

Assessment of Potential Appropriateness and Suitability of Greendale and Hill Barton Business Parks for Further Expansion

Report Produced in Support of the East Devon Villages Plan
by the Planning Policy Section of East Devon District Council

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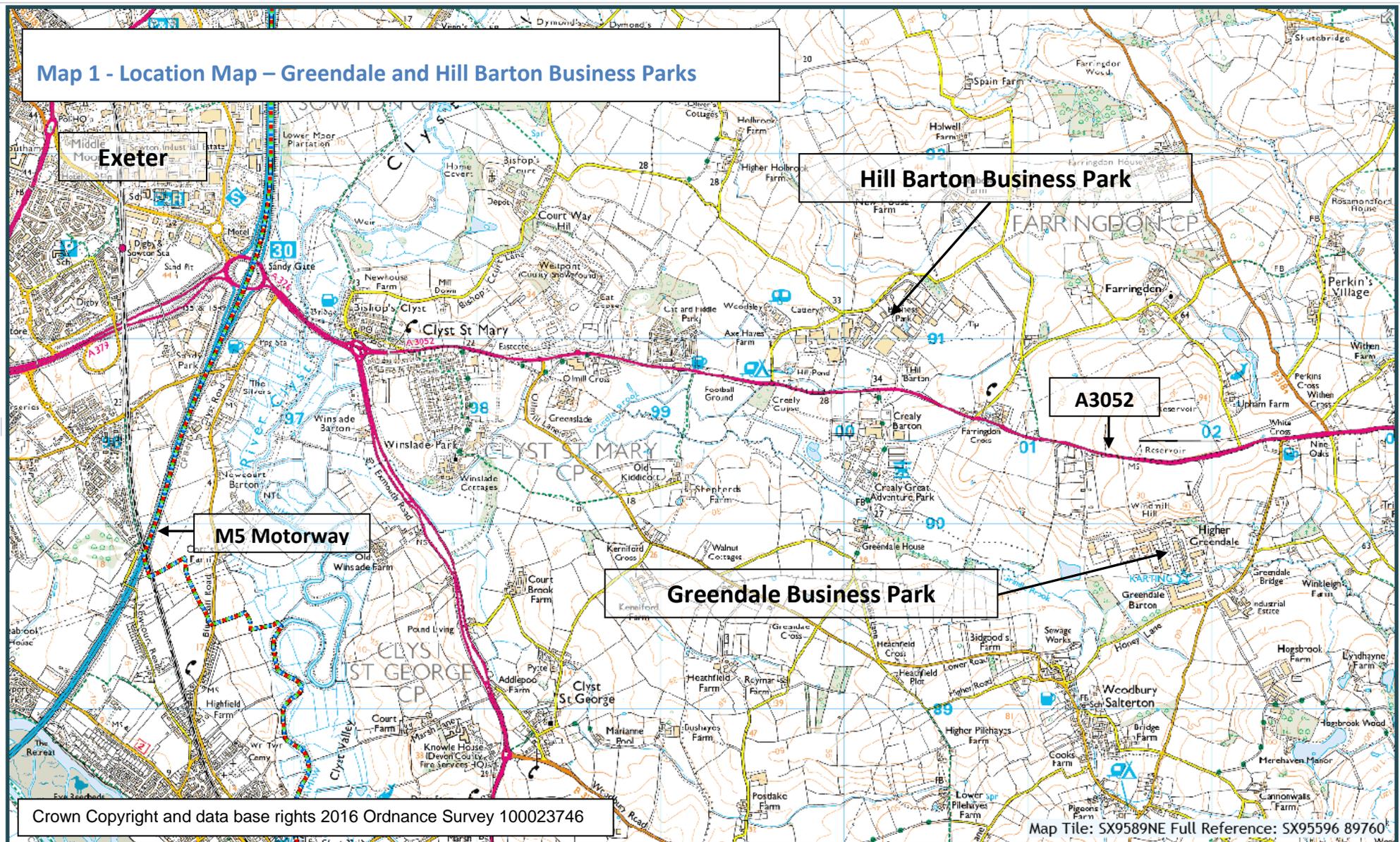
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1 Introduction

- 1.1 Greendale and Hill Barton Business Parks are located towards the west of East Devon District, around 5.3 and 3.5 kilometres (3.3 and 2.2 miles) respectively, measured in a straight line, to the east of Junction 30 of the M5 Motorway. Both business parks have seen substantial expansion in recent years and are identified on Map 1 on the following page, see also the aerial photographs that follow on after the map and show the scale of change from 1999 to 2015.
- 1.2 The East Devon Villages Development Plan Document (DPD), also referred to as the Villages Plan, at draft consultation stage – August 2016, contained separate chapters for both Greendale Business Park and Hill Barton Business Park (Chapters 21 and 22 respectively). See: <http://eastdevon.gov.uk/planning/planning-policy/villages-plan/village-plan-2016-consultation/villages-plan-2016-consultation-details/> . Amongst other matters these chapters contained a map of each business park with a purple dotted line around each denoting the ‘Extent of Authorised Business Uses’. The draft Villages Plan does not propose development at these business parks; instead it relies on and is subordinate to policy of the East Devon Local Plan adopted in January 2016. The Local Plan, see: <http://eastdevon.gov.uk/planning/planning-policy/local-plan-2013-2031/> identifies both business parks as falling in the countryside where, broadly speaking, a restrictive policy approach to accommodating further development applies.
- 1.3 The draft Villages Plan was subject to consultation between August and September 2016 and there were 81 representations logged that specifically referred to Greendale and seven that specifically referred to Hill Barton. Most comments were supportive of the approach in the Villages Plan and the policy constraints placed on further business development and by implication outward business park expansion. There were, however, a number of respondents that were critical of the approach in the draft Villages Plan and favoured policy that would allow or provide for future development/outward expansion at these business parks. Response to the Villages Plan can be viewed at: <http://eastdevon.gov.uk/planning/planning-policy/villages-plan/village-plan-2016-consultation/villages-plan-2016-consultation-comments/> .
- 1.4 This technical report provides further detail on the potential suitability of the two business parks for future expansion, including in respect of land at and surrounding the business parks.



1.5 Greendale Business Park is shown on the aerial photographs below which illustrate the scale of change occurring over a 16 year period from 1999 to 2015. In 1999 the built development comprised of a central core area grouped around three large sheds; by 2015 the built development had extended substantially to the north whilst southerly development has also occurred including into/onto an area called Hogsbrook.



1.6 Hill Barton Business Park is shown on the aerial photographs below which illustrate the scale of change occurring over a 16 year period from 1999 to 2015. As the photograph illustrates, at 2015, the more southerly parts of the business park house a range of industrial buildings though there is an open air car storage area adjoining the entrance to the business park. More northerly parts are dominated by waste and minerals related activities.



2 Policy in the Adopted East Devon Local Plan

- 2.1 The East Devon Local Plan was adopted in January 2016. The plan provides policy for the whole of East Devon and advises of production of the Villages Plan. The primary purpose of the Villages Plan is to define Built-up Area Boundaries around 15 East Devon villages (in this context the town of Colyton is grouped under the ‘villages’ heading and the Lympstone boundary is defined in the parish Neighbourhood Plan). The Local Plan also advises that inset maps will be produced for Greendale and Hill Barton.
- 2.2 The Local Plan strategy concentrates a large part of future East Devon development in the west of the district close to Exeter in an area identified as the West End. An actual boundary for the West End, by intention, is not defined on a map, rather and as explained in paragraph 7.4 of the Local Plan, it is reference to an inter-related group of strategic developments that explicitly feature in policy contained in Chapter 7 of the Local Plan. Greendale and Hill Barton business parks are **not** West End sites or schemes.
- 2.3 Strategy 6 – Development Within Built-up Area Boundaries - of the adopted Local Plan defines the role of Built-up Area Boundaries (black lines around settlements) as areas within which development will be permitted. Strategy 7 – Development in the Countryside – establishes that all areas outside of the Built-up Area Boundaries, with the exception of a number of sites specifically allocated for development in plan policy, are defined as the countryside. Strategy 7 continues by advising that *“Development in the countryside will only be permitted where it is in accordance with a specific Local or Neighbourhood Plan policy that explicitly permits such development”*.
- 2.4 Greendale and Hill Barton business parks are, in Local Plan policy terms, therefore in the countryside where, in general and simplified terms, policy of development constraint applies. In terms of policies in the Local Plan that deal with development in the countryside, specifically jobs and employment related development, and therefore that are directly relevant to any proposals relating to employment uses at or for Greendale and Hill Barton it is Chapter 24 of the Plan – Employment, Economic development, Retail and Tourism - that is of most critical relevance. Key policies are:
- E 4 – Rural Diversification – which refers to *“Proposals to diversify and expand upon the range of traditional agricultural related economic activities undertaken in rural areas”*
and
 - E5 - Small Scale Economic Development in Rural Areas – this policy is concerned with small scale economic development proposals.

- 2.5 It should be noted that a further Policy, E7 - Extension to Existing Employment Sites – does allow for existing employment sites to expand but wording in policy explicitly advises that *“This policy will not apply at Hill Barton and Greendale business Parks”*. The policy does not, therefore, allow or provide for the expansion of Greendale or Hill Barton business parks.
- 2.6 Policies of the Local Plan do not prevent or stop further employment generating uses at Greendale and Hill Barton, or elsewhere in the Countryside, but they do very clearly set out the nature of development that may be acceptable. It is the policy approach of the Local Plan that was followed through into the draft Villages Plan and that was consulted on in summer 2016.

