

# **East Devon Infrastructure Delivery Plan**

## **Review**

**November 2017**

**Contents**

- 1. Introduction ..... 3
- 2. Policy context..... 5
- 3. Overview of Future Development in East Devon ..... 8
- 4. Infrastructure Types and Delivery .....11
- 5. West End .....17
  - Cranbrook .....17
  - Pinhoe urban extension .....20
  - North of Blackhorse/Redhayes .....20
  - Skypark / Exeter Science Park / Exeter International Airport / Exeter Airport Business Park .21
- 6. Axminster .....23
- 7. Budleigh Salterton.....25
- 8. Exmouth .....26
- 9. Honiton .....29
- 10. Ottery St Mary .....31
- 11. Seaton.....33
- 12. Sidmouth .....35
- 13. Villages and Rural Areas .....38
- 14. Conclusion .....41
- Appendix One – Infrastructure Schedule.....44

# 1. Introduction

- 1.1 The delivery of infrastructure alongside housing and economic development is vital in order to create sustainable communities. Physical infrastructure such as transport and utilities connections are often critical to delivering development, without which development may not be able to happen; whilst people should be able to access education, health care, open space and play facilities on a day-to-day basis.
- 1.2 Information on infrastructure provision is a key part of the evidence that is required to inform and support the delivery of the Local Plan. It will also inform other Development Plan Documents (including the emerging Cranbrook Plan) and Supplementary Planning Documents produced by the Council, as well as the Community Infrastructure Levy. The Infrastructure Delivery Plan (IDP) assesses the quality and capacity of infrastructure across East Devon (and beyond with regards to habitats mitigation), in order to show that the development proposed in the Local Plan and the emerging Cranbrook Plan can be delivered, and to identify the infrastructure that is required alongside housing and economic growth.
- 1.3 The Council previously published an IDP in March 2015 which informed the then emerging Local Plan. The IDP should be considered a 'living document', and updated on a regular basis in order to respond to changes relating to the completion of infrastructure projects, opportunities from new development, and as the context pressures change over time.
- 1.4 This report represents the latest evidence on infrastructure requirements to deliver the adopted East Devon Local Plan and emerging Cranbrook Plan. It is focussed on the main growth areas in East Devon and does not seek to capture every single potential infrastructure project across the District.
- 1.5 This IDP has been prepared in consultation with numerous stakeholders, including a range of infrastructure and service providers, other local authorities, and town/parish councils across the District.
- 1.6 The accompanying Infrastructure Schedule (in Appendix One) identifies the required new and enhanced infrastructure projects, along with details on estimated cost, funding issues, and delivery organisation(s). Projects are categorised in order of importance to delivering development (Priority 1, 2 or 3).
- 1.7 The remainder of this report is structured as follows:
  - **Chapter 2** discusses the policy context for infrastructure planning, from a national to local level;
  - **Chapter 3** provides an overview of future housing and economic development proposed in East Devon;
  - **Chapter 4** describes the types of infrastructure that have been considered in preparing this report, defines how projects have been prioritised, and includes an overview of the funding and delivery of infrastructure;

- **Chapters 5 – 13** identify the current infrastructure provision in the main growth areas and settlements in East Devon, along with future infrastructure requirements to deliver housing and economic development.
- **Chapter 14** concludes by highlighting the key infrastructure issues and priorities for East Devon, and contains indicative total costs of infrastructure requirements.
- **Appendix One** is the Infrastructure Schedule, which details each project by Priority 1, 2 and 3.

## 2. Policy context

### National

- 2.1 Although there is not a comprehensive national definition of “infrastructure” in the context of town planning, the Planning Act 2008 states that infrastructure includes:
- a) Roads and other transport facilities,
  - b) Flood defences,
  - c) Schools and other educational facilities,
  - d) Medical facilities,
  - e) Sporting and recreational facilities, and
  - f) Open spaces.<sup>1</sup>
- 2.2 In addition to the above, Community Infrastructure Levy can be spent on district heating schemes, police stations, and other community safety facilities.<sup>2</sup>
- 2.3 The **National Planning Policy Framework (NPPF)** states that Local Plans should plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies of the Framework.<sup>3</sup> A proportionate infrastructure evidence base requires that:
- “Local planning authorities should work with other authorities and providers to:*
- *assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and*
  - *take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.”<sup>4</sup>*
- 2.4 Security, community, and cultural infrastructure should also be considered in preparing Local Plans<sup>5</sup>. There should be a reasonable prospect that planned infrastructure is deliverable in a timely fashion, and Local Plans should be deliverable, and not subject to such a scale of obligations an policy burdens that threaten deliverability, including requirements for infrastructure contributions.<sup>6</sup>
- 2.5 The NPPF is supported by **Planning Practice Guidance** which outlines the importance of infrastructure evidence<sup>7</sup> in preparing the Local Plan, reviewing the Local Plan, and in development management decisions. The Guidance advocates early discussion with

---

<sup>1</sup> Section 216 of the Planning Act 2008, as amended by CIL Regulation 63.

<sup>2</sup> Planning Practice Guidance Reference ID: 25-071-20140612.

<sup>3</sup> National Planning Policy Framework, paragraph 157.

<sup>4</sup> National Planning Policy Framework, paragraph 162.

<sup>5</sup> National Planning Policy Framework, paragraph 156.

<sup>6</sup> National Planning Policy Framework, paragraph 173, 177.

<sup>7</sup> Planning Practice Guidance Reference ID: 12-018-20140306.

infrastructure/service providers and the Local Enterprise Partnership to inform infrastructure evidence. Where the deliverability of critical infrastructure is uncertain, then the plan should include possible contingency arrangements and alternative strategies. Whilst the detail concerning infrastructure provision can be set out in an infrastructure delivery programme that can be regularly updated, the key infrastructure requirements on which delivery of the Plan depends should be contained in the Local Plan itself.

- 2.6 A series of **National Policy Statements**<sup>8</sup> set out how proposals for the development of Nationally Significant Infrastructure Projects (NSIPs) should be considered. Currently, there are no proposals for NSIPs in East Devon.
- 2.7 The **National Infrastructure Delivery Plan 2016-2021** brings together the Government's plans for economic infrastructure with those to support delivery of housing and social infrastructure. It details £483 billion of investment in over 600 infrastructure projects and programmes across the UK. The National Infrastructure Commission provides the Government with impartial, expert advice on major long-term infrastructure challenges.
- 2.8 The **Community Infrastructure Levy** (CIL) is a tool for local authorities to help deliver infrastructure. CIL can be used to fund a wide range of infrastructure, as long as it is needed to support the development of their area, including transport, flood defences, schools, hospitals, other health and social care facilities, district heating schemes, police stations and other community safety facilities.<sup>9</sup> The levy is intended to focus on the provision of new infrastructure and should not be used to remedy pre-existing deficiencies in infrastructure provision, unless those deficiencies will be made more severe by new development.<sup>10</sup> East Devon District Council began charging CIL on 1 September 2016.

## Local

- 2.9 The **East Devon Local Plan 2013 to 2031** was adopted in January 2016. This sets out the scale, type and location of development across the District, and how natural and historic assets will be conserved and enhanced. Local Plan Strategy 50 – Infrastructure Delivery makes clear that infrastructure provision should be phased alongside development, requirements that arise as a direct consequence of development should be met in full, and adverse impacts upon significant amenity or resource should be offset by alternative facilities. The development proposed in the Local Plan is discussed further in Chapter 3.
- 2.10 East Devon has published a **CIL Regulation 123 list** that identifies the infrastructure to be funded in whole or part by CIL. Developer contributions through planning obligations

---

<sup>8</sup> Current designated National Policy Statements are: Six Energy NPSs, Ports, Hazardous Waste, Waste Water, National Networks (road and rail).

<sup>9</sup> Planning Practice Guidance Reference ID: 25-071-20140612.

<sup>10</sup> Ibid.

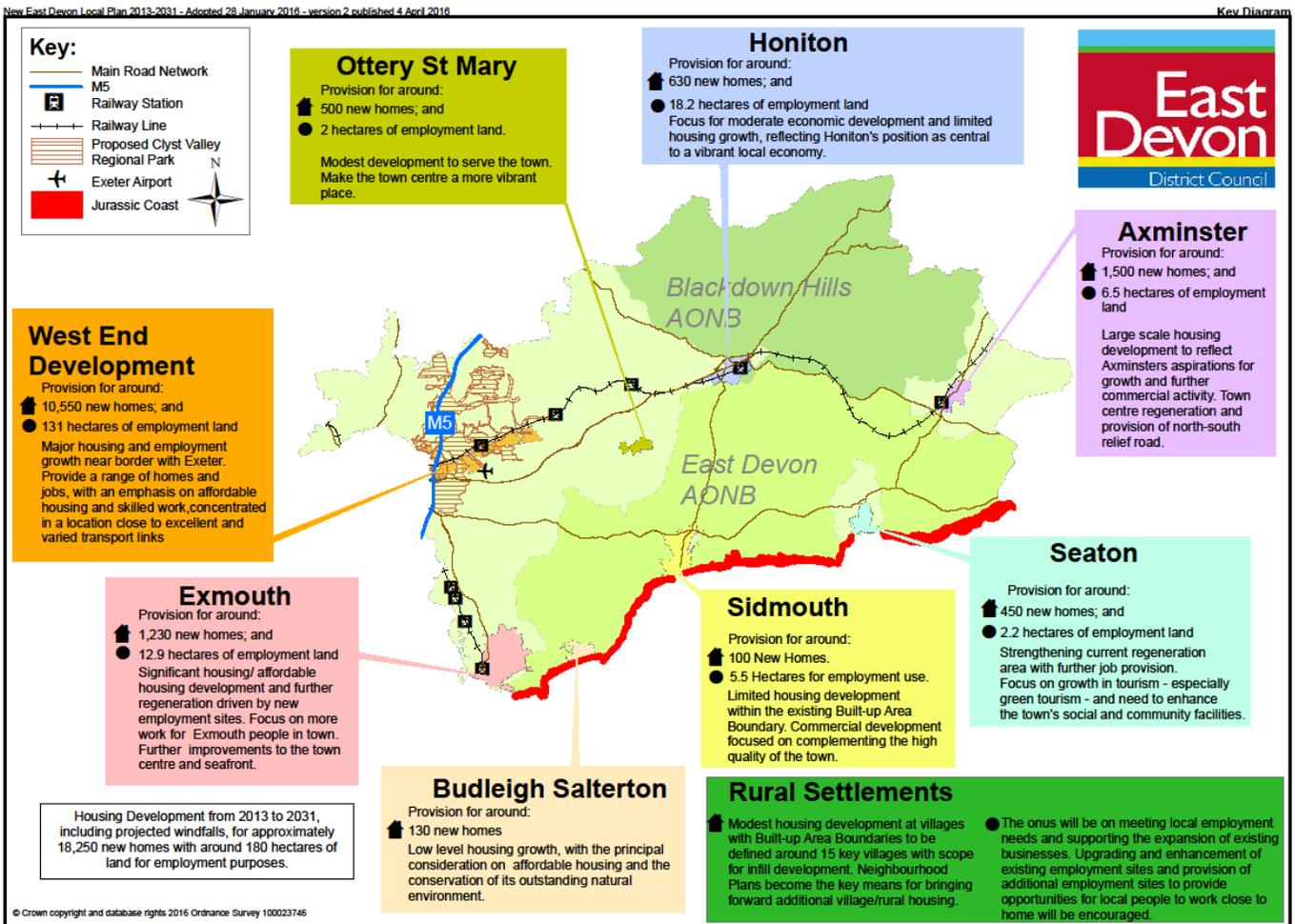
can no longer be sought for these projects. This list can be reviewed and amended where justified and subject to consultation.

- 2.11 East Devon District Council have adopted a **Planning Obligations Supplementary Planning Document** (June 2017) which seeks to provide clarity on the obligations that may be required from new development. The SPD will assist in securing the provision of high quality, sustainable new development supported by appropriate infrastructure provision, adding detail to Local Plan Strategy 50.
- 2.12 The **Cranbrook Plan Development Plan Document** is being prepared to shape and direct the future of this developing new settlement in the “West End” of East Devon. Consultation on an Issues and Options report took place in summer 2016, with ‘preferred options’ consultation from November 2017. The Cranbrook Plan is supported by a range of evidence base studies, which includes this IDP Review – therefore, references to infrastructure required to deliver the Local Plan may equally apply to the Cranbrook Plan.
- 2.13 The Heart of the South West Local Enterprise Partnership has produced a **Strategic Economic Plan 2014-2030**, which is used to negotiate Government funding through Growth Deals. This plan contains three core aims:
- *“Creating the conditions for growth* – improving infrastructure and services to underpin growth including improvements to transport and accessibility, digital infrastructure, sustainable solutions for flood management, skills infrastructure and facilities, and energy infrastructure;
  - *Maximising productivity and employment opportunities* – stimulating jobs and growth across the whole economic through creating more and better employment through enterprise infrastructure, strategic employment sites and unlocking housing growth;
  - *Capitalising on distinctive assets* – utilising distinctive assets to create opportunities for business growth and better jobs.”
- 2.14 The emerging **Greater Exeter Strategic Plan** is a joint plan being prepared by the local authorities of East Devon, Exeter, Mid Devon, Teignbridge and Devon County Council. It is seeking to deliver a joined-up vision for the growth of the area, through the provision of new homes, jobs and infrastructure, up to the year 2040. The first stage of consultation on “issues” took place February – April 2017.

### 3. Overview of Future Development in East Devon

3.1 The East Devon Local Plan 2013 to 2031 states that a minimum of 17,100 homes and around 150 hectares of employment land should be delivered over the plan period (Strategy 1). It focuses major development in East Devon's West End, whilst the seven identified Towns will form focal points for development to serve their own needs and the needs of surrounding rural areas. Villages and rural areas will see lower growth levels with development primarily to meet local needs. This strategy for development is shown on the diagram below.

Figure 3.1: Local Plan Key Diagram



3.2 The following table sets out the level of new dwellings that are proposed in Local Plan Strategy 2, along with the latest information for those that have already been built (2013-16) and sites that are expected to be delivered through planning permissions, expected permissions, and allocated sites.

**Figure 3.2: East Devon housing requirement as at 30 September 2016 (update to the figures in Local Plan Strategy 2)**

Settlement	Projected New Homes Under Local Plan Policy at 30 September 2016				Total
	Dwellings Built 1 April 2013 to 30 September 2016	Net Commitments With Planning Permission or Under-construction at 30 September 2016 (INCLUDING allocation sites with permission)	Sites that have made significant progress through planning - but at 30 September 2016 did not have planning permission (INCLUDING allocation sites)	Proposed New Local Plan Strategic Allocations (EXCLUDING those that already have planning permission/ADP)	
<b>East Devon's West End - Totals</b>	<b>1593</b>	<b>4,552</b>	<b>25</b>	<b>4,370</b>	<b>10,540</b>
Cranbrook	1,249	2,130	25	4,370	7,774
Pinhoe	344	942	0	0	1,286
North of Blackhorse	0	1,480	0	0	1,480
<b>Towns - Totals</b>	<b>1172</b>	<b>2,342</b>	<b>463</b>	<b>1,100</b>	<b>5,077</b>
Axminster	360	456	25	650	1,491
Budleigh Salterton	70	76	0	0	146
Exmouth	281	353	438	350	1,422
Honiton	122	545	0	0	667
Ottery St Mary	147	407	0	0	554
Seaton	92	428	0	0	520
Sidmouth	100	77	0	100	277
<b>Villages and Rural Areas Total</b>	<b>475</b>	<b>715</b>	<b>10</b>	<b>156</b>	<b>1,356</b>
<b>Grand Totals</b>	<b>3240</b>	<b>7,609</b>	<b>498</b>	<b>5,626</b>	<b>16,973</b>

3.3 The majority of employment land is being delivered in the West End, with key sites here including:

- The Intermodal interchange – 43.4 ha
- Skypark Business Park – 35.6 ha
- Science Park – 30.8 ha
- Exeter Airport Business Park – 5 ha

- Cranbrook – 18.4 ha.<sup>11</sup>
- 3.4 Elsewhere in the District, the two substantial employment land areas proposed in the Local Plan are land west of Hayne Lane, Honiton (15 ha), and north and east of Axminster (6.5 ha).<sup>12</sup>
- 3.5 Given this strategy for growth, the vast majority of infrastructure projects required to deliver development will be located in the West End and the seven Towns. There may also be requirements associated with development at the 15 Villages identified in Local Plan Strategy 27. The delivery of small-scale infrastructure projects to mitigate development in rural areas is outside the scope of the IDP.
- 3.6 The Cranbrook Plan DPD will provide more detail on the delivery of development at this new town.

