Select option 4 if you think none of the above are appropriate

Please provide any further comments and justification in the box below, especially if you think a different number of new homes being built each year is appropriate.

Question 9 - Sites for small scale housing developments

Paragraphs 5.5 to 5.7 of the Issues and Options report sets out Government policy that at least 10% of new homes should be built on smaller sites (below 1 hectare). This provides more opportunities for smaller, local businesses and is more likely to reflect local character than mass produced homes. Do you think we should?

Which option do you think we should take?

- Option 1 - Allocate or identify land for around 10% of homes to be on small sites** - this approach would meet minimum government standards.
- Option 2 - Allocate or identify land for around 11% to 25% of homes to be on small sites** - this approach would be higher than Government minimum standards.
- Option 3 - Allocate or identify land for 26% to 50% of homes to be on small sites** - this approach would be substantially higher than Government minimum standards.
- Option 4** - Allocate or identify land for 51% or more of homes to be on small sites - with such a high figure this approach could fundamentally change the nature of house building in East Devon.
- Option 5 - None of the above or an alternative**

Please provide any further comments in the box below

Question 10 - Planning for housing for people at all stages of their life

Paragraphs 5.8 and 5.9 of the Issues and Options report sets out the reasons for building a range of homes that can accommodate different circumstances. What approach should we take to encourage this, or is it not something the local plan should deal with?

Which option do you think we should take?

- Option 1 - We should explicitly require housing provision for people at all stages of life.** This approach could place demanding standards on developers to provide housing for all stages of people lives. It could though reduce monies available to pay for other wider community benefits from development.
- Option 2 - We should encourage but not require housing provision for people at all stages of life.** Under this approach we could encourage and support such housing but be less demanding on specific standards to be met.
- Option 3 - Not set standards for differing types of housing provision.** This approach would leave developers to determining the types of houses that should be built rather than policy seeking to require specific outcomes
- Option 4 - None of the above or an alternative**

Please provide any further comments in the box below on how we may best plan for housing for all.

Question 11 - Additional housing policy objectives

Paragraph 5.10 of the Issues and Options report identifies nine additional housing policy objectives, including encouraging more self-build homes, allocating sites for retirement housing and setting minimum space standards for new homes.

Do you think these are appropriate housing policy areas to be addressed in a new local plan and are there any other major policy areas that you think we should be addressing?

- Yes, these are appropriate housing policy areas to be addressed
- No, there are other major policy areas that should be addressed

Please give details

Question 12 - Preference for location for future job provision

Paragraphs 6.4 to 6.7 of the Issues and Options report explains why much recent employment development has occurred near to Exeter and where future job growth would best be located. We set out below a number of differing potential areas in East Devon that could accommodate future job growth and development. Please indicate your in principle levels of support for each option

12a - Continued focus on big employment sites in the West End of the District	<input type="radio"/> Strongly support <input type="radio"/> Support <input type="radio"/> Neither oppose nor support <input type="radio"/> Oppose <input type="radio"/> Strongly oppose
12b - Encouraging greater business development in other areas close to Exeter (for example expanding Greendale and Hill Barton Business Parks)	<input type="radio"/> Strongly support <input type="radio"/> Support <input type="radio"/> Neither oppose nor support <input type="radio"/> Oppose <input type="radio"/> Strongly oppose
12c - Encouraging greater business development at and within the main towns of East Devon	<input type="radio"/> Strongly support <input type="radio"/> Support <input type="radio"/> Neither oppose nor support <input type="radio"/> Oppose <input type="radio"/> Strongly oppose
12d - Encouraging business expansion and development in the villages and across the countryside of East Devon	<input type="radio"/> Strongly support <input type="radio"/> Support <input type="radio"/> Neither oppose nor support <input type="radio"/> Oppose <input type="radio"/> Strongly oppose
12e - Encourage and enable more home working	<input type="radio"/> Strongly support <input type="radio"/> Support <input type="radio"/> Neither oppose nor support <input type="radio"/> Oppose <input type="radio"/> Strongly oppose
If you have any comments on the above or alternative options please set these out below.	

Question 13 - Differing jobs sectors in East Devon

Paragraphs 6.8 to 6.10 of the Issues and Options report discuss what sort of jobs the local plan should encourage, including the opportunities to attract new and emerging sectors with highly skilled jobs. To what degree do you support, or not, the following approaches to future jobs or differing types of jobs?

13a - More jobs overall – with an emphasis on attracting new/larger employers and inward investment in any or all sectors	<input type="radio"/> Strongly support <input type="radio"/> Support <input type="radio"/> Neither oppose nor support <input type="radio"/> Oppose <input type="radio"/> Strongly oppose
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13b - More high technology jobs - focussing on high technology and high skilled jobs (including in the transformational sectors).	<input type="radio"/> Strongly support <input type="radio"/> Support <input type="radio"/> Neither oppose nor support <input type="radio"/> Oppose <input type="radio"/> Strongly oppose
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13c - Local Entrepreneurs – promoting opportunities for more home/locally based/small businesses.	<input type="radio"/> Strongly support <input type="radio"/> Support <input type="radio"/> Neither oppose nor support <input type="radio"/> Oppose <input type="radio"/> Strongly oppose
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13d - Traditional Sectors - Focus on growth, resilience and diversification in our traditional sectors - such as agriculture, tourism and care	<input type="radio"/> Strongly support <input type="radio"/> Support <input type="radio"/> Neither oppose nor support <input type="radio"/> Oppose <input type="radio"/> Strongly oppose
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If you have any comments on the above or alternative options please set these out below.

Question 14 - Additional economic policy objectives

Paragraph 6.11 of the Issues and Options report identifies six areas where policies could be developed to help support the economy. These include promoting jobs close to where people live, encouraging people to patronise local businesses, supporting shared workspaces, allocating additional employment sites and links between economic development and developing a greener economy.

Do you think these are appropriate economic policy areas to be addressed in a new local plan and are there any other major policy areas that you think we should be addressing?

- Yes, these are the appropriate economic policy areas
- No, I think there are other policy areas that should be addressed

Please give details

Question 15 - Town centre uses

Chapter 7 of the Issues and Options report considers options for the roles of our town centres. Question 15 seeks your views on these options. We set out below a number of differing potential uses and approaches to promoting town centre vitality and activity. Please indicate your in principle levels of support for each potential option or approach.

15a - Retail to dominate – support retail uses in town centres and if possible resist other uses.	<input type="radio"/> Strongly support <input type="radio"/> Support <input type="radio"/> Neither oppose nor support <input type="radio"/> Oppose <input type="radio"/> Strongly oppose
15b - Promote mixed commercial uses - support retail as well as other commercial uses such as café's and offices	<input type="radio"/> Strongly support <input type="radio"/> Support <input type="radio"/> Neither oppose nor support <input type="radio"/> Oppose <input type="radio"/> Strongly oppose
15c - Redefine town centres to smaller core areas – concentration on retail and commercial uses in the core and allowing much greater flexibility for other uses in peripheral areas	<input type="radio"/> Strongly support <input type="radio"/> Support <input type="radio"/> Neither oppose nor support <input type="radio"/> Oppose <input type="radio"/> Strongly oppose
15d - Support change of use to housing – allow for any shops or commercial premises to be converted to housing	<input type="radio"/> Strongly support <input type="radio"/> Support <input type="radio"/> Neither oppose nor support <input type="radio"/> Oppose <input type="radio"/> Strongly oppose
15e - Support community uses - promote more community spaces in town centres	<input type="radio"/> Strongly support <input type="radio"/> Support <input type="radio"/> Neither oppose nor support <input type="radio"/> Oppose <input type="radio"/> Strongly oppose
15f - Leisure uses – promote new gyms and sports facilities in town centres.	<input type="radio"/> Strongly support <input type="radio"/> Support <input type="radio"/> Neither oppose nor support <input type="radio"/> Oppose <input type="radio"/> Strongly oppose

If you have any comments on the above or other distribution matters please set these out below

Question 16 - Additional town centre policy objectives

Paragraph 7.6 of the Issues and Options report identifies three additional area where policies may be appropriate including the use of vacant stories over shops, resisting 'out of town' uses to support town centres and producing town centre masterplans to identify key areas for improvement.

Do you think these are appropriate retail and town centre policy areas to be addressed in a new local plan and are there any other major policy areas that you think we should be addressing?

- Yes, these are appropriate policy areas
- No, there are other major policy areas that should be addressed

Please give details

Question 17 - Designing beautiful spaces and buildings

Chapter 8 of the Issues and Options report explains how attractive places can be planned and Question 17 seeks to find out how important you think it is that this is done.

How important do you think it is that we should actively plan to create beautiful spaces and buildings?

- Absolutely essential
- Very important
- Quite important
- Of limited importance
- Not important at all

Please provide comments below on design matters you consider to be particularly important. We would be especially interested in your views on whether we should include design codes in our future local plan for each allocated development site or whether we should make it simpler and just have general guidance.

Question 18 - Additional design policy objectives

Paragraph 8.8 of the Issues and Options report identifies two areas with the potential for additional policy work. These are encouraging innovative designs and incorporating wildlife friendly elements into developments.

Do you think these are appropriate design policy areas to be addressed in a new local plan and are there any other major policy areas that you think we should be addressing?

- Yes, these are appropriate housing policy areas
- No, there are other major policy areas that should be addressed

Please give details

Question 19 - The importance of conserving and enhancing heritage assets

Chapter 9 of the Issues and Options describes our heritage assets and sets out the positive impacts they can have on our quality of life and local economies.

Through a new local plan (and in the work of the council more generally) how important do you think it is that we should conserve and enhance our heritage assets?

- Absolutely essential
- Very important
- Quite important
- Not really of any importance

Please provide any further comments on heritage asset conservation and enhancement below including on any specific matters you think a new local plan should address.

Question 20 - Development in protected landscapes

Paragraphs 10.3 & 10.4 of the Issues and Options report sets out the importance of protecting our protected landscapes and the potential limitations this may place on how much and where development should be placed. Question 20 seeks views on the levels of restriction you favour.

In considering whether we should allow for development in protected landscapes do you think

- Option 1 - Place significant restrictions on development.** This approach would apply very tight constraints on development. However, it could mean more development pressure elsewhere in East Devon.
- Option 2 - Allow for development to meet local needs.** This would allow for limited development, specifically where it will meet smaller scale local social, housing or economic needs, it could still mean more development pressure elsewhere in East Devon.
- Option 3 - Allow for greater levels of development.** This approach would allow for much more development in protected landscapes, in so doing it could however reduce the need to build elsewhere.
- Option 4 - None of the above or an alternative**

Please provide any further comments in the box below

Question 21 - Net gains in biodiversity

Paragraphs 10.5 to 10.7 of the Issues and Options report explains the new approach of quantifying the potential impact of development on biodiversity to inform planning decisions and ensure that there is a 'net gain'. Question 21 seeks views on the approach you would favour to gain biodiversity improvements.

In order to gain biodiversity improvements which option would you prefer?

- Option 1 - On-site provision**
- Option 2 - Secure the habitats locally**
- Option 3 - Pay a cash tariff towards a strategic delivery scheme**
- Option 4 - A combination of the above**
- Option 5 - None of the above or an alternative**

Please provide any further comments in the box below

Question 22 - Additional natural environment policy objectives

Paragraph 10.8 of the Issues and Options report identifies 10 additional themes for the natural environment that may benefit from policies in the local plan.

Do you think these are appropriate natural environment policy issues to be addressed in a new local plan and are there any other major policy areas that you think we should be addressing?

- Yes, these are the appropriate natural environment policy issues
- No, there are other major policy areas that should be addressed

Please give details

Question 23 - Promoting accessibility by walking and cycling

Chapter 11 of the Issues and Options report sets out the issues for promoting sustainable transport. Question 23 seeks your views on how important you think it is that new development is sited so that it is within walking distance of services and facilities.

In order to promote walking and cycling and ensure that facilities are accessible we could adopt the possible approaches detailed below, which one would you favour?

- Option 1 - Focus new development as small clusters of growth in locations within easy walking or cycling distance of existing services and facilities** - This will limit the potential location of new development and will require existing facilities and services to have the capacity to cope with extra customers/users
- Option 2 - Focus new development on a small number of growth areas where the large scale of development will support the delivery of new accessible services and facilities** - This may require very high levels of development to support facilities, which may overwhelm a small settlement.
- Option 3 - A combination of options 1 and 2** – This will enable some growth where existing facilities and services are accessible and have capacity with the remainder focused on growth areas to be developed with new services and facilities.
- Option 4 - Do not require facilities and services to be within walking or cycling distance of new development but require them to be available within the settlement** - This option would not require access by foot or cycle to facilities and services but would require them to be available locally. It may however encourage car use.
- Option 5 - None of the above** - Perhaps you think that accessibility by walking or cycling is not a relevant concern?

Please provide any further comments in the box below

Question 24 - Additional sustainable transport policy objectives

Paragraph 11.7 of the Issues and Options report identifies 13 key issues that may need to be considered around the theme of sustainable transport.

Do you think these are appropriate sustainable transport policy areas to be addressed in a new local plan and are there any other major policy areas that you think we should be addressing?

Yes, these are appropriate sustainable transport policy areas

No, there are other major policy areas that should be addressed

Please give details

Question 25 - Facilities and services that are important

Chapter 12 of the Issues and Options report deals with infrastructure requirements and asks what facilities are important to people to help us prioritise what may be needed and where. Please score the services and facilities listed below in accordance with their importance to where you live or would want to live

Please score the services and facilities listed below in accordance with their Importance to where you live or would want to live?	Please tick one box only for each item			
	Essential	Very Important	Quite Important	Of little Importance
Convenience store/Post Office	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Supermarket	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Childcare and nursery school provision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Primary school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Secondary school	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Children’s play area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sports & leisure facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Health care facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Open spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Easy access to a range of jobs	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Regular bus service (5 plus per day)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Train station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Paths for walking and cycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access to full fibre broadband	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public house	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Place of worship (e.g. a church)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
High quality road links	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency services (police, fire, ambulance)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Community hall	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Youth facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If you have any other comments or would identify other facilities please set these out below.				

Question 26 - Additional infrastructure and service provision policy objectives

Paragraph 12.9 of the Issues and Options report identifies five other infrastructure and service policy objectives.

Do you think these are appropriate infrastructure and service provision policy areas to be addressed in a new local plan and are there any other major policy areas that you think we should be addressing?

- Yes, these are appropriate policy areas to be addressed
- No, there are other major policy areas that should be addressed

Please give details

Question 27 - Retaining and refining the existing settlement hierarchy

Chapter 13 of the Issues and Options report considers strategic options for the distribution of new development expressed in terms of a settlement hierarchy. Question 27 seeks your views on what your preferred pattern of development would be.

Which of the following options do you prefer for a potential settlement hierarchy?

- Option 1** - Same hierarchy as current local plan: 7 Towns plus Cranbrook and the 15 Villages
- Option 2** - A hierarchy that retains the towns and Cranbrook but has a lower number of villages that may accommodate development
- Option 3** - A hierarchy that retains towns and Cranbrook but has a higher number of villages that may accommodate development
- Option 4** - Do something different in terms of a hierarchy or not have one

Please provide any comments below on the potential hierarchy, especially if you do not support the listed options.

Question 28 - Broad distribution of housing development

Paragraphs 13.12 to 13.14 of the Issues and Options report considers the strategic spatial options for accommodating housing growth. Question 28 asks which broad approach to the distribution of housing development you favour.

Which broad approach to the distribution of housing development would you favour in a new local plan?

- Option 1 - As existing.** Continue with a distribution pattern of planned new development that is in line with the current local plan – for 60% of new homes at the West End, 30% in Towns and 10% in Villages and rural areas
- Option 2 - More West End focused.** This approach would focus more of the future new house building close to Exeter, perhaps as much as 75%, with the remaining 25% being in town and villages (for example 20% in towns and 5% in villages).
- Option 3 - A less West End focused pattern.** This approach would seek to accommodate far less development close to Exeter, maybe as little as 20% of future new homes, with the bulk of new housing, 80% of provision, being dispersed across towns and villages (for example 50% in towns and 30% in villages and rural areas).
- Option 4 - An alternative to the above.** You may consider that there are different ways or approaches to look at development distribution (if so we would welcome your thoughts and comments)

Please provide any comments on the above in the space below

Question 29 - Future options for the type and location of development

Paragraphs 13.15 & 13.16 of the Issues and Options report sets out a range of option for accommodating development. Which do you prefer?

How do you feel about the development types and locations listed below	For each option please tick one box only					
	Strongly support	Support	Neither oppose or support	Oppose	Strongly oppose	None of the options
Infilling in towns and at larger villages	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Building one or more additional new towns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Planning for new villages	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
large scale (over 50 home)urban expansions to existing towns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
small scale (under 50 home) urban expansions to towns	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Building houses on the edges of East Devon villages	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Do you have any further observations on the alternative development options and approaches? Please provide comments below						

Question 30 - Establishment of a Development Corporation

Paragraphs 13.17 to 13.19 of the Issues and Options report explain the role that a development corporation could plan in delivering very large scale developments. Question 30 asks for view on how important you consider this would be.

If one or more big strategic sites for housing or mixed use development are allocated in the new East Devon local plan how important do you think the creation of a Development Corporation would be?

- Absolutely essential
- Very important
- Quite important
- Of limited importance
- Not important at all
- It would be a bad thing

Please provide any further comments below

Question 31 - Planning for development beyond 2040

Paragraph 13.20 of the Issues and Options report considers the timeframe that the local plan should consider.

Do you consider that it would be appropriate to start to plan for development in East Devon for a date well beyond 2040 in this Local Plan?

- Yes it would be very sensible whether a new town is proposed or not
- Sensible only if a new town is proposed
- It does not really matter what end date is set
- It would be undesirable and the end date should be 2040
- None of these options

Please provide any further comments below

Question 32 - And finally...?

Are there any big planning issues that you think we have missed in this report or are there any further comments you would like to make?

East Devon Local Plan 2021 to 2040 - Issues and Options Consultation

Response on behalf of Bloor Homes South
West and Stuart Partners Ltd

March 2021

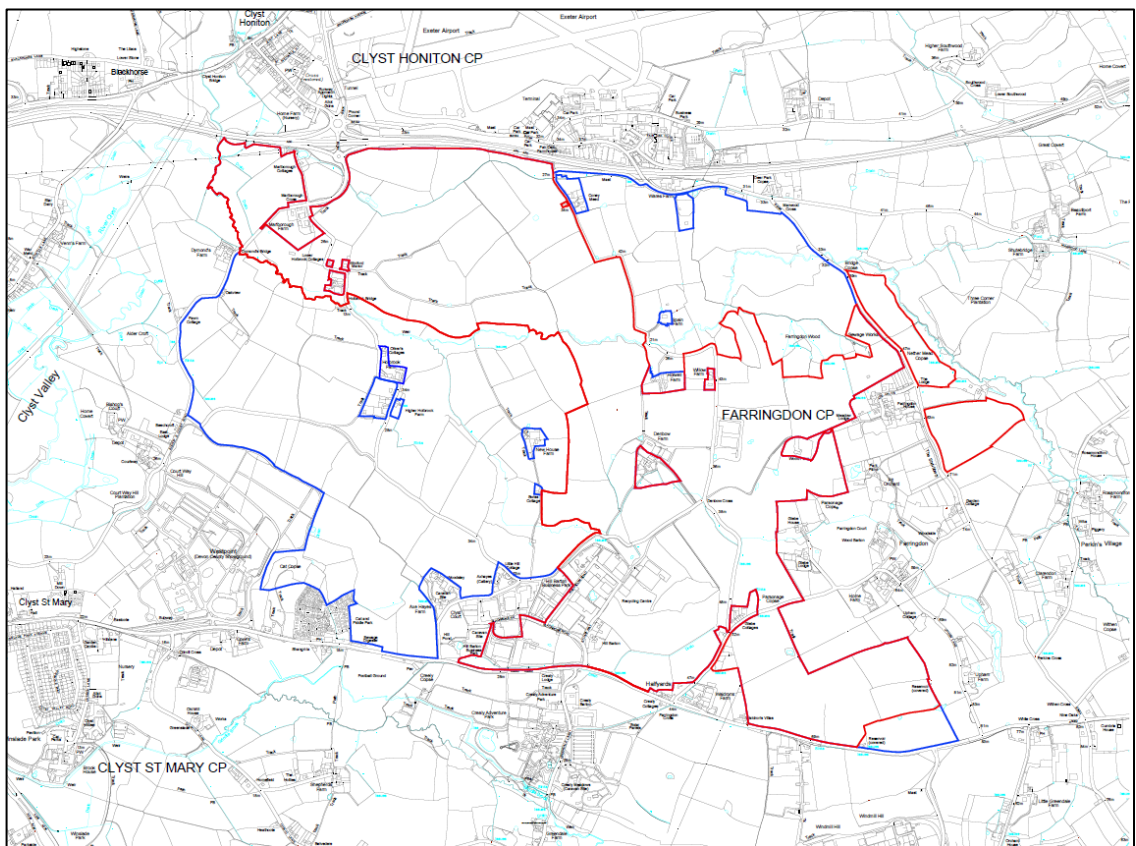
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Appendix 3: Denbow Transport Vision		25

1. Introduction and Context

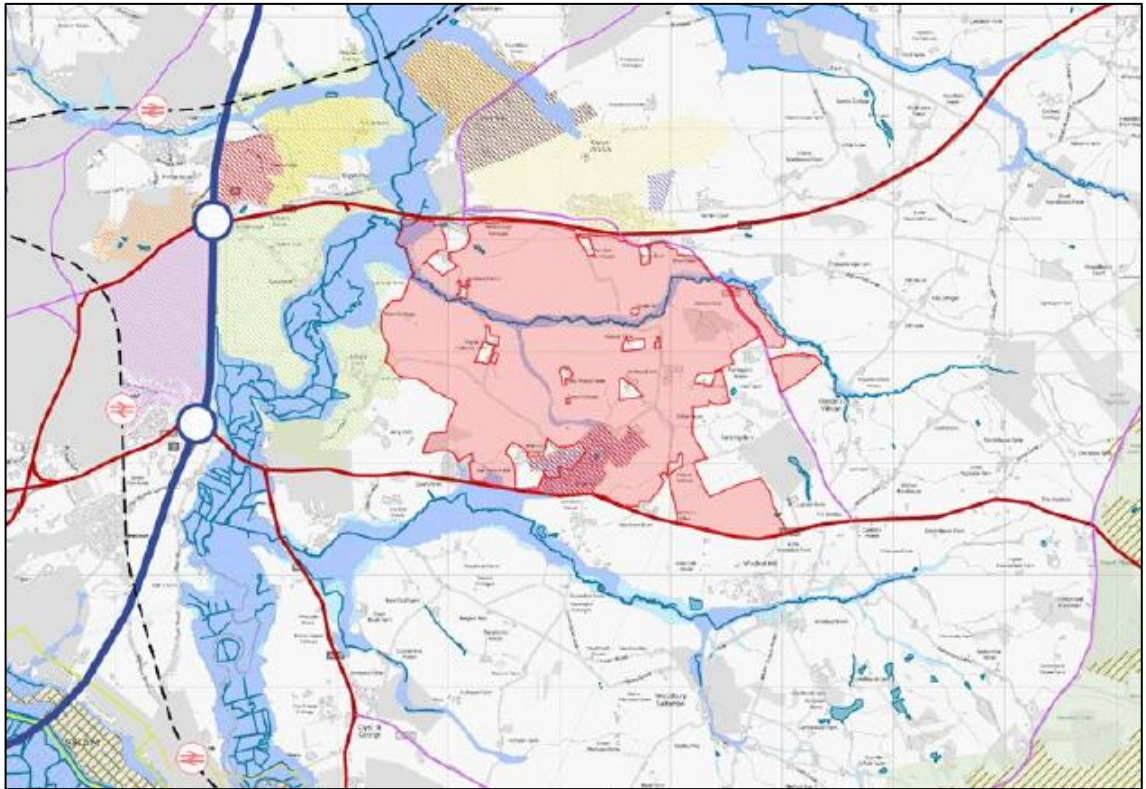
- 1.1 These representations are prepared by **Turley** on behalf of **Bloor Homes South West and Stuart Partners Ltd** in response to the **East Devon Local Plan 2021 to 2040 Issues and Options Consultation** ('the consultation'), specifically in respect of these parties land interests at the **Denbow New Settlement** located in the West End of East Devon.
- 1.2 The extent of these parties land control ('the site') is demonstrated at **Figure 1** below; comprising land which they control shown by the red line and the wider site being contemplated for development shown by the blue line.