3 Assessment of In-Principle Suitability of Greendale and Hill Barton for Further Business Development

3.1 The East Devon Local Plan and the strategy underpinning the plan is clear in not identifying Greendale and Hill Barton as locations for further growth and development (other than in respect of policy that does allow for smaller scale development in the countryside). If the expectation was for development to occur at Greendale and Hill Barton then the logical policy provision or steer would be set out in the adopted East Devon Local Plan. Notwithstanding this overarching observation, commentary on possible in-principle suitability for development is covered in this section, specifically in the context of objectives for sustainable development.

3.2 Government planning policy is set out in the National Planning Policy Framework (NPPF), see; https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

Paragraph 7 of the NPPF advises that;

“There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- ***an economic role*** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- ***a social role*** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and
- ***an environmental role*** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.”

Objectives and goals relating to sustainable development feature throughout the NPPF.

Economic Sustainability Considerations

Past evolution and development of Greendale and Hill Barton business parks

- 3.3 In the 1990s Greendale and Hill Barton were in agricultural use with some larger scale barns/farm buildings. Since the 1990s they have both developed into substantial industrial and business parks that are now home to a range of business activities. Both parks also have waste management activities and Hill Barton supports mineral activities (Devon County Council is the waste and mineral planning authority). Both sites have developed in a somewhat ad-hoc and piecemeal manner without any formal adopted Local Plan land allocations for development. Both sites support a large numbers of jobs.
- 3.4 Both business parks are home to a wide range of companies (including in the waste and minerals sectors) amongst other businesses they have been successful in attracting warehousing, distribution and maintenance businesses. A number of businesses at these sites consume larger land areas for comparatively lower job numbers.
- 3.5 In recent years, with a delay in Local Plan production and concerns over delays in alternative employment sites coming forward in East Devon, there was some managed release of land by East Devon District Council for development at Hill Barton and Greendale. For example reference is made in the officer report on planning application 09/0282/MOU, see documents at <http://planning.eastdevon.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=KEWO4MGH02300> to release of land. In recent years the most specific concern in respect of land coming forward in East Devon related to major West End strategic sites, notably at Skypark and the Science Park. It should be noted that the West End of East Devon is formed/defined by a group of major strategic development schemes that lie to the east of but close to the City of Exeter, the West End sites are north of the A30 and north of Greendale and Hill Barton and they benefit from excellent road access to the M5 Motorway.
- 3.6 In the absence of planning constraint it is quite possible that both Greendale and Hill Barton business parks would continue to expand attracting further investment and jobs. It can be seen, therefore, that the business parks have made some positive contributions to economic development aspects of sustainable development and could do so with further expansion. However, the potential future economic role that the business parks could play should be seen within the context of wider economic and wider overall sustainability considerations.

Employment land availability across East Devon

- 3.7 With an adopted Local Plan in place there is now a significant supply of policy compliant employment land across East Devon. An employment land review to a base date of 31 March 2015, but finalised after and to take into account local plan adoption, sets out details of employment land provision across East Devon, see: <http://eastdevon.gov.uk/media/1970504/employment-land-review-2015-final-version2-reduced.pdf>. The employment land review identifies availability of around 190 hectares of land for B Use Class (and similar Sui-generis) uses across East Devon. East Devon Local Plan housing policy is premised on job growth across all employment sectors (i.e. not just B Use Class jobs) averaging out at 549 additional net new full-time equivalent jobs per year, see work by Ash Futures at: <http://eastdevon.gov.uk/media/962214/ash-futures-employment-projections.pdf>. In quantitative terms there is a significantly greater quantity of employment land provision than would be required to support the net extra jobs that the Local Plan envisages will be created in the District.
- 3.8 There was previously past constraints on some of the now allocated and available sites coming forward for development, but with Local Plan adoption, and with major West End sites now well served by infrastructure (and already supporting an increasing number of business and jobs), there is land availability and an expectation of further job growth. Skypark and the Science Park, in particular, have key infrastructure in place and both sites are playing an increasingly significant role in high quality job provision. The new town of Cranbrook, which will accommodate business developments, has around 1,500 occupied new homes and there are further major housing/mixed use employment sites with permission/being developed at the West End, specifically including the inter-modal site where a major Lidl distribution depot is under construction at February 2017.
- 3.9 Delays in development at the West End provided a past logic for some land release at Greendale and Hill Barton but these past considerations no longer apply. There is also a concern that with un-constrained employment land provision (or simply too much provision) investment will not be targeted at the most appropriate sites for employment use (specifically “appropriate” as allocated in Local Plan policy at both the West End and elsewhere) and this lack of investment could frustrate potential for such sites to be developed or in some cases phases of sites being developed or sites overall being ‘opened-up’ for development.
- 3.10 To the west of East Devon lies the City of Exeter, the M5 Motorway forms much of the boundary between the two local authorities. Within the City there are substantial employment areas; these include Sowton which lies immediately to the west of the M5 with ready highway access to both Junction 29 and Junction 30 of the M5 motorway. Elsewhere in the Rest of East Devon there are employment land allocations and/or provision at and close to the main towns of the District and also smaller scale provision in a number of rural areas.

Strategic approach to promoting employment and new jobs in East Devon

- 3.11 The approach to supporting accelerated employment growth in East Devon, especially as articulated by development proposals at the West End, is based around a drive to secure high paid and high skilled jobs in knowledge based sectors. East Devon has comparatively low unemployment rates but also comparatively low average wage levels. The provision of more and better higher paid jobs is geared towards increasing wage levels and addressing the gap between lower wages but high house prices. To this end it is relevant to note that an Enterprise Zone has recently been designated on land areas in the West End of East Devon and which, amongst other outputs, should enhance and speed up West End site delivery. In contrast Greendale and Hill Barton have and do cater for a different, more industrial in nature, type of businesses.

Minerals and waste use/development

- 3.12 Both Greendale and Hill Barton serve an important function as waste management sites. Waste uses and activities are frequently poor neighbours of residential development, they are uses that can generate noise and other adverse impacts, but we still live in a society where waste is generated and has to be managed. Given the separation from residential development and also ease of road access for large vehicles, there is logic for waste management to take place at Greendale and Hill Barton and this logic extends to mineral activities specifically at Hill Barton. Devon County Council, through their minerals and waste plans, set out policy for these uses.
- 3.13 Where waste related uses are integrated into or mostly or fully surrounding by main-stream employment uses (uses that are typically wholly or mostly B Use Classes) they are typically shown in the purple dotted employment line on the Villages Plan. However, where such uses are peripheral to or at or beyond the edges of the B Uses they are excluded from the purple line. This approach is also applied for minerals uses as well.

Highway accessibility

- 3.14 Highway accessibility has undoubtedly been a factor that has helped both Greendale and Hill Barton grow as business parks. With both sites served by the A3052, and thereafter there being easy motor vehicle access to Junction 30 on to the M5 motorway, lorry, van and car accessibility is a key part of the draw of these sites. However, with major highway improvements completed and the opening up of West End sites (including major remodelling of Junction 29 of the Motorway, a new Science Park access road, Clyst Honiton bypass and general road improvements and upgrading) there are now vehicle accessible, Local Plan allocated and more appropriate land areas to accommodate business uses that are close to and easily

accessible to the M5 Motorway. These West End sites also have the benefit of substantial planned residential development in close proximity. It is also of relevance to note that there are capacity constraints at Junction 30 of the M5 Motorway.

Environmental Sustainability Considerations

Countryside and landscape setting

- 3.15 The East Devon Local Plan (adopted January 2016) clearly establishes that both Greendale and Hill Barton, in planning policy terms, fall in the open countryside. Whilst they are in a part of East Devon that falls outside of the Areas of Outstanding Natural Beauty (AONBs) the business parks nonetheless fall in attractive countryside locations. Hill Barton lies on flatter land and closer to the A3052. Greendale, with much of the existing business park sitting in a valley floor, is in a more undulating setting and is close to the East Devon ANOB which is under 2 kilometres away (under 1.2 miles). Other than for the strategic West End sites the East Devon Local Plan, which in due course will knit together housing, employment and other built developments, the Local plan seeks to direct new developments away from open countryside locations and into or adjacent to established towns and urban areas. Further outward development and expansion at either Greendale or Hill Barton would lead to loss of countryside and perpetuate a pattern of business activity that is physically remote from centres of population.
- 3.16 The actual buildings, structures, storage areas and open spaces that are in employment use at Greendale and Hill Barton are of variable quality and visual prominence or intrusiveness. However they are typically of little or nil architectural quality or value, frequently they are big, boxy and utilitarian in design and they do not enhance or compliment the quality or setting of the countryside or landscape. Typically the best that can be achieved is to screen the business park developments from public viewpoints, rather than gain any sense that the buildings at the business parks are visually attractive developments in their own right, or constitute development that is complimentary to or enhances surrounding areas. The business parks lack any landscape framework breaking up their building bulk and integrating it better into the wider landscape of hedgerow/Devon Bank framed fields. This report refers to Landscape Character Assessment, documents can be found on the Council website at: <http://eastdevon.gov.uk/planning/planning-policy/environment-and-green-infrastructure/landscape/>
- 3.17 The northern part of Greendale Business Park, set within the valley of the Grindle Brook, is currently well concealed by its surrounding topography. Development within this area is set below the 65m contour line. The Hogsbrook farm area has greater visual prominence and is visible from the A3052. Both the southern and northern part of the business park can be seen from the edges of Woodbury Salterton, a village to the south-west of

the business park. The area to the north of Honey Lane is mainly located within the Clyst Lowland Farmlands Devon Landscape Character Area, which is defined by undulating farmland crossed by streams and meandering watercourses. It has a well treed appearance due to the many hedgerow trees. The pattern of the fields is generally small to medium in scale and often has a medieval origin. The settlement pattern is dispersed and consisting of small villages and farmsteads. A key feature is the views to the surrounding ridges of higher land. The boundary of the Landscape Character Area approximately coincides with the current approved northern extent of the business park and is roughly defined by the 65m contour line.