---

<sup>11</sup> Local Plan Strategy 9, 12, 18 and East Devon Employment Land Review 2014-2015 (year ending 31 March 2015).

<sup>12</sup> Ibid.

## 4. Infrastructure Types and Delivery

- 4.1 This IDP considers a range of infrastructure types – a brief description of each type is given under the following sub-headings; followed by detail on funding, delivery and prioritisation.

### Communications Technology

- 4.2 This incorporates a range of technologies, but this IDP focuses on broadband and mobile phone signals as particularly important issues given the rural nature of much of East Devon. The general principle with telecommunications (as with other utilities) is that services are provided as required on a commercial basis. However, the provision of superfast broadband is not commercially viable for some (rural) parts of the District.

### Education

- 4.3 Schools provide a focal point for communities and, as the education authority, Devon County Council (DCC) has various statutory duties in relation to education provision. These include a statutory duty to ensure sufficient school places are available for every child to be able to access a school place between the ages of 4-16 years, sufficient education and training opportunities for young people, and sufficient Early Years and Childcare places for children from birth to 18 years.
- 4.4 DCC has identified the following challenges in relation to education provision in Devon:
- significant residential development planned in the urban areas but some rural depopulation;
  - the need to reduce home to school transport costs;
  - supporting communities through sustainable patterns of provision; and
  - the increasingly autonomous school system.<sup>13</sup>
- 4.5 DCC also note there is considerable uncertainty about the future scale and nature of central Government funding.<sup>14</sup>

### Energy, Utilities and Waste

- 4.6 This considers water supply, waste water, electricity, and gas; as well as energy relating to the Combined Heat and Power (CHP) facility that generates electricity and heat at Cranbrook. Utilities infrastructure provision is highly regulated and the majority of infrastructure is provided by private-sector companies.
- 4.7 South West Water note that it is difficult to provide feedback on infrastructure costs and need at a 'strategic' level – this is usually done when they are approached by developers so they can analyse the capacity of their systems at that time.

---

<sup>13</sup> Devon County Council Education Infrastructure Plan 2016-2033.

<sup>14</sup> Ibid.

Improvements to Sewage Treatment Works will be funded by South West Water through its ongoing business plans/capital works programmes.

- 4.8 Western Power Distribution (responsible for the distribution of electricity) are applying restrictions to the connection of electricity generation in the South West. This is due to the large number of requests for the connection of embedded generation schemes in the last 3-4 years. The impact of this is a delay of 3 – 6 years for the connection of new electricity generation such as from decentralised/renewable energy, subject to the completion (envisaged in 2020) of National Grid's new high voltage route associated with Hinkley Point C.

### **Environment and Green Infrastructure**

- 4.9 Green infrastructure is a term used to describe a network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.<sup>15</sup> This infrastructure type includes projects to mitigate the adverse impacts of development upon the Exe Estuary and Pebblebed Heaths European Sites, required under the Habitats Regulations.<sup>16</sup> A proportion (currently 8.6%) of CIL income is ring-fenced for Habitats Regulations Assessment (HRA) infrastructure mitigation; whilst non-infrastructure mitigation will be collected from new dwellings that are built within 10km of the two sites via planning obligations. This IDP considers both infrastructure and non-infrastructure mitigation, as both are required and represent a cost to development. Suitable alternative natural greenspace (SANGS) is part of the mitigation that may be required, particularly for large development sites.

### **Flood Risk and Coastal Change management**

- 4.10 New development should be located outside of areas of medium-high flood risk which should minimise the need for new flood risk infrastructure, but often drainage is an important issue and national policy requires that all major development should incorporate Sustainable Drainage Systems (SuDS), unless demonstrated to be inappropriate.<sup>17</sup>
- 4.11 Several organisations are involved in the provision of infrastructure relating to flood risk:
- the Environment Agency provides a strategic overview and has responsibility for 'main' rivers;
  - Devon County Council manage 'local' sources of flooding (surface water, groundwater, ordinary watercourses) and ensure that water which falls on the highway can drain away effectively;

---

<sup>15</sup> National Planning Policy Framework, Annex 2: Glossary.

<sup>16</sup> The South East Devon European Site Mitigation Strategy (June 2014) identifies a range of mitigation measures. 'Rebasing the SEDESM – the strategic response' (July 2017) updated the costs and funding gap, which includes both "infrastructure" and "non-infrastructure" projects.

<sup>17</sup> Written Statement by Secretary of State for Communities and Local Government, 18 Dec 2014.

- East Devon District Council have powers to undertake flood risk management works to 'ordinary' watercourses; and
- South West Water cover sewerage flooding.

4.12 Beach Management Plans (BMPs) at Exmouth and Sidmouth have indicated schemes that are necessary to maintain the standard of protection against coastal erosion and flooding at these towns. A BMP for Seaton is due to be completed by autumn 2017.

### Healthcare

4.13 Healthcare infrastructure constitutes *primary care*, generally the first point of contact in the healthcare system (GP surgery, dentist, pharmacist, optometrists); *secondary care* (specialist support in an emergency, surgery, complex tests); *community services* that support patients in their own homes; and *public health*, which promotes good health and well-being with a view to reducing the need for primary and secondary care. This infrastructure type also includes extra care housing schemes as these are considered to be social care facilities.<sup>18</sup>

4.14 As a general principle, the NHS seeks to improve existing infrastructure where required, rather than providing new, as this is usually more cost effective. Small, stand-alone GP practices are no longer sought, with new larger GP practices (minimum of 7-8,000 patients) considered where significant development is planned.<sup>19</sup> The NHS has identified concerns relating to a developer providing a health centre and then charging full market rent for its occupation – the cost of GP buildings is actually fully funded by the NHS, meaning limited benefits from planning obligations in these circumstances as the NHS must then pay the full market rent.

4.15 East Devon has an older population than average, and this ageing nature is forecast to grow considerably. As the population ages there are an increasing number of patients living with multiple long term conditions, and the majority of patient contacts for long term conditions occur in primary care. These factors mean that there is a requirement for increased physical capacity in which to treat the patients.

### Public services

4.16 This covers a wide range of community and cultural facilities, including libraries, community halls, youth facilities (including children's centres) and emergency services. These facilities all help to create socially inclusive, high quality, safe places in which to live and work.

### Sport and Recreation

4.17 The provision of sport and recreation facilities is important for developing healthy communities, particularly given the healthcare issues identified above. This

---

<sup>18</sup> Informed by evidence in the 'Extra Care Housing – Refresh of the Commissioning Strategy for Extra Care Housing (2009)', Devon County Council, August 2015.

<sup>19</sup> Below this size, a model of branch surgery that is part of a larger practice is sought.

infrastructure includes sports halls, swimming pools, playing pitches, open space, and play spaces.

## Transport

- 4.18 Transport infrastructure covers issues relating to roads, rail, buses, and walking/cycling. New development should provide safe and efficient transport infrastructure, making the fullest possible use of public transport, walking and cycling.
- 4.19 Various organisations are involved in the delivery of transport infrastructure, with Devon County Council having overall responsibility for local transport in the area. Highways England is responsible for the strategic road network, which in East Devon comprises the M5, A30 and A35. Network Rail owns the railway infrastructure, and South Western Railway is the Train Operating Company that runs services through East Devon and oversees the day-to-day management of the train stations. Local bus services are provided on a commercial and non-commercial basis. Devon County Council are responsible for cycle paths, whilst Sustrans, a national sustainable transport charity, works alongside local authorities and communities to encourage travel by foot, bike or public transport.

## Funding and Delivery

- 4.20 The funding and delivery of infrastructure is generally through one of the following means:
- *Provided directly by statutory undertakers under their legal obligations and statutory functions* – this includes utilities and telecommunications companies which have investment budgets drawn from charges to customers; Environment Agency funds from Government to protect existing development from flooding;<sup>20</sup> and education providers who receive funding to ensure there are sufficient pupil places in all schools, with some capital funding also available.
  - *Funded by developers/landowners as part of mitigating the impacts of a development* – Section 106 planning obligations can be sought, subject to meeting certain tests;<sup>21</sup> Section 278 agreements can be made between the Highway Authority (Devon County Council) and a developer who agrees to pay for highways works on or adjacent to an adopted highway.
  - *Grant and loan funding* – a number of different grants and loans may be available, from a range of organisations; for example from national Government (e.g. the Housing Infrastructure Fund<sup>22</sup>), the Local Enterprise Partnership,<sup>23</sup> and

---

<sup>20</sup> New development is expected to fund its own flood risk mitigation.

<sup>21</sup> Community Infrastructure Levy Regulation 122; National Planning Policy Framework paragraph 204.

<sup>22</sup> This fund was announced in the 2017 Housing White Paper and is worth £2.3bn, available from 2017 for four years.

<sup>23</sup> In East Devon, Local Enterprise Partnership funding has helped deliver Exeter Science Park and is contributing towards delivering the Connecting Devon & Somerset broadband infrastructure.

Local Authority. A funding bid is usually required, and often projects should be 'shovel ready' to be successful.

- *Community Infrastructure Levy* – the Regulation 123 list identifies the infrastructure that can be funded in whole or in part by CIL. Developer contributions through planning obligations can no longer be sought for projects identified on the Regulation 123 list. Current estimates suggest that around £30.8m will be available to the district council to spend on infrastructure projects over the remaining Local Plan period; whilst a proportion (15% or 25%) will also be given to town/parish councils to spend.
- *A combination of the above* – often a variety of different funding sources is required to delivery infrastructure, incorporating several of the types above.

4.21 If delivery of an infrastructure project is uncertain, contingency planning is important to ensure that alternative arrangements can be made. The council will consider the following measures if it is difficult to secure the delivery of infrastructure projects:

- Investigate the potential for alternative funding options;
- Maximise contributions from development (without risking viability);
- Consider investing in infrastructure in some circumstances;
- Hold discussions with relevant organisations and developers/landowners.

4.22 The non-delivery of priority one infrastructure would have a high impact on delivering development as this infrastructure is seen as critical; whilst there would be a lesser impact if priority two or three infrastructure was not delivered. Similarly, the non-delivery of infrastructure that is needed in the first 5 years is more likely to have a high-medium impact on the delivery of growth than projects identified for later when there is more time to gather funding and/or make contingency plans.

## **Prioritisation**

4.23 Whilst EDDC may wish to secure the delivery of all items identified in the Infrastructure Schedule, funding constraints mean that prioritisation is necessary depending upon the degree to which the infrastructure is required to deliver development. Therefore, each infrastructure project has been classed in one of the following categories:

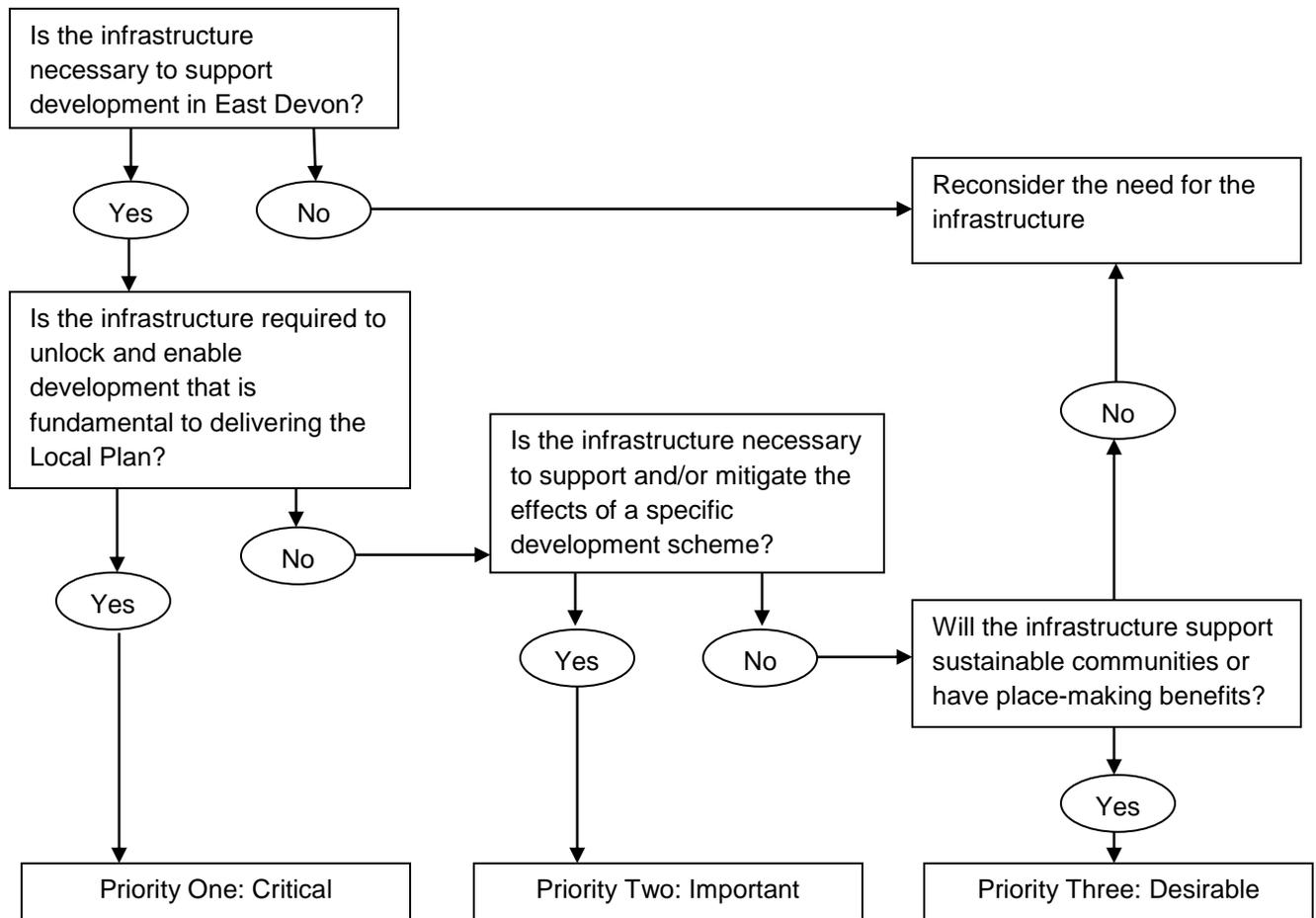
- **Priority One ('critical')**: infrastructure that is fundamental to the delivery of the vision, objectives and policies of the Local Plan. This infrastructure is critical, without which development may not be able to commence and the Local Plan is likely to fail.
- **Priority Two ('important')**: infrastructure that is important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.
- **Priority Three ('desirable')**: infrastructure that would enhance the effectiveness, efficiency, and quality of infrastructure. These projects create a better place to

live and work, and are generally desirable in order to build sustainable communities. Less detail may be available for these projects currently.

4.24 It should be noted that the prioritisation of an infrastructure project may change over time; for example, if its delivery becomes more imperative it may move from priority two to one.