Figure 1 - Site Location Plan Extract



- 1.3 In addition, the whole location being considered for development is shown in its wider context at **Figure 2** below.

Figure 2 - Denbow Regional Context



- 1.4 This submission is accompanied by a Vision Document for the future development at the site as **Appendix 1**, a Transport Vision Summary for the site at **Appendix 2**, and the full Transport Vision at **Appendix 3**.
- 1.5 Our representations are structured to firstly outline the opportunity which exists for substantial scale strategic development at Denbow, we then consider relevant national policy guidance and the specific questions posed in the consultation document.
- 1.6 We are also submitting the available land at Denbow into the concurrent East Devon Call for Sites process.

2. Denbow New Settlement: The Opportunity

- 2.1 We confirm that the land at Denbow as identified at **Appendix 1** of this representation (and as submitted in the accompanying call for sites process) is suitable, available and achievable for the development of a new community for approximately 10,000 new homes (in total).
- 2.2 Development of this site would enable the identified future growth needs of East Devon to be met in a sustainable and deliverable way, properly aligned with new infrastructure provision. The location is outside the most sensitive areas of the District (i.e. AONB designated because of its nationally significant landscape quality). The proposed new community at Denbow provides an opportunity to create a self-sustaining settlement and community, albeit where there is strong potential to provide links with other surrounding areas, to the benefit of both (including the City of Exeter, other communities and employment areas in the West End of East Devon, and key transport infrastructure including the Strategic Road Network, rail network and Exeter Airport). As stated in the accompanying Vision Document, the development will provide:
- Approximately 10,000 houses in a range of types and tenures;
 - Vehicular access points taken from two points on the A30 and three points along the A3052;
 - A new and direct link road between the A30 and A3052;
 - Local centre and primary school for each of the three new neighbourhoods;
 - 20ha of new employment land;
 - 11ha secondary school site;
 - 3ha park and ride;
 - 185ha SANG;
 - A meaningful and accessible network of open space and green corridors; and
 - Plentiful recreation routes, sports and play facilities.
- 2.3 The accompany Vision Document (at **Appendix 1**) explains that the proposals for Denbow will seek to demonstrate exemplary credentials in terms of sustainable transit and lifestyles, health and wellbeing and ensuring the creation of a living environment of the highest quality, that provides attractive new green infrastructure and all key facilities to support a happy and active lifestyle.

Sustainable transit and lifestyles

- Ensure that sustainable journeys and commuting are an easy choice for residents;
- Adopt a forward-thinking sustainable transit strategy that is flexible to future options for sustainable transport modes; and
- Provide key retail, education, community, health and leisure facilities in a highly accessible and complementary location.

Health and wellbeing

- Support the physical and mental health of residents now and in the future, encouraging exercise, local food growth and interaction with the outdoors;

- Ensure that opportunities for physical activity are plentiful, whether it be journeys on foot or by bike to key facilities, use of recreation routes or trim trails, or use of sports pitches; and
- Promote social interaction, community cohesion and ways to inspire a sense of community pride and ownership.

A living environment of the highest quality

- A vibrant and active community that provides a variety of new employment opportunities for residents, all accessible via foot or bike;
- Create a safe and attractive development that is underpinned by best practice urban design principles;
- Ensure that dwellings and streets are orientated to take advantage of views to open space and planting; and
- Consider ways of positively interpreting elements of the existing East Devon vernacular to inspire a distinctive character and identity for the development.

Attractive new green infrastructure

- Provide SANG (Suitable Alternative Natural Greenspace) within the site, which will provide a significant recreation and ecological resource;
- Ensure the creation of a connected and multi-functional green infrastructure that complements existing provision, including the Clyst Valley Country Park; and
- Create a truly integrated blue and green infrastructure network that is accessible to all residents.

Planning Opportunities

2.4 We consider that locating development at Denbow provides a number of strategic benefits for East Devon to be carefully considered in the preparation of the new East Devon Local Plan:

- **Critical Mass** - Denbow provides an opportunity to create a self-sustaining settlement. A development of potentially 10,000 homes and associated employment and mixed uses, will enable provision for a full range of facilities to meet the needs of its residents in surrounding areas. Among other facilities, the new settlement would include a secondary school, primary schools, a local centre, community space, parkland, and sports facilities. Creation of a strategic development of this scale with critical mass to deliver its own infrastructure and facilities would reduce development impacts on existing communities and allow for a comprehensively planned development with supporting uses planned from the outset.
- **Unconstrained** - The majority of the site is gently sloping agricultural land, the site is located outside of the East Devon AONB which (whilst representing a key asset for East Devon) is one of the key constraints in the area (where major development should be restricted other than in exceptional circumstances¹), and offers the opportunity to provide 185ha of SANG, integrated with the Clyst

¹ NPPF Para 172

Valley Regional Park, which comprises an important strategic intervention when considering impacts on the Pebblebed Heaths SAC.

- **Deliverable** – The land required to deliver the ‘core’ of this proposed new settlement is in the control of only two parties, who are working together to promote the site. Bloor Homes is one of the largest providers of new homes in England, and has a strong track record in delivery of strategic residential development projects. Stuart Partners also have an impressive local/regional track record in delivery of strategic projects, and own and operate important local business/employment sites.
- **The A30/A3052 corridor** - the proposed connection through the site between the A30 and A3052 will not only provide access for the new community but will also provide an alternative route for traffic linking these key parts of the local network. A new connection will alleviate pressures elsewhere on the local and strategic highway network by removing some local journeys from the strategic highway network, increasing connectivity across the area, and providing additional resilience. The new road can be designed to help facilitate new and improved public transport provisions, and alongside a network of new ‘active’ travel opportunities – integrating cycling and walking.
- **Co-location to existing employment provision** – the scheme is located in the West End of East Devon where there are already numerous important local employment locations, new homes will be in close proximity to Hill Barton Business Park, Exeter Science Park, Sowton Industrial Estate, Exeter Skypark, Exeter Airport and Greendale Business Park. The accompanying Transport Vision confirms there are 35,000 jobs within 4km of the site.
- **Creating a live/work environment** - Co-locating residential dwellings with employment, education and retail opportunities will reduce out commuting from the settlement. This will mean that more people can choose to sustainably live and work in the region – such provision can account flexibly for emerging trends and facilitate great connectivity for home and flexible working patterns.
- **Park and Ride** – the scheme proposes locations for Park and Ride sites at both northern and southern parts of the site, for quicker, more sustainable access for commuters to Exeter, and assist in enhancing the connectivity of nearby railway stations and employment hubs – the design and structure of the public transport offer as part of development can be developed in collaboration with the LPA and other key stakeholders such as the County Council.
- **Connectivity to Exeter Airport** - The site benefits from excellent connectivity to Exeter airport allowing for convenient international business and leisure travel.
- **Encouraging sustainable modes of transportation** - The site can be highly accessible to Exeter with the proposed Park and Ride system and other potential sustainable transport modes, which provides benefits to air quality, reduced congestion and health and wellbeing.

- **M5** - The site benefits from being located in close proximity to the M5 being situated just east of two key junctions on the Exeter periphery. This key route provides onward connections to towns and cities in the region and further employment opportunities.

2.5 In summary, we consider the site has a range of exceptional advantages over other development options in East Devon, and represents a unique opportunity for East Devon and the new Local Plan to plan strategically for the long term, incorporating a range of planning benefits.

3. Relevant Planning Policy and Guidance

- 3.1 We now turn to consider the relevant national guidance which should be specifically considered when preparing the New Local Plan for East Devon.
- 3.2 The **2019 NPPF** states at **Paragraph 16** that plans should be prepared with the objective of contributing to the achievement of sustainable development and prepared positively, in a way that is aspirational but deliverable.
- 3.3 **Paragraph 22** states that strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure.
- 3.4 In addition to this, the current consultation **draft NPPF** (January 2021)² adds wording to this paragraph to state:
- “Where larger-scale development such as new settlements form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.”* (Our emphasis)
- 3.5 **Paragraph 32** states that local plans and spatial development strategies are examined to assess whether they have been prepared in accordance with legal and procedural requirements, and whether they are sound. Plans are ‘sound’ if they are:
- (a) **Positively prepared** – providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
 - (b) **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
 - (c) **Effective** – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
 - (d) **Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in this Framework.
- 3.6 **Paragraph 72** states the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities. Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development

² <https://www.gov.uk/government/consultations/national-planning-policy-framework-and-national-model-design-code-consultation-proposals>

where this can help to meet identified needs in a sustainable way. In doing so, they should:

- (a) consider the opportunities presented by existing or planned investment in infrastructure, the area's economic potential and the scope for net environmental gains;
- (b) ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access;
- (c) set clear expectations for the quality of the development and how this can be maintained (such as by following Garden City principles), and ensure that a variety of homes to meet the needs of different groups in the community will be provided;
- (d) make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation (such as through joint ventures or locally-led development corporations); and
- (e) consider whether it is appropriate to establish Green Belt around or adjoining new developments of significant size.

3.7 We consider the above to be some of the key national guidance to consider in preparation of the new Local Plan, and have framed our comments on the Issues Document accordingly.

4. The Issues and Options Consultation Document

- 4.1 We have reviewed the Issues and Options consultation document in full and respond to in turn below and the relevant questions where posed.

Question 1 - Do you think these are the right objectives for the new local plan, are there any further objectives that you would wish to see added or amendments made?

- 4.2 We agree with the proposed objectives for the new Local Plan and propose no additional objectives to consider in its preparation.
- 4.3 We suggest additional inclusion of wording into Objective 3 to reference the ambition to fully meet needs specifically for market and affordable housing.
- 4.4 We note the vision for Denbow shares objectives the new Local Plan, and we welcome the inclusion of Objective 10 'Connections and Infrastructure' which we agree should form a central pillar of the Council's plan making strategy.

Question 2 – The scope of the local plan?

- 4.5 We agree with the Council's approach which we understand as Option 1 'produce a single local plan covering all policy matters'. In our experience in many cases the production of 'Part 1' and 'Part 2' plans elongate the plan making process and further delay Councils in having a full up to date Plan, and the delivery of necessary new development. In many cases once the 'Part 2' Plan has been progressed, there is an immediate need to review the strategic policies included in 'Part 1'. It is however important to ensure that the preparation of a robust and up-to-date strategic policy framework is not unduly delayed by the consideration of detailed (non-strategic) matters, which could be effectively covered in other Development Plan documents (including Neighbourhood Plans) or as supplementary guidance. In this regard the content and programme for the preparation of the Local Plan should be kept under review during preparation to mitigate this risk.

Question 3 - How do you think we should make best use of existing neighbourhood plans to inform the new local plan that we are producing?

- 4.6 In accordance with the NPPF, all Neighbourhood Plans must be reviewed following adoption of the new Local Plan to be brought in accordance with strategic policies of the development plan. Whilst elements of the evidence base of existing Neighbourhood Plans may appear useful, they are produced in a context which has been superseded and are often inconsistent. The driver of updated Neighbourhood Plan policies should be the strategic context set by the new Local Plan.
- 4.7 This was recently clarified in the Council's response to the Inspectors Questions on the Farringdon Neighbourhood Plan (within which Denbow falls partly within). The Council were questioned by the Inspector as to whether can the Council confirm that the policies in the Farringdon Neighbourhood Plan, if made, would not unduly influence or constrain any emerging policies in the Local Plan Review? The Council's response was as follows:

“...the Council is able to confirm...that...as the Local Plan will be adopted after the neighbourhood plan, its adopted policies will take precedence...Farringdon is well placed in relation to Exeter, and it is anticipated that, in the emerging Local Plan, much of East Devon’s strategic growth will continue to be directed to the District’s “West End”

Question 4 - How important do you think it is that we should actively promote health and wellbeing throughout our new local plan? Please provide comments below on any health and planning matters you consider to be particularly important.

4.8 We consider it is ‘absolutely essential’ (in the terms given within Question 4) that the new Local Plan actively promotes and plans for health and wellbeing. We consider that the best vehicle for delivery of development that can actively promote health and wellbeing is through comprehensive strategic scale new development, such as the new settlement proposal at Denbow.

Question 5 - Energy efficiency of new buildings - which option do you think we should take?

4.9 We generally support objectives set out in relation to Energy Efficiency and recognise the potential role that the Denbow can and should play in delivering these outcomes through its location and scale.

4.10 However when these objectives are carried through into Policy, caution must be exercised on retaining deliverability and viability of the development options.

4.11 We consider the most logical approach to take is to be reflective of national Government approach (in respect of the route to zero carbon) and should not seek to run ahead of these. If Zero Carbon development is targeted from the beginning of the plan this would almost certainly have consequences for other policy areas and deliverability/soundness overall. Whilst greater levels of sustainable construction are supported in principle, in the context of the significant housing requirement, this should not be pursued in a way which risks delivery and the achievement of a range of other sustainable development objectives, particularly delivery of affordable housing and other social/community infrastructure. It is therefore considered that viability must be at the heart of any decisions which could significantly increase build cost and a comprehensive approach is required which balances all aspects of planning for future development within East Devon.

4.12 Accordingly, the Council should where possible use the proposed changes to the Building Regulations, and other regulation where it exists. The 2019 NPPF confirms that Local Plans should avoid unnecessary duplication (para 16f). The Council is referred to the Government’s proposed changes to Parts L (Conservation of Fuel & Power), F (Ventilation), M (Access to & Use of Buildings), R (Physical Infrastructure for High-Speed Electronic Communications Networks) & S (Electric Vehicle Charging in Residential & Non-residential Buildings) of the Building Regulations and the Government’s proposals for biodiversity gain set out in the Environment Bill. As set out in the Planning for the Future White Paper a simpler planning process improves certainty.

Question 7 - Do you think we have identified the appropriate carbon saving and related policy matters to be addressed in a new local plan and are there any other policy areas that you think we should be considering?

4.13 As with our response to Question 5, we support the exploration of additional carbon neutrality policy objectives, however when these objectives are carried through into Policy, caution must be exercised on retaining deliverability and viability of the development options.

Question 8 - How many new homes should we plan for each year - which option do you think we should take?

4.14 We are of the strong opinion that the Council should opt for 'Option 3' – to plan to build considerably more homes each year than the minimum requirements provided by Government.

4.15 The objectives of the Local Plan as we have mentioned should include specific reference to meeting all affordable needs. Planning for provision above minimum requirement will simply build resilience into the Plan, reduce the chances of failure against future obligations to demonstrate a five year housing land supply and pass the Housing Delivery Test.

4.16 Preparing the Plan with ample supply of homes will assist the Council in meeting full needs over the plan period, apply an element of safety in contingency, and maximise chances of success against the NPPF tests of soundness, particularly the requirement to be 'positively prepared' and 'effective'.

4.17 In any event, the Local Housing Need standard methodology is expressed in national Policy and Guidance as a minimum requirement.

4.18 It will also be necessary for the Council to work in collaboration with its neighbour (Exeter City) as part of the Duty to Co-operate. As acknowledged in the preparation of the recent Greater Exeter Strategic Plan, it is highly likely that Exeter will not be able to meet all development needs within its boundaries. Following a consideration of the quantum, timings and deliverability of new homes that can reasonably be relied from the options it is pursuing, then consideration may need to be given to how land within East Devon might be used to help meet this wider development need. Progressing the new Local Plan on just the basis of East Devon's own needs (Options 1 and 2) will not therefore amount of effective and positive preparation of the Plan.

4.19 Progressing the plan, at this stage, on the basis of a flexible and resilient supply of land, will best position the process to respond should this requirement arise in due course (following close dialogue and co-operation between the two authorities) and we therefore believe that 'Option 3' must be pursued to work towards a new Local Plan which will pass the tests of soundness.

Question 9 – Sites for small scale housing developments - which option do you think we should take?

4.20 We come on to set out our principal comments on the Council's spatial strategy, however in relation to this question advise that the Council opts for 'Options 1 or 2', to allocate sufficient (or slightly more) small scale housing developments to accord with national guidance in the NPPF (where 10% is the minimum requirement and so the

minimum level of compliance only – Option 1 – may not be considered policy which has been positively prepared).

- 4.21 For the avoidance of doubt we are clear that diversity in supply and a mix of site sizes are desirable, however a large numbers of new homes (as is required in East Devon), and the achievement of sustainable forms of development, is often best achieved through planning for larger scale development, such as new settlements.

Question 11– Additional housing policy objectives - do you think these are appropriate housing policy areas to be addressed in a new local plan and are there any other major policy areas that you think we should be addressing?

- 4.22 Any additional housing policy objectives (such as policy for self-build, or space standards) should be clearly identified based on the emerging evidence base for the new Local Plan, and be considered alongside deliverability of key strategic policies, as well as national policy and guidance on these matters where relevant.

Question 12 - Preference for location for future job provision.

- 4.23 In relation to preferences for the locations for future job provision, we strongly support the Council’s option to continue a focus on employment sites in the West End of the District, including an expansion of Hill Barton Business Park, which forms part of the Denbow Masterplan As demonstrated by the accompanying Vision Document, the Denbow new settlement can accommodate a significant amount of new employment in strategic locations within the wider site.
- 4.24 Co-locating employment with a focussed area for housing growth is considered a practical and robust approach towards accommodating the most sustainable pattern of development.
- 4.25 It will also be possible for a strategic scale new community (such as Denbow) to reflect emerging trends for home and flexible working, where people may choose to spend more time working in and around their home, but where transport connections to key centres and other locations (such as would existing within the West End) will remain important.

Question 14 – Additional economic policy objectives.

- 4.26 As mentioned in our response to Question 12, we agree with the Council’s possible additional economic policy objective number (1) which is to promote more jobs close to where people live so there is less need to travel to other locations for work purposes. We consider this is fundamental to securing the most sustainable pattern of growth for East Devon.

Question 17 – Designing beautiful spaces and buildings - how important do you think it is that we should actively plan to create beautiful spaces and buildings?

- 4.27 As previously referenced, in January 2021, the MHLCG launched a consultation on draft revisions to the National Planning Policy Framework. The text is proposed to be revised to implement policy changes in response to the Building Better Building Beautiful Commission “Living with Beauty” report. The consultation also sets out the new draft National Model Design Code, which provides detailed guidance on the production of design codes, guides and policies to promote successful design.

- 4.28 We consider the new Local Plan should follow but not exceed (or duplicate) the guidance which emerges and is in due course made into national policy from the current NPPF consultation, and National Model Design Code consultations.

Question 18 – Additional design policy objectives - do you think these are appropriate design policy areas to be addressed in a new local plan and are there any other major policy areas that you think we should be addressing?

- 4.29 As per our response above, we consider the new Local Plan should follow but not exceed (or supplant) the guidance which emerges and is in due course made into national policy from the current NPPF consultation, and National Model Design Code consultations.

Question 19 - The importance of conserving and enhancing heritage assets.

- 4.30 It is 'very important' (in the terms of the consultation document) that the new Local Plan conserves and enhances heritage assets – this is a statutory requirement set in legislation and also covered by specific national policy requirements. The masterplan proposed in the accompanying Vision Document is partially informed by expert heritage advice and has allowed for a masterplan to be developed which conserves and enhances heritage assets within the site. This is not to say that all impacts on heritage assets can always be avoided, and as is common practice, impacts should be managed/mitigated in an appropriate manner through all stages of the planning process. Whilst conserving and enhancing heritage assets is 'very important', that does not mean that development cannot happen which affects such assets. The NPPF allows for circumstances where impacts on heritage assets can sometimes be acceptable in planning terms to allow sustainable development.

Question 20 - Development in protected landscapes - which option do you think we should take?

- 4.31 The Local Plan should focus on meeting development needs outside of protected landscapes where possible, albeit a sustainable strategy for the District will require some level of development within these areas, given that large parts are within the AONB. As recognised in previous plans and strategies the West End of the District (outside of the ANOB) and in close proximity to Exeter and other key areas and facilities, is an obvious location for accommodating a large proportion of the Districts development needs.
- 4.32 The Denbow new settlement is located outside of the East Devon AONB, the key constraint in East Devon, and other valued landscapes. The development will of course have impacts on landscape character through urbanisation of what is currently greenfield land, however the masterplan is truly landscape-led, and offers the opportunity to maintain green links with the wider rural landscape, as well as integrating future development into the developed character of the A30 corridor. As stated in the accompanying Vision Document, the existing site is considered to be capable of accommodating change while retaining and reinforcing key tree and hedgerow elements that contribute to wider landscape characteristics.

Question 21 – Net gains in biodiversity - which option do you think we should take?

- 4.33 A combination of the options presented will likely be required to be acceptable to the Council to allow biodiversity net gain to be delivered on a range of sites with differing contexts, constraints and requirements.
- 4.34 That being said, initial technical inputs on the masterplan for the new settlement at Denbow have shown that it can provide a biodiversity net gain on site. It is important to note the significant benefit that could arise from a minimum 10% biodiversity net gain as part of a masterplan of this scale. The levels of gain will be incomparable to alternative smaller forms of dispersed development, simply due to the critical mass of the Denbow settlement, for example including the provision of 185 ha of SANG.

Question 22 – Additional natural environment policy objectives.

- 4.35 We support the identification of additional natural environment objectives particularly including the potential expansion of the Clyst Valley Regional Park.
- 4.36 We consider that the new Local Plan is the appropriate vehicle to identify land and manage the strategic planning policy context around that expansion (rather than any other SPD or Masterplan process, which is outside of any Development Plan policy framework).
- 4.37 As identified in the accompanying Vision Document, the site can deliver 185 ha of SANG which is proposed to be integrated with the Clyst Valley Regional Park.
- 4.38 We would welcome the opportunity to discuss with the Council when appropriate and relevant to progress and contribute to the future vision for the Clyst Valley Regional Park.

Question 23 – Promoting access to facilities - in order to promote walking and cycling and ensure that facilities are accessible we could adopt the possible approaches detailed below, which one would you favour? AND Question 24 - Additional sustainable transport policy objectives.

- 4.39 In response to the Council's options, we are of the strong opinion that the Council should opt for 'Option 2' or a combination of Option 1 and 2 in order to promote walking and cycling to accessible facilities.
- 4.40 We consider that new settlements should form a critical part of accommodating the scale of development required, but also promoting walking and cycling, ensuring facilities are accessible, and to achieving additional sustainable transport objectives.
- 4.41 The Denbow Vision Document and accompanying Transport Vision explains that an exemplar sustainable transport strategy is proposed for the development. The opportunity to root the DNA of a low carbon culture within the proposals will be fully explored as the scheme continues to evolve. There is recognition that over the lifetime build of the development, vehicular travel may radically change and therefore, a proactive and flexible approach should be interwoven throughout all appropriate elements of the development.
- 4.42 The provision of approximately 10,000 new dwellings will be accommodated within three walkable neighbourhoods; all containing local centre and education facilities and

benefiting from easy access to open space seeks to reduce the requirement for trips to key facilities being made by car. This aim is further strengthened by the provision of 20ha new employment land within the site (in addition to existing employment land), enabling walking or cycling to work becoming a real possibility for residents.

- 4.43 A sustainable transit network will be introduced that will prioritise access by public transport, and by active travel modes (i.e. walking and cycling). This proposed network will build on the principles of the Exeter Transport Strategy.
- 4.44 It is proposed that the bus linkages would follow the “pearls on a string” approach with a frequent bus service introduced that will connect Transport Hubs within the site with key destinations such as:
- Hill Barton Business Park;
 - Greendale Business Park;
 - Exeter International Airport;
 - Exeter Sky Park;
 - Honiton Road Park & Ride; and
 - Exeter City Centre
- 4.45 It is also proposed that a Park & Ride facility would be included to the southeast of the existing Exeter Airport junction on the A30. This Park & Ride will perform a dual function that will not only provide an additional point of public transport connection linking the proposals with Exeter City Centre but will also serve to intercept existing vehicle journeys on the A30 to release capacity on the A30 / M5. In addition, there is also potential to introduce a smaller Park and Ride / Local Centre Hub to the south of the site to intercept journeys on the A3052.
- 4.46 In addition, it is proposed that transport hubs be provided at key local community focal points. These hubs could encompass the following facilities:
- Bus stops with appropriate shelters with Real Time Bus Information boards;
 - Electronic Information boards specifying real time transport timetable information and associated community events;
 - Cycle Parking to allow residents to cycle to the hub and park their bikes;
 - Electric Rental bike parking building on the existing Co Bikes network;
 - Provision of electric charging facilities for electric share bikes and for private users;
 - Electric vehicle charging points;
 - Seating areas; and
 - Parking for car club schemes.
- 4.47 It is proposed that the Exeter Airport Junction from the A30 will be enhanced to cater for the vehicle turning movements to and from the Park & Ride. This junction would take the form of an enlargement of the existing roundabout to the south of this junction and initial designs of this enhancement have been developed to cater for the forecast movements. Furthermore, whilst these improvements would also cater for the movements associated with the proposed community it is evident that a high proportion of journeys would be retained within the site and local area and would be undertaken by sustainable modes of transport in any case.