- 3.18 Current development within the northern area of the business park is out of keeping with the existing dispersed settlement pattern of the Clyst Lowland Farmlands Devon Landscape Character Area and further development at the park along the Grindle Brook would be in direct conflict with the guidelines for this landscape Character Area. The southern area of Greendale is located within Pebble Bed Heaths and Farmland Devon Landscape Character Area, which is defined by prominent ridges surrounded by farmland. The area is dissected by small streams draining from the ridges. The area has an overall well treed appearance due to a wooded skyline, tree-lined water courses, small farm copses and the presence of hedgerow oaks. The area has a varied field pattern. The settlement pattern is sparse on the ridges with isolated farmsteads and consists of nucleated villages in the surrounding farmland. A key feature of this Landscape Character Area is its outstanding views across East Devon, which includes view from and towards the East Devon AONB. This character area does not only cover the southern part of the existing business park, but also the land to the north of the currently approved business park. The current Hogsbrook area of the business park adversely affects the visual amenity of the Pebble Bed Heaths and Farmland Devon Landscape Character Area and starts to set a precedent for linear spread along roads, which is in direct conflict with the guidelines set out for this Landscape Character Area. Further development, either north or south, is highly likely to further increase these adverse impacts and potentially impact upon the setting of the East Devon AONB.
- 3.19 Views of Hill Barton are available from the A3052 from Windmill Hill until the Cat & Fiddle and from the elevated land to the east. Hill Barton is wholly located within the Clyst Lowland Farmlands Devon Landscape Character Area, which is defined by undulating farmland crossed by streams and meandering watercourses. It has well treed appearance due to the many hedgerow trees. The pattern of the fields is generally small to medium in scale and often has a medieval origin. The settlement pattern is dispersed and consisting of small villages and farmsteads. A key feature is the views to the surrounding ridges of higher land. The scale of the business park is out of character and conflicts with the guidelines of the Clyst Lowland Farmlands Devon Landscape Character Area, which promotes protection of the sparse and small scale settlement pattern. The business park development also impacts on the neighbouring Pebble Bed Heaths and Farmland Devon Landscape Character Area as it adversely affects the outstanding views across East Devon, which is a key feature of this character area.

Vehicle emissions and road use

- 3.20 The fact that Greendale and Hill Barton fall in open countryside locations, away from population centres, means that users of the sites will disproportionately be accessing them by motor vehicle; indeed part of the appeal of the sites is their vehicle accessibility to the M5 Motorway. Vehicle emissions in their own right will increase atmospheric pollution and greenhouse gas levels whilst increases in road use could generate demand for extra highway provision with such provision potentially having adverse impacts in its own right.

Social Sustainability Considerations

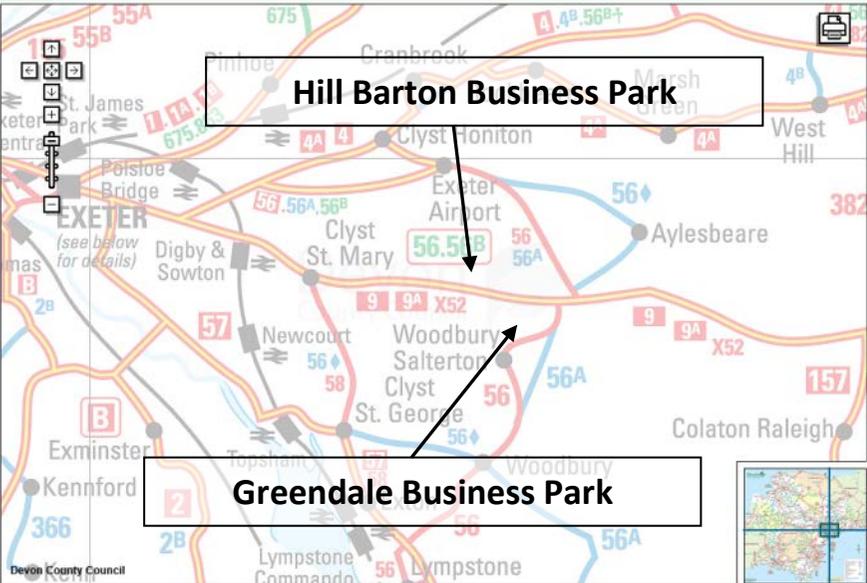
Lack of accessibility for non-car based transport for employees and visitors

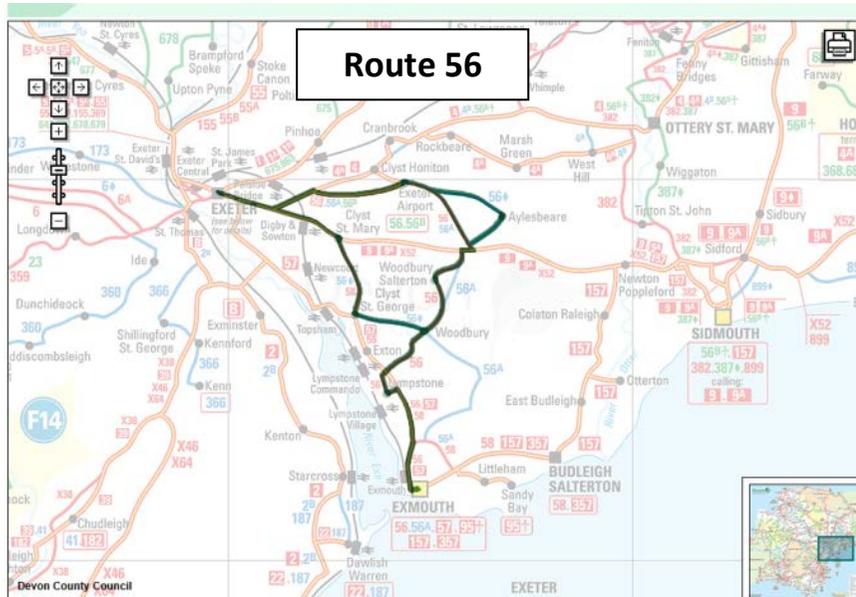
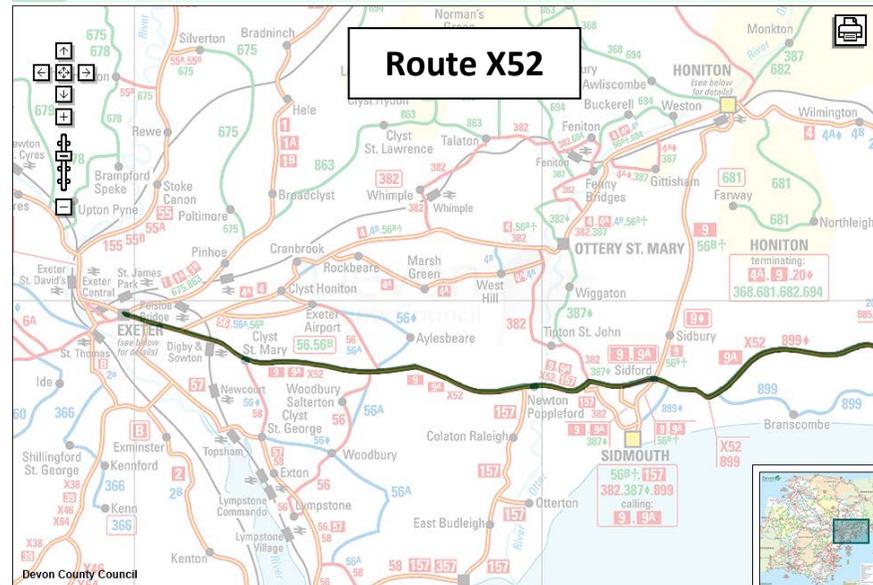
- 3.21 Whilst Greendale and Hill Barton benefit from good highway accessibility, specifically along the A3052 corridor and on to the Motorway, this does not make for good and easy public transport accessibility for workers or visitors to the site or for pedestrians or cyclists. The nearest railway station, Digby and Sowton, is 4 kilometres (2.5 miles), straight line distance, from Hill Barton and 6 kilometres (3.7 miles) from Greendale.