4.25 In addition, “local priorities” have been identified from town and parish council’s consultation responses, as being desirable or beneficial to the local community. This part also includes those infrastructure projects in neighbourhood plans that have been ‘made’. Some of these projects are also reflected within priority one, two or three. The following diagram describes the process for considering the category for an infrastructure project.

**Figure 4.1: Infrastructure Prioritisation Process Chart**



## 5. West End

### Cranbrook

- 5.1 Cranbrook is a new settlement that has developed rapidly over the last five years and now has around 1,500 new homes and over 3,000 residents. The Local Plan identifies that around 7,770 dwellings in total will be delivered at Cranbrook (3,487 of which have outline planning permission), along with 18.4 hectares of employment land, and a wide range of social/community facilities.
- 5.2 Many infrastructure projects at Cranbrook have either already been delivered, or are required from developer contributions (s.106) for the 3,487 dwellings that currently have approval. The emerging Cranbrook Plan DPD will provide further detail on the future development requirements and their location, particularly in the expansion areas. Alongside this, outline planning applications for 4,370 dwellings to the east, west and south of the extant permissions are currently pending a decision. Given this background, infrastructure projects are associated with either 'approved development' or 'expansion areas' where possible, although often requirements cover both.

### Education

- 5.3 St. Martin's Primary School was opened early on in the development of Cranbrook, and has grown from fewer than 40 pupils in September 2012 to now approaching its 420 place capacity. Cranbrook Education campus, an 'all-through' school, providing education for nursery, primary and secondary, opened in September 2015. Two further primary schools are important (*priority two*) in the medium to longer term in the expansion areas: a 420 place primary school, costing £7.2m; and a 630 place primary school, costing £10.8m. Funding is yet to be secured towards these projects. Greater capacity will also be required for secondary education (*priority two*), to expand to around 1,125 places – this would cost £4.3m.
- 5.4 Other education/young person facilities are also needed in Cranbrook, with a children's centre site secured in the s.106 for the approved development (*priority two*). Special Educational Needs in the area should be met through a Special School in Cranbrook, costing £5.4m (*priority two*). Again, no funding has been secured as yet for this project.

### Energy, Utilities and Waste

- 5.5 A district heating network, powered by the Combined Heat and Power plant operated by E.ON, is in operation at Cranbrook and the first commercial buildings on the neighbouring Skypark. This system should be expanded to connect with major new development at Cranbrook and the West End, in order to provide low-carbon energy (*priority one*). In order to deliver development proposed in the Cranbrook Plan eastern expansion area, it will be critical (*priority one*) to move some of the overhead electricity cables underground, at a cost of £6m.

## Environment and Green Infrastructure

- 5.6 As Cranbrook is within 10km of the Exe Estuary and Pebblebed Heaths European Sites, financial contributions towards HRA non-infrastructure mitigation are sought from all new residential development at the town (*priority one*). As part of the mitigation measures, around 70 hectares of SANGs should be provided for the Cranbrook Expansion Areas (*priority one*).
- 5.7 Clyst Valley Regional Park (*priority one*) is 'landscape-scale' green infrastructure project, some 2,430 hectares in size, which is located in the western edge of East Devon, including links to Cranbrook. The estimated cost of £7m would deliver 36km of new recreational trails to link existing and new communities to the countryside. The project includes a 10km commuting and recreational Clyst Valley Trail which will form the backbone of the Park – £440,000 has been secured from s.106 towards this element of the project. Other than this, no other funding is secured as yet, meaning a current funding gap of £6.56m. Making the Park accessible is just one of several objectives, which include landscape and habitat restoration and creation (trees, hedges, parklands, orchards, and riverine wetlands), heritage conservation, interpretation, educational and visitor facilities.
- 5.8 Finally, the Country Park resource centre (*priority two*) has been agreed in the s.106 for the approved development.

## Flood risk and Coastal Change management

- 5.9 The majority of the expansion areas have a low probability of flooding, but there are some areas of medium to high risk. The underlying geology means that infiltrating features may not be suitable for much of the site, so sustainable drainage systems (SuDS) should be integrated with streets, green corridors and open spaces to achieve at least 5% of attenuation on each development parcel, with the remainder discharging to attenuation ponds. These are basic principles at this stage, with no infrastructure project in the schedule.

## Healthcare

- 5.10 Cranbrook Medical Practice opened at the Younghayes Community Centre in 2015, and now has a list size of some 1,700 patients. A site for a health and well being hub (0.7 ha) has been secured in the s.106 for the approved development, which will provide a range of primary and secondary care services (*priority two*). This hub building has an initial cost estimate of £10m, but this will be confirmed in due course.
- 5.11 In addition, an extra care housing scheme of 55 flats is important (*priority two*) to meet future demographic needs in the town, costing £10.3m with no funding currently secured.
- 5.12 In 2016, Cranbrook was selected by NHS England as one of ten Healthy New Town demonstrator sites, in order to trial ways of building in improved health and wellbeing outcomes through the design of the built environment, new ways of providing care, and though action within the community.

## Public Services

- 5.13 The Younghayes Community Centre provides a range of public services, including the (temporary) Town Council offices, community hall, and (temporary) library. Other public services will be delivered as Cranbrook grows, with a blue light emergency facility (land in s.106 but funding required to construct), youth services facility, Town Council office, public conveniences, a library (building in s.106, but funding required to fit-out), and a place of worship, all to be delivered through s.106 developer contributions from the approved development (*all priority two*). Other public services are required to help deliver a more sustainable community, with town centre car and coach parking, a cemetery, and a multi-functional cultural space (*all priority three*) – the implementation of the car parking strategy is in the agreed s.106, but there is current uncertainty as to the cost and funding of these facilities.

## Sport and Recreation

- 5.14 Several play spaces have already been delivered at Cranbrook, including two local equipped areas for play (LEAPs), and a neighbourhood equipped area for play (NEAP). Many other sports and recreation facilities are proposed as Cranbrook develops further, with further play spaces, sports pitches, a sports centre and swimming pool, allotments and open space (*all priority two*). Some of these projects will be delivered through developer contributions in the s.106 for the approved development; whilst others will be required for the expansion areas and therefore currently have a funding gap.

## Transport

- 5.15 Cranbrook is located close to the strategic road network, just a few minutes' drive from the A30 and the M5. New junctions on the B3174 (London Road) will be critical (*priority one*) in delivering the expansion areas, to ensure appropriate access to this development.
- 5.16 The town is located on the Exeter – London Waterloo main train line, and Cranbrook train station opened in December 2015. Either a second train station, or improvements to the existing station, are important (*priority two*) to promote sustainable travel in delivering the remaining approved development and the expansion areas. It is likely that only one of these options will be achievable due to cost – a second train station is estimated at £9m, whilst the detail and cost of improving the existing station is yet to be confirmed.
- 5.17 An additional passing loop on the train line would enable increased train frequency that will also mitigate road traffic impacts (*priority one*). This is estimated to cost £15m, with a current funding gap of £11m. Highway re-profiling of the Crannaford Crossing will address safety concerns relating to the grounding of HGVs here (*priority two*).
- 5.18 There is currently a half-hourly bus service from Cranbrook to Exeter city centre in one direction, and Honiton/Axminster in the other. From 2018 onwards, the second phase of this bus service (no. 4) will increase to a 15 minute service linking Cranbrook, Skypark and the Science Park into the city centre, or continued support for half hourly

service (depending upon the rate of development/commercial viability) – of the £1.7m cost, there is a funding gap of £780,000. A strategic cycle route connecting Cranbrook to surrounding areas, including to Exeter City Centre, is proposed in delivering the expansion areas. Both the bus service, and this cycle route, are considered to be critical (*priority one*) as they will provide sustainable travel alternatives to the car, and mitigate capacity issues at the M5, Junction 29. Cranbrook Town Council has identified a desire to construct a bridge over the railway line to access proposed homes near the former Broadclyst station, and improve the Station Road/London Road junction.

## **Pinhoe urban extension**

- 5.19 The Local Plan allocates a mixed-use scheme comprising 800 homes (although permission now exists for 1,300 homes, 300 of which have been built), 3 hectares of employment land, and social/community facilities at Pinhoe. Given its location, it is in effect an urban extension to Exeter, so there are cross-boundary issues relating to infrastructure requirements.
- 5.20 A new 420 place primary school (*priority one*), including nursery, is critical to delivering this development and a planning application is currently pending a decision. This will cost £7.1m and should be fully funded through section 106 contributions. Secondary education provision is also sought for developments in the West End, excluding Cranbrook (*priority one*).
- 5.21 A district heating network, powered by an energy centre located on the Monkerton development, Exeter, will serve development at Pinhoe, along with the Science Park and North of Blackhorse/Redhayes (*priority one*).
- 5.22 Suitable alternative natural greenspace (SANGs) forms part of the Old Park Farm development (north of B3181), in the form of an on-site linear park and off-site restoration works to Poltimore Park (*priority one*).
- 5.23 Improvements along Langaton Lane (section east of M5 bridge to Tithebarn Lane) for all travel modes (walking/cycling/vehicles) are critical to delivering development in this area (*priority one*). This project will cost around £1m, of which £700,000 has been secured through section 106 contributions, and will link with the North of Blackhorse/Redhayes site discussed below. Enhancements to bus provision to encourage sustainable travel are important (*priority two*) in delivering this site, specifically through the extension of the number 1 service. These enhancements will cost £1.55m, fully funded through section 106 contributions. Improved access to rail connections at Pinhoe are also sought (*priority two*).

## **North of Blackhorse/Redhayes**

- 5.24 This site is allocated for 1,500 homes, social/community facilities, and employment land; and now has planning permission. A new 420 place primary school is critical (*priority one*), but there is currently a £2.5m funding gap from the total cost of £7.1m. The additional capacity referenced above for secondary education from developments in the West End, excluding Cranbrook, also applies to this site (*priority one*).

- 5.25 As stated above, the Monkerton district heating network will provide heat for future occupiers of this development (*priority one*). An on-site Country Park will deliver the required SANGS for this development (*priority one*).
- 5.26 The section of the Tithebarn Link Road from Cumberland Way to Tithebarn Bridge is now complete, and the remaining section to Blackhorse is under construction. A separate foot/cycle bridge over the M5 (Tithebarn Lane Bridge) is seen as important (*priority two*) to delivering this site – this scheme will cost £1.4m, and is fully funded. Improvements to bus links to Exeter city centre, costing £1m, are also important (*priority two*) but no funding is committed as yet.

### **Skypark / Exeter Science Park / Exeter International Airport / Exeter Airport Business Park**

- 5.27 These four employment sites are all integral to delivering economic growth at the West End. Significant improvements to transport infrastructure in the area have been completed over recent years, in order to ensure the proposed employment development can be delivered.
- 5.28 **Skypark** is a major high quality business park, some 40 hectares in size. It has outline planning permission and several buildings have been delivered and are occupied, although it will be some years before the site is complete. All buildings are committed to connect to E.ON's district heating network.<sup>24</sup> The replacement of Waterslade Park football pitch is proposed on the eastern edge of Skypark (*priority two*). There is a half-hourly bus service to Exeter city centre that can be accessed from stops nearby at Cranbrook or Clyst Honiton – the second phase of this service is referenced under Cranbrook above (*priority one*), but further improvements are sought to provide better links with the Airport and its Business Park, and the Science Park (*priority two*).
- 5.29 **Exeter Science Park** is a developing premier research and technology employment centre. As with Skypark, outline permission has been granted, and is partially occupied with further development underway following extensive transport infrastructure improvements in the vicinity. The Monkerton energy centre will provide a district heating network for this development (*priority one*). Other proposed transport improvements in the West End already referenced will also benefit the delivery of the Science Park.
- 5.30 **Exeter International Airport**, along with the adjacent **Exeter Airport Business Park**, are the other key employment sites in the West End. The Local Plan supports the growth of the airport, and allocates five hectares of employment land at the business park. Although there is a bus service to Exeter city centre, links to developments nearby (e.g. Cranbrook, Skypark, Science Park) are lacking, and a service to enable this is important (*priority two*) in delivering further growth in this location. This service is estimated to cost £1m, with no funding currently secured/identified. Widening improvements to Exeter Airport Business Park Link Road (Long Lane) to enable safer access and improved forward visibility are critical (*priority one*) – some widening works

---

<sup>24</sup> Heat Network Strategies for the West End of East Devon, December 2016.

along this road are proposed as part of the France-Alderney-Britain planning application for an electrical convertor station that is currently pending a decision.

## 6. Axminster

### Background

- 6.1 Axminster is home to 5,800 people<sup>25</sup> and, as one of the seven 'Towns' identified in the Local Plan, will see significant housing and employment growth over the next 15 years or so. Indeed, Axminster has more housing growth over the Local Plan period than any of the seven Towns, with 1,500 homes alongside 9 hectares of employment land.

### Key Infrastructure issues

#### Education

- 6.2 There are two primary schools – Axminster Community Primary with a current capacity of 238 pupils, and St Mary's Catholic Primary School with 140 pupil capacity. Although the number of children attending these schools is currently less than capacity, projected future growth will mean that the both schools will be over capacity in 2019/20. Given this pressing need, Devon County Council have acquired land to expand a primary school, identified as *priority one* in the infrastructure schedule, although there is still a funding gap of around £3.5m. The mixed-use Local Plan allocation to the north and east of the town makes provision for a 210 pupil primary school.
- 6.3 Axe Vale Community College provides secondary education for Axminster and the surrounding area. The current number of pupils is currently less than the capacity of 905, but future growth means that there is a project for a secondary education facility (*priority one*), currently with a £1.9m funding gap.

#### Energy, Utilities and Waste

- 6.4 Improvements to the sewerage drainage system are required to mitigate the environmental impact of development, particularly upon the River Axe Special Area of Conservation that runs along the western edge of the town. This is essential to delivering development (*priority one*), and will be funded by developers and South West Water.

#### Healthcare

- 6.5 The NHS has recently funded a substantial extension at Axminster Medical Practice, addressing previous issues of this primary care facility being under-sized. The list size at this practice is currently 11,700 patients; further increases in population would require further physical capacity. With regards to secondary care, Axminster Hospital provides a range of services for the town and wider rural hinterland that enable people to be cared for closer to home and in their own community, although it does not contain medical inpatient beds. The ageing nature of the population means that extra care housing will be required in Axminster in the period up to 2033, with a project for a 65 unit scheme costing £12.2m (*priority three*).

---

<sup>25</sup> All usual residents, Axminster Built-up Area, Census 2011.

## Public Services

- 6.6 Public services in the town include a library, youth centre and Town Hall. Some relatively small-scale improvements to the library in order to respond to the growth of Axminster are considered a desirable (*priority three*).

## Sport and Recreation

- 6.7 Axminster has a good range of sports and recreation facilities, including outdoor sports pitches, a swimming pool, and sports hall. Indeed, the only full size 3G pitch available for public hire in East Devon is located at Axminster Leisure Centre. However, there are some parking and access issues arising from the leisure centre sharing its facilities with Axe Valley Community College – improvements to address these issues are desirable (*priority three*), and should be considered alongside improvements to the swimming pool (*priority three*). A new fitness gym is included (*priority three*) that would also address these issues, although there is currently no funding committed to this project. Additional football pitches at Cloakham Lawn, Axminster Town Football Clubs' new site, and the north and east mixed-use allocation are all important (*priority two*), reflecting the Playing Pitch Strategy – the total cost of these projects is £273,000, with no funding secured as yet.