- 4.48 A connecting spine road will also be introduced that will link the A30 with the A3052 and will also serve side roads providing access to the wider masterplan. It is proposed that this road would be designed to encourage travel by sustainable modes and will therefore be designed to ensure that the connection functions as a street (i.e. designed to Manual for Streets principles). The route will also include footway and cycle links along its length and will include appropriate character changes (e.g. such as service treatments) to provide appropriate gateways to key nodes within the development such as Local Centres.
- 4.49 Cycle Links to the north will be provided linking with cycle route E3, which will provide an attractive and partially traffic free route towards Exeter City Centre. In addition, it is also proposed that cycle routes be introduced along Bishops Court Road to link in with the A3052 with appropriate connections also introduced to cross the A30 at Junction 30. Walking and cycling links will also be introduced throughout the proposed community to link with all proposed uses and areas of open space.
- 4.50 The establishment of this infrastructure will encourage active travel which is considered vital for the Health and Wellbeing of the residents of the community. This strategy assists the Council in achieving wider objectives for the new Local Plan, which in addition as have made clear in response to Question 4, we consider it is 'absolutely essential' that the new Local Plan actively promotes health and wellbeing.
- 4.51 In summary, it is clear from the Transport Vision that the Denbow new settlement can form a critical part of accommodating the scale of development required, but also promoting walking and cycling, ensuring facilities are accessible, and to achieving additional sustainable transport objectives identified by the Council.

Question 25 – Facilities and services that are important.

- 4.52 Of the list provided by the Council, we consider many are clearly essential services, or are either very important, or quite important. As referred to previously and above, in principle new settlement proposals such as Denbow can deliver the essential and most important services required in a comprehensive manner from the outset; the development of a masterplan and infrastructure delivery plan will be important and we look forward to contributing further as necessary in due course.

Question 26 – Additional infrastructure and service provision policy objectives.

- 4.53 We support the additional infrastructure and service provision objectives, particularly the understanding of balance in objectives (1) and (2) between providing appropriate infrastructure and achieving viability, deliverability and provision of affordable housing.
- 4.54 We welcome discussions and the opportunity to work collaboratively with the Council from the outset to create and agree a robust Infrastructure Delivery Plan ('IDP') to support and facilitate strategic development at Denbow.
- 4.55 We consider early collaboration on infrastructure delivery requirements is essential to achieve a viable and deliverable new settlement, which will not be held up or unexpectedly delayed at later stages of the plan making process post-allocation.
- 4.56 In relation to objective (3), access to government funding should be explored with relation to specific strategic scale development projects, for example through the

Housing Infrastructure, and from experience elsewhere in the County engagement with Government should begin at the earliest possible stages to maximise certainty.

- 4.57 Government funding for infrastructure can assist in demonstrating deliverability of large projects and support the new Local Plan in compliance with the tests of soundness.

Question 27 - Retaining and refining the existing settlement hierarchy - which option do you think we should take? AND Question 28 – Broad distribution of housing development - which broad approach to the distribution of housing development would you favour in a new local plan? AND Question 29 - Future options for the type and location of development.

- 4.58 We suggest that a combination of Options 2 and 4 may be most sustainable overall, i.e with the existing towns retained alongside a reduced number of villages, and with the addition of the New Settlement at Denbow. This approach should be tested (with all other aspects of the Local Plan) through a Sustainability Appraisal process. We promote a new settlement hierarchy for East Devon which includes Denbow as a new settlement for East Devon in the West End. We strongly support Option 2 for Question 28, which advocates a more West End focussed approach.

- 4.59 The scale of development requirements in East Devon will inevitably lead to a need for a selection of development options/opportunities in a number of sustainable locations.

- 4.60 One of the primary forward challenges for East Devon will be sustainably accommodating a significant annual housing requirement in housing delivery over the coming decades. As we have alluded to, we consider the best way to set the spatial strategy to achieve this in a sustainable fashion is planning to deliver a diverse range of site sizes and scales in a range of locations. We consider that as part of this process, it will be necessary for a New Settlement to be identified in the new Local Plan.

- 4.61 East Devon has a significant strategic planning constraint (and asset) in the East Devon AONB, and as picked up in our response to Question 20, we consider that to be in accordance with national Policy, avoiding protected landscapes has to be the driver behind the spatial strategy for the District, as if sustainable opportunities outside of this designated area are not fully explored then any development within it will not be able to demonstrate the necessary 'exceptional circumstances'.

- 4.62 In drawing an appropriate spatial strategy, the West End will be an important location for delivering new homes, particularly given the strong sustainability credentials of the location (as we have set out in this representation). There are significant areas which are free from strategic environmental constraints, and given accessibility to employment, proximity to the airport and alignment with existing planned infrastructure improvements.

- 4.63 In providing homes, we consider that planning to deliver a diverse range of site sizes and scales in a range of locations is essential to sustaining supply, from new settlements to small urban extensions and small sites. As directed by NPPF, the supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements.

- 4.64 The Denbow New Settlement is an unconstrained, deliverable and sustainable motion for development of approximately 10,000 homes for East Devon. The site presents a range of exceptional advantages over other development options in East Devon, and represents a unique opportunity for East Devon and the new Local Plan to plan strategically for the long term, absorbing a range of planning benefits.

Question 30 - Establishment of a Development Corporation.

- 4.65 As set out throughout our response we strongly advocate strategic scale housing sites being allocated through the new Local Plan, including specifically a New Settlement at Denbow. However, because of the specific nature of this opportunity it is not necessary for the Council to create a Development Corporation to enable the delivery of this development.
- 4.66 The Denbow scheme is being promoted by two parties (Bloor Homes South West and Stuart Partners Ltd) working in partnership – this ensures that the core of this new scheme (including key development and green infrastructure areas, as well as transport infrastructure) can be secured and delivered by these parties. This means that there can be a high degree of certainty and control over the delivery of this scheme with effectively one lead developer responsible for coordinating matters with the District and County Council’s. A Development Corporation is not necessary – as the “Master Developer” role would not be absent from this scheme (the consultation document suggests this to be one of the advantages of a Development Corporation).
- 4.67 The Council and others could continue to act to facilitate and enable such a development using its planning powers, and via the usual processes for securing public or other funding, in partnership with other Authorities or the LEP (for example).
- 4.68 The additional administrative burden involved in creating a Development Corporation would not be justified in order to support the Denbow New Settlement scheme, and we would welcome the opportunity to explore this further with the Council as the new Local Plan is progressed.

Question 31 – Planning for development beyond 2040.

- 4.69 We encourage the Council to extend the current plan period beyond 2040, and to plan for development accordingly.
- 4.70 We caution against progressing the new Local Plan with what we consider to be a relatively short plan period in the emerging national planning policy context. This will allow the Council to plan effectively for longer term strategic needs such as new infrastructure and new settlements. The Framework states:

“22. Strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure.” (Our emphasis)

- 4.71 In addition to this, the current consultation draft NPPF (January 2021)³ adds wording to this paragraph to state:

“Where larger-scale development such as new settlements form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.” (Our emphasis)

- 4.72 This is particularly relevant in East Devon where larger scale developments are being considered, such as new settlements.
- 4.73 If the new Local Plan does not plan for a sufficient period given its strategy, it may be seen as not being positively prepared and inconsistent with national policy.
- 4.74 We advise formulating the LPR for a period of at least 30 years from the possible adoption date to ensure soundness can be demonstrated in accordance with the draft NPPF, and plan sufficiently for long-term requirements and opportunities, particularly in relation to new settlements and infrastructure.

Question 32 – Are there any big planning issues that you think we have missed in this report or are there any further comments you would like to make?

- 4.75 We have no further comments or ‘big planning issues’ that we think are missed at this stage of the plan making process, after taking into account our comments made in response the above questions.

³ <https://www.gov.uk/government/consultations/national-planning-policy-framework-and-national-model-design-code-consultation-proposals>

5. Summary and Conclusions

5.1 Taking all of the above together, the summary and conclusions of our Representation are as follows:

- The submission is accompanied by a Vision Document which sets out proposals for a New Settlement at Denbow, in the West End of East Devon (outside of the AONB), that benefits from an exceptional strategic location, a weight of population to support the delivery of new key facilities, employment land, movement linkages and green infrastructure, with the opportunity for true sustainable transport choice as demonstrated in the submitted Transport Vision.
- The document presents a vision for the wider development site and explains the additional benefits of this wider site area, along with a series of important design principles that have informed the concept masterplan.
- There is a significant opportunity for the new East Devon Local Plan in the Denbow New Settlement being promoted by Bloor Homes South West and Stuart Partners Ltd.
- We promote Denbow as suitable, available and achievable for the housing development presented and as a sustainable choice for meeting the needs of East Devon.
- We advocate significantly extending the new Local Plan Period to be in accordance with the emerging NPPF and setting a spatial strategy and settlement hierarchy for the period which is focussed on a New Settlement at Denbow.

Appendix 1: Denbow Vision Document

Appendix 2: Denbow Transport Vision Summary

Appendix 3: Denbow Transport Vision

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DENBOW

**VISION DOCUMENT
FEBRUARY 2020**



DENBOW
MARL



DENBOW
CROSS



DENBOW
COMBE

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Desk Top Publishing and Graphic Design by Barton Willmore Graphic Design

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Date: 28.02.20 / **Status:** Final / **Rev:** D
Authors: CDB/JDH **Checked by:** JDH / **Approved by:** JDH

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FOREWORD

This vision document has been produced on behalf of Bloor Homes and Stuart Partners in continued support of the proposals for Denbow. It presents a scheme that has continued to evolve in accordance with technical studies undertaken, but also presents a wider site area that could accommodate approximately 10,000 new homes. This wider site area has arisen as a result of initial discussions and feedback from the LPA, with the increased critical mass seen as a significant benefit to ensuring the provision of key facilities and infrastructure that would support the creation of a truly sustainable new community and extension to Exeter.

Therefore, the red line boundary on the plan overleaf shows land that is within control of Bloor Homes and Stuart Partners. The blue lined land shows the wider land area; although this is not currently within the control of the clients it is seen as imperative that this quantum of development comes forward in a rational, cohesive and complementary manner. It should be noted that the proposals seek to integrate smaller areas of third-party land that is located within the wider site area.

1. INTRODUCTION

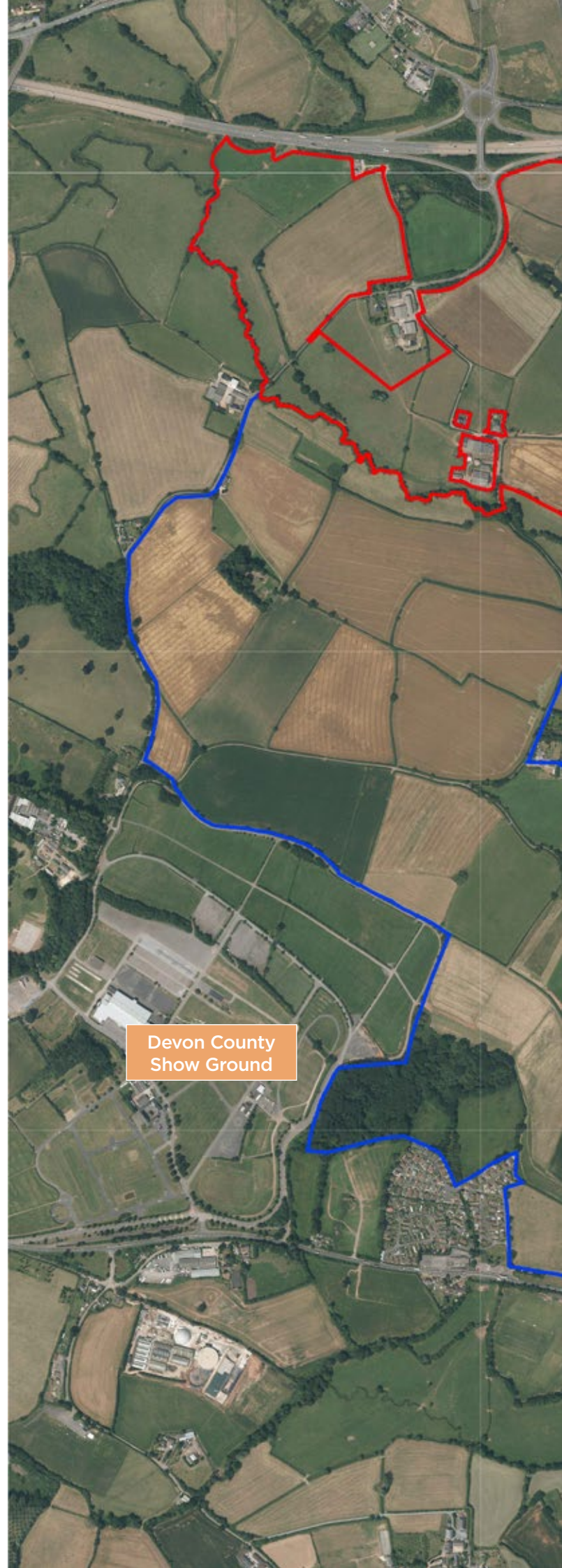
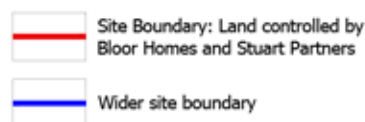
Bloor Homes and Stuart Partners share significant land control between the A30 and the A3052, that can help deliver a mixed-use development of strategic scale, making a significant contribution towards local economic growth and the delivery of further sustainable development for this part of the Exeter City Region.

The purpose of this vision document is to demonstrate, at a strategic level, the potential of a new community in this location and the possible land use arrangements that could create a sustainable and high-quality development that will form a key component of the spatial strategy in the emerging Greater Exeter Strategic Plan.

Progression of the Greater Exeter Strategic Plan has been ratified by the four authorities to set a spatial strategy to meet needs for homes, jobs and infrastructure for future generations. The document will guide strategic development up to 2040.

Exeter and the regional authorities have ambitious growth goals, which will be carried forward through the GESP. In line with their comprehensive and forward-thinking goals to create sustainable economic growth, the development at Denbow, would only encourage and support these aims and objectives. By providing a high-quality and sustainable development with a mix of house types, employment uses, local centres, educational facilities and integrated green infrastructure, the development will seamlessly tie into the surrounding areas' ambitions and developmental trajectory.

Site Boundary Plan

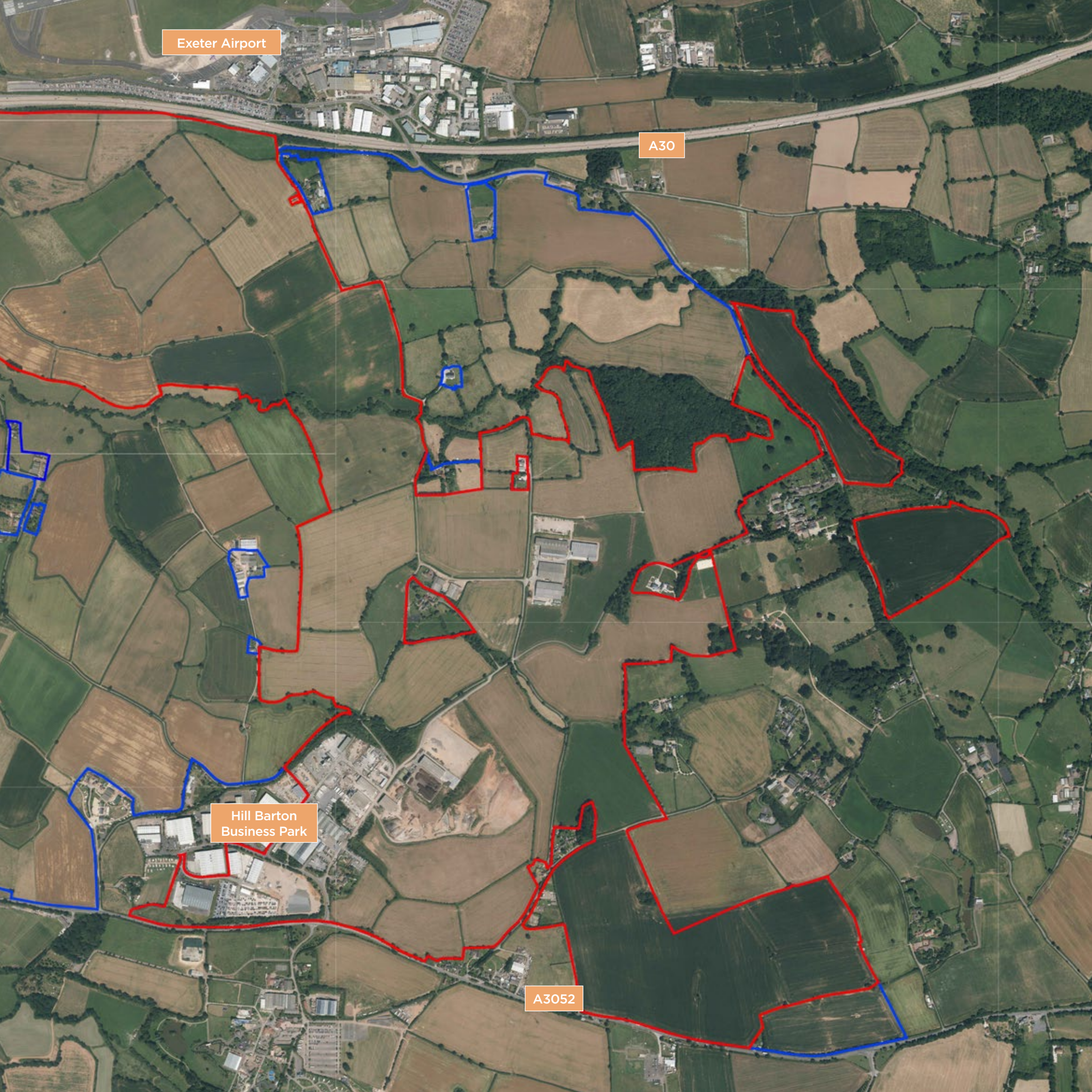


Exeter Airport

A30

Hill Barton
Business Park

A3052



2. THE BIG PICTURE

Exeter is growing in size and ambition.

The site at Denbow has been identified as a uniquely unconstrained and well integrated strategic location in the region with the capacity to deliver sustainable growth.

The area boasts businesses such as the Met Office offering the latest in climate change and weather prediction technology, Supacat with innovative engineering and design, Flybe Europe's biggest regional airline group, Centrax with a worldwide reputation for precision engineering, and The Exeter Chiefs competing in the top flight of English rugby.

With a development programme worth over £2 billion and over £90 million in public sector funding packages, the area is expected to deliver 20,000 new homes and up to 25,000 new jobs by 2026. This includes a Science Park, next generation business park, low carbon energy centre, heat-from-waste plant, an intermodal freight terminal, and a number of new housing developments, including the new low carbon community of Cranbrook.

Connectivity is also set to be enhanced through major road infrastructure upgrades, such as the Clyst Honiton bypass, providing access to the Skypark and new community at Cranbrook. In addition, rail improvements, including a new station at Cranbrook, and dedicated bus lanes along the old A30 (B3174) point to improved connections both to Exeter in the west and to London in the east.

Our proposals aim to facilitate, enhance and continue the ongoing and future development aspirations of the region as a whole.

This development can play a pivotal role in sustainable and logical regional growth through the ability to deliver a connection between the A30 and the A3052, high quality cycle links, connected SANGs and delivery of at least a further 5,000 jobs on site.



3. VISION

The proposals for Denbow will be truly exemplar in terms of sustainable transit and lifestyles, health and wellbeing and ensuring the creation a living environment of the highest quality, that provides attractive new green infrastructure and all key facilities to support a happy and active lifestyle.

Sustainable transit and lifestyles

- » Ensure that sustainable journeys and commuting are an easy choice for residents.
- » Adopt a forward-thinking sustainable transit strategy that is flexible to future options for sustainable transport modes.
- » Provide key retail, education, community, health and leisure facilities in a highly accessible and complementary location.

Health and wellbeing

- » Support the physical and mental health of residents now and in the future, encouraging exercise, local food growth and interaction with the outdoors.
- » Ensure that opportunities for physical activity are plentiful, whether it be journeys on foot or by bike to key facilities, use of recreation routes or trim trails, or use of sports pitches.
- » Promote social interaction, community cohesion and ways to inspire a sense of community pride and ownership.

A living environment of the highest quality

- » A vibrant and active community that provides a variety of new employment opportunities for residents, all accessible via foot or bike.
- » Create a safe and attractive development that is underpinned by best practice urban design principles.
- » Ensure that dwellings and streets are orientated to take advantage of views to open space and planting.
- » Consider ways of positively interpreting elements of the existing East Devon vernacular to inspire a distinctive character and identity for the development.

Attractive new green infrastructure

- » Provide SANG (Suitable Alternative Natural Greenspace) within the site, which will provide a significant recreation and ecological resource.
- » Ensure the creation of a connected and multi-functional green infrastructure that complements existing provision, including the Clyst Valley Country Park.
- » Create a truly integrated blue and green infrastructure network that is accessible to all residents.





4. KEY BENEFITS

Alongside the vision, development at Denbow will offer the following 10 key benefits. This will not only benefit new residents but the region as a whole.

1

The delivery of approximately 10,000 new homes in a mix that is responsive to market demand and policy, in an exceptionally well-placed strategic location.



2

The provision of associated primary and secondary education, health, community, retail and leisure facilities that are all highly accessible for residents by foot, bus and bike.



6

An attractive place that provides a living environment of the highest quality, celebrating the best of the Devon vernacular.



7

Plentiful open space that is multifunctional and promotes principles of health and wellbeing at every opportunity.



3

20ha of new employment land to complement existing employment provision; with the aspiration to deliver 1 new job per household on site.



4

A critical mass to ensure the creation of a development that truly embraces and embodies sustainable living, with the promotion of low carbon usage wherever possible.



5

Reducing congestion by implementing an exemplar sustainable transport strategy and by diverting local trips away from the M5 via a new and direct link road between the A30 and A3052.



8

Access to significant green infrastructure (including the Clyst Valley Country Park) on the doorstep.



9

Provision of an additional 185ha of SANG land, further supplementing an outstanding recreation offer, in addition to providing a valuable ecological resource.



10

Commitment to using best practice design principles, including walkable neighbourhoods to ensure the creation of a robust and comprehensive masterplan.



5. THE STRATEGIC OPPORTUNITY

Strategic development should be located on land that can deliver social, economic and environmental gains, close to where existing and planned physical, community and economic infrastructure currently exists, is planned or can be delivered. The plan opposite shows how the proposed site area sits within a largely unconstrained area, notably outside of the flood zone and Area of Outstanding Natural Beauty (AONB), proving its strategic location value. Furthermore, this site holds the potential to create an opportunity to realise a greater return on recent and ongoing investment in the area, and expand upon it, resulting in a more comprehensive and successful scheme overall.