Bus services and accessibility

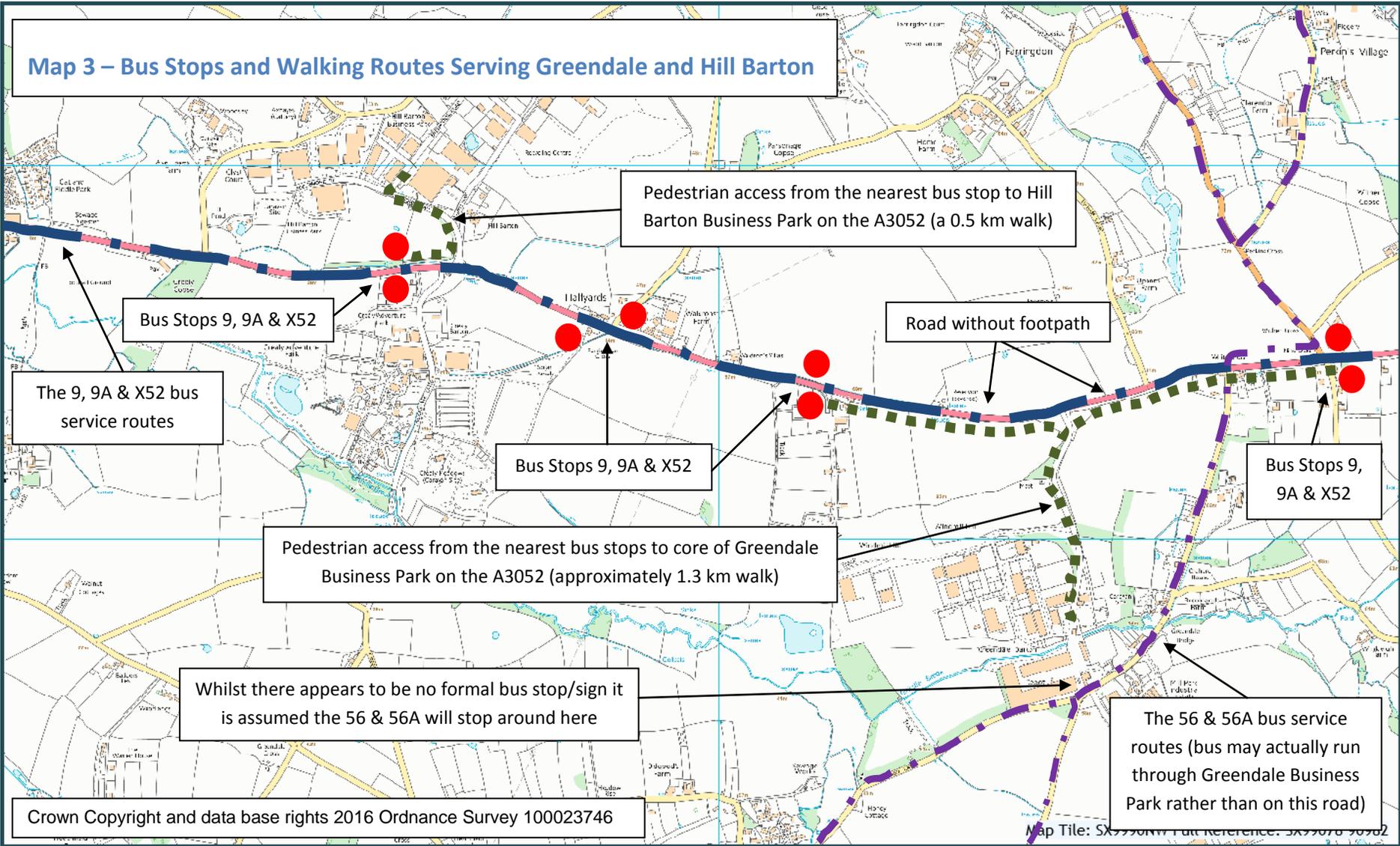
- 3.22 Devon County Council has an interactive map of bus routes and timetables see http://www.cartogold.co.uk/Devon_Transport/Devon.htm (Information and web link correct at February 2017). An extract of the map in the vicinity of Greendale and Hill Barton is reproduced below along with details of specific bus routes. The maps identify five bus services that pass by or reasonably close to Greendale and Hill Barton – 9, 9A, X52; 56 and 56A (though these last two are really variations on a single service).
- 3.23 Routes 9, 9A and X52 all travel along the A3052 past the main entrances to Greendale and Hill Barton business parks. Buses from Exeter in the west cross the M5 Motorway at junction 30 and run eastward, past Hill Barton and then Greendale, towards Sidford. After Sidford the 9 and 9A buses go into Sidmouth itself whereas the X52 does not go into Sidmouth. The X52 and some of the 9A buses travel eastward from Sidford serving towns and villages to Seaton, and some into Lyme Regis. The X52 goes further eastward into Dorset, but X52 journey times are long and some 9A services terminate in Sidmouth. Some of the 9 services travel north to Honiton whilst some do not go this far. The buses travelling westward, from/past Sidford, past Greendale and Hill Barton and into Exeter largely replicate the same patterns in reverse.

Map 2 – Maps of Bus Services and Routes





- 3.24 For anyone wishing to travel from Exeter or Sidford/Sidmouth to Greendale or Hill Barton there are frequent bus services on the 9, 9A or X52, around three per hour in either direction through most of the day. The limitation is that these services largely follow the same route (minor variations at/around Sidmouth and Sidford for the X52) which might be fine for anyone living on or close to the route, but is far less useful for people who may be dependent on connecting services. With buses terminating/originating from Sidmouth and the 9 service coming from/going north to Honiton and the 9A east to Seaton the frequency of service for passengers originating from or going east or north from Sidford is significantly worse. For example the first Number 9 to leave Honiton town centre on a weekday morning is at 8.05 AM, this would drop a passenger at the nearest bus stops to Greendale and Hill Barton at about 9.20 AM, there would then be more time taken to walk into the business parks themselves. For a worker this would make for a lengthy commute (the bus element alone being well over an hour) and also would result in a working day that would have to start time closer to 10.00 AM rather than a more typical 9.00 AM (or earlier).
- 3.25 The 56 and the 56A provide a roughly hourly service running past Greendale from/to Exmouth and Exeter throughout most of the day. This is not in its own right a particularly frequent service and there could be expected to be limitations on any connecting services for those not living on the bus routes. It should be noted that the 56 and 56A do not travel past the entrance to Hill Barton; at the closest bus stop the services are 2 kilometres (1.2 miles) from the site entrance. The 56 and 56A serving the southern entrance to Greendale is a more pedestrian friendly service than those buses travelling along the A3052, the 9, 9A and X52.
- 3.26 Map 3 on the next page shows the bus routes and stops in detail and also pedestrian walking route from the closest bus stop on the A3052 into the core of Greendale and Hill Barton. The closest bus stops for Greendale, for A3052 services (9, 9A and X52), drop passengers at points east and west of the main site entrance that entails around a 1.3 kilometre (0.8 miles) walk into the core of the business park. For both stops half the length of this walk is along the A3052 where in parts there is there is nil or limited footpath provision; in places the road verges are quite wide but in other places they are narrow with what can sometimes be heavy or what could be wet vegetation cover that might require or 'encourage' actually walking on the road where a fast moving 50 miles per hour speed limit applies (in one place built development actually abuts the road). The other half of the walk involves walking down a steep hill into Greendale Business Park itself (and more importantly walking up the steep hill to leave). The main access road in to Greendale does not have a footpath alongside.
- 3.27 The length of walk and gradient to get into and out of Greendale, in its own right, would be a disincentive to potential bus users but the poor quality of the walking route and safety concerns for pedestrian would further undermine the appeal. Public transport users with a disability could be expected to face very significant accessibility challenges. Hill Barton has bus stops close to the main vehicle entrance to the site and therefore has much better accessibility; however, for both Greendale and Hill Barton passengers, making a return journey, will need to walk cross the busy A3052.



Pedestrian and Cycle Access

3.28 Greendale and Hill Barton are located in rural areas with limited population levels in close proximity. The Institution of Highways have produced ‘Guidelines for Providing for Journeys on Foot’ (2000) - see http://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&frm=1&source=web&cd=1&ved=0ahUKEwiUsu72qN3QAUIAcAKHWrWCwAQFggaMAA&url=http%3A%2F%2Fwww.ciht.org.uk%2Fdownload.cfm%2Fdocid%2FD66AD936-281C-4220-BF109289B5D01848&usg=AFQjCNHglSdMT-d4e0TwMGRI-J1Hd_Mt8A&bvm=bv.139782543,d.ZGg

This guidance sets out in its Table 3.2, as reproduced below, information on walking distances

Extract from - ‘Guidelines for Providing for Journeys on Foot’

Table 3.2: Suggested Acceptable Walking Distance.			
	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

3.29 The guidelines suggest desirable walking distances for commuters at 500 metres, acceptable 1,000 metres and preferred maximum 2,000 (distances that are equivalent of 0.3, 0.6 and 1.2 miles respectively).

3.30 There are only a very small number of residential properties lying within 500 metres of the extremities of Greendale or Hill Barton (and many less measured from the core areas of the business parks). A 1,000 metre boundary drawn around the periphery of each business park picks up a small number of additional properties, including in the case of Greendale much of the small village of Woodbury Salterton and for Hill Barton the residential caravan park of Cat and Fiddle (though many retired people live here) and parts of the very small village of Farringdon. An extended

search area of 2,000 metres from the periphery for each business park does not cover any other villages. Even going some way beyond these thresholds the numbers of dwellings are low, in the case of Hill Barton its 3.5 kilometres (2.1 miles) to the commercial/industrial outskirts of the City of Exeter (more than this to residential areas) and for Greendale this figure is 5.5 kilometres (3.4 miles).