## Transport

- 6.8 Axminster has good transport links, with the A358 travelling through the town providing access to the north towards Chard and south to Seaton and the south coast. The A35 (part of the strategic road network) gives east-west links. The town centre suffers from traffic congestion at peak times. Axminster has a train station, providing an hourly service in each direction along the Exeter – London Waterloo line.
- 6.9 The most significant transport infrastructure project is the north-south relief *road (priority one)*, to be delivered as part of the large north and east Local Plan allocation. This project is costly at £16.7m, with funding yet to be confirmed. Several other transport projects are also proposed, including improved footpaths, cycle paths, and bus services to link Cloakham Lawns and the north/east allocation with the rest of the town (*priority two*). In addition, projects to improve the Stony Lane junction, town centre regeneration, and Weycroft bridge improvements are seen as desirable (*priority three*). Additional car/cycle parking to serve the train station is a local priority.

## 7. Budleigh Salterton

### Background

- 7.1 Budleigh Salterton is a small coastal settlement with a population of 5,200 people.<sup>26</sup> Although it is identified as a 'Town' in the Local Plan, there are several important environmental constraints that limit its growth to around 140 dwellings. No future infrastructure projects have been identified for Budleigh Salterton currently, reflecting the limited proposed development, so the following text highlights some of the existing infrastructure issues in the town.

### Education

- 7.2 St Peter's Church of England (CofE) is the only primary school in Budleigh Salterton, located in the north west of the town. The recent expansion of this school to 280 spaces has ensured sufficient capacity, but there is limited potential to expand further if required in the future. The secondary feeder school for St Peter's is Exmouth Community College, which does have capacity issues (see Exmouth chapter).

### Environment and Green Infrastructure

- 7.3 As Budleigh Salterton is within 10km of the Exe Estuary and Pebblebed Heaths European Sites, financial contributions towards HRA non-infrastructure mitigation are sought from all new residential development at the town (*priority one*).

### Healthcare

- 7.4 Budleigh Salterton Surgery currently has around 8,000 patients enrolled, and the building is slightly undersized for this level. Budleigh Hospital is being transformed into a modern health and well-being hub that will provide a wide range of services and activities for the local community to improve the quality of health and wellbeing in the area.

### Public Services

- 7.5 Other public services in the town include a library, fire station, and public hall. With regards to sports and recreation, there are outdoor sports pitches, play areas, and recreation walking routes, but the town lacks indoor sports facilities.

### Transport

- 7.6 Transport links to Budleigh Salterton are relatively poor, only being served by 'B' roads – the nearest 'A' roads being some five miles away at Exmouth and Newton Poppleford. There are regular bus services to the nearby Towns of Exmouth (half hourly) and Sidmouth (hourly).

---

<sup>26</sup> All usual residents, Budleigh Salterton Built-up Area, Census 2011.

## 8. Exmouth

### Background

- 8.1 Exmouth is the largest settlement in East Devon, home to around 34,500 people.<sup>27</sup> Significant development is planned at this coastal town, with over 1,200 homes and 12.9 hectares of employment land proposed in the Local Plan.

### Key Infrastructure issues

#### Education

- 8.2 There are eight primary schools in Exmouth, the largest of which is Withycombe Raleigh CofE Primary School with a capacity of 593 pupils. The planned growth of the town means that additional primary school capacity will be required later in the plan period. An additional 210 places are proposed (*priority two*) through either a new school at the Goodmores Farm Local Plan allocation, or the expansion of Brixington Community Nursery and Primary School to 630 places. A funding gap of nearly £2.9m currently exists for this project.
- 8.3 With a capacity of just over 2,400 pupils, Exmouth Community College is one of the largest secondary schools in the country. The planned growth of over 1,300 homes within the school catchment area means that the College will be over capacity. The expansion plans are seen as critical (*priority one*) and will cost £2.7m, of which only £750,000 is currently secured.

#### Environment and Green Infrastructure

- 8.4 As Exmouth is within 10km of the Exe Estuary and Pebblebed Heaths European Sites, financial contributions towards Habitats Regulations Assessment (HRA) non-infrastructure mitigation are sought from all new residential development at the town (*priority one*).

#### Flood Risk and Coastal Change Management

- 8.5 Exmouth is an important visitor destination, with its 3km long sandy beach a major draw for tourists. A Beach Management Scheme is anticipated to consist of beach recharge to maintain the standard of protection against flooding and coastal erosion. This will promote investment in the town, particularly the town centre, consistent with Local Plan Strategy 22 (*priority three*, cost £3.1m).
- 8.6 Funding has been secured to deliver a flood defence at the Estuarieside, with detailed designs underway (*priority three*, cost £19.6m). There is potential to add the Estuarieside Linear Park as part of this, although additional funding would be required.

---

<sup>27</sup> All usual residents, Exmouth Built-up Area, Census 2011.

## Healthcare

- 8.7 There are five GP practices in Exmouth, with a total of 37,900 patients. Some of these premises are undersized for the current population and would benefit from being extended if the opportunity arose. Exmouth Hospital provides for secondary care in the town and wider local area that enable people to be cared for closer to home and in their own community, including a minor injuries unit and medical inpatient beds.
- 8.8 Due to future demographic changes, a large number of extra care housing units (189) are forecast to be required in Exmouth by 2033. It is likely that this provision will be across two or more sites, costing around £35.5m (*priority three*).

## Public Services

- 8.9 As the largest settlement in the district, Exmouth has a wide range of public services. Many different shows, theatre productions and events take place at Exmouth Pavilion. There is an aspiration to replace the small and out-dated Exmouth Library, with a larger, modern facility in the town centre (cost £1.5m, *priority three*).

## Sport and Recreation

- 8.10 Exmouth has a large range of sport and recreation facilities, with a swimming pool, indoor tennis centre, golf pitch and putt, and numerous other sports pitches and play spaces. Further sports playing pitches will be required to accommodate future development, including rugby and football pitches, a 3G artificial grass pitch, and improvements to existing playing fields at St Johns Road and Knapp Cross (*priority two*) – there is currently a large funding gap of nearly £3.4m for these projects. Improvements at the swimming pool through the provision of a ‘changing village’ for modern use have recently been completed.
- 8.11 In addition, East Devon District Council is seeking to create a modern, exciting and attractive new leisure area on the seafront. Known as the Queen’s Drive leisure area, it will include a water sports centre, mixed leisure use (*priority three*), and will involve moving the existing road and car park.

## Transport

- 8.12 Transport links are constrained by the location of the town which, in effect, is on a promontory. Exmouth is served by a single ‘A’ road in the form of the A376 which travels north out of the town towards Exeter and the M5 – as the one main road route, traffic flow is perceived as heavy along here. However, the promontory location also means that the town does not suffer from heavy through traffic, and the overall level of traffic flow is low by comparison with other market towns of comparable size.<sup>28</sup> The “Avocet line” connects Exmouth by rail to Exeter, with a number of local stops in between. This is a busy line, popular with local people for commuting and shopping, and visitors on holiday and day trips.

---

<sup>28</sup> Exmouth Town Centre and Seafront Masterplan, December 2011.

- 8.13 A series of improvements to transport infrastructure are identified to deliver additional development. The completion of Dinan Way to the A376 (*priority one*) will help remove traffic from residential streets and ease access to the south eastern parts of town. This will cost £10m with a current funding gap of £8.5m.
- 8.14 Non-car transport measures will support sustainable communities in Exmouth, including the provision of walking/cycle links between development sites and key services and facilities (schools, town centre, employment sites, Exe Estuary Trail, Valley Parks); continuing support for bus services; and improvements to Avocet Line train stations such as lengthening platforms and improving facilities (*all priority three*).
- 8.15 Finally, some other transport infrastructure improvements are sought to deliver the Exmouth Masterplan, including at Foxholes Hub, Chapel Hill and along the Promenade (*all priority three*).

## 9. Honiton

### Background

9.1 Honiton is the third largest settlement in East Devon, home to 11,500 people.<sup>29</sup> It is centrally located in the district, providing jobs, services and facilities for a wider rural hinterland. A moderate level of growth is planned at the Town, with some 630 dwellings and 18.2 hectares of employment land proposed in the Local Plan.

### Key Infrastructure issues

#### Education

9.2 Honiton has two primary schools of similar size: Honiton Primary School (capacity: 420 pupils) and Littleton Primary Academy (capacity: 413 pupils); and one secondary school (Honiton Community College, capacity: 1058 pupils). Both primary schools are nearing capacity, and additional facilities are critical to address this issue (*priority one*). The cost of this is estimated to be £2.8m, but there is a funding gap of £850,000. Honiton Community College has capacity to accommodate additional pupils.

#### Healthcare

9.3 The NHS has recently funded a substantial expansion of the GP surgery, which ensures sufficient capacity for the 16,800 patients currently on the practice list. Honiton Hospital provides a range of secondary care services for the town and the surrounding rural area that enable people to be cared for closer to home and in their own community, including a minor injuries unit and maternity unit. A need has been identified for 72 units of extra care housing up to the year 2033 (*priority three*).

#### Public Services

9.4 There are a range of public services in the town, including a library, community centre (The Beehive), youth centre, and emergency services facilities (police, fire, and ambulance station).

#### Sport and Recreation

9.5 Honiton has several sports and recreation facilities, with a sports centre, swimming pool, sports pitches (football, cricket, rugby), outdoor tennis courts, and children's play areas. A range of playing pitch improvements are seen as important in delivering new development, including a new sand-based artificial grass pitch, new rugby pitches, additional youth football pitches, and improving the facilities and capacity on existing pitches (*all priority two*). There is currently a lack of funding for these projects. Refurbishment of the swimming pool changing rooms is sought to cope with increasing demand and to provide a modern service (*priority three*) – East Devon District Councils' capital programme includes £79,750 for this project, which is due to provide half of the total cost.

---

<sup>29</sup> All usual residents, Honiton Built-up Area, Census 2011.

## Transport

- 9.6 Honiton has excellent transport links, the best of all Towns in East Devon. A train station is located close to the town centre, providing services along the main Exeter – London Waterloo line. Two roads that form part of the strategic road network meet at Honiton: the A30 and the A35. The A30 provides a (dual carriageway) link westwards to Exeter (and the M5), and east towards the A303. The A35 travels to Axminster and to areas beyond along the south coast. There are regular (half hourly) bus links to Exeter city centre and other surrounding towns and villages.
- 9.7 Much needed improvements to Turks Head junction have now been completed. The widening and enhancement of Hayne Lane is important to deliver the large permitted housing site to the west of the town (*priority two*), to be delivered by the developer. Public transport enhancements should serve development in this part of town, also linking with the Local Plan employment allocations, at a cost of £1m (*priority two*). Improvements to walking and cycling networks to create links between existing employment, and proposed housing sites within the town and to the west, will mitigate the effects of these developments (*priority two*).

## 10. Ottery St Mary

### Background

- 10.1 Ottery St Mary is a small, attractive town of some 4,900 people<sup>30</sup> located near to the centre of East Devon. Moderate growth of around 500 dwellings (all of which have either been built or now have planning permission) is proposed through the Local Plan. In addition, three parcels of land totalling 2.2 hectares are allocated for employment uses at Finnimore Industrial Estate. The Local Plan aspires for a more vibrant town, and this housing and employment growth should support this aim.

### Key Infrastructure issues

#### Education

- 10.2 Ottery St Mary has one primary school (capacity of 417 pupils), located in the east of the town, and one secondary school (King's, capacity of 1,150 pupils), in the west. The Local Plan includes an allocation of land to the west of King's School for community and education uses, which Devon County Council consider should be for primary school provision.
- 10.3 The primary school is close to capacity, and a critical (*priority one*) project has been identified for additional primary provision (210 places) in the short term. Although some section 106 contributions are expected for this project, there is currently a funding gap of £2m.
- 10.4 The King's School is very near to capacity and is popular, meaning that a project for the improvement of secondary education facilities (*priority two*) has been identified. £1.3m has been secured from developer contributions towards this. King's has indicated that it has no land on which to expand and no finances to buy land or create the significant build to take more students.

#### Environment and Green Infrastructure

- 10.5 As Ottery St Mary is within 10km of the Pebblebed Heaths European Site, financial contributions towards Habitats Regulations Assessment non-infrastructure mitigation are sought from all new residential development at the town (*priority one*).

#### Healthcare

- 10.6 The Coleridge Medical Centre has just under 16,000 patients on its list, and the building is considered to be slightly undersized for the present number of patients. Further capacity would be required for additional population. Ottery St Mary Hospital provides a range of secondary care services for the town and the surrounding rural area that enable people to be cared for closer to home and in their own community. A need has been identified for 55 units of extra care housing up to the year 2033, costing £10.3m (*priority three*).

---

<sup>30</sup> All usual residents, Ottery St Mary Built-up Area, Census 2011.

## Public Services

- 10.7 Ottery St Mary has a library, town council offices, and fire station. The library is considered to be substandard, with difficult access for the disabled, although there are no current plans to replace it.<sup>31</sup>

## Sport and Recreation

- 10.8 Sports and recreation facilities include the Leisure Centre adjacent to The King's School, where there is a sports hall, gym, artificial sports pitch, and outdoor tennis courts. A new fitness gym and studios are sought to address demand and access issues at King's School plus early Cranbrook growth, at a cost of £750,000 with no funding currently committed (*priority three*). Improvements to access and additional car parking capacity are desired at the Leisure Centre (*priority three*). Several football pitches are located on the north east edge of the town, and additional youth football pitches are proposed at Winter's Lane recreation ground (*priority two*).

## Transport

- 10.9 Ottery is located some 3km south of the strategic road network (A30). Although roads travelling west towards Exeter are good, road links from elsewhere are relatively poor. Narrow roads and one way streets mean that there are pinch points which affect traffic flow across parts of the town. Ottery does not have a train station, but there are regular (half hourly) buses to Exeter city centre, although there is no service on Sundays or Bank Holidays.
- 10.10 Improvements to walking/cycling networks in order to create a link between the western development sites and town centre, employment areas (including Otter Nurseries) and schools, are desirable to support sustainable communities (*priority three*). In addition, the proposed Sidmouth to Feniton cycle route passes through Ottery St Mary (costing £1.4m, *priority three*).
- 10.11 Consultation with the local community has identified infrastructure issues relating to: the enhancement of the riverside area; the need for an additional car park for 80-100 vehicles; improving the street scene; re-siting the town centre bus stops and provision of a bus station with shelter/seating; and enhancing the town square and providing safer pedestrian access.

---

<sup>31</sup> East Devon Local Plan 2013-2031, paragraph 12.3.

# 11. Seaton

## Background

11.1 Seaton is a modest sized coastal town, home to around 8,400 people.<sup>32</sup> Around 450 new homes are planned in the town, all of which have either been built or have planning permission. The Local Plan identifies 2.2 hectares of employment land east of Harepath Road adjacent to Fosseyway Industrial estate, on the northern edge of Seaton, as part of a mixed-use allocation employment and recreation uses. This housing and economic development should support the continued regeneration of the town.

## Key Infrastructure issues

### Education

11.2 Seaton Primary School has a capacity of just over 380 pupils, and the current number on the roll is approaching this capacity – as a result, expansion of the school through extending existing buildings may be needed (*priority two*). This is projected to cost £1.4m, with a current funding gap of £841,000.

11.3 Seaton does not have a secondary school, so the secondary feeder school is Axe Valley Community College in Axminster (see Axminster section).

### Healthcare

11.4 There are two GP surgeries in Seaton: Townsend House Medical Centre (6,100 patients), and Seaton and Colyton Medical Practice (7,800 patients). Whilst Townsend House has sufficient space, Seaton and Colyton is in an undersized building and options for expansion are currently being considered – £93,500 has been secured from a section 106 agreement for this priority two project.

11.5 Seaton Hospital provides a range of secondary care services for the town and the surrounding rural area that enable people to be cared for closer to home and in their own community. Future demographic requirements indicate a need for 58 extra care beds (*priority three*) in Seaton up to the year 2033, at an estimated cost of £10.9m.