The site is strategically very well-placed to create high-quality, integrated and sustainable new neighbourhoods for Exeter. Many of the local facilities are situated immediately north of the A30, with significant investment in active travel and public transport links to Exeter, as well as road infrastructure improvements. The proposals seek to facilitate north - south connections between the A30 and A3052, with the potential to deliver the long-term aspiration to divert local trips away from the M5 via a new and direct link from Exmouth

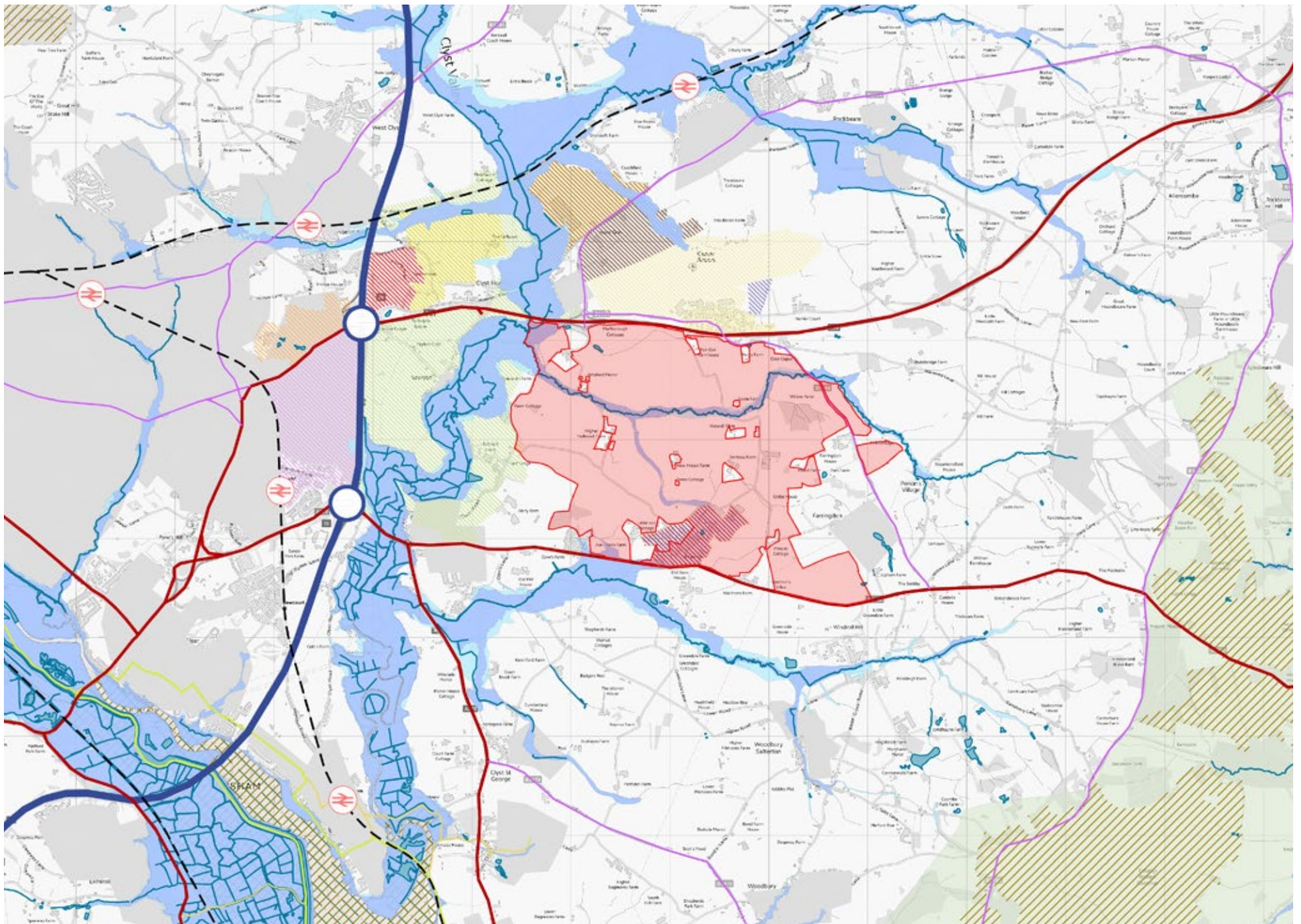
and East Devon into the West End developments. Therefore, the site offers many potential benefits in terms of reducing the congestion in and around Exeter, facilitating sustainable commuting, retail and leisure trips, and improving the sustainable transport offer for the local area. This further encourages the viability and growth to the east of Exeter.

Our development proposals comprise a large mixed-use development, including:

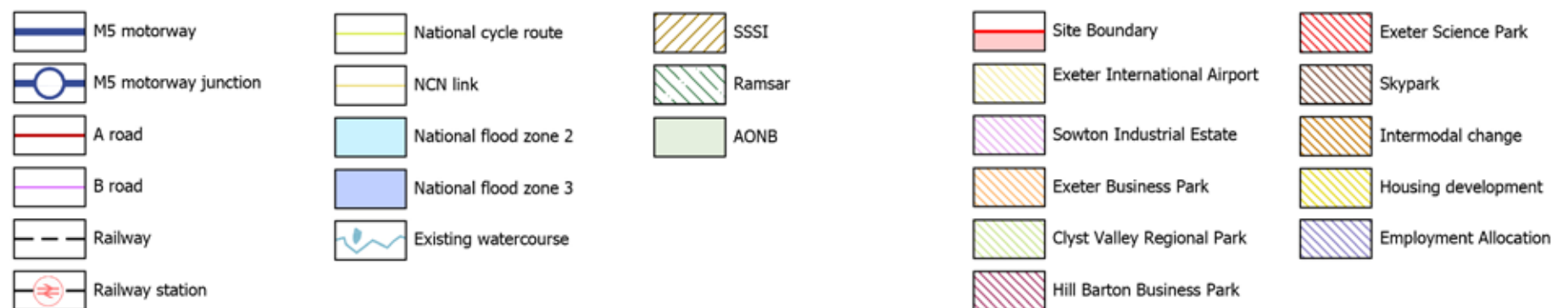
- » Approximately 10,000 new homes across a range of tenures and types to create a truly diverse new community.
- » Employment, education, and various retail facilities within three new neighbourhoods.
- » Aspiration to deliver of 1 job per household.
- » High-quality public open and green space.
- » Areas of Suitable Alternative Natural Greenspace (SANG) allocation, which will connect to the existing Clyst Valley Regional Park and provide a strong ecological link through the site.

This scale and mix of uses offers excellent site-wide self-sufficiency at a walkable scale.

Bloor Homes and Stuart Partners have a proven track record of delivering strategic-scale development in the sub-region and are now focused on the delivery of this mixed-use sustainable urban extension to serve Exeter as the economic driver for the sub-region overall, through the balanced delivery of housing and jobs.



Sub-Regional Location Plan



6. SITE OPPORTUNITY

Technical studies and analysis have been undertaken to inform the evolution of the proposals for the wider site. A summary of this technical work and findings is set out below.

Access and Highways

The Exeter and East Devon Growth Points 'Programme of developments' focuses on growth toward the east of Exeter with a number of large scale residential, employment and retail projects that have been delivered or planned.

Beyond its boundary the site offers connectivity in all directions, with potential to provide all mode connections to the east and west back towards Cranbrook and the City. The scale and mix of uses offer excellent site wide self-sufficiency at the walkable scale.

The proposals also seek to facilitate a future connection to the south towards the A3052, with the potential to realise the long-term aspiration to divert local trips away from the M5 via a new and direct link from Exmouth and East Devon into the West End developments.

The site therefore, offers many benefits with regard to reducing the congestion in and around Exeter, greater potential for sustainable commuting and retail/leisure trips and improves the sustainable transport offering for the local area, further encouraging the viability and growth to the east of Exeter.



GIS Analysis Plan



Exeter Airport

A30

Hill Barton
Business Park

Plan Description

A3052



Ecology

A preliminary understanding of the ecological importance of the site and surrounding area has been obtained through desk study and site survey. This has included consultation with Devon Biodiversity Records Centre and an Extended Phase 1 Habitat survey of the core site. The key findings of the desk study and site survey are summarised below.

Designated nature conservation sites

- » No statutory designated sites lie within or adjoining the site. The East Devon Pebblebed Heaths Special Area of Conservation (SAC) and East Devon Heaths Special Protection Area (SPA) lie approximately 2.6km to the east; and Exe Estuary SPA and Ramsar Site lie approximately 2.6km to the southwest. These sites are also designated as Sites of Special Scientific Interest (SSSI).
- » There are a number of non-statutory sites within 2km, the closest County Wildlife Site (CWS) lies approximately 50m from the eastern site boundary. One other site of Wildlife Interest (OSWI) occurs immediately adjacent to the western boundary. Although not a formal designation, four Unconfirmed Wildlife Sites (UWS) occur within the site and a further two UWS occur immediately adjacent to the site; these have been identified for their potential ecological importance.

Mitigation would be required to ensure no adverse effects on European-designated sites (East Devon Pebblebed Heaths and Exe Estuary) as a result of recreational impacts. Consultation with EDDC and NE would be undertaken to agree the required mitigation, including the provision of Suitable Alternative Natural Greenspace (SANG) and contribution to Strategic Access Management and Monitoring (SAMM). Further survey is required to determine the status of the UWSs within and adjacent to the site, and the requirement for avoidance/mitigation.

Based on the Phase 1 Habitat survey and review of aerial imagery, the site comprises of predominantly improved and poor semi-improved grassland and arable fields; these are habitats of low ecological importance. Hedgerows bordered most of the fields and mature broadleaved trees were associated with many of the hedgerows. A number of areas of broadleaved woodland were located within the site, together with three small watercourses. There were also several ditches throughout the site, and a number of ponds. These habitats are of moderate ecological importance.

Protected and notable species

Detailed protected species surveys of the site would be undertaken to inform emerging development proposals. No over-riding constraints relating to protected species are considered likely.

Ecological approach to site development

There are no over-riding ecological constraints to development at this location and the majority of the site is of low ecological importance. It is considered that biodiversity net gain could be achieved with the site boundary. The development provides significant opportunities for biodiversity enhancement, such as the creation and management of new and retained habitats to benefit wildlife, and the inclusion of features to benefit protected/notable species, such as the inclusion of bird and bat boxes within new buildings.



Landscape

In terms of wider potential impacts upon landscape character, the site offers the opportunity to respond to the 'Management Guidelines' within LCT 4D by retaining the field boundary hedgerows and trees into the scheme layout, and offer further complementary enhancements, thus retaining the characteristic vegetation pattern prevalent across the site and local area. It also offers the opportunity to maintain green links with the wider rural landscape, as well as integrating future development into the developed character of the A30 corridor. The existing site is therefore considered to be capable of accommodating change while retaining and reinforcing key tree and hedgerow elements that contribute to wider landscape characteristics.

Hydrology and Drainage

The proposed development is situated on generally gently sloping land between the A30 to the north and the A3052 to the south to the east of Exeter. The bedrock geology underlying the site is a mixture of Sandstone and Mudstone, with areas of Sandstone being more prominent on the western fringe, Mudstone across the north of the site with mixed Sandstone and Mudstone deposits across the majority of the site. A mixture of Head, Alluvium and River Terrace Deposits is found across the site, particularly around the various water features on the site.

The site is broadly split into three main catchment areas by the local topography. The northern section of the site drains to a minor, unnamed, ordinary watercourse flowing to the west; part of the River Clyst catchment. The southern section drains to the drainage ditches associated with the A3052 which drain to the Grindle Brook. The majority of the site, the central catchment, drains to a network of unnamed ordinary watercourses which discharge to the west into the River Clyst.

The Environment Agency publishes maps highlighting the flood risks to land surrounding Main Rivers and as a result of surface water flooding. The majority of the site is located within Flood Zone 1 and therefore not considered at risk of fluvial, (or tidal) or surface water flooding, although small sections of the south west of the site and the areas surrounding the watercourses draining the central catchment are inside Flood Zone 2/3 and are therefore at a higher risk and not considered appropriate for residential land use.

While flood zone mapping is not available for the northern catchment and watercourse network the risk of surface water flooding provides a good guide to the potential risk. Areas in a narrow band around the water features, including informal ponds, and/or flow paths onsite may be slightly at risk of flooding from surface water. This pattern is also replicated around the other watercourses on site. The proposed development layout should seek to ensure these areas are not included in the development zones, instead reserving them to provide space for environmentally sensitive drainage measures, amenity and bio-diversity. As such the flood risk posed to the potential site receptors and stakeholders will not be significant.



The Surface Water drainage strategy for the development will focus on providing a sustainable, long term solution utilising Sustainable Drainage Systems (SuDS). SuDS provide a number of benefits to both the local environment and the downstream receptors.

In line with current guidance and regulations the drainage systems on this site will be designed to safely manage the 100 year (1% Annual Exceedence Probability) event, making an allowance for 40% Climate Change, without increasing flood risk to either on-site or off-site receptors. The provision of storage areas will help to ensure that runoff rates, and volumes, following development do not exceed the current Greenfield performance, protecting downstream communities.

The layout and topography of the site offers the opportunity to deliver an extensive integrated SuDS scheme, including the use of Attenuation Basins, Multi-Stage Channels and Swales on a Site and Regional Control level. Setting the linear features in a number of Green Corridors will help them to assimilate into the environment, maximising the Biodiversity and Amenity benefits by providing space for both man and nature side by side.

Opportunities for a development that is responsive to important site features.



7. MASTERPLAN

The masterplan for the wider site area presented opposite has been shaped by our vision and the outcomes of initial technical work that has been undertaken for the site. It shows how a harmonious structure of three new neighbourhoods and landscape could be structured to achieve approximately 10,000 new homes, associated key mixed use and education facilities, a viable mix of employment uses, green infrastructure network and SANG. It will provide the following elements:

- » Provision of approximately 10,000 houses that will be delivered in a range of types and tenures.
- » Vehicular access points taken from two points on the A30 and three points along the A3052.
- » Provision of three new neighbourhoods, all of which are located and structured in accordance with walkable neighbourhoods principles, ensuring the weight of population is within a 10 minute walk of key facilities.
- » A local centre and primary school will be located at the heart of each new neighbourhood.

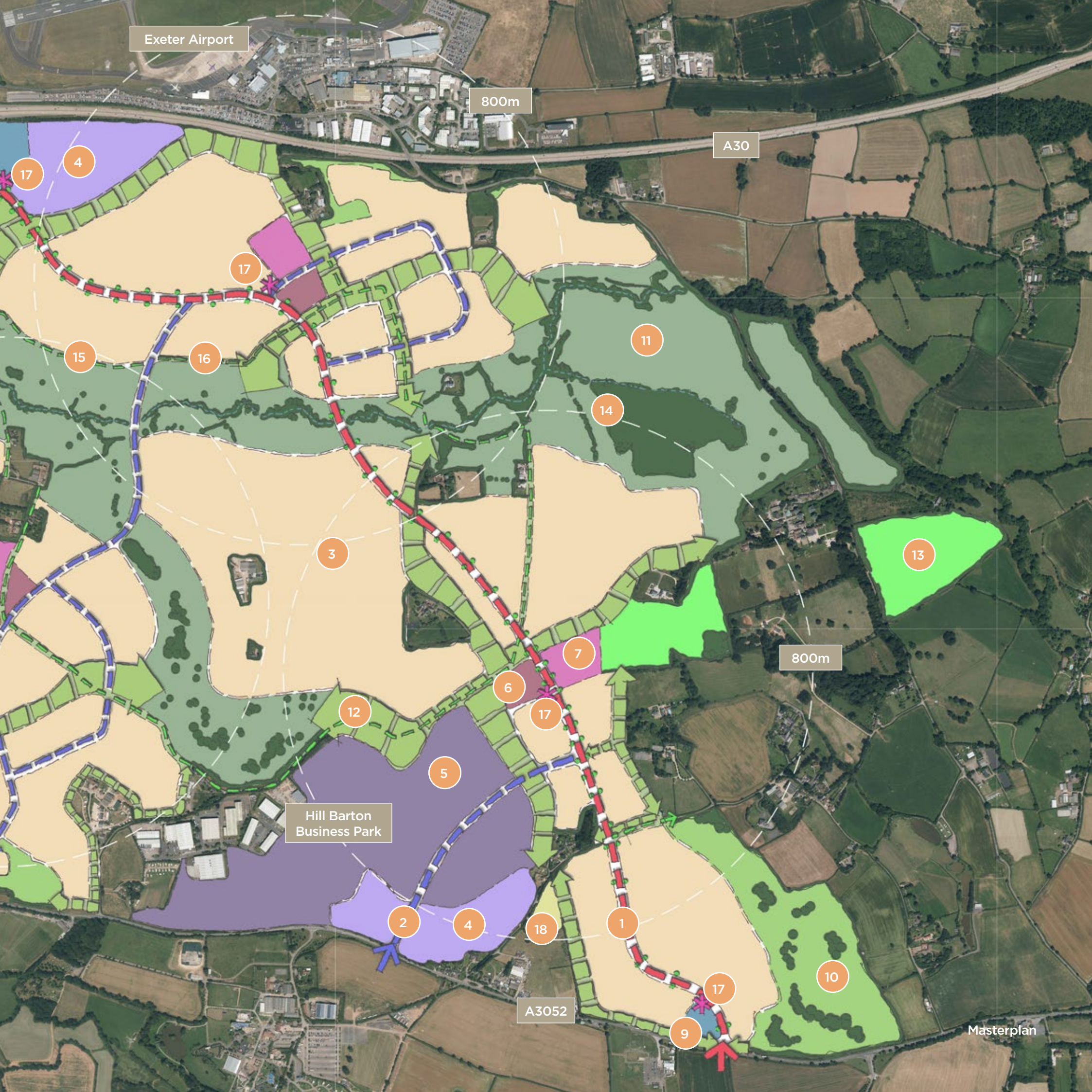
- » 20ha of new employment land.
- » 11ha secondary school site.
- » 3ha park and ride site that is easily accessible from the A30
- » Potential to positively address and accommodate the show ground site within the proposals. This may include the introduction of a dual use to help it be used more than once a year, promoting business growth.
- » Provision of 185ha SANG, which forms a strong central east-west spine for the development and connects with the Clyst Valley Country Park.
- » A generous and accessible network of open space and green corridors that are multi-functional and provide off road connections to the SANG.
- » Plentiful recreation routes, sports and play facilities that will be accommodated within open space.

1. Primary Vehicular Access & New Link Road
2. Secondary Vehicular Access & Movement Route
3. Residential
4. Employment
5. Existing Employment

6. Mixed Use
7. Primary School
8. Secondary School
9. Park & Ride
10. Public Open Space
11. SANG
12. Green Corridor

13. Potential Formal Sports Provision
14. New & Existing Planting
15. Retained Lanes
16. New pedestrian & Cycle Link
17. Local Transport Hub
18. Gypsy & Traveller site





Exeter Airport

800m

A30

17

4

17

15

16

11

14

3

13

800m

7

6

17

12

Hill Barton Business Park

5

2

4

18

1

A3052

17

10

9

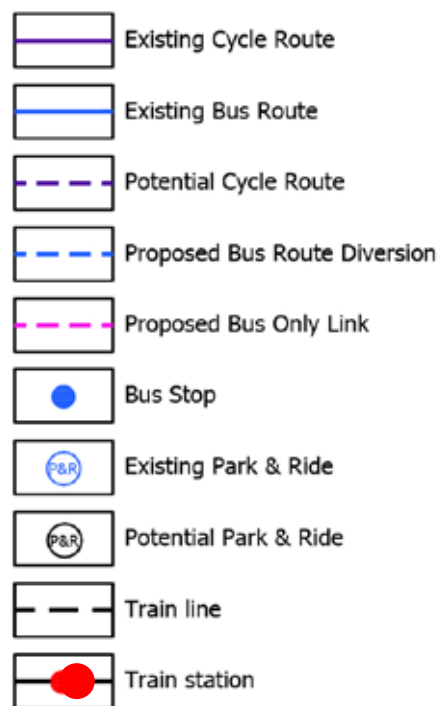
Masterplan

8. SUSTAINABLE TRANSIT FOCUS

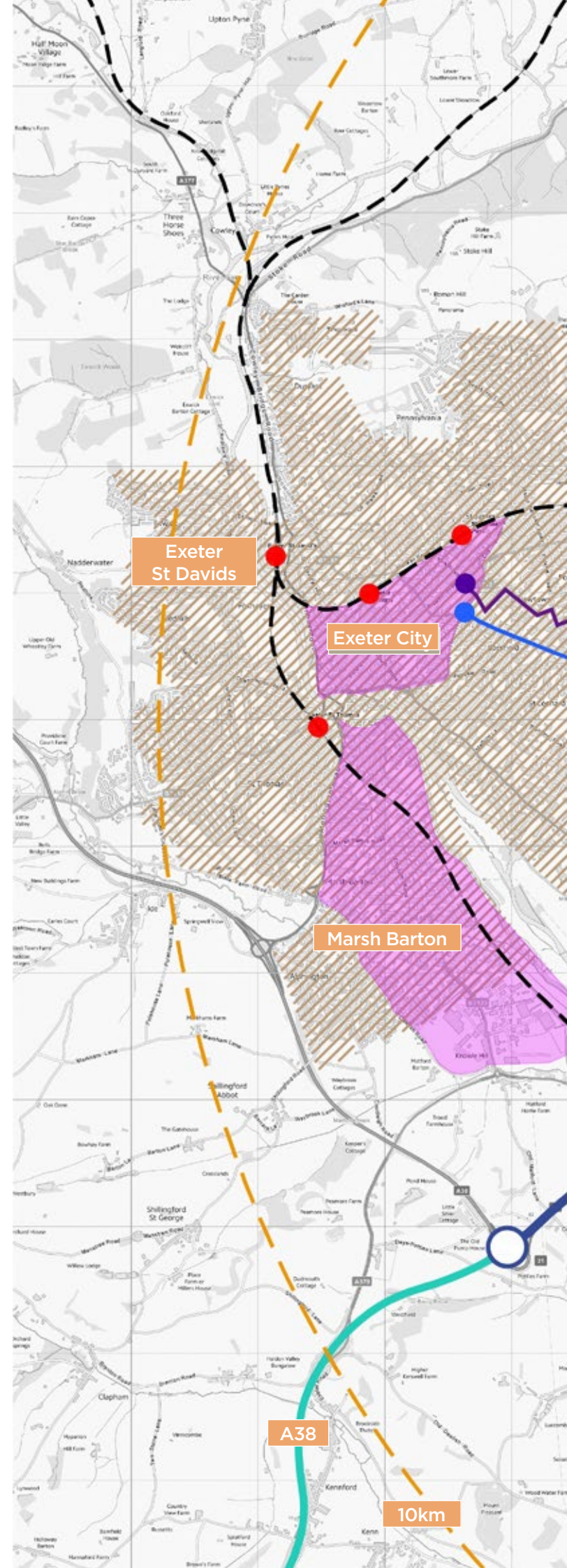
An exemplar sustainable transport strategy is proposed for the development. The opportunity to root the DNA of a low carbon culture within the proposals will be fully explored as the scheme continues to evolve. There is recognition that over the lifetime build of the development, vehicular travel may radically change and therefore, a proactive and flexible approach should be interwoven throughout all appropriate elements of the development.