- 3.31 Measured in a straight line distance the closest edges of the nearest East Devon towns to Hill Barton are Cranbrook at over 4 kilometres (2.5 miles) and Exmouth at over 7 kilometres (4.3 miles); for Greendale the corresponding distances are over 5 kilometres (3.1 miles) and 6.5 kilometres (4 miles). The closest western edges of Sidmouth are around 10 kilometres (6.2 miles) away from Greendale. The long walking distances from population centres means that, except for a very small number of nearby residents, the business Parks of Greendale and Hill Barton would not be destinations that can or would be walked to (and in any case pedestrian access could well require walking along the A3052 with the pedestrian suitability constraints, the poor or nil footpaths, as already described).
- 3.32 Leaving aside the busy A3052, and other busy roads and the hilly terrain of much of East Devon, the business parks might be somewhat more accessible to cyclists than pedestrians, but without dedicated cycle paths and with travel distances to larger towns and the city of Exeter that are still long, the expectation would be of few people being able or choosing to cycle to the business parks.
- 3.33 Notwithstanding the very low population levels within easy walking or cycling distance of the two business parks they are not destinations, on road safety grounds, you would readily want to encourage people to walk or cycle to. The A3052 is a busy single carriageway road with long lengths, specifically including in the vicinity of Greendale and Hill Barton, where there are limited footpaths and no cycle lanes. Greendale is better off in some respects than Hill Barton in so far as the secondary southern entrance to the Business Park is served by country lanes which carry fewer large vehicles and which, despite not having footpaths or cycle paths, offer safer pedestrian and cycle accessibility.

Noise and air Pollution impacts

- 3.34 The Environmental Health team advise that they have been monitoring air quality along the length of the A3052 for the past 3 years as this is the main transport route serving the two largest commercial/industrial areas in East Devon, with more development in the waste and energy sector likely. The results show that there is a significant difference in air quality on the approach to the Clyst St Mary roundabout when compared to a more rural section of the road east of Greendale Industrial Estate. Nitrogen Oxides are monitored by diffusion tubes at the roadside and the results for each month are used to produce an annual mean concentration, expressed as micrograms per cubic meter of air. The Annual Mean Objective is 40. The results at Clyst St Mary for the last two years are in the region of 32, and this can be contrasted with the result of 12 obtained near the

White Horse Public House. Heavy goods vehicle exhausts contribute most significantly to these pollutant levels. The current results have not reached the level at which action needs to be taken, but monitoring will continue so that any increasing trends will be recognised. Poor roadside air quality improves significantly at only short distances from the road so only residential properties fronting the main road are currently considered to be impacted upon.

- 3.35 Many industrial uses have the potential to cause noise audible off-site, but the environmental health and planning teams work closely with developers in order to identify, eliminate or mitigate unacceptable noise. They take into account the cumulative impacts of multiple sources and, wherever possible, require consistent conditions in respect of matters such as working hours which have the most potential to affect local residents.
- 3.36 The industrial estates include a number of operators who work outside normal working hours and need artificial lighting in order to be able to do this safely. The cumulative effect of this lighting, particularly if poorly planned, has made a noticeable impact on the dark sky environment in both the Greendale and Hill Barton areas. Every effort needs to be made to reduce these impacts to a minimum by the appropriate use, choice and siting of lighting units.

Nearby resident concerns

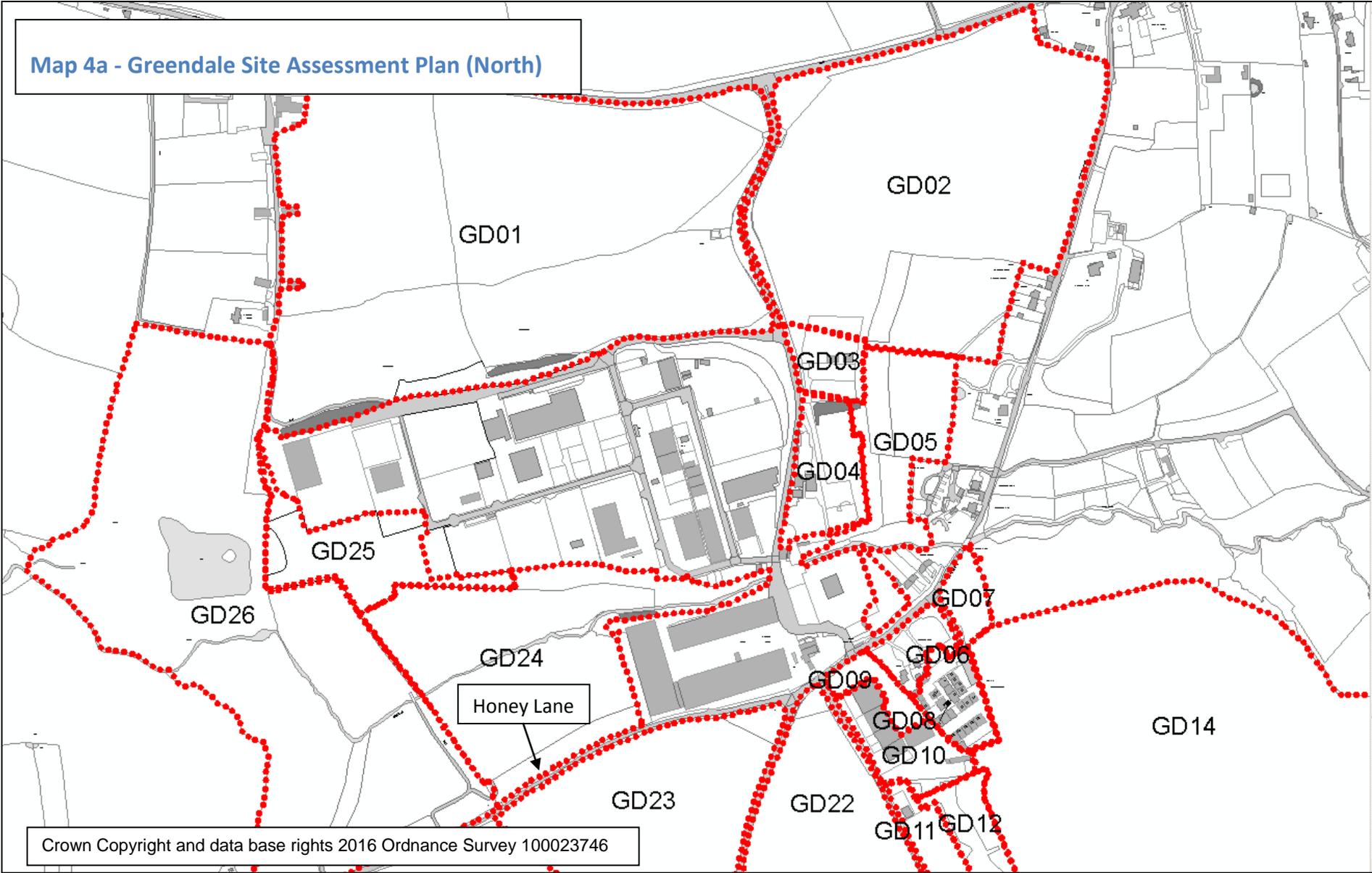
- 3.37 Anecdotal evidence indicates concerns by local residents of pollution coming from both Greendale and Hill Barton. The high number of respondents in respect of Greendale supporting the Village Plan (and therefore potential for further expansion) indicates nearby public concern about this business park in particular. Further development could result in more, actual or perceived, concerns around pollution.

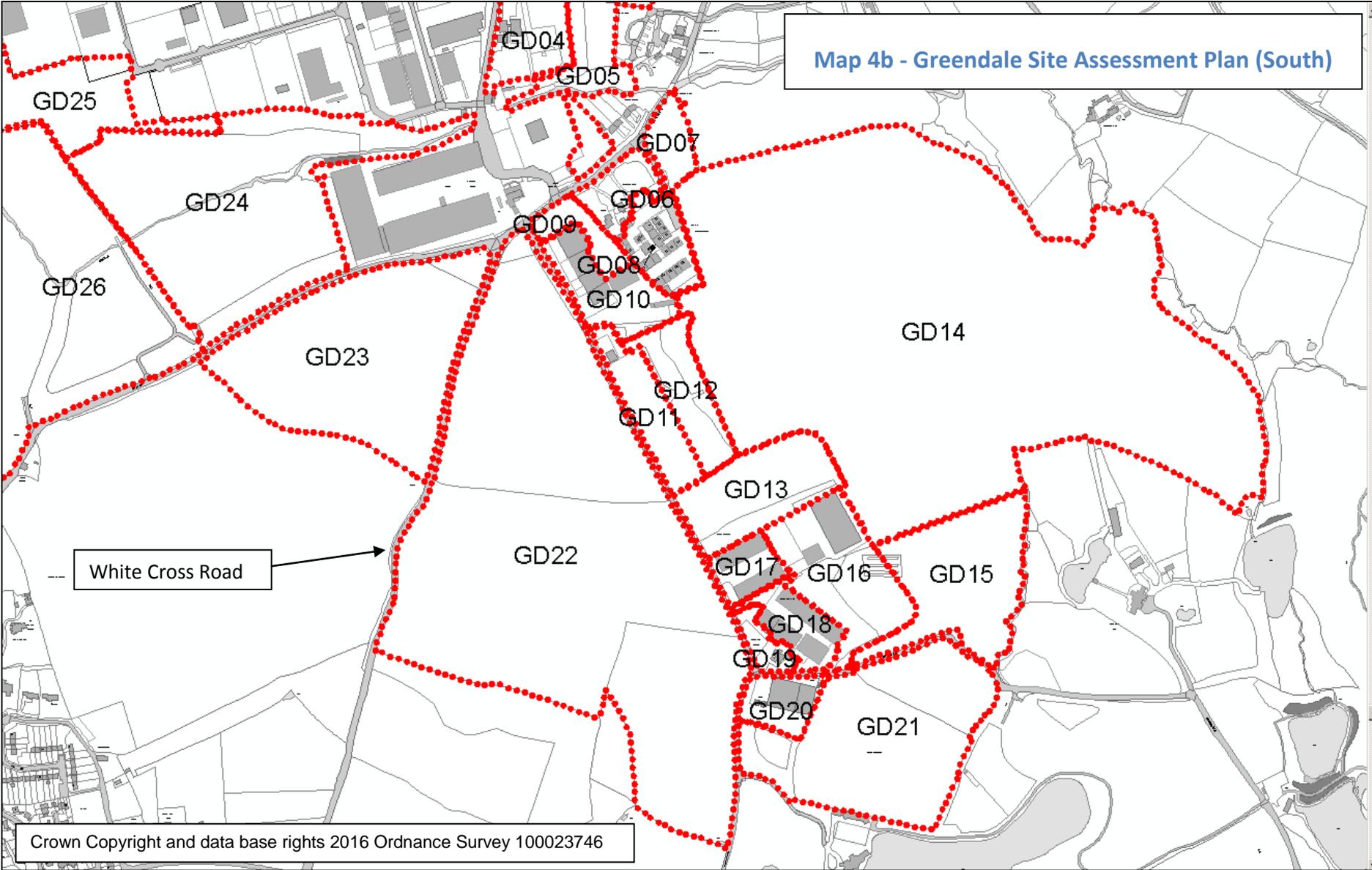
Summary Sustainability Conclusions on the Principle for Further Development