### Public Services

11.6 Public services that are available in Seaton include a library and a community hall. There also several cultural facilities in Seaton associated with its role as tourist attraction, such as Seaton Jurassic and the Tramway.

### Sport and Recreation

11.7 The Axe Valley wetlands provide a large area of recreation along the eastern edge of the town, but Seaton has fewer sports facilities compared to some of the other towns. It lacks a sports hall, and the swimming pool which is located at the primary school only

---

<sup>32</sup> All usual residents, Seaton Built-up Area, Census 2011. Nb. Seaton BUA includes the village of Beer.

has limited public opening hours.<sup>33</sup> Nevertheless, a new fitness gym has opened in the town centre, and there are several outdoor playing pitches (football, tennis, cricket). The relocation of Seaton Town FC to the Harepath Road allocation site will include adult and youth pitches, a covered stand, clubhouse and car parking (*priority two*). The total cost is £910,000, with a current funding gap of £710,000.

- 11.8 Enhancements to the swimming pool parking, signage, changing, security, and landscaping are seen as desirable (*priority three*) – this project is estimated to cost £125,000, with no funding secured as yet.

## **Transport**

- 11.9 The A3052 skirts the northern edge of the town, linking Seaton with other parts of the south coast. Seaton is located some distance from the strategic road network, being 6 miles south of the A35 and 12-13 miles from the A30 dual carriageway. There is no train station, but buses serve other surrounding towns and Exeter city centre. No transport related infrastructure improvements have been identified in order to deliver development at Seaton through this IDP.

---

<sup>33</sup> The swimming pool is open to the public during school holidays and weekends from April to September.

## 12. Sidmouth

### Background

12.1 Sidmouth is nationally renowned as a Regency seaside town and is home to 12,500 people<sup>34</sup> although this is boosted by tourist numbers throughout the year, particularly during the summer. Limited housing growth is proposed through the Local Plan, totalling around 270 homes, of which 100 remain to be delivered on three brownfield site allocations within the town. Up to 5 hectares of employment land is allocated north of Sidford, with a further 0.5 hectares of employment land at Alexandria Trading Estate. The Port Royal mixed use allocation near the seafront includes housing, community, commercial, recreation and other uses.

### Key Infrastructure issues

#### Education

12.2 Sidmouth Primary School (located across three sites) has a capacity of just over 620 pupils. Additional capacity is important (*priority two*) alongside the delivery of new housing growth, and will be delivered through the extension of existing buildings at a total cost of £500,000, with a current funding gap of £343,000.

12.3 Sidmouth College provides for secondary education needs at the town (capacity of nearly 960 pupils). Further capacity is to be provided through an extension to existing buildings (*priority two*). This project, costing £573,000, is fully funded from section 106 agreements.

#### Environment and Green Infrastructure

12.4 As Sidmouth is within 10km of the Pebblebed Heaths European Site, financial contributions towards Habitats Regulations Assessment non-infrastructure mitigation are sought from all new residential development at the town (*priority one*). The Byes is a particularly valued green infrastructure link in the town.

#### Flood Risk and Coastal Change Management

12.5 A Beach Management Scheme seeks to maintain the standard of protection against flooding and coastal erosion at Sidmouth. This scheme is estimated to cost £9m (with a funding gap of £3.3m) and is integral to the economic growth of the town, promoting business opportunities in the town centre consistent with the Local Plan. It will also help protect homes, including the 30 dwellings allocated at Port Royal<sup>35</sup> and is therefore considered to be *priority two*.

---

<sup>34</sup> All usual residents, Sidmouth Built-up Area, Census 2011.

<sup>35</sup> Plans for the development of this site are currently being worked up, which may result in additional infrastructure requirements in the future to help deliver the scheme.

## Healthcare

- 12.6 GP services in Sidmouth are provided by the Sid Valley Practice, which has around 14,500 patients. The practice operates from two sites: Blackmore Health Centre in the town centre, and The Beacon Medical Centre located on the northern edge of Sidmouth. The Beacon Medical Centre was redeveloped a few years ago and is a modern facility that provides significant capacity. The Blackmore Health Centre site in the centre of town has functionality issues and further monies are required to modernise and improve the facility so that it can provide effective healthcare services.
- 12.7 Sidmouth Hospital provides a range of secondary care services for the town and the surrounding rural area that enable people to be cared for closer to home and in their own community, including medical inpatient beds, x-ray, and surgery. Future demographic requirements indicate a need for 83 extra care homes (*priority three*) up to the year 2033, at an estimated cost of £15.6m.

## Public Services

- 12.8 There are a wide range of public services in Sidmouth, with a library, museum, community centre, youth centre, and emergency services facilities.

## Sport and Recreation

- 12.9 Similarly, Sidmouth has a variety of sport and recreation facilities. The swimming pool, and outdoor sports pitches for cricket, rugby, and tennis are located near to the town centre. A sports hall with a gym is located at Sidmouth College, with football pitches nearby.
- 12.10 Additional youth football pitches are important to support new development, along with other improvements to facilities such as installation of floodlights at Sidmouth College artificial pitch, changing facilities at Byes Lane, and a floodlit rugby 3G training pad (*all priority two*). In order to address capacity, parking and access issues relating to the gym at Sidmouth College, a new fitness gym and studios is seen as desirable (*priority three*) – this project would cost around £750,000. Improved facilities, parking and access at the existing leisure centre are also sought (*priority three*). There is currently a lack of funding to deliver these sports and recreation projects.

## Transport

- 12.11 Sidmouth is located adjacent to the A3052 which provides road links west to Exeter, and east along the coast towards Seaton and Lyme Regis. The A375 travels north to Honiton, where there is access to the strategic road network (A30 and A35). Sidmouth does not have a train station, but there are regular (half hourly) bus services to Exeter city centre, and an hourly service to Honiton (which provides a stop the train station there).
- 12.12 The provision of a new access into the Alexandria Trading Estate from the Bulverton Road (B3176) would provide a safer access and help relieve nearby residential roads from industrial traffic (*priority three*) – this is estimated to cost £1m. There is an existing

access off Bulverton Road, but if a new access is necessary to deliver the small employment allocations at the estate, then it is likely that this scheme would be considered as priority two.

- 12.13 Two cycle routes that would link to Sidmouth are seen as desirable (*priority three*): Sidmouth to Feniton, loosely following the old railway line, costing £1.4m; and Sidmouth to Sidbury, cost to be confirmed. Both projects require funding, although the Sidford employment allocation should contribute to the Sidmouth to Sidbury cycle path. Also, a 'park and change' facility close to the A3052 that could reduce the number of cars travelling into the town centre is seen as desirable (*priority three*).
- 12.14 In addition to the projects already highlighted, better management of road space in the town, updated/renewed youth facilities, and Alma Bridge have all been identified as local priorities in consultation with the Town Council and Neighbourhood Plan steering group. Devon County Council has indicated that Alma Bridge should be replaced in 2018, subject to securing appropriate consents.

## 13. Villages and Rural Areas

### Background

- 13.1 Much of East Devon comprises villages and rural areas. The infrastructure serving these parts of the district is often poor in comparison with the Towns; and there is often less opportunity to access communications technology, education, utilities, healthcare facilities, and other public services.
- 13.2 The Local Plan identifies 15 settlements that will have Built-up Area Boundaries defined in the Villages Plan, which are considered appropriate for development subject to site-specific issues. Given the limited growth that is proposed at the (15) Villages, there is correspondingly few infrastructure projects that have been identified in these settlements.

### Key infrastructure issues

#### Communications Technology

- 13.3 Broadband and mobile phone signals are often poorer in rural areas. The continued improvement of rural broadband and mobile phone signals is being rolled out through the Connecting Devon and Somerset programme, funded by central and local government, and the private sector. The target is superfast broadband for all by 2020. Funding from this programme has been awarded on the basis that it must be spent in areas that will not benefit from commercial investment, which are predominantly rural. This will support sustainable communities by assisting rural businesses and homes (*priority three*).

#### Education

- 13.4 The provision of primary schools across the Villages and rural areas is good compared to other infrastructure types, with all 15 Villages having a primary school, along with a large number of other settlements in rural areas. However, understandably, there are far fewer secondary schools, with Clyst Valley Community College in Broadclyst being the only secondary school located in a Village. Colyton Grammar School in Colyford (not one of the 15 settlements identified as a 'village' in the Local Plan), around 800m from the Village of Colyton, is a selective secondary school that draws in pupils from a wide catchment area.
- 13.5 Bicton College, located in a large area of parkland just north of the Village of East Budleigh, provides a range of education opportunities from pre-GCSE to Higher Education level. Bicton College focuses on horticulture, agriculture, land management, animals, and food production, with several other courses available. There are currently around 1,000 students at the College, including apprenticeships, although further capacity is available.
- 13.6 Although some primary schools in the Villages and rural areas are operating at or near to capacity, given the limited additional development that is expected in these areas,

few infrastructure improvements are required. An exception is the additional primary education facilities that are critical (*priority one*) at Clyst St Mary, as the primary school will be over capacity due to additional development in the village. The cost is estimated at £640,000, but there is currently a large funding gap of £514,000. An option for the relocation of Tipton St John Primary School to Ottery St Mary is being considered, due to flooding issues at its current site. There is also a desire for a pre-school located at West Hill Primary School (*priority three*).

### **Energy, Utilities and Waste**

13.7 Although utilities infrastructure may be poorer in some rural parts of the district (e.g. some rural areas lack a mains gas supply), these issues are not considered to impact upon the future (limited) development of these areas.

### **Environment and Green Infrastructure**

13.8 Financial contributions towards Habitats Regulations Assessment non-infrastructure mitigation are sought from all new residential development at Villages or rural areas within 10km of the Exe Estuary and Pebblebed Heaths European Sites (*priority one*).

### **Healthcare**

13.9 Some of the Villages have GP services, albeit in most instances as part of a branch surgery, rather than the main surgery.<sup>36</sup> There is less opportunity to access to other primary and secondary healthcare facilities in the villages and rural areas. Improvements and expansion to the Broadclyst Surgery are required due to extensive housing development delivered and planned in the vicinity (*priority two*).

### **Public Services**

13.10 Many Villages and other settlements in rural areas contain village/community halls, but access to other public services (e.g. libraries) is less good. Given the limited additional development that is expected in these areas, no infrastructure projects relating to public services have been identified as necessary to support development.

### **Sport and Recreation**

13.11 As with other community facilities, in Villages and rural areas there is less opportunity to access indoor sport and recreation facilities such as sports halls swimming pools, and/or gyms. Of the 15 Villages, only Broadclyst has an indoor sports facility (sports hall), although Colyton Leisure Centre is located at the Grammar school in Colyford, around 800m from Colyton. Outdoor sport and recreation areas such as playing pitches and play spaces are more widely spread. The provision of a full size, sand-based artificial grass pitch at Broadclyst is important to support development (*priority two*), but there is currently a funding gap of just over £750,000. Additional football pitches are sought at Lypstone (*priority three*). A range of other projects identified in the Playing

---

<sup>36</sup> Woodbury and Broadclyst are the only Villages to have a GP Practice main surgery, whilst Beer, Colyton, Newton Poppleford, and Whimple have branch surgeries.

Pitch Strategy located across rural areas are desirable (*priority three*). Other, local priorities for sport and recreation infrastructure are: regeneration of children's play area, tennis court and recreation field in Branscombe; and leisure facilities at Newton Poppleford.

## **Transport**

- 13.12 Transport links vary considerably amongst the Villages and rural areas. For those Villages that are located on 'A' roads, or have a train station (Feniton, Whimple), transport connections are relatively good. However, those other Villages and rural areas typically have poor road and public transport access.
- 13.13 Improvements are sought to Clyst St Mary roundabout (A3052/A376) to address congestion issues at this junction (*priority two*). The cost of these improvements is estimated to be £1m, with no funding committed as yet. Transport infrastructure that has been identified as local priorities are: improve national and local cycle routes between Clyst St Mary and Clyst St George, Topsham and the Exe Estuary Trail; upgrade Pinhoe-Broadclyst cycleway; new footpaths/cycleway, better traffic management, and off-road section of the Exe Estuary Trail through Lymptone.

## 14. Conclusion

- 14.1 This report has highlighted a number of important infrastructure issues relating to the delivery of new housing and economic development in East Devon. As one would expect, the vast majority of infrastructure requirements are located in Cranbrook and elsewhere in the West End, along with the seven Towns (except Budleigh Salterton where limited growth is proposed).
- 14.2 Several settlements are relying on infrastructure projects that are critical (*priority one*) to delivering the Local Plan and emerging Cranbrook Plan DPD – these relate to:
- Education facilities at Axminster, Clyst St Mary, Exmouth, Honiton, Ottery St Mary, and the West End (north of Blackhorse/Redhayes and Pinhoe);
  - Energy/utilities/waste improvements at Axminster, Cranbrook, and elsewhere in the West End;
  - Environment and Green Infrastructure relating to mitigation requirements for the Exe Estuary and Pebblebed Heaths (including SANGS at Cranbrook and elsewhere in the West End), and delivery of the Clyst Valley Regional Park;
  - Transport improvements at Axminster, Cranbrook, elsewhere in the West End, and Exmouth.
- 14.3 Although funding is identified for many of these critical (*priority one*) projects, in most instances this is not sufficient to cover the total cost. There are also funding gaps for much of the infrastructure which is considered as priority two and three.
- 14.4 The estimated cost of each infrastructure type, by priority, along with identified funding and funding gap, is summarised in figure 14.1 below.

**Figure 14.1: Overall estimated cost of Infrastructure projects**

	Infrastructure type	Cost	Funding secured	Funding gap
<b>Priority One</b>	Education	£34,548,272	£20,717,910	£13,830,362
	Energy, Utilities and Waste	£6,000,000	£0	£6,000,000
	Environment and Green Infrastructure	£19,914,510	£10,667,107	£9,247,403
	Transport	£49,775,000	£7,120,000	£42,655,000
<b>Priority Two</b>	Education	£35,890,870	£5,725,355	£30,165,505
	Environment and Green Infrastructure	TBC	TBC	£0

	Flood Risk and Coastal Change Management	£9,000,000	£5,700,000	£3,300,000
	Healthcare	£20,400,000	£0	£20,400,000
	Public Services	£1,779,656	£0	£1,779,656
	Sport and Recreation	£28,855,735	£4,651,190	£24,204,545
	Transport	£9,000,000	£3,700,000	£5,300,000
<b>Priority Three</b>	Communications and Technology	Not specified for East Devon	Not specified for East Devon	£0
	Education	£500,000	£0	£500,000
	Flood Risk and Coastal Change Management	£22,700,000	£19,600,000	£3,100,000
	Healthcare	£98,136,000	£0	£98,136,000
	Public Services	£1,525,000	£0	£1,525,000
	Sport and Recreation	£3,453,423	£547,000	£2,906,423
	Transport	£8,600,000	£700,000	£7,900,000
	<b>TOTAL COSTS/ FUNDING</b>	<b>£350,078,466</b>	<b>£79,128,562</b>	<b>£270,949,894</b>

- 14.5 As the table shows, the infrastructure costs associated with delivering the adopted Local Plan, and the emerging Cranbrook Plan, are significant. Out of a total cost of some £350m, around £79.1m has been secured, leaving a total funding gap of some £270.9m. It should be noted that some of the projects have not yet been costed so this is likely to be an underestimate. For critical (*priority one*) and important (*priority two*) infrastructure, the costs are particularly high for transport and education;<sup>37</sup> although the highest total cost is for healthcare infrastructure mainly due to several extra care housing schemes.
- 14.6 A key risk for infrastructure delivery is the current funding gap, particularly in relation to critical (*priority one*) projects. As discussed in chapter 4, funding can be sought from a range of sources, including planning obligations; Community Infrastructure Levy; and grant/loan funding from the district council, national Government, and other bodies such

<sup>37</sup> This is reflected in national research which identified consensus that the principle expenditure items for CIL are transport and education – “The value, impact and delivery of the Community Infrastructure Levy, DCLG, February 2017”.

as the LEP. The CIL income that will be available to the council to spend on infrastructure projects is currently estimated to be £30.8m, so it is clear that this range of other sources of funding will need to be levered in. It may be that town/parish councils will contribute to some of the projects through the “neighbourhood proportion” of CIL that they receive; and the district council will work with them to discuss their priorities.