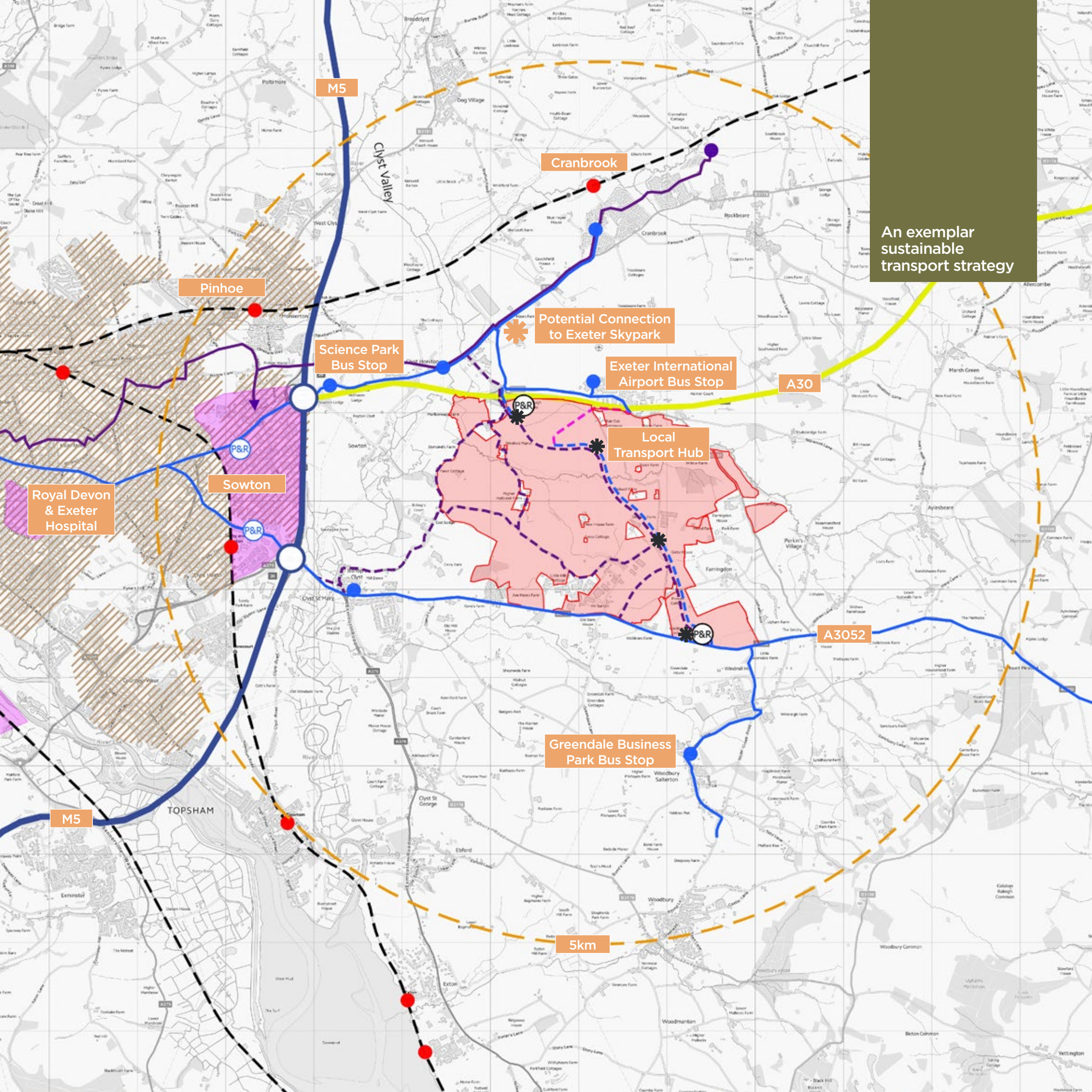
The provision of approximately 10,000 new dwellings accommodated within three walkable neighbourhoods; all containing local centre and education facilities and benefiting from easy access to open space seeks to reduce the requirement for trips to key facilities being made by car. This aim is further strengthened by the provision of 20ha new employment land within the site (in addition to existing employment land), enabling walking or cycling to work becoming a real possibility for residents.

A sustainable transit network will be introduced that will prioritise access by public transport, and by active travel modes (i.e. walking and cycling). This proposed network will build on the principles of the Exeter Transport Strategy.



Safe walking and cycling routes to school





An exemplar sustainable transport strategy

M5

Cranbrook

Pinhoe

Science Park Bus Stop

Potential Connection to Exeter Skypark

Exeter International Airport Bus Stop

A30

Local Transport Hub

Royal Devon & Exeter Hospital

Sowton

A3052

Greendale Business Park Bus Stop

M5

TOPSHAM

5km

It is proposed that the bus linkages would follow the “pearls on a string” approach with a frequent bus service introduced that will connect Transport Hubs within the site with key destinations such as:

- » Green Dale Business Park
- » Exeter International Airport
- » Exeter Sky Park
- » Honiton Road Park & Ride
- » Exeter City Centre

It is also proposed that a Park & Ride facility would be included to the southeast of the existing Exeter Airport junction on the A30. This Park & Ride will perform a dual function that will not only provide an additional point of public transport connection linking the proposals with Exeter City Centre but will also serve to intercept existing vehicle journeys on the A30 to release capacity on the A30 / M5. In addition, there is also potential to introduce a smaller Park and Ride / Local Centre Hub to the south of the site to intercept journeys on the A3052.

In addition, it is proposed that transport hubs be provided at key local community focal points. These hubs could encompass the following facilities:

- » Bus stops with appropriate shelters with Real Time Bus Information boards

- » Electronic Information boards specifying real time transport timetable information and associated community events
- » Cycle Parking to allow residents to cycle to the hub and park their bikes
- » Electric Rental bike parking building on the existing Co Bikes network
- » Provision of electric charging facilities for electric share bikes and for private users
- » Electric vehicle charging points
- » Seating areas
- » Parking for car club schemes

It is proposed that the Exeter Airport Junction from the A30 will be enhanced to cater for the vehicle turning movements to and from the Park & Ride. This junction would take the form of an enlargement of the existing roundabout to the south of this junction and initial designs of this enhancement have been developed to cater for the forecast movements. Furthermore, whilst these improvements would also cater for the movements associated with the proposed community it is evident that a high proportion of journeys would be retained within the site and local area and would be undertaken by sustainable modes of transport in any case.



Key Facilities
and Jobs within
a 10 minute walk

800m

Ne



Park & Ride

Employment

Neighbourhood 1

800m

Neighbourhood 3

Neighbourhood 2

800m

Local Transport Hub

Hill Barton
Business Park

Employment

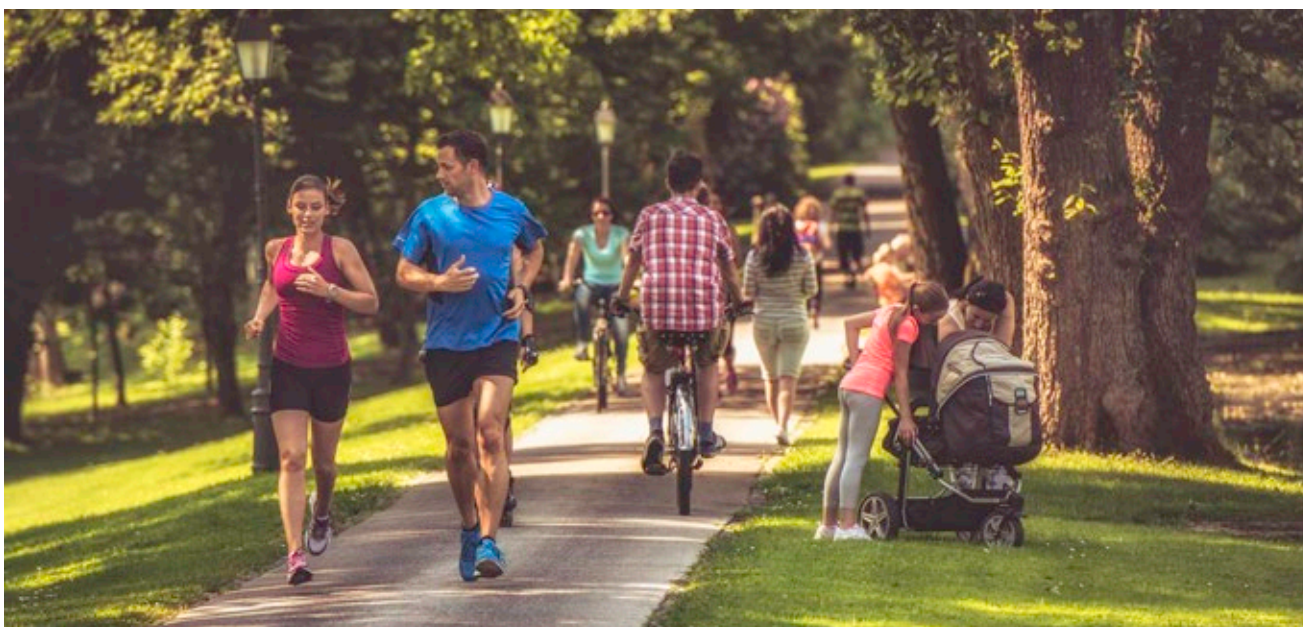
Park & Ride

A connecting spine road will also be introduced that will link the A30 with the A3052 and will also serve side roads providing access to the wider masterplan. It is proposed that this road would be designed to encourage travel by sustainable modes and will therefore be designed to ensure that the connection functions as a street (i.e. designed to Manual for Streets principles). The route will also include footway and cycle links along its length and will include appropriate character changes (e.g. such as service treatments) to provide appropriate gateways to key nodes within the development such as Local Centres.

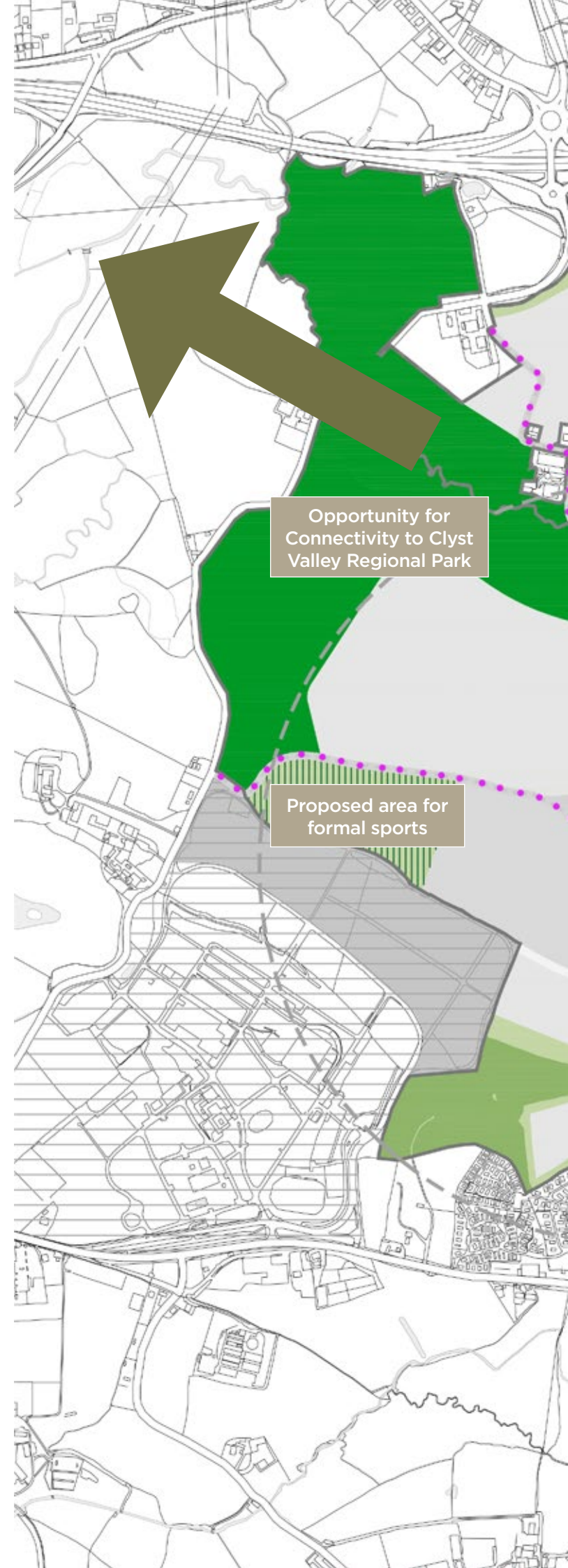
Cycle Links to the north will be provided linking with cycle route E3, which will provide an attractive and partially traffic free route towards

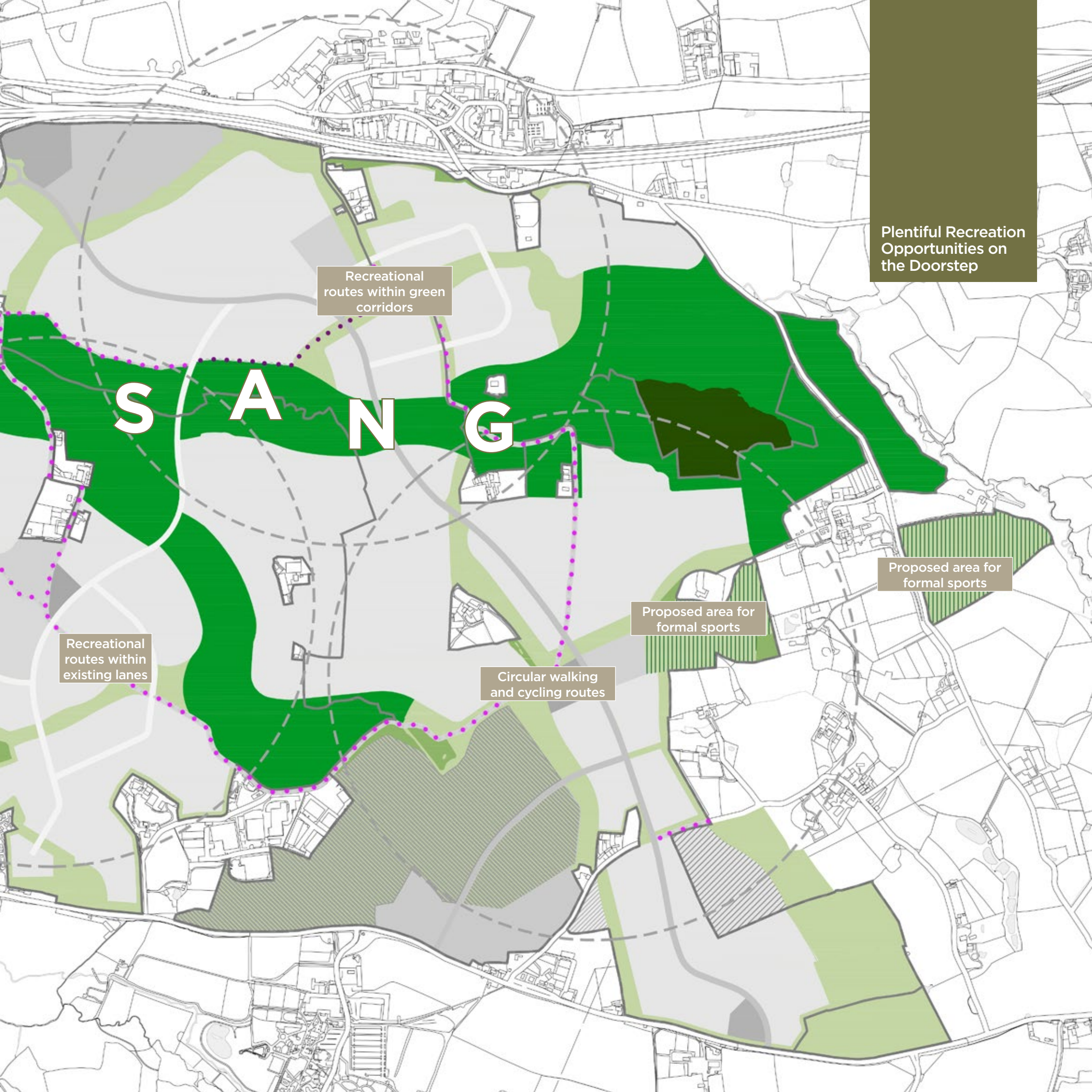
Exeter City Centre. In addition, it is also proposed that cycle routes be introduced along Bishops Court Road to link in with the A3052 with appropriate connections also introduced to cross the A30 at Junction 30. Walking and cycling links will also be introduced throughout the proposed community to link with all proposed uses and areas of open space.

The establishment of this infrastructure will encourage active travel which is considered vital for the Health and Wellbeing of the residents of the community. This strategy will assist in building on the strong foundation already set by the city of Exeter, which has already been identified by Sport England in 2018 as the most active city in the country.



Plentiful recreation opportunities





SANG

Plentiful Recreation Opportunities on the Doorstep

Recreational routes within green corridors

Recreational routes within existing lanes

Circular walking and cycling routes

Proposed area for formal sports

Proposed area for formal sports

9. HEALTH AND WELLBEING

Principles of health and wellbeing are embedded within the heart of the proposals for Denbow. The development will strive to ensure opportunities for health and wellbeing are maximised; from the provision of a development structure that is strongly landscape led and meaningful areas of open space that are accessible for all, to promoting physical activity and local food growth. SANG (Suitable Alternative Natural Greenspace) will be centrally located within the development, forming an east-west green spine that benefits from accommodating important site features such as watercourses and Farringdon Wood. This provides a significant green recreation asset for residents that is easily accessible on foot or by bike via a network of green corridors and spaces and places that will be provided throughout the development. The location of the SANG also benefits from linking to Clyst Valley Country Park, further strengthening the exceptional recreation offer.

Other fundamental concepts of wellbeing include the perception of safety, opportunities for social interaction and quality of living environment. Even at a strategic level, the implementation of a walkable neighbourhood approach and distribution of land uses and open space throughout the scheme all support the fundamental aspiration to inspire a sense of community pride, provide plentiful spaces for social interaction and create a safe development where people enjoy living.

Opportunities for local food growth, physical activity and social interaction will be promoted as part of the scheme





10. TOWARDS A NEW VERNACULAR FOR DENBOW

The proposals for Denbow provide an exciting opportunity to establish an identity and character that is rooted within the distinctiveness of the local area. Character cues found within old and new developments within Exeter and surrounding settlements could provide the basis of this, along with input from the LPA, stakeholders and the local community. The aim for establishing an identity is to not simply create a facsimile or copy but ascertain the best of the old and the new, and to create a response that will be embraced by local culture and commerce.

Each of the three neighbourhoods will have a unique character that is shaped by site features such as topography, watercourses and planting. There is potential for each to vary in character, re-enforcing distinctiveness and aiding the creation of a highly attractive and legible place.

Illustrative Local Centre aerial view





SUMMARY OF ASPIRATIONS

This vision document has set out proposals for a new community at Denbow, that benefit from an exceptional strategic location, a weight of population to support the delivery of new key facilities, employment land, movement linkages and green infrastructure, with the opportunity for true sustainable transport choice.

The document has presented a vision for the wider development site and explained the additional benefits of this wider site area, along with a series of important design principles that have informed the concept masterplan.

In summary, the development will provide:

Approximately 10,000 houses in a range of types and tenures.



Vehicular access points taken from two points on the A30 and three points along the A3052.



A new and direct link road between the A30 and A3052.



Local centre and primary school for each of the three new neighbourhoods.



20ha of new employment land.



11ha secondary school site.



3ha park and ride.



185ha SANG.



A meaningful and accessible network of open space and green corridors.



Plentiful recreation routes, sports and play facilities.



**BARTON
WILLMORE**



DENBOW

Transport Vision
Summary

The Opportunity: The Site's Sustainable Transport Attributes



35,000 jobs within 4km



Excellent cycle links back into the City



Potential to build on Exeter's status as the most active City



Development location identified as the most important factor in reducing energy impact



Site benefits from being located between two strategic public transport corridors



Proximity of Clyst Valley Recreational space on the site's doorstep

This Vision: Our Sustainable Transport Strategy



The creation of a truly sustainable mixed community



The use of smart technology to maximise resident take up of sustainable transport modes



Enhanced public transport strategy, building on bus routes along existing public transport corridors



Pedestrian and cycle connections utilising green lanes



New link between the A30 and A3052, maximising the potential for sustainable modes of travel



A sustainable transport focus around the development of Mobility Hubs



The delivery of Park and Ride interventions on both strategic road corridors

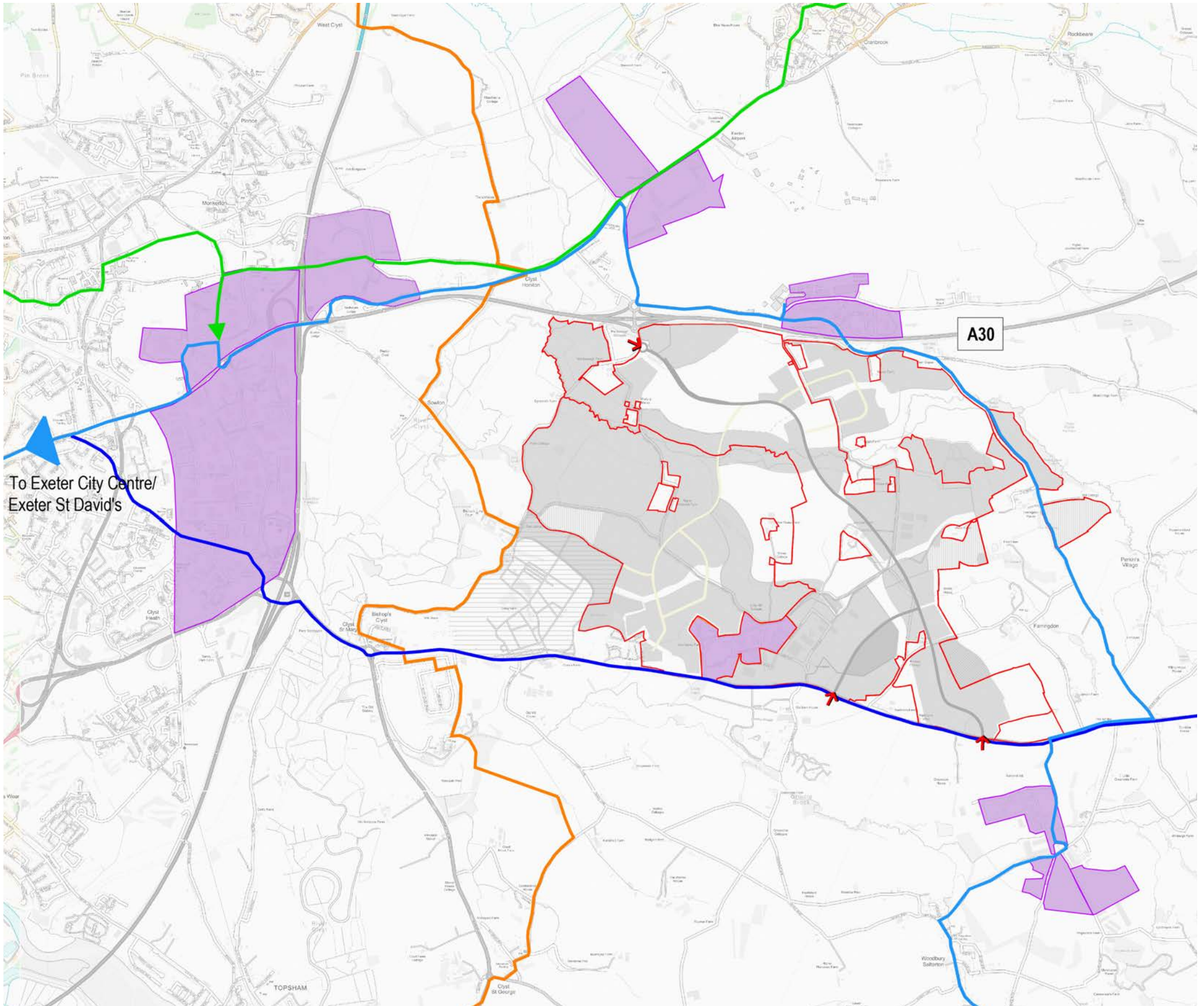


A permeable and highly accessible community



Delivering on the opportunity that the site provides to maximise health and wellbeing

Site Sustainable Transport Attributes



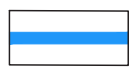
Site Boundary



Existing Bus Route
(9 Service)



E3 Cycle Route



Existing Bus Route
(56 service)

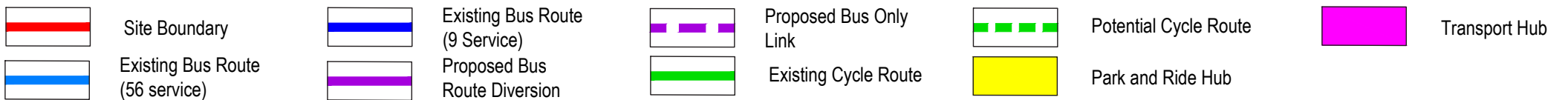
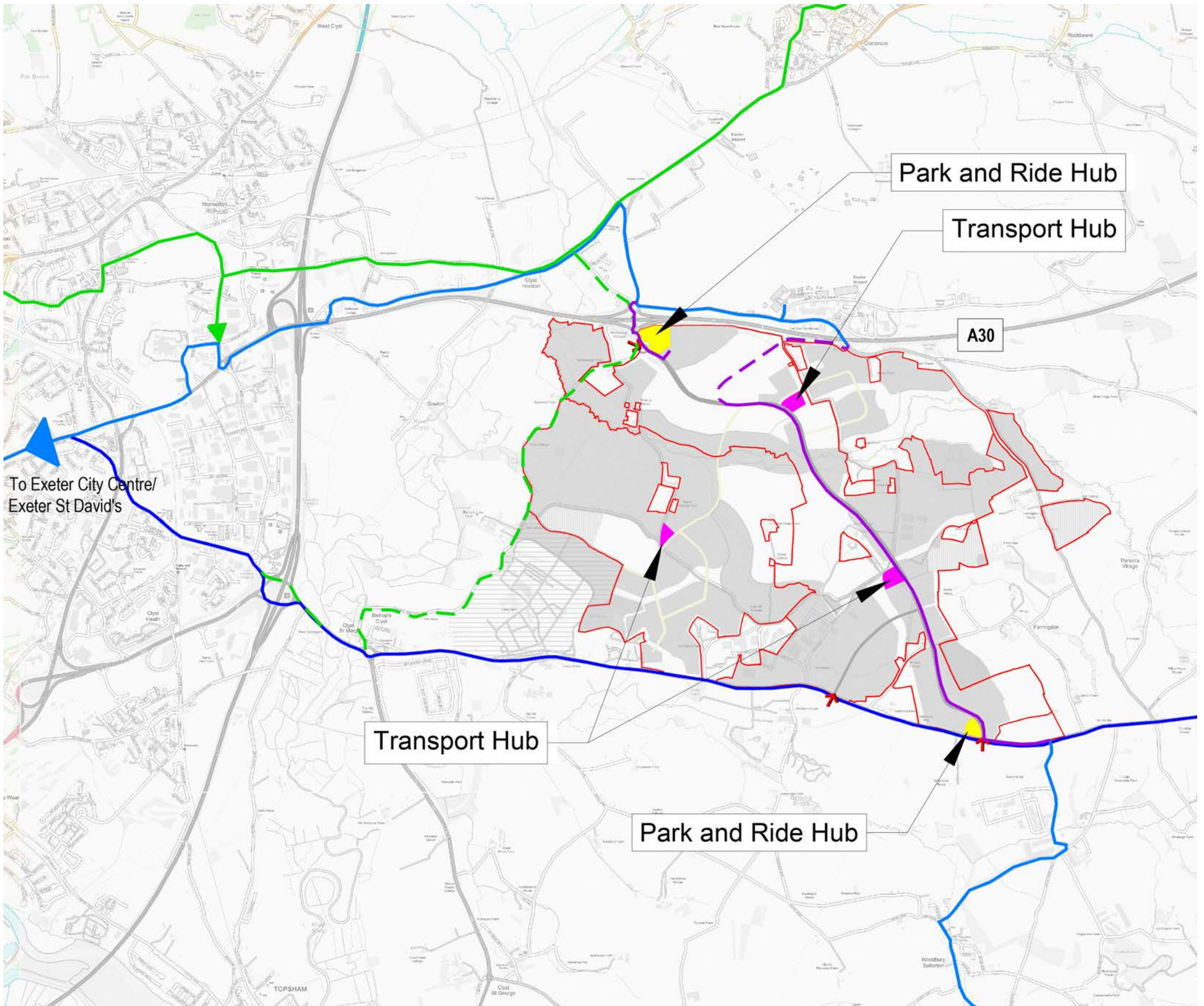


Clyst Valley Trail



Employment

Transport Strategy





DENBOW

**TRANSPORT VISION
MARCH 2020**

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1 Project Information

1.1 Project Information

Client Bloor Homes Ltd & Stuart Partners

1.2 Project Details

Project Name Denbow

Location Exeter

Jubb Project Number 19200

1.3 Report Details

Version V2

Status Issue

Date February 2020

1.4 Project Authorisation

ISSUE HISTORY:

Version	Date	Detail
v1	Feb 2020	First draft
v2	March 2020	Issue

AUTHORISATION:

Prepared By	Approved By
JD	MG
JD	MG

2 Introduction

2.1.1 Jubb have been commissioned by Bloor Homes Ltd and Stuart Partners to provide transport and highways advice in relation to the promotion of the proposed Denbow community to the East of Exeter. An illustrative masterplan for the proposals is included as **Appendix A** of this report. In addition, **Figure 2.1** below also sets out the sites location in red to the south of Exeter Airport and between the A30 and A3052.