- 3.38 The assessment above indicates that there would be expected to be further economic benefits in respect of expansion of Greendale and Hill Barton business parks from business growth in general and job opportunities provided; albeit jobs may not be in higher skilled sectors. From an economic perspective there is potential concern, however, that continued growth at Greendale and Hill Barton could reduce interest and investment in other (local plan policy compliant) business sites and as such frustrate their development.
- 3.39 In overall sustainability terms, however, any economic benefits need to be seen and balanced alongside environmental and social considerations. Greendale and Hill Barton both fall in countryside settings and development to date has already had adverse negative impacts on the countryside and landscape; further development is highly likely to exacerbate adverse impacts.
- 3.40 The business parks are easy to get to for people driving vehicles but have poor accessibility for bus users; Greendale is worse than Hill Barton for services along the A3052 because of walking distances and routes from bus stops, but does have a less frequent service on country lanes servicing the south of the business park. The business parks have very poor accessibility for pedestrians and cyclists with busy roads to navigate, a lack of safe walking and cycling routes and quite simply few people living in cycling and walking catchments of the sites. The past operations at Hill Barton and especially Greendale have resulted in considerable concern amongst a number of local residents around adverse impacts arising and it is possible that further development will exacerbate these concerns; more pollution might occur and there would be greater vehicle pressure on roads.

4 Greendale Business Park and Surrounding Areas Site Assessment

- 4.1 The assessment in the section of the report looks at specific land areas around the edges of Greendale to assess possible suitable locations for extra development. The assessment has not considered land ownership matters and is purely based on a critique of potential suitability for development. Assessment does not indicate any in-principle desirability for business park expansion; it is a pragmatic assessment that seeks to assess sites and land areas in their own right.
- 4.2 As part of the overall assessment the areas shown on the maps that follow were evaluated. The core built form of the business park, based on land areas that are understood to be in a planning legitimate use or have a planning permission for the use being undertaken, has been established. The areas assessed are at or beyond this and extend outward from it. This report seeks to summarise key matters but does not in any way afford any status to any identified areas and should not be read as a definitive guide to the planning status of any site or area.
- 4.3 The first plan shows the core part of Greendale Business Park, this lies to the north of Honey Lane. Parts of the areas shown on the second map do not form part of Greendale Business Park but are, nonetheless, in employment use and are addressed through this assessment. The assessment looks at landscape considerations and wider planning matters; by design it provides as summary overview only, it is not comprehensive of all matters that a more detailed review might consider and it is not intended to be a formal landscape assessment.





4.4 Tabled below is an assessment of the areas of land that were examined.

Area No	Location	Area Description	Potential Suitability and Sensitivity to Development
GD01	Land to the north of the main part of the business park.	This area comprise of a number of fields to the north of the business park. The northern edge of land in business park commercial use is defined by a Business park site access road and land immediately to the north of this rises sharply, before flattening of as it reaches closer to the A3052.	The elevated parts of this land area are visually prominent; this specifically includes the northerly parts, with obvious and clear views from the A3052. The sloping nature of this land and increasing visual prominence moving from south to north makes it unsuitable for commercial use. On the more steeply sloping southerly areas, even if technically possible to develop, there would be the need for extensive land remodelling whilst northerly parts of the area are far more prominent. Due to its elevated position development on this site is highly likely to adversely affect the setting of the East Devon AONB
GD02	Land to the north-east of the main part of the business park.	This area of land is remote from core business park area, it is in agricultural use and visually open.	The area is considered unsuitable for expansion of the business park being remote from the existing developed areas and also very visually prominent, especially on the A3052 road frontage. Due to its elevated position development on this site is highly likely to adversely affect the setting of the East Devon AONB
GD03	Land adjoining and to the east of the main business park access road.	This small area of land adjoins the main access route into and is elevated above the main business park uses. It lies to the east of the main access route with the majority of business uses to the west.	The land has seen development occurring (as at 2016) but it is understood that this is occurring without the benefit of a planning permission. The land is considered unsuitable for business park use on account of its elevated position expanding the visual impact of Greendale on the wider countryside including the setting of the AONB

Area No	Location	Area Description	Potential Suitability and Sensitivity to Development
GD04	Land to the east of the main business park access.	This area of land is partially developed and has a planning permission for Business park use (reference 09/0410/MFUL).	Site development, assuming the existing permission is implemented, will result in this land becoming part of the business park. It is appropriate to include the northerly half of the site, on the basis of planning permission granted, in the purple dotted line depicting ‘Extent of Authorised Business Uses at Greendale’. Development would though constitute further linear spread along the Grindle Brook which is in direct conflict with the local landscape character.
GD05	Land east of the business park and west of Honey Lane.	This area of land is formed by a field that in parts are open to views from the east. At/beyond the western edge of this land there is an extensive tree belt that screens parts of the business park.	Parts of this land are open to views from the east and the area is considered unsuitable for business park use on account of visual openness and landscape character impacts. Any development would also extend the built form of the business park further into the open countryside breaching a significant Tree Protection Order protected planting belt on the western side of the land.
GD06	Residential properties - Rossli and Redclyst House south of Honey Lane.	The area of land is formed by two detached residential properties which have large gardens, there are commercial uses to the north, west and south.	Should residential use cease to exist this land, which is lower lying, well screened and is mostly surrounded by existing businesses, may offer scope for acceptable business use.
GD07	Field to the east of Redclyst House.	This small field lies at the entrance to Mill Park Industrial Estate (which is a small industrial park in its own right). The field is small and for the most part well screened. In 2016 inspection showed it to be in use for what appeared to be firewood storage.	This area of land, being well screened and low lying, might offer some potential future scope for business park use though any development would extend the built form of areas of land in business activity eastward along the Grindle Brook which would be in conflict with the guidelines set out for the applicable Devon Landscape Character Area, all be it in a lower lying land area.
GD08	Mill Park Industrial Estate	This area comprises of the established Mill Park Industrial Estate.	Given its existing status it is assumed business use will continue on this land.

Area No	Location	Area Description	Potential Suitability and Sensitivity to Development
GD09	Wooded area south of honey Lane.	This small area is mostly surrounded by business uses and is heavily wooded. To some degree it screens adjoining commercial uses.	The extensive tree coverage on the land and the important role this performs makes the land unsuited for business use.
GD10	Large industrial units south of Honey Lane.	This area is occupied by a series of larger scale industrial units.	Given its existing status it is assumed business use will continue on this land.
GD11	Hard standing area south of Mill park Industrial Estate.	This long thin hard standing area slopes upward from north to south and it adjoins an unnamed lane. It was, in the early years of this century, used as a compound in association with a gas pipeline construction though it would not appear to have been restored to its original use. It had a previous permission for a pumphouse/chemical store, a water tank, and a cold store/packing shed in connection with use for fruit growing though this permission would not appear to have been implemented. The area is visually prominent from views from the north and it would appear recently (2015 or 2016) to have been subject to works and sub-divided and brought into and used as a series of storage compounds. There would not appear to be a planning permission granted for this use.	Looked upon on the basis of if it had been restored to agricultural use, on account of its visual prominence, the land is considered to be very sensitive to development. Restoration of the land to agricultural land would be in keeping with the guidelines for the local landscape character and would greatly reduce the impacts on the visual amenity of the wider area.