- 14.7 The council will continue to monitor infrastructure issues in relation to the delivery of new housing and economic development proposed in the adopted Local Plan, and the emerging Cranbrook Plan. The Infrastructure Delivery Plan will be subject to regular review to ensure that it responds to changes relating to the completion of infrastructure projects, opportunities/requirements from new development and the emerging Cranbrook Plan, and as pressures change over time.

## Appendix One – Infrastructure Schedule

The infrastructure schedule, categorised by priority order (one, two, and three), is set out below. Local priorities are also identified, as identified by town and parish councils in consultation on the IDP and Planning Obligations SPD, and Neighbourhood Plans that have been 'Made'. Infrastructure projects from the previous IDP (March 2015) that have been complete or are under construction have been removed from the schedule – these are also listed below.

It should be noted that the costs of the infrastructure projects are estimates, and may change following more detailed assessment as and when the projects are developed. In addition, some of the projects are yet to be costed. Funding secured (S) means that money has been agreed for the project e.g. in an agreed s.106, from a local authority capital programme, or grant/loan funding; whilst funding potential (P) refers to ongoing considerations/discussions for funding options, including through CIL. The timescale has been informed by consultation responses and development projections in the latest Housing Monitoring Update (March 2017).

<b>PRIORITY 1: fundamental to the delivery of the vision, objectives and policies of the Local Plan. This infrastructure is critical, without which development may not be able to commence and the Local Plan is likely to fail.</b>								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
Axminster	Education	New/Expanded Primary Provision	£4,000,000	Existing s.106: 10/0816/MOUT (Cloakham Lawn) £388,734, 11/0718/MFUL £43,320. DCC, CIL (P)	£3,567,946	2019-2027	Developer, Devon County Council	Current primary schools are nearing capacity. LP Strategy 20 identifies need for an additional 210 pupil places plus early years at mixed-used allocation. School size may need to increase to accommodate additional houses if more is permitted than allocated in Local Plan.
Axminster	Education	Secondary education facility	£2,500,000	£279,590 received in s.106 (S) plus commitments of 13/1401/MOUT £4,223, 10/0816/MOUT £295,504, 11/0718/MOUT	£1,870,807	2017-2031	Developer, Devon County Council	By 2031 due to the additional development set out in the Local Plan further developer contributions will be required.

PRIORITY 1: fundamental to the delivery of the vision, objectives and policies of the Local Plan. This infrastructure is critical, without which development may not be able to commence and the Local Plan is likely to fail.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
				£35,569, 13/1091/MOUT £14,307. DCC, CIL (P)				
Clyst St Mary	Education	Primary education facilities	£640,000	s106 - £22,983 (009/1486/MFUL), £36,924 (10/1242/MFUL), £35,000 (13/0365/MOUT) (S). Plus 10/1591/MOUT £31,244 (P). DCC, CIL (P)	£513,849	2017-2022	Developer, Devon County Council	Clyst St Mary Primary School will be over capacity by 2031. Additional educational facilities are needed to support development which is currently being built. Need discussed in Bishops Clyst Neighbourhood Plan.
Exmouth	Education	Expansion of Exmouth Community College	£2,700,000	Plumb Park 13/0297/MOUT £750,000 (resubmitted under CIL) (S). DCC, CIL (P)	£1,950,000	2017-2021	Devon County Council, Developer	With the potential for over 1300 dwellings within the school catchment area, the college will be over capacity within the plan period. Phase 1 expansion has been completed, phase 2 is planned at a cost of £2.7m. In addition, £150k is notionally committed to support bid for additional schools/community sports provision.
Honiton	Education	Additional Primary School facilities	£2,800,000	s.106 Land West of Hayne Lane (13/2744/MOUT) £852,112. Basic Need £1,100,000 (S). DCC, CIL (P)	£847,888	2021-2023	Devon County Council, Developer	Required to meet the needs of development allocated within the plan period.
Ottery St Mary	Education	Additional 210 place primary provision to serve additional pupils in Ottery (option for the potential relocation of Tipton St	£4,700,000	S.106 expected includes: 14/1227/MOUT £127,817; 14/2419/FUL	£2,000,000	2019-20	Developer, Devon County Council	LP Strategy 24 states further development will require additional primary school provision. Potential Tipton relocation is

PRIORITY 1: fundamental to the delivery of the vision, objectives and policies of the Local Plan. This infrastructure is critical, without which development may not be able to commence and the Local Plan is likely to fail.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
		John Primary School to Ottery due to flooding issues at its current site)		£88,820; 12/2341/MOUT £173,262. CIL, Basic Need/ Section 106 & LCVAP (for Tipton) (P)				subject to consultation - the funding gap would reduce to £1m if Tipton relocates.
West End - North of Blackhorse/Redhayes	Education	New Primary School up to 420 places at land North of Blackhorse/Redhayes (Tithebarn Green / Mosshayne)	£7,100,000	S106 of £1,566,000 agreed on basis of 522 dwellings - taking into account 1 bed units (12/1291/MOUT), and additional £3m s106 from Mosshayne development (S). DCC, CIL (P)	£2,534,000	2017-2026	Developer, Devon County Council	LP Strategy 13. New school plus 1.6 ha site to serve development. Alternative provision may also be made at Monkerton in Exeter. Excludes cost of land (0.86ha to be provided by Mosshayne development). Mosshayne planning application re-submitted - will now be considered under CIL system, which could mean the potential contribution may not be secured.
West End - Pinhoe	Education	New 420 place Primary provision including nursery	£7,100,000	s106 (£1m 10/0641/MOUT, £1.29m 12/0795/MOUT, £105k 13/0215/MOUT, and future S106s including potential £1.05m from 13/0001/MOUT) (A)	£0	2017-2021	Devon County Council, Developer	LP Strategy 14. Planning application 17/0372/MFUL for primary school pending a decision. To deliver scheme part facilitated by existing commitments. Land costs are not included in the cost. Project being delivered through Free School Programme
West End	Education	Secondary education provision to accommodate development at the West End (excluding	£3,008,272	S106, EFA, Mosshayne Section 106 – (900 @ £2,736 per dwelling) (S).	£545,872	2017 onwards	Developer, Devon County Council	LP Strategy 11. Mosshayne planning application re-submitted - will now be considered under CIL system, which

PRIORITY 1: fundamental to the delivery of the vision, objectives and policies of the Local Plan. This infrastructure is critical, without which development may not be able to commence and the Local Plan is likely to fail.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
		Cranbrook).		DCC, CIL (P)				could mean the potential contribution may not be secured.
Axminster	Energy, Utilities and Waste	Secure drainage improvements for the town to mitigate likely environmental impact of new dwellings.	No Data Available	South West Water, Developers	No Data Available	2017-2031	Developers, South West Water	LP Strategy 20. Sewerage improvements for Axminster where necessary will/have been secured through the imposition of planning conditions and subsequently funded jointly by Developers/ South West Water under the terms of S98 of the Water Act (Sewer Requisitions).
Cranbrook - Expansion Areas and West End	Energy, Utilities and Waste	Expand existing Skypark Combined Heat and Power system to connect with major new development at Cranbrook and Skypark	Not known	E.ON, reimbursed by requiring development to connect to system (P)	Not known	2017- 2031	Developer, E.ON	LP Strategy 11, 12, 13. Seek to expand existing Combined Heat and Power district heating system into new development at Cranbrook, Skypark and other major schemes in the West End. See Heat Network Strategies for the West End of East Devon, Dec 2016.
Cranbrook - Expansion Areas	Energy, Utilities and Waste	Underground high voltage electricity power lines	£6,000,000	Western Power Distribution, Developers (P)	£6,000,000	2020-2031	National Grid, Western Power Distribution, Developers	Required to deliver Cranbrook Plan DPD 'preferred approach'. Cost may potentially be recovered through compensatory arrangement for overhead lines.

PRIORITY 1: fundamental to the delivery of the vision, objectives and policies of the Local Plan. This infrastructure is critical, without which development may not be able to commence and the Local Plan is likely to fail.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
West End - Pinhoe, Science Park, North of Blackhorse/Redhayes	Energy, Utilities and Waste	Extension of Monkerton District Heating network to serve Pinhoe, Science Park, north of Blackhorse/Redhayes	Not known	E.ON, reimbursed by requiring development to connect to system (P)	Not known	2017-2032	Developer, E.ON	Formally announced in December 2015. LP Strategy 11, 13, 14.
East Devon (Exe Estuary)	Environment and Green Infrastructure	Exe Estuary Habitats Mitigation	£3,406,189	£2,483,668 (S); CIL, s.111 (P)	£922,521	2017-2031 and beyond	East Devon District Council, Natural England, Developers, Landowners	The SE Devon European Site Mitigation Strategy (June 2014) identifies a range of mitigation measures. Costs and funding gap from 'Rebasing the SEDESM – the strategic response' (July 2017), split across East Devon, Exeter and Teignbridge local planning authorities, which includes both "infrastructure" and "non-infrastructure" projects - the infrastructure elements will be delivered from CIL receipts, whilst non-infrastructure through s.111.
East Devon (Pebblebed Heaths)	Environment and Green Infrastructure	Pebblebed Heaths Habitats Mitigation	£3,127,067	£2,271,686 (S); CIL, s.111 (P)	£855,381	2017-2031 and beyond	East Devon District Council, Natural England, Developers, Landowners	The SE Devon European Site Mitigation Strategy (June 2014) identifies a range of mitigation measures. A Pebblebed Heaths Visitor Management Plan was published in July 2017. Costs and funding gap from 'Rebasing the SEDESM – the strategic response' (July 2017), split across East Devon, Exeter and Teignbridge

PRIORITY 1: fundamental to the delivery of the vision, objectives and policies of the Local Plan. This infrastructure is critical, without which development may not be able to commence and the Local Plan is likely to fail.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
								local planning authorities, which includes both "infrastructure" and "non-infrastructure" projects - the infrastructure elements will be delivered from CIL receipts, whilst non-infrastructure through s.111.
East Devon	Environment and Green Infrastructure	Suitable Alternative Natural Greenspace (SANGs)	£6,381,254	£5,471,753 (S). S.111 (P)	£909,501	2016-2031 and beyond	Developer, East Devon District Council	Costs taken from 'Rebasing the SEDESMS – the strategic response' (July 2017), split across East Devon, Exeter and Teignbridge local planning authorities. This cost does not include on-site SANGS being at some large developments (e.g. Cranbrook Expansion Areas, Pinhoe urban extension, N. of Blackhorse/ Redhayes).
West End	Environment and Green Infrastructure	Clyst Valley Regional Park	£7,000,000	£440,000 s.106 for Clyst Valley Trail (S). CIL, Enterprise Zone, Environmental Stewardship, Catchment Restoration Fund, HLF (P)	£6,560,000	2017-2031	East Devon District Council, Devon County Council, Natural England, Environment Agency, Developers, Landowners	LP Strategy 10 identifies an area of 2,430 ha to form the Clyst Valley Regional Park. The National Trust is a significant land owner - the Killerton Estate covers 42% of the proposed Park and is already a major recreational, heritage, and landscape asset which will be respected. The initial cost of £6.72m would deliver 36km of new recreational trails to link existing and new

PRIORITY 1: fundamental to the delivery of the vision, objectives and policies of the Local Plan. This infrastructure is critical, without which development may not be able to commence and the Local Plan is likely to fail.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
								communities to the countryside. A further £0.28m will deliver "minor" improvements to the existing network. Cost includes a 10km commuting and recreational Clyst Valley Trail which will form the backbone of the Park, with an estimated cost of £5m. However, making the Park accessible is one of several objectives, which include landscape and habitat restoration and creation, heritage conservation, interpretation, educational and visitor facilities e.g. visitor centres, café, toilets. The full cost of the new Park will be set out in a 25 year vision and 5 year action plan to be produced in 2019 from a programme of public consultation. Only some parts of the overall park will be considered as SANGS.
Axminster	Transport	North - South Relief Road	£16,700,000	DCC, s.106/278, CIL (P)	£16,700,000	2020 - 2030	Developer, Devon County Council	LP Strategy 20 includes provision for a relief road in conjunction with development sites to the east of the town, linking the A358 to the B261. Road required to access site. Land safeguarded by

PRIORITY 1: fundamental to the delivery of the vision, objectives and policies of the Local Plan. This infrastructure is critical, without which development may not be able to commence and the Local Plan is likely to fail.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
								Policy TC8. Work in relation to the detailed route of the road is ongoing at this stage. A bid of £10m has been made to the Governments' Housing Infrastructure Fund.
Cranbrook - Expansion Areas	Transport	New junctions required on the B3174 (London Road) to serve Cranbrook Expansion Areas	TBC	s.106/278 (P)	£0	2021 - 2031	Devon County Council, Developer	LP Strategy 12. Required to deliver the emerging Cranbrook Plan DPD.
Cranbrook - approved development and Expansion Areas	Transport	Second Phase of new bus service (no. 4) for Cranbrook, Skypark, Science Park and Exeter City Centre	£1,700,000	S106 - £920,000 (£660,000 from Skypark, £260,000 from Science Park) (S). DCC, Cranbrook, Science Park and other local developments (P)	£780,000	From 2018 onwards	Network Rail, Devon County Council	LP Strategy 11. Increase to a 15 minute service linking Cranbrook, Skypark & Science Park into city centre; or continued support for half hourly service (depending on rate of development/ commercial viability)
West End	Transport	Additional passing loop on Waterloo train line and associated signalling infrastructure	£15,000,000	£3.998m identified as potential contribution in Mosshayne HoT (P). £7.15m requested from Cranbrook expansion areas (P); CIL, DCC, Network Rail / external grants (including major scheme), LEP (P)	£11,000,000	2021 - 2031	Network Rail, Devon County Council	This project would form part of an extension of the Devon Metro structure, and will enable a half hourly service between Axminster and Exeter. It provides mitigation against the road traffic impacts from the Cranbrook expansion areas. Potential location near Feniton. The additional passing loop can enhance capacity through enabling greater train service frequency, making rail a more attractive and effective

PRIORITY 1: fundamental to the delivery of the vision, objectives and policies of the Local Plan. This infrastructure is critical, without which development may not be able to commence and the Local Plan is likely to fail.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
								travel option. Cost is DCC estimate, Network Rail have not yet determined the cost. Mosshayne planning application re-submitted - will now be considered under CIL system, which could mean the potential contribution may not be secured.
Cranbrook - Expansion Areas	Transport	West End cycle routes connecting Cranbrook to nearest settlements and employment and leisure facilities	£3,975,000	S. 106 from Cranbrook Expansions (P)	£3,975,000	2021-2026	Devon County Council, Developers, East Devon	Required to deliver emerging Cranbrook Plan DPD and LP Strategy 11, 12.
Exmouth	Transport	Road extension – The completion of Dinan Way to the A376	£10,000,000	S106, CIL, DCC, bid being made to Local Growth Fund of approx. £3m (P)	£8,500,000	2021-2024	Devon County Council, Developer	This scheme is in Local Plan Strategy 22 to help remove traffic from residential streets and ease access to the south east parts of the town. Land required is safeguarded by Policy TC8. DCC currently considering a planning application for this scheme, so project planning is advanced.
West End - Pinhoe	Transport	Improved pedestrian/cycle/vehicular facilities on Langaton Lane (section east of M5 bridge to Tithebarn Lane)	£1,000,000	£700,000 s.106 (S) Developers (Pinn Court), s.106/s.278 (P). DCC (P)	£300,000	2017-2021	Devon County Council, Developer	This project is required in order to reflect the Pinhoe Access Strategy.