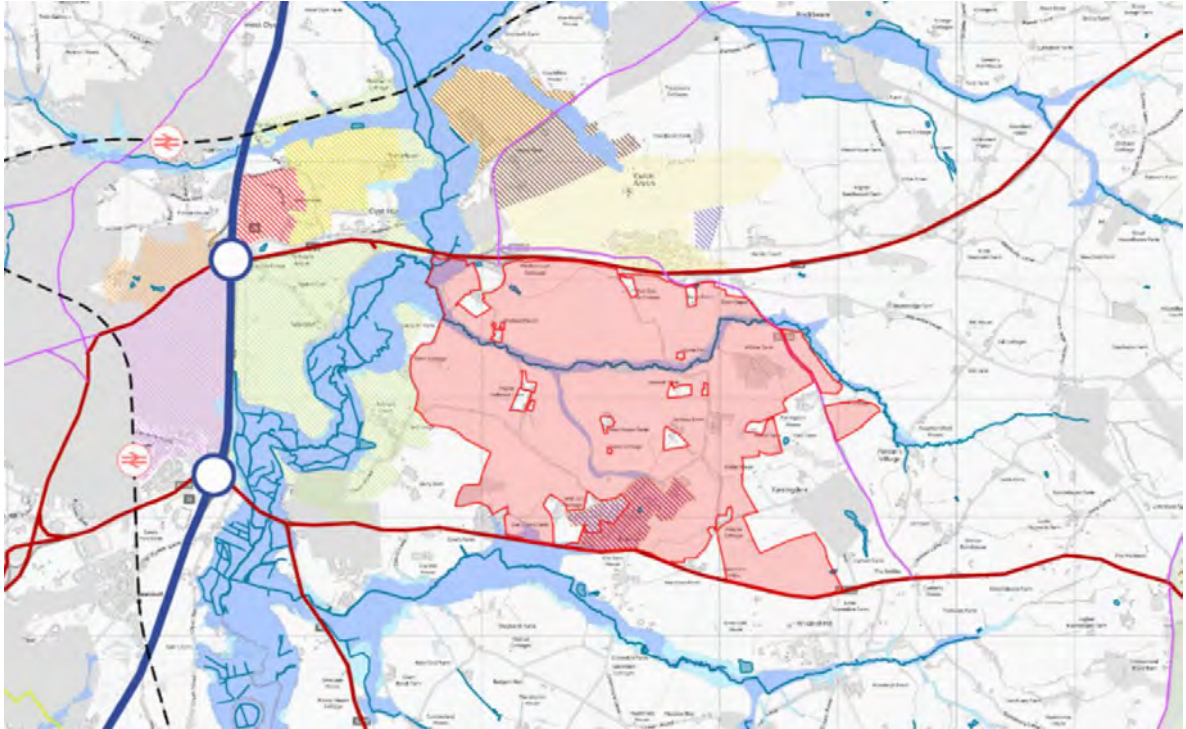


Figure 2.1 – Site Location

2.1.2 This report sets out the transport strategy for the proposal which seeks to create an identifiable place with a strong community and excellent links by sustainable modes of transport.

2.1.3 The scope of the transport strategy is therefore set out as follows:

- **Section 3:** Sets out the reasons why this site is set apart from other sites within the region and serves as an ideal location for the creation of a new community.
- **Section 4:** Outlines how the proposals will be developed to include a mix of uses to retain journeys within the site and minimise impact on the offsite transport network.
- **Section 5:** Identifies the transport linkages of the site which specifically focuses on connections by sustainable modes of transport.
- **Section 6:** Outlines how active travel will be encouraged within the site to enhance health and wellbeing of its residents.

2.1.4 In addition, a subsequent summary and conclusion is provided in **Section 7**.

3 Locational Benefits

3.1 Introduction

- 3.1.1 A recent study, carried out by the University of Exeter, as supporting information to inform the Greater Exeter Strategic Plan (titled “Low Carbon and Climate Change Evidence Base for the Greater Exeter Strategic Plan”¹) has identified Development Location as the most important factor in reducing energy impacts.
- 3.1.2 In addition, Paragraph 103 of the National Planning Policy Framework also states that “*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.*”
- 3.1.3 This Chapter outlines why Denbow represents the most appropriate location for development within the Greater Exeter Strategic Plan (GESP) region, providing reduced transport need and access to sustainable transport linkages.

3.2 Surrounding Area

- 3.2.1 The key benefit of the proposals is its location to a number of key employment key areas which currently provide approximately 35,000 jobs within a 4km radius of the site.
- 3.2.2 Some of these employment areas are set out in the **Figure 3.1** below, which has been extracted from a diagram included as **Appendix B**. These employment sites include the following:
- Exeter Airport Business Park
 - Sowton Industrial Estate
 - Greendale Business Park
 - Exeter Science Park
 - Hill Barton Business Park
- 3.2.3 Thus locating further growth in this area would reduce the requirement for longer distance commuter journeys and enhance the potential for more journeys to be made on foot and by bicycle.

¹ University of Exeter – Centre for Energy and the Environment, ‘Low Carbon and Climate Change Evidence Base for the Greater Exeter Strategic Plan’, March 2018, p. ii

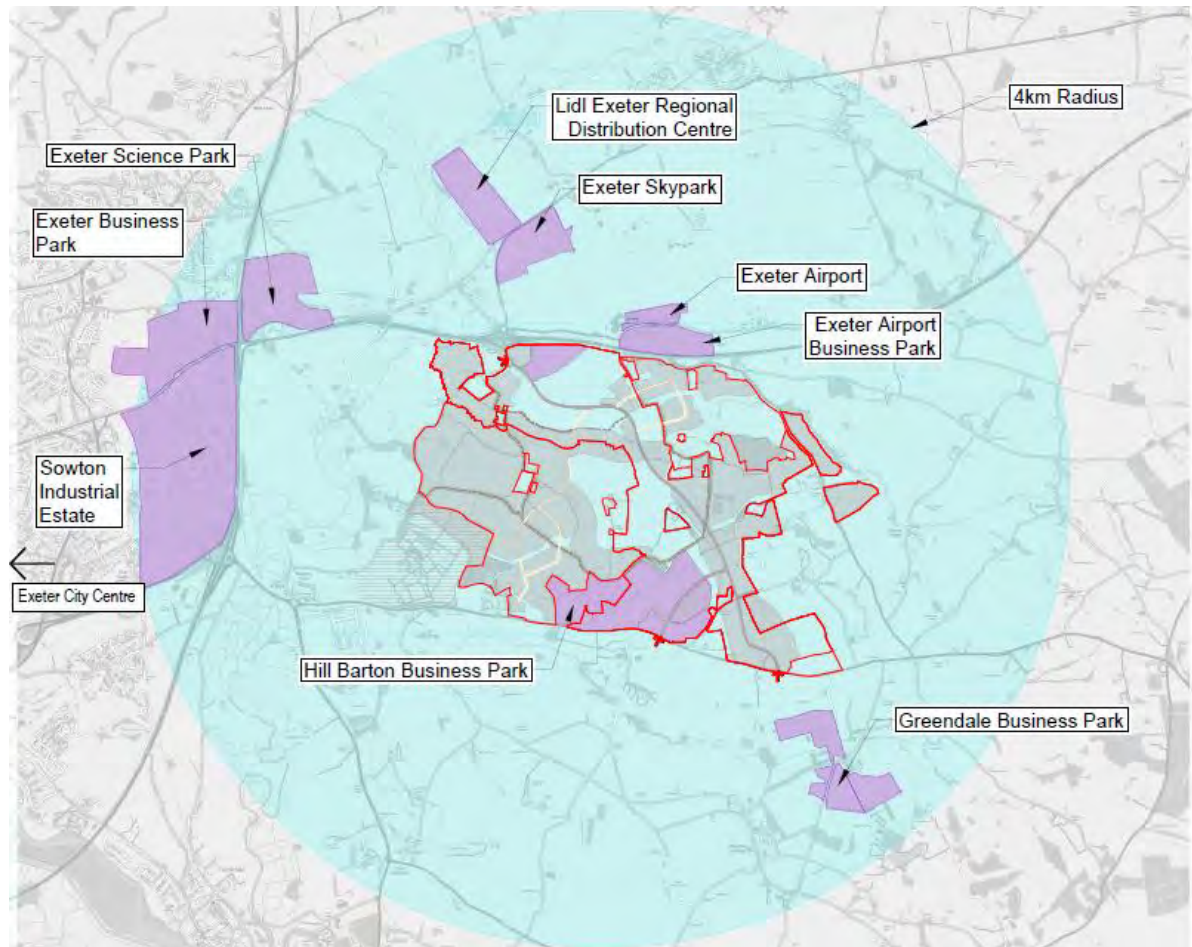


Figure 3.1 – Location of Employment Facilities within 4km of the site

- 3.2.4 The proposals are located in close proximity to the City of Exeter which also includes a high level of employment as well as retail, education and health facilities. In addition, Exeter has also recently been identified as the most active city in the country in 2018 by Sport England and therefore there is significant potential for the proposed community to build on this success and further encourage active and healthy lifestyles both within the local community and as part of the greater Exeter area.

3.3 Existing Sustainable Transport Connections

Public Transport Corridors

- 3.3.1 The site is also located in close proximity to existing bus corridors on Honiton Road and the A3052. These bus corridors are served by a number of bus services including the number 9 service which runs along the A3052 and links Honiton and Sidmouth with Exeter City Centre, and the number 4 (between Axminster and Exeter) and 56 (between Clyst Honiton and Exeter) services that also run along Honiton Road immediately north of the site. The current frequency of these services are set out below in **Table 3.2**.

Bus Service Number	Bus Route	Average Frequency
4	Axminster – Exeter City Centre	30 minute**
9	Honiton – Exeter City Centre	Hourly
56	Clyst Honiton – Exeter City Centre	30 minute

*Timetable details extracted from Traveline web site (March, 2020)

**Based on two services per hour

Table 3.2 – Frequency of key local bus services passing in close proximity to the site

3.3.2 In addition, details of journey time to key local destinations are also set out in **Table 3.3** below.

Bus Corridor / Stop	Key Destination	Journey Time
Honiton Road (via The Black Horse Stop)	Exeter Science Park	2 minutes
	Sowton Honiton Road Park & Ride	5 minutes
	Exeter City Centre	20 minutes
A3052 (Crealy Country Park Stop)	Exeter City Centre	23 minutes

*Timetable details extracted from Traveline web site (March, 2020)

Table 3.3 – Journey times from bus corridors passing the site

3.3.3 It is evident from the above that the routes currently passing in close proximity to the site provide frequent services with short journey times to key local connections including Exeter City Centre. Thus, the Denbow proposals would both benefit and provide further demand which would enhance the footfall on these services to allow further potential enhancement of these routes.

3.3.4 In addition, Cranbrook railway station is also located approximately 2km north of the site. This station not only provides a westbound link to Exeter St Davids but also provides eastbound connections linking with London Waterloo which also stops at the following locations on route:

- Feniton
- Honiton
- Axminster

- Crewkerne
- Yeovil Junction
- Sherborne
- Templecombe
- Gillingham (Dorset)
- Tisbury
- Salisbury
- Andover
- Basingstoke
- Woking
- Clapham Junction

3.3.5 It is noted that Honiton and Exeter are accessible within an approximate 15 minute train journey time from Cranbrook Station. Thus, the station, which is an approximate 15 minute cycle ride from the site (i.e. via 3.7km ride from Bishops Court Lane), provides a useful connection for local journeys in addition to longer distance journeys towards London.

Pedestrian and Cycle Routes

3.3.6 The site is located in close proximity to the E3 cycle route that runs in close proximity to the northern boundary of the site and links Cranbrook with Exeter City Centre via Honiton Road. This route can be accessed via an 800m cycle ride from Bishops Court Lane (i.e. 3 minutes) with Exeter Science Park a 1.2km ride (i.e. 5 minutes), Exeter Business Park a 2.4km ride (i.e. 10 minutes), and Exeter City Centre being a 7.5km ride (i.e. 31 minutes) via this route. In addition, the Clyst Valley trail runs on a north-south alignment to the west of the proposals, which also provides a high quality leisure route approximately 200m west of the site boundary.

3.3.7 Furthermore, the site also benefits from a number of Pedestrian Rights of Way that dissect the site providing further connections to the wider area. Moreover, the existing rural lanes within the site provide potential opportunity to introduce Green Lanes within the proposals to enhance connections for pedestrians and cyclists.

3.4 Summary

3.4.1 It is evident that the proposed Denbow community is situated in close proximity to a number of key employment areas which would serve to reduce the requirement for long distance commuter journeys. Furthermore, the proposals are also located in close proximity to the City of Exeter which provide further facilities that would be accessible to the new community and also provides potential to build on Exeter's recent anointment in 2018 as the most active city in the country. In addition, the area is already well served by good public transport and walking and cycling infrastructure, which would be further enhanced through the introduction of the proposed community. Thus, the following chapters of this report set out how the proposed community would take advantage of these connections and further build and enhance this connectivity to the benefit of new residents and existing users of the nearby transport network.

4 Proposed New Community

4.1 Introduction

4.1.1 This Section discusses how the proposals will create a sustainable community with a compact mixture of uses that will reduce the need to travel by private vehicle to access day to day facilities.

4.2 A New Sustainable Community

4.2.1 The proposals will form a sustainable community, with its own unique character, local services and amenities. Whilst the masterplan is still in the process of development it is likely that the proposals will include neighbourhood centres, employment, education facilities encompassing primary schools and a secondary school, and community assets and facilities. It is noted that this proposed mix of uses should serve to retain a high proportion of day to day trips within the site thereby reducing the impact on the offsite transport network and would complement the existing facilities and employment provision already accessible within the area.

4.2.2 It is noted that surveys of existing mixed use communities in the GESP area, as undertaken on behalf of Devon County Council (DCC), has shown that typically 25% of all journeys are internal. Furthermore, the scale of the proposals at Denbow provide potential for even higher rates of internalisation to be achieved particularly as DCC evidence also shows that potential internalisation of up to 40% is achievable in large communities. In addition, the proposals would be designed so walking and cycling routes within the site are of a high quality and provide convenient access to the various proposed uses within the site.

4.3 Summary

4.3.1 The proposals at Denbow are for the creation of a place where people choose to live and stay with associated facilities that would reduce the need to travel outside of the proposed community on a day to day basis. It is noted that the scale of the proposals enables this community to be created with sustainable travel as a cornerstone, such an approach would be more difficult to achieve on smaller sites even on the scale of the recently delivered proposals at Cranbrook.

5 Sustainable Transit Focus

5.1 Introduction

5.1.1 A sustainable transit network will be introduced that will prioritise access by public transport, and by active travel modes (e.g. walking and cycling). This proposed network will build on the principles of the Exeter Transport Strategy, which is based around the following key themes:

- Greater Connectivity
- Greater Places for People
- Greater Innovation

5.1.2 The details of this sustainable transport strategy are set out below.

5.2 Mobility Hubs

5.2.1 It is proposed that mobility hubs will be provided within neighbourhood centres and transport interchanges within the proposed community. These hubs could encompass the following facilities:

- Bus stops with appropriate shelters with Real Time Bus Information boards
- Electronic Information boards specifying real time transport timetable information and associated community events
- Cycle Parking to allow residents to cycle to the hub and park their bikes
- Electric Rental bike parking building on the existing Co Bikes network
- Provision of electric charging facilities for electric share bikes and for private users
- Electric vehicle charging points
- Seating areas
- Parking for car club schemes

5.2.2 Details of typical characteristics of such mobility hubs are provided in the "Mobility Hubs Guidance" document produced by CoMoUK in November 2019. An illustrative example of typical mobility hub is included within page 15 of this document and is extracted as **Figure 5.1** below.

Components of mobility hubs

Mobility hubs can be seen as an interface between the transport network and spatial structure of an area. Mobility hubs include a range of different components. This diagram illustrates some of the most commonly used components:

- A1: Mobility components: Public Transport**
- A2: Mobility components: Non - public transport**
- B: Mobility related components**
- C: Non-mobility & Urban realm improvement**

A2: MOBILITY COMPONENT - "SHARED MOBILITY"

- Car share - bike to work, dog walk, shopping
- Bike share - bike to work, dog walk, shopping
- Cargo bike share - heavy bike to transport items
- On-demand vehicle hire services - e.g. Uber, Lyft, etc.
- Motorcycling

Branded pillar

Mobility hubs require a prominent sign or pillar with a common brand to make them visible to the public. The inclusion of a digital elements in a pillar can provide:

- Access to a local transport website for information on services
- A way finding option for local walking and cycling trips
- Registration and ticketing
- Customer services
- A journey planning service for multi-modal trips



C: NON-MOBILITY & URBAN REALM IMPROVEMENT

- Package delivery lockers
- Mini fitness or play area
- Café and Co-working space
- Outdoor water fountain

A1: MOBILITY COMPONENTS - PUBLIC TRANSPORT MODES & OTHER PICK UP / DROP OFF

- Bus
- Tram
- Rail
- Demand responsive mini-buses (all one points)
- Ride tailing, (shared) taxis

B: MOBILITY RELATED COMPONENTS

- EV car charging
- Bike parking, (Standard, covered, restricted access, EV charging)
- Bike repair, pumps
- Digital pillar, (transport info, ticketing, way finding, walk distances, local services)
- Child car seats, bike seats & trailers
- Community concierge parcel last mile delivery

C: NON-MOBILITY & URBAN REALM IMPROVEMENT

- Improved public realm, safer crossings, step free access, road repairs, adjustments for disabilities.
- Waiting area space, covered, seating, planting, artwork, kiosks for coffee etc.
- Wi-Fi, phone charging

Figure 5.1 – Examples of Mobility Hubs as extracted from the Mobility Hubs Guidance produced by CoMoUK

- 5.2.3 In addition, **Figure 5.2** below, which has been extracted from a diagram included as **Appendix B**, sets out the location of the proposed hubs within the Denbow proposals and shows that these are dispersed throughout the site to serve the entire community. As shown in **Figure 5.2**, it is proposed that these hubs are situated so that the majority of dwellings are located within an 800m radius (equating to a 10 minute walk or 3 minute cycle) from one of these connection points.
- 5.2.4 The Denbow community will also be developed in a way to be future proofed to account for potential future technologies such as the introduction of automated vehicles and potential other electric modes such as electric scooters.

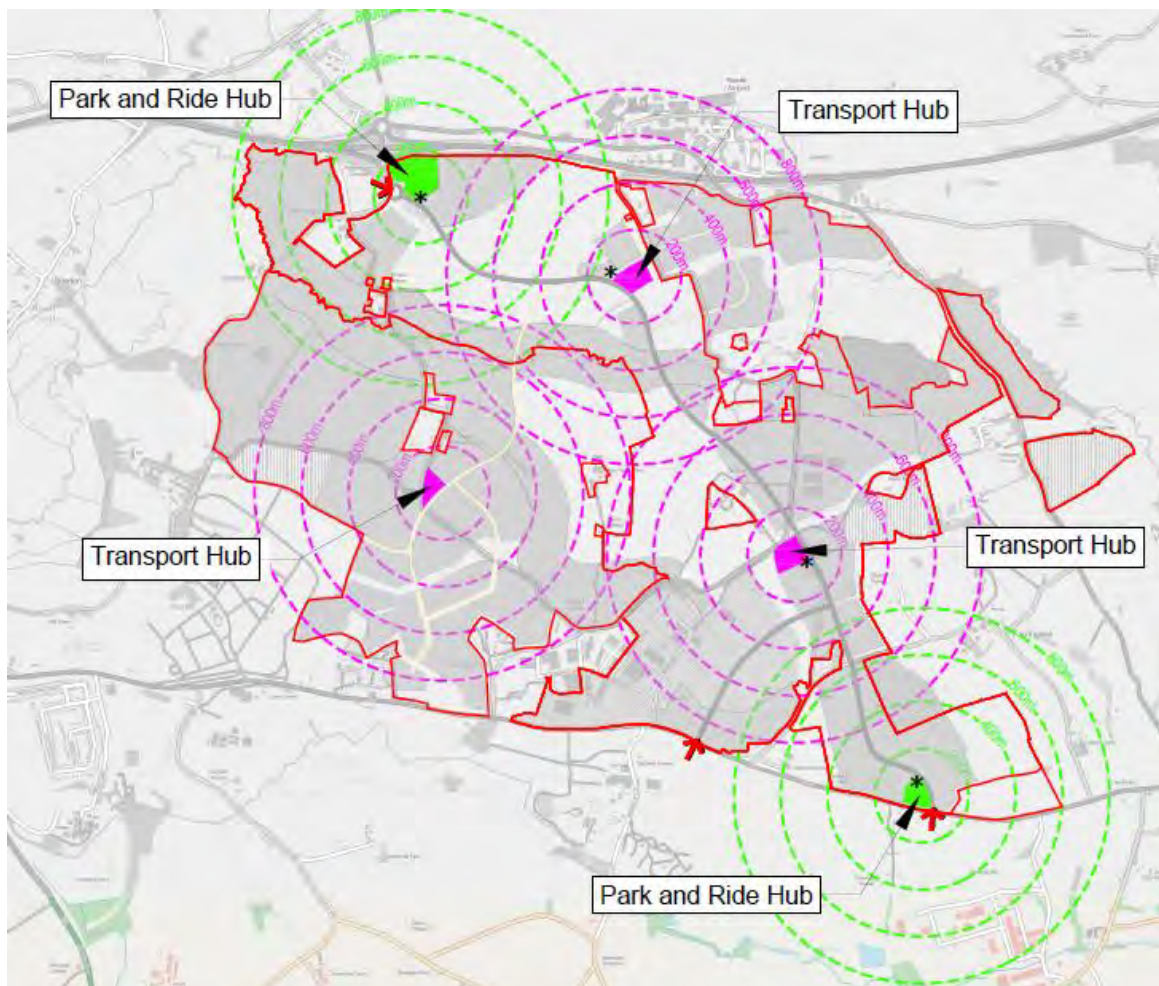


Figure 5.2 – Proposed Location of Transport Network Hubs

- 5.2.5 It is also proposed that information relating to each of these hubs be fully accessible through the provision of a Denbow community travel web site and app. The Denbow travel website and app will include information on times of bus departures, availability of rental bikes and car club vehicles, and availability of charging facilities for electric cars and bikes.