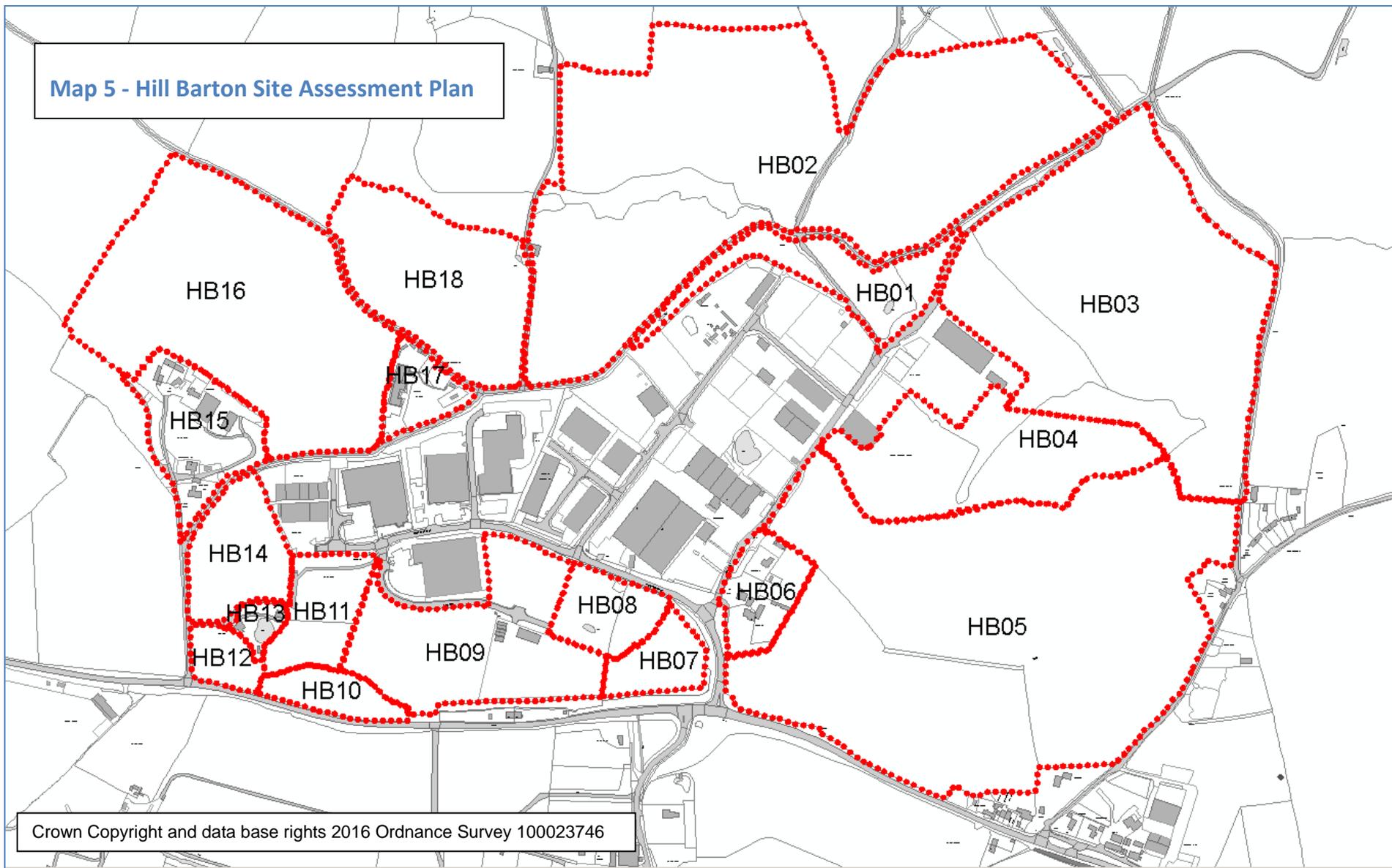
Area No	Location	Area Description	Potential Suitability and Sensitivity to Development
GD12	Vehicle scrap storage area south of Mill park Industrial Estate.	This site was in the same use as, formed part of the land used as a compound, as described for GD11. The land is used for what appears to be a scrap or other storage use but there is no apparent record of a planning permission being granted for this use. The land is visually prominent, especially from views from the north, and the site slopes upward from north to south.	Looked upon on the basis of if it had been restored to agricultural use, on account of its visual prominence, the land is considered to be very sensitive to development. Restoration of the land to agricultural use would be in keeping with the guidelines for the local landscape character and would greatly reduce the impacts on the visual amenity of the wider area.
GD13	Anaerobic digester north of Hogsbrook Farm.	This area houses an anaerobic digester. The structures are visually very prominent and occupy an elevated location.	Should the current use cease, on account of visual prominence, the site is not seen as appropriate for business use.
GD14	Large field north and east of Hogsbrook Farm	This area of land is formed by a substantial green field sloping upward from north to south that is visually very open and prominent.	On account of visual prominence this area is not seen as appropriate for business use. This site forms part of the rising slope of a minor local ridge. Ridges like this are generally sparsely settled. Therefore development on this site would be in conflict with the local landscape character.
GD15	Small field east of Hogsbrook Farm	This small green field is elevated but screened in part by a mature hedge to the east. It lies to the east of a substantial modern agricultural building.	The site falls away from existing business uses and is not seen as appropriate for business uses. This site forms part of the rising slope of a minor local ridge. Ridges like this are generally sparsely settled. Therefore development on this site would be in conflict with the local landscape character.
GD16	Large agricultural buildings at Hogsbrook Farm.	This area is occupied by a substantial and visually prominent agricultural building.	Should the current use cease, on account of visual prominence, the site is not seen as appropriate for business use. This site forms part of the rising slope of a minor local ridge. Ridges like this are generally sparsely settled (e.g. scattered farmsteads). Therefore development on this site would be in conflict with the local landscape character.

Area No	Location	Area Description	Potential Suitability and Sensitivity to Development
GD17	Land to the south of Hogsbrook Farm	This area of land is occupied by a number of small business premises in a converted agricultural building. They read as part of the farmstead from the wider landscape	Given its existing status it is assumed business use will continue on this land.
GD18	Hogsbrook Units north	This area of land is occupied by a number of small business premises in a converted agricultural building, which read as an extension to the farmstead from the wider landscape.	Given its existing status it is assumed business use will continue on this land.
GD19	Dwellings at Hogsbrook Farm	This area is occupied by a number of dwellings.	It is assumed that the current residential use will continue and the site would not be promoted for business use. Though if residential use ceased there maybe scope for some employment provision without adverse landscape impacts.
GD20	Agricultural buildings south of Hogsbrook Farm	Area occupied by an old agricultural building occupying an elevated visually open plateau location.	On account of elevated position and visual openness this area is not considered as suitable for business use.
GD21	Field south of Hogsbrook Farm	This area is occupied by a small field and heavily wooded area, which is designated as a County wildlife site and Ancient woodland.	On account of existing extensive and important tree coverage, and impacts of extending the built form of existing business uses southward into the countryside and the potential impact on the landscape character the land area is not considered to be appropriate for development or business use.
GD22	Fields west of Hogsbrooke	This extensive area of fields lies to the west of Hogsbrook and to the south of the core area of Greendale Business park. The land rises sharply from south to north and is visually open and prominent.	The visual openness and prominence makes this land unsuited for business development use. Development could greatly extend the built form and extent of the business park. This site forms part of the rising slope of a minor local ridge. Ridges like this are generally sparsely settled. Therefore development on this site would be in conflict with the local landscape character.

Area No	Location	Area Description	Potential Suitability and Sensitivity to Development
GD23	Fields West of White Cross Road and south of Honey Lane	This area is formed by a large field with tree planting in the north-easterly edge. The land rises from south to north and is visually open and prominent.	The visual openness and prominence makes this land unsuited for business development use. This site forms part of the rising slope of a minor local ridge. Ridges like this are generally sparsely settled. Therefore development on this site would be in conflict with the local landscape character.
GD24	Land east and south of Greendale Business Park, north of Honey Lane	This land is formed by two low lying fields and is bisected by the Grindle Brook. Large parts of the land fall in a floodplain. Although Honey Lane has mature hedgerows any development on the site could be visually very prominent from the lane, as are existing industrial buildings to the west of GD24.	Visual impacts of development would make the land unsuitable for business use. Development on this site would be in conflict with the local landscape character as it would constitute linear spread along the Grindle Brook. Further large parts of the site are located within Floodzone 2 making it inappropriate for development
GD25	Small land areas to the west of Greendale	This small land area abuts Greendale Business park and would appear to be in a storage use. It does not, however, appear to have a planning permission for this use. It is open flat land that is screened by vegetation to the west.	The existing screening, and backdrop of existing businesses, may offer some scope future small scale business use.
GD26	Substantial land area to the west of Greendale	This land is formed by a number of fields to the west of Greendale. A substantial belt of tree planting falls on the eastern edge of this land area and this provides screening to some extent for parts of Greendale. The southerly parts of the identified area lie close to the village of Woodbury Salterton.	The identified area has a significant degree of separation from Greendale and is visually quite open. It would not be considered suitable for business development. Development on this site would be in conflict with the local landscape character as it would constitute linear spread along the Grindle Brook. Further large parts of the site are located within Floodzone 2 making it inappropriate for development

5 Hill Barton Business Park and Surrounding Areas Site Assessment

- 5.1 The assessment in the section of the report looks at specific land areas around the edges of Hill Barton to assess possible suitable locations for extra development. The assessment has not considered land ownership matters and is purely based on a critique of potential suitability for development and does not indicate any in-principle desirability for business park expansion; it is a pragmatic assessment that seeks to assess sites and land areas in their own right.
- 5.2 As part of the overall assessment the areas shown on the map that follows were evaluated. The core built form of the business park, based on land areas that are understood to be in a planning legitimate use or have a planning permission for the use being undertaken, has been established. The areas assessed are at or beyond this and extend outward from it. This report seeks to summarise key matters but does not in any way afford any status to any identified areas and should not be read as a definitive guide to the planning status of any site or area.
- 5.3 The assessment looks at landscape considerations and wider planning matters; by design it provides as summary overview only, it is not comprehensive of all matters that a more detailed review might consider and it is not intended to be a formal landscape assessment. Assessment does not extend to or cover areas of land to the south of the A3052.