5.3 Cycling Connections

5.3.1 Cycle Links to the north will be provided by linking with cycle route E3, which will provide an attractive and partially traffic free route towards Exeter City Centre. In addition, it is also proposed that cycle routes be introduced along Bishops Court Road to link in with the A3052 with appropriate improvements to pass under the M5 at Junction 30. Details of these proposed connections are set out in **Figure 5.3** below, which has been extracted from a diagram included as **Appendix B**. It is noted that these links will be extended into the Denbow proposals to connect with the community's pedestrian and cycling infrastructure.

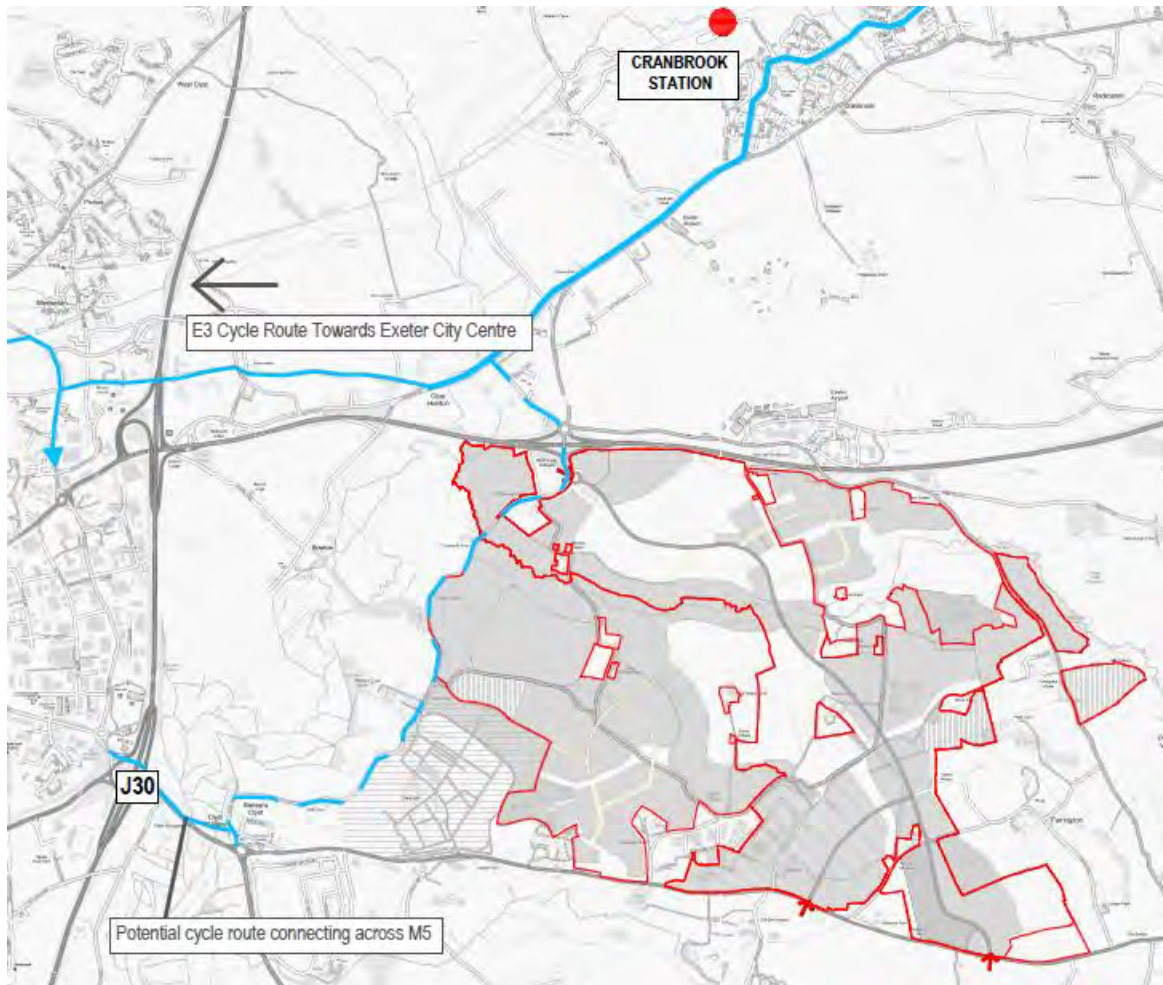


Figure 5.3 – Improved Cycle Routes across Junction 29 and 30

5.4 Public Transport Connections

5.4.1 It is proposed that the bus linkages would follow the “pearls on a string” approach with a frequent bus service introduced that will connect the key Transport Hubs within the site with key destinations such as:

- Green Dale Business Park
- Exeter International Airport
- Exeter Sky Park
- Honiton Road Park & Ride

- Exeter City Centre

5.4.2 Details of this public transport strategy are set out in **Figure 5.4** below, which has been extracted from a diagram included as **Appendix B**,

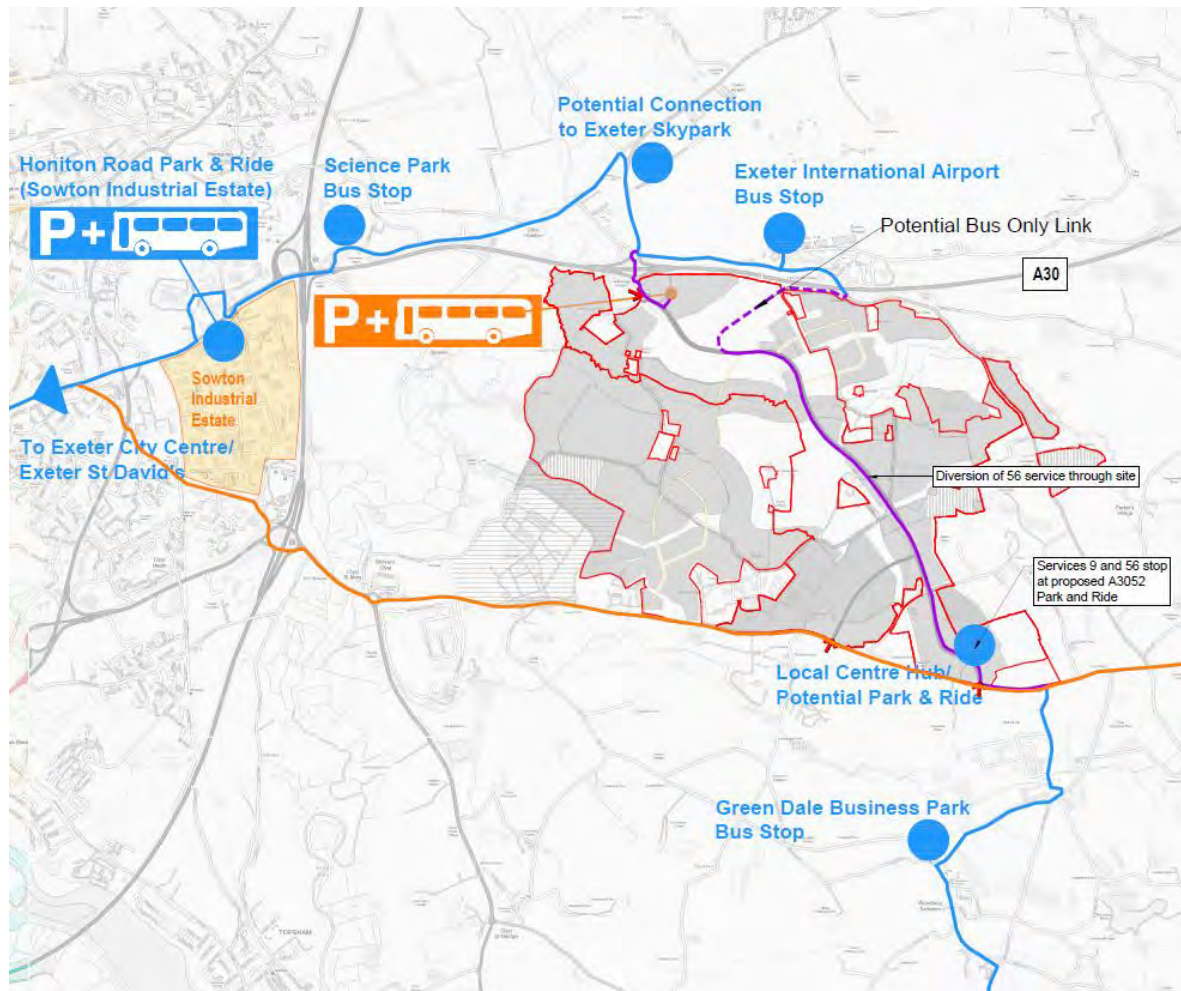


Figure 5.4 – Proposed Strategy for Public Transport Connection

- 5.4.3 It is also proposed that a Park & Ride facility would be included to the southeast of the existing Exeter Airport junction on the A30. This Park & Ride will perform a dual function that will not only provide an additional point of public transport connection linking the proposals with Exeter City Centre but will also serve to intercept existing vehicle journeys on the A30 to release capacity on the A30 / M5.
- 5.4.4 In addition, there is also potential to introduce a smaller Park and Ride / Local Centre Hub to the south of the site to intercept journeys on the A3052. Thus connections can be provided from this Park & Ride to serve Sowton Industrial Estate and Exeter City Centre.
- 5.4.5 It is proposed that the Exeter Airport Junction from the A30 be enhanced to cater for the vehicle turning movements to and from the Park & Ride. This junction would take the form of an enlargement of the existing roundabout to the south of this junction and initial designs of this enhancement have

been developed to cater for the forecast movements. Furthermore, whilst these improvements would also cater for the movements associated with the proposed community it is evident that a high proportion of journeys would be retained within the site and local area and would be undertaken by sustainable modes of transport in any case.

5.5 Internal Connections

Proposed Spine Route

- 5.5.1 A connecting spine route will also be introduced that will link the A30 with the A3052 and will also serve side routes and streets providing access to the wider community. It is proposed that this route would be designed to encourage travel by sustainable modes and will therefore be designed to ensure that the connection functions as a street (i.e. designed to Manual for Streets principles). The route will also include footway and cycle links along its length and will include appropriate character changes (e.g. such as service treatments) to provide appropriate gateways to key nodes within the development such as Local Centres.

Internal Street Network

- 5.5.2 The community will be designed to ensure a high level of permeability for walking which will link the residential units with the various proposed uses including the proposed schools, employment and local centres. There will be a combination of dedicated off road leisure and commuting routes along with high quality facilities alongside roads. These routes will be direct and pleasant and as such will encourage walking and cycling for many internal trips. In addition, existing rural lanes within the site could also become green lanes suitable for walking and cycling.
- 5.5.3 It is proposed that residential streets will be designed to Manual for Streets principles and will therefore be designed to ensure low traffic speeds and so that movements by pedestrians and cyclists are prioritised.

5.6 Travel Plan

- 5.6.1 A Travel Plan will be developed for the proposals which will seek to encourage residents to travel by sustainable modes of transport upon first occupation and reduce private car usage. All residents and businesses will be provided with sustainable travel packs on occupation.
- 5.6.2 Sustainable travel incentives in the form of free bus passes could also be introduced to encourage use of the public transport network and therefore develop a habit of use at an early stage. Personal travel planning and discount vouchers for bicycles and associated facilities could also be offered to further encourage trips by sustainable modes of transport.
- 5.6.3 Other potential measures that could be introduced are outlined as follows:
- The introduction of a car sharing database to match people potentially making the same day to day journeys
 - A community travel plan website with links to personal travel planning apps
 - The potential introduction of a "car club" on site to reduce the need for residents to own their own car
 - The provision of appropriate cycle parking as recommended in terms of local policy

5.6.4 It is noted that management of the Travel Plan will be carried out by the Travel Plan coordinator or community concierge who will be identified at an early stage in the process. The Travel Plan will be a "living document" which will evolve over its lifetime.

5.7 Summary

5.7.1 The proposed transport strategy will include for the provision of high quality sustainable transport connections and hubs within the community to ensure a high level of accessibility for all users within the site. Furthermore, these will be complemented by external linkages to key locations that will not only ensure a high quality sustainable transport access for the Denbow community but will also enhance access for existing users. Information technology in the form of real time information, web site information, and the provision of a travel app will serve to ensure that residents have up to date knowledge in relation to sustainable transport services which will enhance their opportunity to use such measures. In addition, Travel Plan measures will also be brought in at an early stage to provide appropriate encouragement for residents to adopt sustainable travel patterns from the moment of occupation.

6 Health and Wellbeing

6.1 Introduction

6.1.1 Health and Wellbeing will be a key consideration in terms of the proposals and the masterplan will be planned to encourage active travel as part of a healthy lifestyle. Details of how this would be incorporated within the proposals are set out below.

6.1.2 In addition, **Figure 6.1** below, which has been extracted from a diagram included as **Appendix B**, provides an overall summary of key existing features in close proximity to proposed community. In addition, **Figure 6.1**, also provides details of proposals within the masterplan to facilitate a healthy active lifestyle for the residents of Denbow.

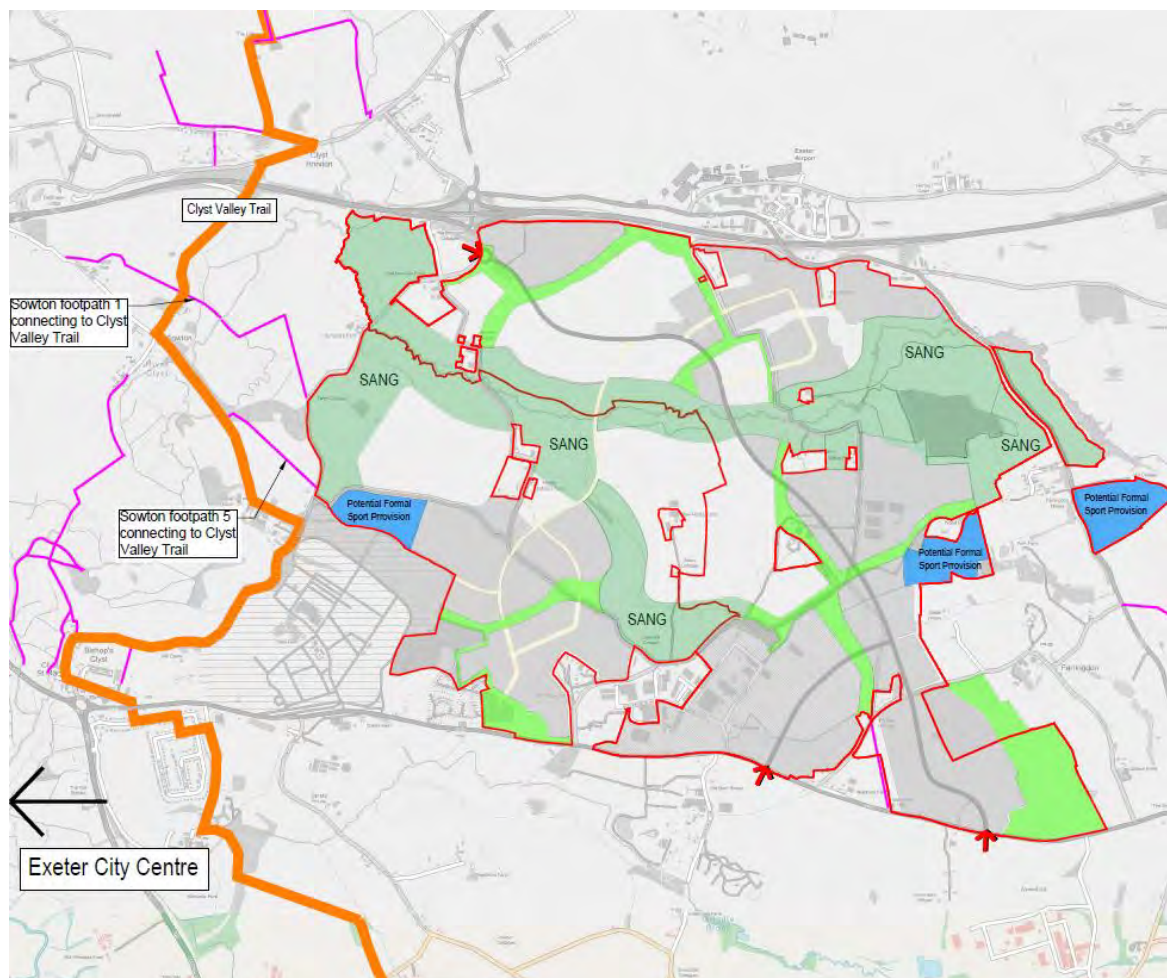


Figure 6.1 – Denbow Health and Wellbeing connections

6.2 Leisure Walking Trails

Connections with the Clyst Valley Trail

6.2.1 The proposals would link into the Clyst Valley Trail. This leisure trail runs to the west of the site and provides a link from Broadclyst to the estuary trail and is split into the following sections:

- Section 1 - The Poltimore Path (between Broadclyst to West Clyst via Poltimore House)
- Section 2 – Mosshayne Lane
- Section 3 – Sowton Stretch (Clyst Honiton to Clyst St Mary via the Sowton Valley, Bishop’s Court and Westpoint)
- Section 4 – Estuary Link (from Clyst St Mary to the award winning Estuary Trail via the historic Winslade Manor and park)

6.2.2 All sections of the Clyst Valley trail provide their own unique attractions and characteristic to encourage further exploration by leisure walkers. Section 3, for example, which runs to the west of the proposed community, includes a viewpoint which looks out onto Bishops Court park. Full details of the Clyst Valley Trail are included as **Appendix C** of this Transport Vision document.

6.2.3 It is proposed that connections would be provided to the Clyst Valley Trail via a potential cycle route on Bishops Court Lane. Further footpath connections are also provided via Sowton Footpath 1 and 5.

6.2.4 The proposed community will be designed to link in with this Leisure network and appropriate internal connections will be provided with associated fingerpost signage and information boards that will promote the Clyst Valley Trail and associated attractions.

Neighbourhood Walking and Cycle routes

6.2.5 The masterplan will include a network of footway and cycle routes that will encourage active travel within the site.

6.3 Health and Wellbeing Facilities

Community Hubs

6.3.1 The community hubs will also include information boards that will include active travel information and will also be used to advertise active travel events within the community. In addition, these community hubs will serve to strengthen the personal connections within Denbow and will also provide focal points for events such as fitness classes within the community.

Sports Facilities

6.3.2 The proposals will include sports facilities that will be embedded within the community. These sports facilities will provide additional focal points for leisure activities and events.

Open Space and SANG Network

6.3.3 An extensive SANG network will also be provided within the community. This SANG network provides open space for particular use by leisure walkers and dog walkers. In addition, further areas of open space are also provided throughout the proposals, which would ensure suitable convenient access for all residents within the development.

6.4 Summary

6.4.1 It is evident that health and wellbeing facilities will be introduced in the form of sports facilities, leisure walks and appropriate open space for leisure activity. Furthermore, this will be backed up by information provision that will inform residents of ongoing leisure events. This strategy will assist in building on the strong foundation already set by the city of Exeter, which, as discussed above, has already been identified by Sport England in 2018 as the most active city in the country.

7 Summary and Conclusions

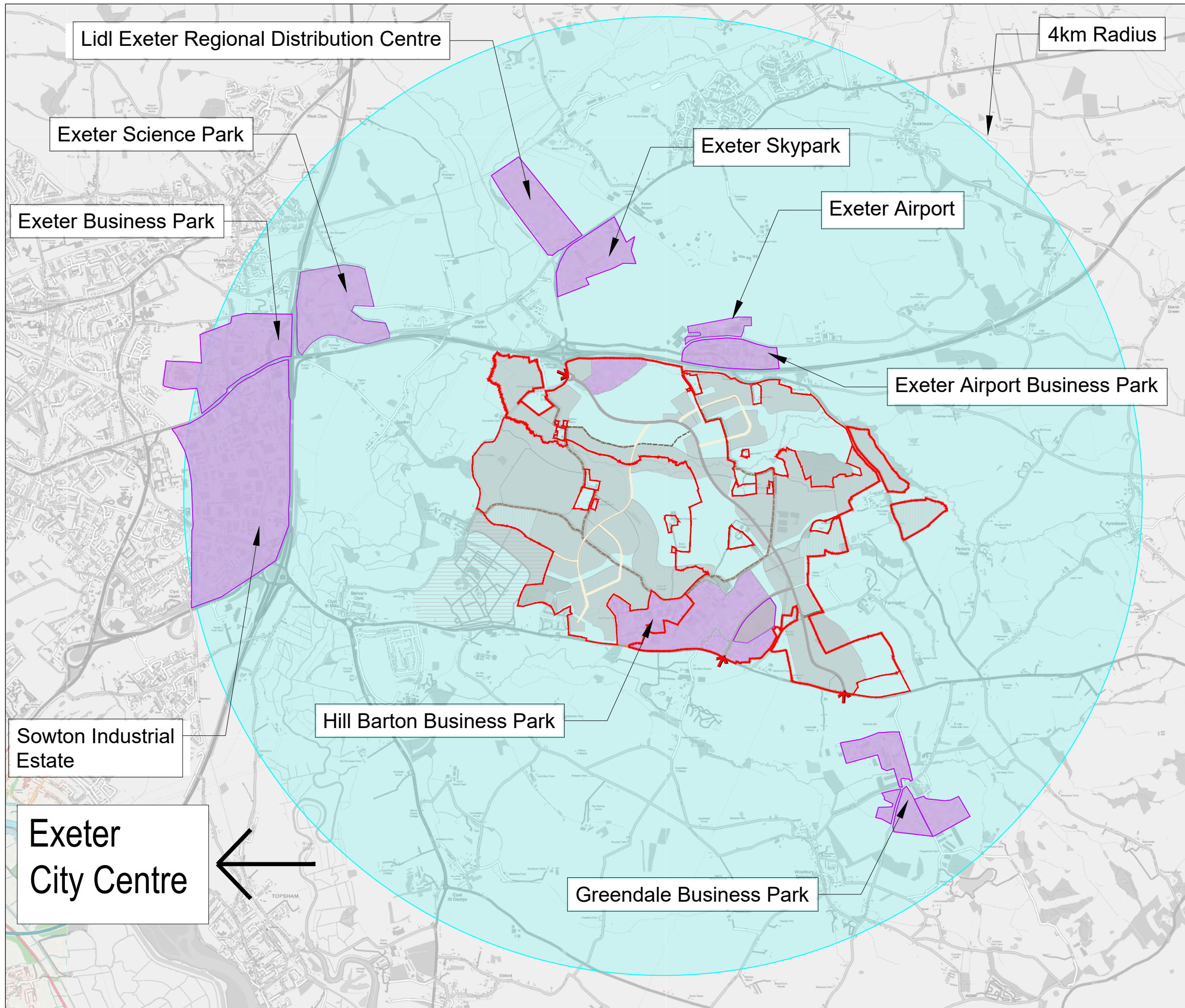
- 7.1.1 The proposed community is situated in a unique location within the South West Peninsula in close proximity to a number of large employment areas and with access to approximately 35,000 jobs within a 4km radius. The establishment of a community in this location therefore provides opportunity to reduce the length of commuter journeys and maximise the potential for more journeys to be undertaken by sustainable modes. In addition, the proposals will include a range of proposed uses, including provision for education and employment, which will be connected by appropriate walking and cycling routes and will serve to reduce the requirement for trips to be made outside of the site boundary.
- 7.1.2 A sustainable transit network will be introduced that will prioritise access by public transport, and by active travel modes (i.e. walking and cycling). This proposed network will build on the principles of the Exeter Transport Strategy.
- 7.1.3 It is proposed that the bus linkages would follow the “pearls on a string” approach with a frequent bus service introduced that will connect Transport Hubs within the site with key destinations such as:
- Green Dale Business Park
 - Exeter International Airport
 - Exeter Sky Park
 - Honiton Road Park & Ride
 - Exeter City Centre
- 7.1.4 It is also proposed that a Park & Ride facility would be included to the southeast of the existing Exeter Airport junction on the A30. This Park & Ride will perform a dual function that will not only provide an additional point of public transport connection linking the proposals with Exeter City Centre but will also serve to intercept existing vehicle journeys on the A30 to release capacity on the A30 / M5. In addition, there is also potential to introduce a smaller Park and Ride / Local Centre Hub to the south of the site to intercept journeys on the A3052.
- 7.1.5 In addition, it is proposed that transport hubs be provided at key local community focal points. These hubs could encompass the following facilities:
- Bus stops with appropriate shelters with Real Time Bus Information boards
 - Electronic Information boards specifying real time transport timetable information and associated community events
 - Cycle Parking to allow residents to cycle to the hub and park their bikes
 - Electric Rental bike parking building on the existing Co Bikes network
 - Provision of electric charging facilities for electric share bikes and for private users
 - Electric vehicle charging points
 - Seating areas
 - Parking for car club schemes
- 7.1.6 It is proposed that the Exeter Airport Junction from the A30 will be enhanced to cater for the vehicle turning movements to and from the Park & Ride. This junction would take the form of an enlargement of the existing roundabout to the south of this junction and initial designs of this enhancement have been developed to cater for the forecast movements. Furthermore, whilst these improvements would also cater for the movements associated with the proposed community it is evident that a high

proportion of journeys would be retained within the site and local area and would be undertaken by sustainable modes of transport in any case.