5.4 Tabled below is an assessment of the areas of land that were examined.

Area No	Description	Area Description	Potential Suitability and Sensitivity to Development
HB01	Tree planted landscape belt on the northern side of the business park.	This area of planting forms a strong northern edge to the business park. The trees are typically mature with lower level vegetation as well. The dense vegetation provides essential screening to the unattractive business park uses.	This area is identified as having very low suitability for further Business Park expansion. Development within this area is highly likely to adversely affect the tranquillity of the Clyst Lowland Farmlands Devon Landscape Character Area which is one of its key features.
HB02	Agricultural Fields to the north of the business park.	This area comprises of fields in agricultural use. The fields and surrounding land form are generally flat and open though with mature hedgerows containing some significant trees. The open nature of this area means that any development could be visually prominent. Parts of this site are located within floodzone 2.	This area is identified as having low suitability for further Business Park expansion. If development occurred it would extend the built form of development northward into open countryside. Development within this area is highly likely to adversely affect the tranquillity of the Clyst Lowland Farmlands Devon Landscape Character Area which is one of its key features, and adversely impact upon the outstanding views across East Devon from the Pebble Bed Heaths and Farmland Devon Landscape Character Area.

Area No	Description	Area Description	Potential Suitability and Sensitivity to Development
HB03	Land to the north east of the business park.	This area of land has permission for/has been subject to inert land fill. Most of the land is in agricultural use and is bounded by hedgerows. A new planning permission, 14/1443/MFUL exists on the westerly edge of the site for a wood gasification plant.	This area, as a whole, is identified as having low suitability for further business park expansion. Any development of this land would erode the separation of the business park from residential dwellings on the western edge of Farringdon. In this specific respect the eastern parts of the area are more sensitive than the western parts. The area of permission 14/1443/MFUL is excluded from the purple dotted line area in the Villages Plan as this is not seen as a main stream employment use. Further development within this area is highly likely to adversely affect the tranquillity of the Clyst Lowland Farmlands Devon Landscape Character Area which is one of its key features, and adversely impact upon the outstanding views across East Devon from the Pebble Bed Heaths and Farmland Devon Landscape Character Area.

Area No	Description	Area Description	Potential Suitability and Sensitivity to Development
HB04	Land to the east of the business park.	This area of land is in use for mineral related activity and it abuts the eastern edge of the business park. The Business park is situated on minor hillock making it more visually prominent to views from the East.	This area of land, especially western parts, would have potentially more suitability for business park use given its current use; it is not currently in agricultural use and on the western side it is reasonably well related to the built form of the existing business park. However due to its location on a minor hillock it is highly likely to make the business park more visually prominent from the east impacting upon the outstanding views across East Devon from the Pebble Bed Heaths and Farmland Devon Landscape Character Area . Development of the site would reduce the gap between the business park and residential use further to the east.
HB05	Land to the east/south-east of the business park.	This are comprises of fields in agricultural use. The fields and surrounding land form are generally flat though with mature hedgerows containing some significant trees. The Business park is situated on minor hillock and has an open nature making it more visually prominent to views from the East. Further the area has only limited screening to the south along the A3052.	This area is identified as having low suitability for further business park expansion. If development occurred, certainly of any significant scale, it would extend the built form of development eastward into open countryside, is highly likely to adversely affect the outstanding views across East Devon from the Pebble Bed Heaths and Farmland Devon Landscape Character Area and reduce the gap between the business park and residential use further to the east. The western edges of the land would be less sensitive to development if it were not for the fact that they are extensively planted with trees.

Area No	Description	Area Description	Potential Suitability and Sensitivity to Development
HB06	Land to the east of the entrance to Hill Barton.	This small area of land is already developed, mostly in residential use though with an area seemingly used for vehicle parking on the northern side.	This area is identified as having low potential for business park expansion given its current residential use. Though it is noted that a small northerly part of the land (around 0.23 hectares) is, or appears to be, used for vehicle storage purposes. Whilst noting the existence of apparent storage use on this land Council records do not show that planning permission has been granted for use described as business storage or similar on the land.
HB07	Land to the west of the entrance to Hill Barton.	This small part of a field, at around 0.9 hectares in size, was granted planning permission in 2016 for extension to existing vehicle storage.	The area is identified as having higher potential for business park extension. It is well screened from the A3052 and physically close to and well related to the existing built form of the Business Park. It is noted that in late 2016/early 2017 development had occurred.
HB08	Land adjoining the main business park access road (southerly area).	This small green field area is around 1.2 hectares in size and it now has planning permission for business uses.	The land should form part of the overall business park.
HB09	Land adjoining the main business park access road (southerly area).	This land has planning permission and has been developed.	The land should form part of the overall business park.
HB10	Land in southerly part of business park.	Permission was granted (10/1085/FUL) for a water attenuation pond on what is currently a green field land area. The approved landscape design will provide additional screening of the business as it matures.	Given its current use/status the land is not identified as offering any scope for business park employment generating uses.

Area No	Description	Area Description	Potential Suitability and Sensitivity to Development
HB11	Land on the south western edge of the business park.	The site lies adjacent to a western edge of the business park and as such is reasonably well related to the existing built form of development. However, it is open to views from the west and south. The land is currently in use as a camping and caravanning site.	The fact that the site is in a current active use constrains its potential desirability for business park use as does its openness to views from the south and west.
HB12	Land beyond the south western edge of the business park.	This small area of land is a field surrounded by hedgerows. The site is visually open and detached from the business park.	This area is identified as having low suitability for further Business Park expansion. Development on this site is highly likely to result in further adverse impacts on views from the south and the west
HB13	Land beyond the south western edge of the business park.	This small area of land houses a dwelling and various small buildings. The site is enclosed and has a number of trees, vegetative cover and it is in productive use.	This area is identified as having low suitability for further Business Park expansion. Development on this site is highly likely to result in further adverse impacts on views from the south and the west
HB14	Land to the west of the business park.	This area of land is formed by a field surrounded by hedgerows. The area is visually open and abuts the most westerly edge of the business park.	This area is identified as having low suitability for further Business Park expansion due to separation from existing business park and visual prominence. If developed it would extend the built form of the business park some way westward into the countryside. Development on this site is highly likely to result in further adverse impacts on views from the south and the west
HB15	Land to the west/north-west of the business park.	This area of land is home to a number of dwellings and also premises in commercial use and part is also a caravan site. The area does have existing commercial uses but it is largely developed.	Given its current use this area is considered to have low potential or suitability for Business Park development and parts are of some visual prominence.

Area No	Description	Area Description	Potential Suitability and Sensitivity to Development
HB16	Land to the north-west of the business park.	This area comprises of a large field in agricultural use. The field and surrounding land is generally flat though with mature hedgerows containing significant trees. The open nature of this area means that any development could be visually prominent.	This area is identified as having low suitability for further Business Park expansion. If development occurred it would extend the built form of development northward into open countryside. Further development within this area is highly likely to adversely affect the tranquillity of the Clyst Lowland Farmlands Devon Landscape Character Area which is one of its key features.
HB17	Land on the northern edge of the business park.	This small area of land houses a dwelling and a commercial use (a Cats home) and various additional small buildings. The site is enclosed and has a number of trees on it and other vegetative cover and it is in productive existing use.	This area is identified as having low suitability for further Business Park expansion. Further development within this area is highly likely to adversely affect the tranquillity of the Clyst Lowland Farmlands Devon Landscape Character Area which is one of its key features.
HB18	Land to the north of the business park.	This area comprises of a large field in agricultural use. The field and surrounding land is generally flat though with mature hedgerows containing significant trees. The open nature of this area means that any development could be visually prominent.	This area is identified as having low suitability for further Business Park expansion. If development occurred it would extend the built form of development northward into open countryside. Further development within this area is highly likely to adversely affect the tranquillity of the Clyst Lowland Farmlands Devon Landscape Character Area which is one of its key features.

6 Summary Conclusions on Possible Site Options for Greendale and Hill Barton Expansion

- 6.1 The site by site assessment of land around Greendale Business Park and Hill Barton Business Park has shown, irrespective of in-principle considerations, that there are limited viable or desirable site choices to accommodate expansion. The larger fields and areas surrounding and abutting the existing business parks are typically visually open and in many cases of some prominence. Development in such instances would be expected to lead to visually intrusive developments that would be out of keeping with the landscape and countryside setting of surrounding areas. In a number of cases any development occurring, especially on larger fields or undeveloped open areas, would lead to a contraction of the open spaces and gaps that separate the business parks from surrounding villages and residential areas.
- 6.2 The assessment work shows that if there were potential for business park expansion, notwithstanding any in-principle considerations, it could be on small-scale parcels of land, typically land that abuts legitimate or permitted existing industrial uses, and which is well screened by existing planting, that offers the greater scope for what would be limited further business use development.