- 7.1.7 A connecting spine road will also be introduced that will link the A30 with the A3052 and will also serve side roads providing access to the wider masterplan. It is proposed that this road would be designed to encourage travel by sustainable modes and will therefore be designed to ensure that the connection functions as a street (i.e. designed to Manual for Streets principles). The route will also include footway and cycle links along its length and will include appropriate character changes (e.g. such as service treatments) to provide appropriate gateways to key nodes within the development such as Local Centres.
- 7.1.8 Cycle Links to the north will be provided linking with cycle route E3, which will provide an attractive and partially traffic free route towards Exeter City Centre. In addition, it is also proposed that cycle routes be introduced along Bishops Court Road to link in with the A3052 with appropriate connections also introduced to cross the A30 at Junction 30. Walking and cycling links will also be introduced throughout the proposed community to link with all proposed uses and areas of open space.
- 7.1.9 The establishment of this infrastructure will encourage active travel which is considered vital for the Health and Wellbeing of the residents of the community. This strategy will assist in building on the strong foundation already set by the city of Exeter, which, as discussed above, has already been identified by Sport England in 2018 as the most active city in the country.

Appendix A: Site Masterplan

Appendix B: Drawings Setting out Transport Strategy



Lidl Exeter Regional Distribution Centre

4km Radius

Exeter Science Park

Exeter Skypark

Exeter Business Park

Exeter Airport

Exeter Airport Business Park

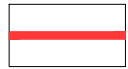


Hill Barton Business Park

Sowton Industrial Estate

Exeter City Centre

Greendale Business Park

Key:

-  Site Boundary
-  Vehicular access
-  Employment

Rev	Date	Description	By	Apvd
P1	17.02.20	Preliminary issue	AB	

PROJECT:
DENBOW

TITLE:
EMPLOYMENT WITHIN 4KM RADIUS

CLIENT:
BLOOR HOMES &
STUART PARTNERS

SCALE@A3:
NTS

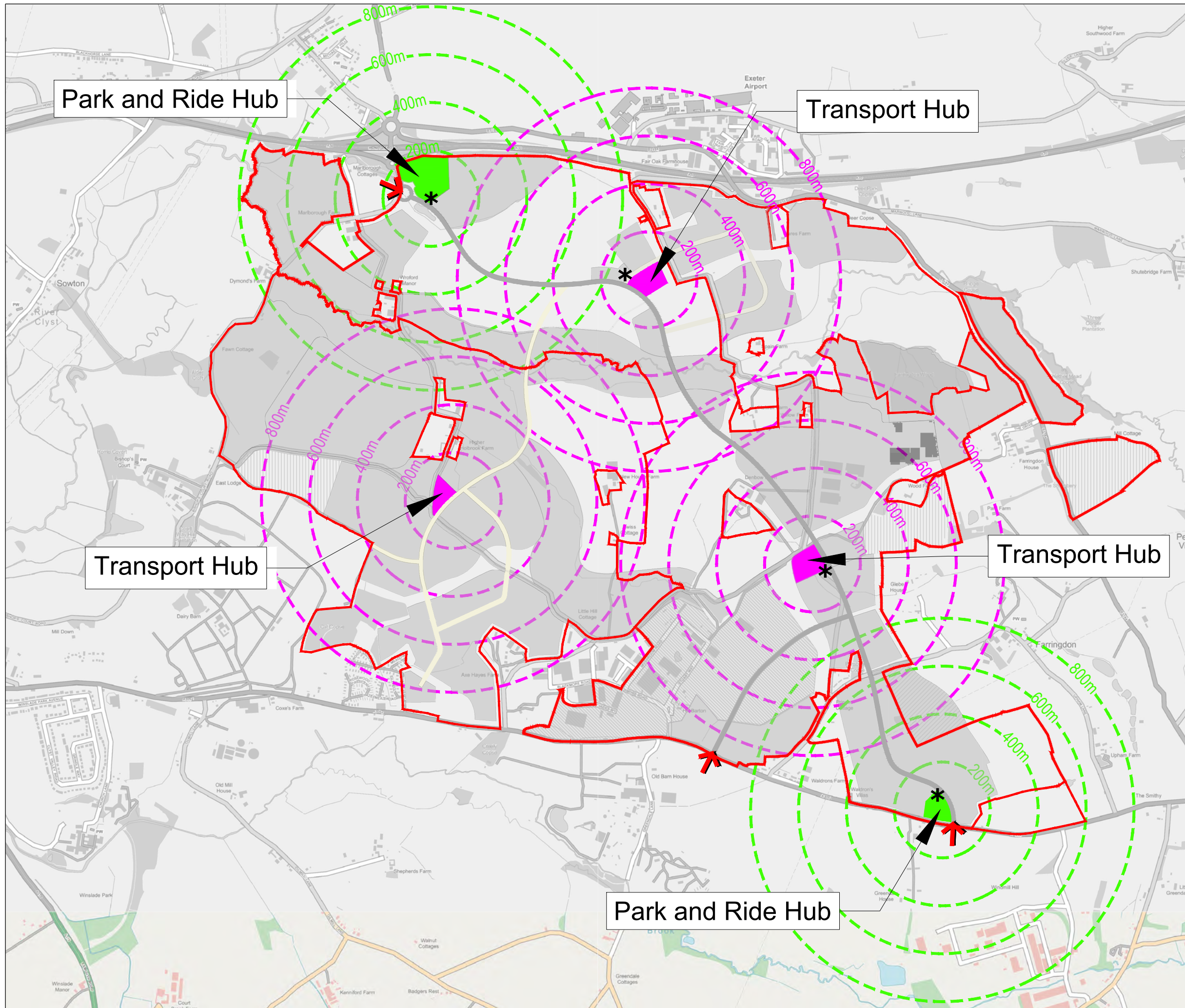
PROJECT REF:
19200

DRAWING No:
SK012






REV:
P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction





KEY:

-  Site Boundary
-  Vehicular access
-  Transport Interchange Hub
-  Park and Ride Hub
-  Transport Hub

Rev	Date	Description	By	Apvd
P1	17.02.20	Preliminary issue	AB	

PROJECT:
DENBOW

TITLE:
TRANSPORT HUBS

CLIENT:
BLOOR HOMES LTD. &
STUART PARTNERS

SCALE@A3:
NTS

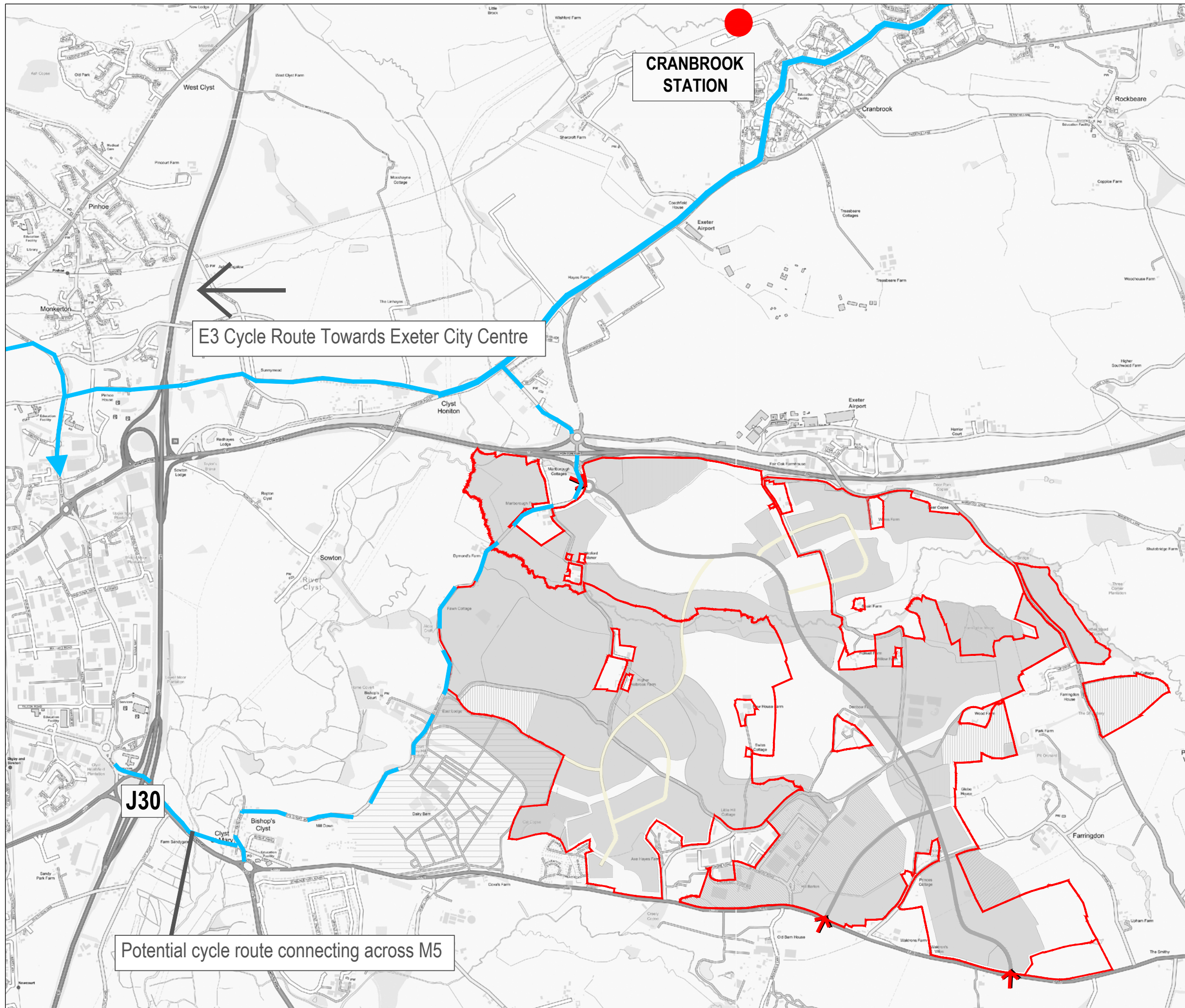
PROJECT REF:
19200

DRAWING No:
SK011

REV:
P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction





KEY

- Site Boundary
- Existing Cycle Route
- - - Potential Cycle Route

Rev	Date	Description	By	Apvd
P2	21.02.20	Addition of Potential Cycle Link	AB	
P1	30.05.19	Preliminary issue	CS	MG

PROJECT:
DENBOW

TITLE:
WALKING AND CYCLING

CLIENT:
BLOOR HOMES LTD. &
STUART PARTNERS

SCALE@A3:
NTS

PROJECT REF:
19200

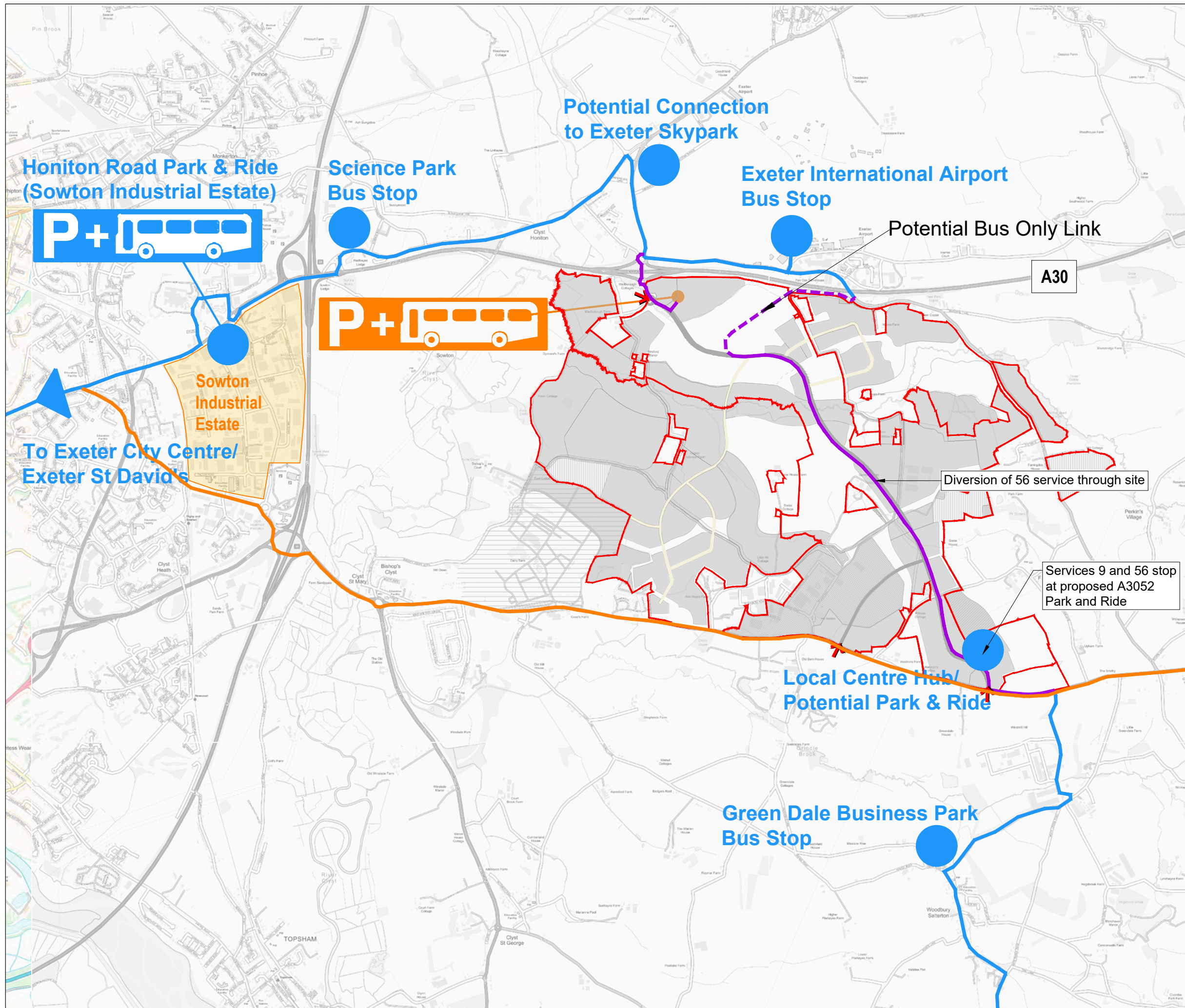
DRAWING No:
SK003

REV:
P2






Revision Referencing

P = Preliminary A = Approval T = Tender C = Construction

Jubb



KEY:

-  Site Boundary
-  Proposed Bus Route Diversion
-  Proposed Bus Only Link
-  Existing Route (56 service)
-  Existing Route (9 Service)

P2	21.02.20	Masterplan Addition	AB	
P1	15.07.19	Preliminary issue	JF	JD
<i>Rev</i>	<i>Date</i>	<i>Description</i>	<i>By</i>	<i>Apvd</i>

PROJECT:
DENBOW

TITLE:
PROPOSED BUS ROUTE DIVERSION & LOCATION OF PARK AND RIDE

CLIENT:
BLOOR HOMES LTD. & STUART PARTNERS

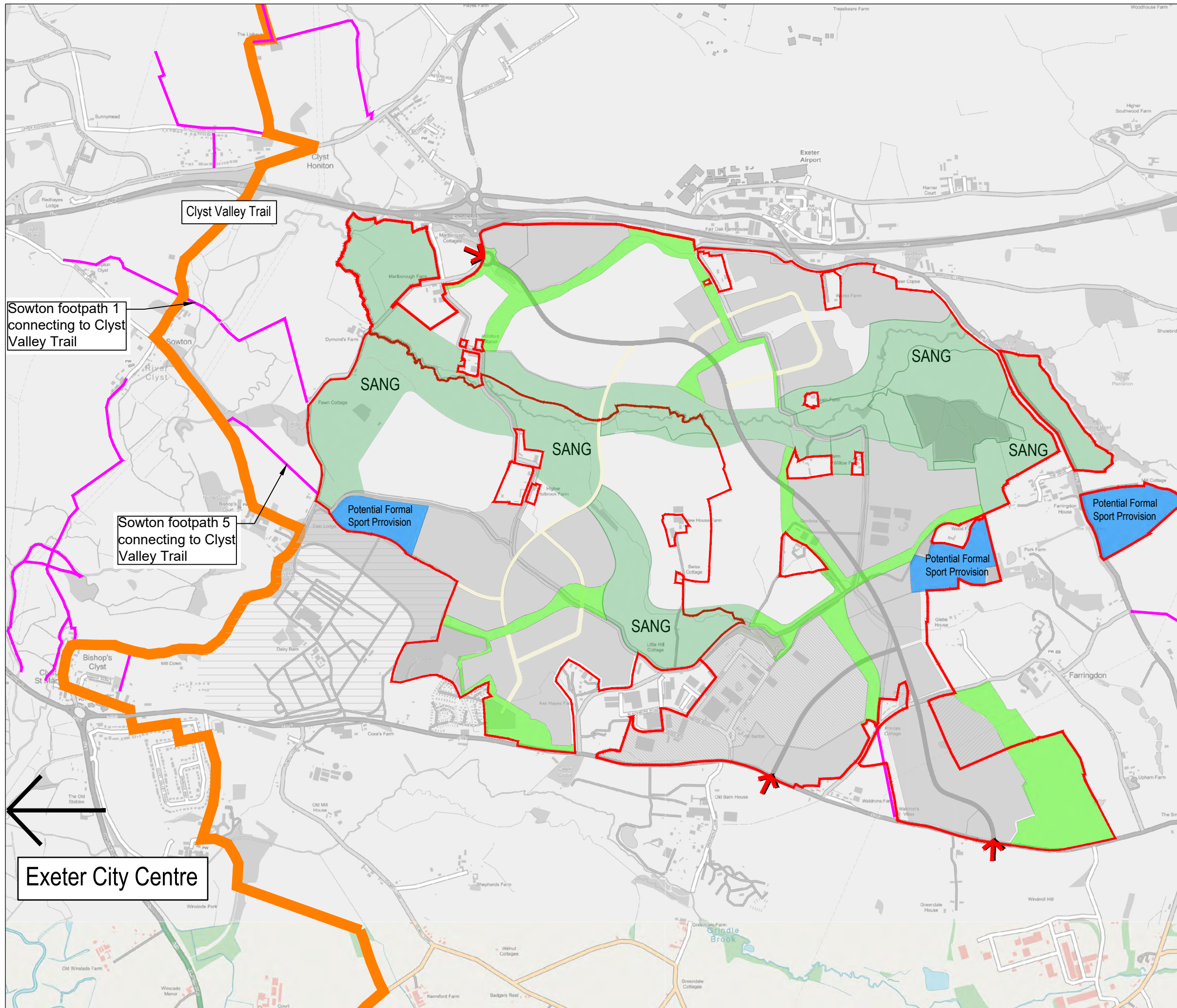
SCALE@A3:
NTS

PROJECT REF:
19200
DRAWING No:
SK008

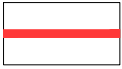






REV:
P2

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction





KEY:

-  Site Boundary
-  Clyst Valley Trail
-  Public Right of Way
-  Vehicular access
-  SANG
-  Open Space
-  Potential Formal Sport Provision

Rev	Date	Description	By	Apvd
P1	17.02.20	Preliminary issue	AB	

PROJECT:
DENBOW

TITLE:
HEALTH AND WELLBEING

CLIENT:
BLOOR HOMES &
STUART PARTNERS

SCALE@A3:
NTS

PROJECT REF:
19200

DRAWING No:
SK010

REV:
P1

Revision Referencing
P = Preliminary A = Approval T = Tender C = Construction



Appendix C: Clyst Valley Trail Leaflet

DISCOVER THE CLYST VALLEY TRAIL

KEY

- Clyst Valley Regional Park
- Housing
- Employment
- Footpaths (in green)
- Footpaths (in development)

A HERITAGE
Clyst Mill

B HERITAGE
Poltime House

C PUB
East Mill Inn

D HERITAGE
Bishop's Court

E SPORT
Lower Levels at Sandy Park

SECTION 1
POLTIME PATH

Broadclyst to West Clyst via Poltime House
Providing access to the fascinating heritage of Poltime House, where the English Civil War truce was negotiated, and its garden containing the rare Witch plant heritage, this route is key in providing a link to Killerton and Ashclyst Forest. It would open new access to Clyston Mill, where wheat is still ground into flour, and then onwards to Killerton via the existing National Trust cycleway.

SECTION 2
MOSSHAYNE LANE

A valuable commuter route from new housing east of Exeter to training and employment hubs at SkyPark, Science Park, the distribution depot and Exeter Airport. It offers a cycle travel time from Pinhoe to SkyPark of 14 minutes.

VIEWPOINT
River Clyst upstream of Topham

VIEWPOINT
View of Bishop's Court park from Clyst St Mary

VIEWPOINT
View looking west from ridge north of Dart's Farm

WOODBURY
SALTERTON

SECTION 3
SOWTON STRETCH

Clyst Millton to Clyst St Mary via the Sowton Valley, Bishop's Court and Westpoint. This route would provide an appealing walking and cycling route for commuters at Westpoint, where there is a Park and Change facility, providing access to Science Park and the Met Office. The tranquil village of Sowton has a network of footpaths which the new trail can join, thereby creating several circular routes of varying length. Bishop's Court has a timber barn with the largest intact span of Medieval oak roofing in the country, set in beautiful parkland (please note that Bishop's Court is private).

SECTION 4
ESTUARY LINK

From Clyst St Mary to the award-winning Estuary Trail via the historic Winslade Manor and park. This ridge route provides views over the wonderfully secretive Lower Clyst valley towards Winslade Manor. It takes advantage of the existing facilities at Dart's Farm, including a restaurant, shopping, fishing, birdwatching, and cycle hire, acting as an ideal location to start or finish the trail.

F HERITAGE
Winslade Manor

G PUB
Half Moon, Bishop's Court

H PUB
Blue Bell, Clyst St Mary

I RACE AND CHANCE
Westpoint

J SPORT
Water Workers at Drove Farm