PRIORITY 1: fundamental to the delivery of the vision, objectives and policies of the Local Plan. This infrastructure is critical, without which development may not be able to commence and the Local Plan is likely to fail.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
West End - Exeter Airport Business Park	Transport	Widening improvements to Exeter Airport Business Park Link Road (Long Lane) enabling safer access and improved forward visibility for increased traffic	£1,400,000	Developer (FAB link), DCC, CIL, s.106 (P)	£1,400,000	2017-2031. To be delivered in phases, dependent on 5 ha Employment site plans.	Devon County Council	LP Strategy 18. Land safeguarded in LP TC8. Widening works along the Airport Business Park Link Road are proposed within the FAB link building application (16/2997/OUT), currently pending a decision.

PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
Cranbrook - approved development and Expansion Areas	Education	Children's Centre	£432,000	s106 (either direct provision or £432k agreed) (S). DCC, s.106, CIL (P)	£0	2018-2031	Developer, Devon County Council	A site of 0.1 Ha has been agreed in the s106 for Cranbrook phase 1 at 3500 dwellings (as amended by Deed of Variation)- identifies direct provision of a facility of 250 sq m or contribution of £432k. In future s106 agreements, DCC will require additional space at the primary schools to facilitate children's centre services delivery - the cost of this will be included in the school specification and may be around £50,000 per school (this cost has been added to West and East primary schools). Also, potential future s.106 for fit out costs.
Cranbrook - Expansion Areas	Education	West Primary school of 420 places plus early years (including for 2 year olds) and community room	£7,198,000	£0. DCC, CIL(P)	£7,198,000	2021 - 2025	Developer, Devon County Council	Project cost includes £50,000 for provision of a community room but does not include the requisite 2.0 Ha of land. One of the new primary schools at Cranbrook will be required prior to occupation of the 3501st dwelling at the town.
Cranbrook - Expansion Areas	Education	East primary school of 630 places plus early years including for 2 year olds, children's centre services etc.	£10,772,000	£0. DCC, CIL(P)	£10,772,000	2026 - 2031	Developer, Devon County Council	Project cost includes £50,000 for provision of a community room but does not include the requisite 2.9 Ha of land, One of the new primary schools at Cranbrook will be required prior to the occupation of the 3501st dwelling at the town.
Cranbrook - Expansion Areas	Education	Enhanced Secondary education provision – expansion to around 1125 places.	£4,275,000	£1,534,985 s.106 (S); DCC, CIL, s.106 (P)	£2,740,015	2021 - 2031	Developer, Devon County Council	The funding gap is based upon the dwelling numbers in the original three expansion areas applications which

PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
								generate 125 spaces over 1,000, so the stated funding gap may reduce if total dwelling numbers are lower – TBC in due course.
Cranbrook - Expansion Areas	Education	Special Educational Needs (SEN) provision	£5,400,000	£0. DCC, s.106, CIL (P)	£5,400,000	2019-2031	Devon County Council	Special School proposed to be located at Cranbrook (DCC Education Infrastructure Plan 2016-2033).
Exmouth	Education	New 210 Primary provision with nursery, at the Goodmores Farm allocation site or expansion of Brixington to 630 places (additional 210 places).	£4,000,000	s106 (s106 - £299,881 (09/2331/MFUL)) CIL, 13/0297/MOUT £750,000 (resubmitted under CIL), 14/1542/MFUL £61,341, 01/P0218 £5,666, 08/0245/FUL £11,871 (S). DCC, CIL (P)	£2,871,241	2025-2027	Devon County Council, Developer	LP Strategy 22. Expanded schools will provide some additional capacity, but additional provision required later in the plan period. The cost does not include land purchase.
Ottery St Mary	Education	Secondary education facilities	£1,340,423	s106 - £73,291 (11/2481/MFUL), £355,699 (12/0277/MOUT) or £451,464 (12/2341/MOUT), S.106: 12/2648/MOUT £328,320, 14/1227/MOUT £123,120, 14/2419/FUL £84,820	£0	2017-2031	Devon County Council, Developer	The Kings School will be over capacity due to additional dwellings in catchment area. Kings has indicated that it currently has no land on which to expand (DCC consider adjacent LP allocation should be for primary provision) and no finances to buy land or create the significant build to take more students. Cost does not include additional land costs or contributions towards home to school transport.

PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
Seaton	Education	Seaton Primary School education facilities - expansion	£1,400,000	09/0022/MOUT est. £400,000, 13/1091/MOUT £102,253, 15/1195/MOUT £56,807. DCC, CIL (P)	£840,940	2017-2021	Devon County Council, Developer	LP Strategy 25. Seaton Primary School is predicted to be over its current capacity during planning period and will potentially need to be expanded. Additional capacity to be provided through an extension to existing buildings.
Sidmouth	Education	Sidmouth College Secondary education facilities - expansion	£573,447	£158,574 comprised of s106: £77,181 (09/1820/MFUL) £5,556 (06/1760) £17,837 (10/0905/MFUL), £58,000 (11/0953/MFUL).	£0	2017-2021	Devon County Council, Developer	LP Strategy 26(4). Additional capacity to be provided through an extension to existing buildings.
Sidmouth	Education	Primary education facilities	£500,000	09/1820/MFUL) £22,723 CIL/EFA/DCC. £125,620 (09/2093/MFUL) 06/116//FUL £8,148. DCC, CIL (P)	£343,309	2017-2021	Devon County Council, Developer	LP Strategy 26(4). Sidmouth Primary School is anticipated to be over capacity in the plan period based on current capacity.
Cranbrook - approved development	Environment and Green Infrastructure	Country Park Resource Centre	TBC	s.106 Schedule 10 (S)	£0	2017-2019	East Devon District Council, Developers	Prior to first occupation of 1,500 dwellings the location should be identified, and the Resource Centre completed within 18 months of this being agreed.

PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
Sidmouth	Flood risk and Coastal Change management	Beach Management Scheme	£9,000,000	EDDC Capital, DCC Capital, RFCC Local Levy, FCRMGiA, Sidmouth Town Council Capital, Residents, Businesses (all P)	£3,300,000	2019 onwards	East Devon District Council	To maintain the standard of protection against flooding and coastal erosion for Sidmouth, and reduce the rate of erosion on East Beach. Economic benefit of reduced damages to homes and businesses, and amenity and economic benefit of beach to the district. Area which will benefit includes LP allocation of Land at Port Royal Site, and other aspects of LP Strategy 26 for enhancing the town centre.
Broadclyst	Healthcare	Expansion of GP practice	£60,000	£0. CIL (P)	£60,000	2017-2031	Clinical Commissioning Group, NHS England	Required due to extensive housing development both delivered, and planned, in the vicinity. Extension to provide first floor accommodation that will accommodate 2 GP consulting rooms, Nurse treatment room, small sub-waiting area and admin/storage space.
Cranbrook - approved development and Expansion Areas	Healthcare	Health and Well-being Hub building	£10,000,000	£0. S.106 Schedule 21 secures 0.7 ha of land, to be shown on a location plan prior to the first occupation of 1250 dwellings (S), CIL (P)	£10,000,000	2017-2031	Clinical Commissioning Group, NHS England	LP Strategy 12. In the s106 Deed of Variation for the 587 dwelling application, the Complex has been separated into individual uses and the health and wellbeing land has a land take of 0.7 Ha. Building will be home to a range of primary and secondary care services, with the floor area TBC. The cost comprises build and fit out, but is an estimate that needs to be confirmed.
Cranbrook -	Healthcare	Extra Care Housing	£10,340,000	Serviced land for	£10,340,000	2020-2033	Developer,	Requirement for 0.5 ha of

PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
approved development and Expansion Areas		Scheme of 55 flats		Extra Care prior to first occupation of 2500 dwellings in s.106 (S). s.106 (P)			Devon County Council, Care Provider	land agreed in s.106, but extra 0.1 ha required for Expansion Areas. See Extra Care Housing- Refresh of the Commissioning Strategy for Extra Care Housing, Devon CC, 2015. Previous evidence is reflected in LP Strategy 36.
Seaton	Healthcare	Expansion of GP practice	TBC	£93,500 from 09/0022/MOUT (S). CIL (P)	TBC	2017-2031	Clinical Commissioning Group, NHS England	Seaton and Colyton GP practice is undersized and options for expansion are currently being considered.
Sidmouth	Public Service	Infrastructure associated with the delivery of Port Royal allocation	TBC	TBC	TBC	TBC	TBC	Site allocated for 30 dwellings and other mixed-uses in Local Plan Strategy 26. Scoping study for Port Royal began in February 2017 - due to be complete in summer 2017.
Cranbrook - approved development and Expansion Areas	Public Service	"Blue Light" Emergency services facility	£1,300,000	£0. Serviced land delivery obligation is for delivery at 2,500 occupations (S); s.106, CIL (P)	£1,300,000	2020-2031	Devon and Somerset Fire and Rescue Service, Devon and Cornwall Police, South Western Ambulance Service	Requirement for a combined "blue light" facility for the three emergency services, sited on a 0.25 hectare site (the land take allocation for Devon & Cornwall police) located on the Eastern periphery of Cranbrook development with good links to the main arterial road network. Indicative layout plans indicate a two storey building of 394 m2 would be required with a cost (4Q 2015) of circa £1.3m (excludes land purchase as it is anticipated that the facility would be built on the land allocated to DCP).

<b>PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.</b>								
<b>Location</b>	<b>Type</b>	<b>Project</b>	<b>Cost</b>	<b>Funding Secured (S) / Potential (P)</b>	<b>Funding gap</b>	<b>Timescale</b>	<b>Delivery Organisation(s)</b>	<b>Notes/additional justification</b>
Cranbrook - approved development	Public Service	Youth services facility (build)	TBC	s.106 (S)	£0	To be complete prior to first occupation of 3450 dwellings, likely to be 2023 onwards	Developer, Devon County Council, Cranbrook Town Council	Size of 480 m2, to be provided by the developer to agreed specification. 0.2 Ha of land has already been agreed in the permission for 2900 dw. The deed of variation for the 587 dwelling application identifies a floorspace of 480 sq m.
Cranbrook – Expansion Areas	Public Service	Youth services facility (fit-out)	TBC	CIL, s.106 (P)	TBC	As above.	Developer, Devon County Council, Cranbrook Town Council	Required to fit out the building detailed above.
Cranbrook - approved development	Public Service	Town Council Office	TBC	s.106 (S)	£0	To be complete prior to first occupation of 3450 dwellings, likely to be 2023 onwards	Developer, Cranbrook Town Council	230 sq m in size
Cranbrook - approved development	Public Service	Library facilities (build)	TBC	s.106 Schedule 19 makes provision for library space and parking (S);	£0	Library to be complete prior to first occupation of 3450 dwellings, likely to be 2023 onwards	Developer, Devon County Council, East Devon District Council	Annual payments of £10,000 due to DCC as the “annual mobile library contribution” from 2013 for ten years or until the permanent library facility is completed and available for use. Temporary library provision currently in the Younghayes Centre. Completion of library required by 3450th dwelling occupation - fit out costs to be sought from expansion areas. Preference for co-location with Town Council offices.

<b>PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.</b>								
<b>Location</b>	<b>Type</b>	<b>Project</b>	<b>Cost</b>	<b>Funding Secured (S) / Potential (P)</b>	<b>Funding gap</b>	<b>Timescale</b>	<b>Delivery Organisation(s)</b>	<b>Notes/additional justification</b>
Cranbrook - Expansion Areas	Public Service	Library facilities (fit-out)	£479,656	s.106 to fit out the library (P)	£479,656	As above	Developer, Devon County Council, East Devon District Council	Required to fit out the building detailed above.
Cranbrook - approved development	Public Service	Public Convenience buildings	TBC	s.106 Schedule 13 (S)	£0	Prior to occupation of more than 2000 dwellings, likely to 2018-2019	Developer, East Devon District Council	Public convenience building to be provided either within a commercially provided building, or prior to first occupation of 2000 dwellings.
Cranbrook - approved development	Public Service	Place of Worship	TBC	s.106 Schedule 22 (S)	TBC	2020-2022	Developer	In the s106 for 2900 dwellings 0.2 Ha of serviced land has been agreed. Floorspace requirements, build costs and future occupier of the Place of Worship to be confirmed.
Axminster	Sport and Recreation	Provision of additional mini 7v7 football pitch at Cloakham Lawn	£55,000	S106 (including provision through Cloakham Lawn), CIL, external funding / grants (P)	TBC	2017 - 2025	Developer, East Devon District Council, local town council	Strategic priority action plans highlighted in Playing Pitch Strategy (adopted 2015).
Axminster	Sport and Recreation	Provision of additional mini 7v7 football pitch at Axminster Town FC new site	£55,000	S106, CIL, external funding / grants (P)	£55,000	2017 - 2025	Developer, East Devon District Council, local town council	Strategic priority action plans highlighted in Playing Pitch Strategy (adopted 2015).
Axminster	Sport and Recreation	Requirement for additional youth 11v11 and 2x mini 5v5 football pitches from Eastern allocation site	£163,000	S106, CIL, external funding / grants (P)	£163,000	2017 - 2025	Developer, East Devon District Council, local town council	Strategic priority action plans highlighted in Playing Pitch Strategy (adopted 2015).
Broadclyst	Sport and Recreation	Provision of full size, sand based artificial grass pitch	£825,000	£68,807 (S) - 14/2761/MOUT (Mosshayne); S106, CIL, external funding / grants (P)	£756,913	2017 - 2025	Developer, East Devon District Council, local town council	Strategic priority action plans highlighted in Playing Pitch Strategy (adopted 2015). Mosshayne planning application re-submitted - will now be considered under CIL system, which could mean this contribution may not be

PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
Cranbrook - approved development and Expansion Areas	Sport and Recreation	Sports Centre and Swimming Pool including 6x lane 25m swimming pool, learner pool, 60x station gym, dance/exercise studio, 4x court sports hall and 2x squash courts, together with wet and dry changing.	£8,000,000	£315,126 (S) - 14/2761/MOUT (Mosshayne); Operator; S106, CIL, EDDC capital for pools (P)	£7,684,874	When population reaches 5,000, likely to be from 2019	Developer, Operator	secured. Sport England "Affordable Sports Centres with Community 25m Pool" Guidance suggests cost of between £5.44m-£7.89m (2015). Should be located on the edge of the town centre with good accessibility by foot, cycle and public transport and link with other associated facilities such as Health and Wellbeing Centre and youth provision. Leisure centre should include family linked, multi-functional activity spaces, where all family members regardless of age can participate in physical activity. Swimming pool will need to be cross subsidised by sports centre. In addition to this project, a sports hall is also located at the nearby secondary school, so consider a different "offer" for each. Mosshayne planning application re-submitted - will now be considered under CIL system, which could mean this contribution may not be secured.

PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
Cranbrook - approved development and Expansion Areas	Sport and Recreation	Allotments 0.8ha within the extant permitted area (in 2x clusters); 2.43ha within the expansion areas (in 6x clusters);	£969,000	S106 - 0.8ha (£241,395) (S); s.106 (P)	£727,605	Aim for allotments to be complete by first occupation of 2000th dwelling, likely to be from 2019	Developer, Cranbrook Town Council	In the deed of variation for the 587 planning application 0.8 ha of the sports pitch land (7.3 ha) will be used as allotment provision. Using the Open Space Calculator for an additional 4,370 dwellings (using a 2-4 bed dwelling range) Cranbrook would need approximately 2.43 ha of land for allotments giving a total for 7,857 dwellings of 3.23 ha. In the deed of variation an Allotment Specification and Delivery Programme prior to first occupation of 1500 dwellings will identify the location, layout, specification, delivery programme and future maintenance of the allotments.
Cranbrook - approved development and Expansion Areas	Sport and Recreation	Play Spaces 0.48ha (7x LEAPs, 2 of which have been delivered; 2x NEAP, 1 of which has been delivered) plus 1x skateboard park within the extant permitted area; 0.97ha (1x destination play space incorporating LEAP and NEAP, 7x LEAP, 4x NEAP) within the expansion areas.	£2,465,000	S106 (Schedule 8) - 0.48ha (£815,762) plus skatepark (S); s.106 (P)	£1,649,238	Play area delivery based on occupation of dwellings (See S106) 2017 - 2031	Developer	A land take of 0.48 ha (excluding skatepark) has already been secured through the deed of variation for the 587 dwelling application and the original s.106 for 2900 dwellings. Will be delivered through these permissions. One of the NEAPs with a MUGA has been delivered. Two LEAPs have been delivered. 0.97 ha of play space to be provided in the expansion areas to serve 4,370 dwellings.

PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
Cranbrook - approved development and Expansion Areas	Sport and Recreation	<p>Natural Grass Sports Pitches organised into two sports hubs</p> <p>7.3ha sports pitch land to serve extant permitted area, comprising of:</p> <ul style="list-style-type: none"> <li>- 0.98ha of land to the rear of St Martin's Primary School;</li> <li>- 0.8ha of land now to be delivered as allotments instead;</li> <li>- 3.11ha (2x adult 11v11 football overmarking 8x wicket cricket ground plus youth 7v7 football) to serve the extant permitted area at Ingram's Land within extant permitted area;</li> <li>- 2.41ha (2x youth 11v11 football plus 1x senior rugby) to serve the extant permitted area to be delivered within the expansion areas.</li> </ul> <p>5.29ha (3x adult 11v11 football, 1x youth 11v11 football, 2x youth 9v9 football, 1x senior rugby and 2x midi rugby) to serve the expansion areas to be delivered in the expansion areas.</p> <p>£294,000 off-site contribution towards local cricket club(s) to serve expansion areas.</p>	£2,937,900	S106 (Schedule 9) - 7.3ha of sports pitch land (£1,533,000) (S); CIL, s.106 (P)	£1,404,900	<p>Temporary sports pitch prior to first occupation of 1500th dwelling, approved sports pitches at 2500th dwelling and 3000th dwelling.</p> <p>Trigger points for expansion areas (5.29 ha) and contributions to be agreed.</p> <p>2017 - 2031</p>	Developer, East Devon District Council	For justification and detail see the agreed s.106, the Playing Pitch Strategy, the Sports, Leisure and Recreation at Cranbrook Report, policy response to the expansion area planning applications and further work in support of Heads of Terms for expansion areas.

PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
Cranbrook - approved development and Expansion Areas	Sport and Recreation	<p>Artificial Grass Sports Pitches</p> <p>3G floodlit Football Turf Pitch (FTP) to at least FIFA 1* performance standard available for full community use to be delivered either within the extant permitted area or at one of the sports hubs.</p> <p>£330,000 off-site contribution towards Clyst Vale Community College sand-based AGP (hockey provision) to serve expansion areas.</p>	£980,000	S106 (Schedule 9) - Floodlit artificial grass pitch (£650,000) (S); s.106 (P)	£330,000	<p>2017 - 2031. See S106 for trigger point for on-site artificial grass pitch</p> <p>Trigger point for contribution from expansion areas to be agreed.</p>	Developer, East Devon District Council	For justification and detail see the Playing Pitch Strategy, the Sports, Leisure and Recreation at Cranbrook Report, policy response to the expansion area planning applications and further work in support of Heads of Terms for expansion areas.
Cranbrook - approved development and Expansion Areas	Sport and Recreation	<p>Changing/clubhouse facilities and car parking for sports pitches</p> <p>Basic sports pavillion with changing rooms and associated car parking at Ingram's Land.</p> <p>Changing/clubhouse facilities (to include changing facilities sufficient to meet the number and type of pitches provided at each hub, sufficient bar/social space, kitchen, dedicated medical room, toilets (separate for players, match officials and spectators), showers (in</p>	£800,000	S106 (Schedule 9) - Sports pavillion with changing rooms and car parking (£250,000) (S); s.106 (P)	£550,000	<p>See S106 for trigger points.</p> <p>Trigger points for expansion area requirements to be agreed.</p> <p>2017-2031</p>	Developer	For justification and detail see the Playing Pitch Strategy, the Sports, Leisure and Recreation at Cranbrook Report, policy response to the expansion area planning applications and further work in support of Heads of Terms for expansion areas.

PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
		<p>each changing room including the match officials), kit lockers, maintenance storage ) and associated car parking to serve additional pitches and sports hubs in the expansion areas.</p> <p>Upgrade of basic sports pavillion at Ingram's Land to meet ECB standards.</p>						
Cranbrook - Expansion Areas	Sport and Recreation	<p>Tennis Courts</p> <p>4x floodlit tennis courts co-located at one of the sports hubs (£350,000)</p> <p>2x tennis courts co-located within residential areas (£60,000)</p>	£410,000	S106, External funding/grants (P)	£410,000	2021-2024	Developer	For justification and detail see the Sports, Leisure and Recreation at Cranbrook Report, policy response to the expansion area planning applications and further work in support of Heads of Terms for expansion areas.
Cranbrook - Expansion Areas	Sport and Recreation	<p>Bowls</p> <p>Provision of 4x indoor mat bowling rinks.</p> <p>Off-site contribution of up to £46,666 towards Broadclyst Bowls Club.</p>	£60,000	s.106 (P)	£60,000	2021-2024	Developer	For justification and detail see the Sports, Leisure and Recreation at Cranbrook Report, policy response to the expansion area planning applications and further work in support of Heads of Terms for expansion areas.
Cranbrook - Expansion Areas	Sport and Recreation	<p>Other open space</p> <p>In addition to the specific open space typologies listed separately above, the expansion areas should also include the following to meet 4,370 dwellings: 3.40ha Amenity open space;</p>	£2,983,181	s.106 (P)	£2,983,181	<p>Trigger points for expansion area requirements to be agreed.</p> <p>2019-2031</p>	Developer	For justification and detail see the Sports, Leisure and Recreation at Cranbrook Report, policy response to the expansion area planning applications and further work in support of Heads of Terms for expansion areas.

PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
		9.70ha Parks and Recreation Grounds; 9.70ha Natural and semi-natural greenspace						
Exmouth	Sport and Recreation	Strategic priority action plans highlighted in Playing Pitch Strategy: - 1. Provision of additional minimum of 3x senior rugby pitches and 2x midi rugby pitches; 2. Provision of additional 3x youth 11v11, 1x youth 9v9, 2x mini 7v7, 1x mini 5v5 football pitches; 3. Provision of full size, floodlit, World Rugby 22 compliant 3G artificial grass pitch; 4. Improvement of existing playing fields at St Johns Road and Knapp Cross; 5. Improvement of capacity on existing pitches	£3,400,000	£16,873 s.106 (S); CIL, external funding/grants (P)	£3,383,000	2017 - 2025	Clubs, NGBs, EDDC, Sport England, others	Strategic priority action plans highlighted in Playing Pitch Strategy. Costs based on costings in draft Exmouth Sports Pitch Strategy, however this is liable for changes in coming months. Once final version of Exmouth Sports Pitch Strategy is adopted then individual projects will be listed and costed separately.
Honiton	Sport and Recreation	Install drainage to increase pitch capacity at Mountbatten Park	£45,000	CIL, external funding/grants (P)	£45,000	2018 - 2019	Clubs, NGBs, EDDC, Sport England, others	Strategic priority project identified by adopted Honiton Sports Pitch Strategy
Honiton	Sport and Recreation	Enhance/extend/replace existing clubhouse with up to 2 storey building to serve all proposed pitches in this vicinity and explore options for additional car parking at Mountbatten Park	£280,000	CIL, external funding/grants (P)	£280,000	2020 - 2021	Clubs, NGBs, EDDC, Sport England, others	Strategic priority project identified by adopted Honiton Sports Pitch Strategy
Honiton	Sport and Recreation	Install drainage to increase pitch capacity at existing St. Rita's sports	£61,000	CIL, external funding/grants (P)	£61,000	2018 - 2019	Clubs, NGBs, EDDC, Sport England, others	Strategic priority project identified by adopted Honiton Sports Pitch Strategy

PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
		pitches						
Honiton	Sport and Recreation	Improve accessibility to existing St. Rita's sports pitches, Honiton along Turks Head Lane.	£75,000	CIL, external funding/grants (P)	£75,000	2020 - 2021	Clubs, NGBs, EDDC, Sport England, others	Strategic priority project identified by adopted Honiton Sports Pitch Strategy
Honiton	Sport and Recreation	Install drainage to increase pitch capacity at Allhallows Recreation Ground	£100,000	CIL, external funding/grants (P)	£100,000	2017 - 2018	Clubs, NGBs, EDDC, Sport England, others	Strategic priority project identified by adopted Honiton Sports Pitch Strategy
Honiton	Sport and Recreation	Install floodlights at Allhallows Recreation Ground	£50,000	CIL, external funding/grants (P)	£50,000	2021 - 2022	Clubs, NGBs, EDDC, Sport England, others	Strategic priority project identified by adopted Honiton Sports Pitch Strategy
Honiton	Sport and Recreation	Install floodlit sand-based Artificial Grass Pitch at Honiton Community College	£720,000	CIL, external funding/grants (P)	£720,000	2018 - 2019	School, DCC, Clubs, NGBs, EDDC, Sport England, others	Strategic priority project identified by adopted Honiton Sports Pitch Strategy
Honiton	Sport and Recreation	Deliver new sports pitches as an extension to the existing pitches site at St. Rita's, Honiton. Site to comprise of <i>either</i> : 2x youth 11v11 and 2x mini 5v5 football pitches; <i>or</i> Relocated cricket ground and small cricket pavilion; and explore options for additional car parking	£187,000	CIL, external funding/grants (P)	£187,000	2020 - 2021	Clubs, NGBs, EDDC, Sport England, others	Strategic priority project identified by adopted Honiton Sports Pitch Strategy. Cost excludes land cost.
Honiton	Sport and Recreation	Deliver new sports pitches at the Former Showground, Honiton. Site to comprise of: 2x senior rugby pitches; 3x midi rugby pitches; Changing facilities and car parking	£1,125,000	CIL, external funding/grants (P)	£1,125,000	2020 - 2021	Clubs, NGBs, EDDC, Sport England, others	Strategic priority project identified by adopted Honiton Sports Pitch Strategy. Cost excludes land cost.
Ottery St Mary	Sport and Recreation	Provision of youth 9v9 football pitch at Winter's Lane recreation ground	TBC	£0. CIL, external funding/grants (P)	TBC	2017 - 2025	Clubs, NGBs, EDDC, Sport England, others	Strategic priority action plans highlighted in Playing Pitch Strategy

PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
Seaton	Sport and Recreation	Relocation of Seaton Town FC to Harepath Road allocation site and provision of additional football pitches. Site to comprise of: 2x adult 11v11 football pitches; 1x youth 9v9 football pitch; Covered stand; Clubhouse; and Car parking	£910,000	£200,000 (S106 - 09/0022/MOUT) (S); CIL, EDDC, external funding/grants (P)	£710,000	2017 - 2025	Developer, Clubs, NGBs, EDDC, Sport England, others	LP Strategy 25. Strategic priority action plans highlighted in Playing Pitch Strategy.
Sidmouth	Sport and Recreation	Installation of floodlights at Sidmouth College artificial grass pitch	£50,000	CIL, external funding/grants (P)	£50,000	2017 - 2025	Clubs, NGBs, EDDC, Sport England, others	Strategic priority action plans highlighted in Playing Pitch Strategy
Sidmouth	Sport and Recreation	Additional / extended changing facilities at Byes Lane	£250,000	CIL, external funding/grants (P)	£250,000	2017 - 2025	Clubs, NGBs, EDDC, Sport England, others	Strategic priority action plans highlighted in Playing Pitch Strategy
Sidmouth	Sport and Recreation	Provision of a floodlit World Rugby 22 compliant 3G training pad	£197,400	CIL, external funding/grants (P)	£197,400	2017 - 2025	Clubs, NGBs, EDDC, Sport England, others	Strategic priority action plans highlighted in Playing Pitch Strategy
Sidmouth	Sport and Recreation	Provision of 1x youth 9v9 and 2x mini 7v7 football pitches	£196,434	CIL, external funding/grants (P)	£196,434	2017 - 2025	Clubs, NGBs, EDDC, Sport England, others	Strategic priority action plans highlighted in Playing Pitch Strategy
West End - Skypark	Sport and Recreation	Replacement of Waterslade Park football pitch (including adult 11v11 football pitch, floodlights, car parking, clubhouse and covered stand).	£505,820	S106 (06/3300/MOUT) - £505,820 (S)	£0	2017 - 2025	Developer	Strategic priority action plans highlighted in Playing Pitch Strategy. Football pitch shown on Skypark Marketing masterplan.
Axminster	Transport	Improved footpath and cycleway within the town linking the Cloakham Lawns and the north and east strategic site with the town centre and secondary school and linking to neighbouring	£500,000	Investing In Devon funding secured but additional funding required.	Not known	2017-2031	Developer, Devon County Council	LP Strategy 20. Includes Stop Line Way to Seaton and Chard. Also includes improving existing routes and the creation of new – specification should cover for horses and bicycles where possible.

PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
		settlements						
Axminster	Transport	Extend and enhance bus services to serve the new developments around Cloakham Lawns and the north and east strategic site	£500,000	DCC, s.106, external funding/grants (P)	£500,000	2017-2031	Developer, Devon County Council, Bus operator	This includes new bus stops and pedestrian/cycle access where provision has not been previously secured. Aspiration for intra-town service.
Clyst St Mary	Transport	Alterations/ Improvements to Clyst St Mary Roundabout (A3052/A376 junction).	£1,000,000	s.106, CIL, DCC (P)	£1,000,000	2017-2031	Developer, Devon County Council	
Cranbrook - approved development	Transport	Crannafoord Level Crossing highway reprofiling	£250,000	s.106 (S)	£0	2017-2021	Network Rail, Devon County Council	Required to address safety risk of potential grounding of HGVs on the level crossing. Scheme has now been approved at East Devon Highways and Traffic Orders Committee (30 Nov 2016). Any further enhancements would most likely be considered alongside the passing loop scheme.
Cranbrook - Expansion Areas	Transport	Second train station; or improvements to existing station	TBC	s.106 being requested through expansion area applications (P); CIL, DCC, Network Rail / external grants (including major scheme), LEP (P)	TBC	2019-2031	Developer, Devon County Council	It is likely that only one of these options will be achievable due to cost. The cost of a second train station is estimated to be £9m, but the detail and cost of improving the existing station are to be confirmed. If a second station is developed, additional track infrastructure would be required to accommodate an increase in service level to meet demand from Cranbrook. Lengthened platforms may also be required.

PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
Honiton	Transport	Improvements to walking and cycling networks - creating links between existing employment and proposed housing sites within the town and to the west, and to primary schools	£500,000	s.106, DCC (P)	£500,000	2017-2019	Devon County Council, Developer	Linked with LP policy TC8. Such links required to deliver s.106 relating to 13/02744/MOUT.
Honiton	Transport	Public transport improvements to serve development to the west of Honiton	£1,000,000	s.106, DCC (P)	£1,000,000	2017-2019	Devon County Council, Bus operator	To serve LP strategic employment site and Hayne Lane housing site. The provision of a new bus stop is required to deliver s.106 relating to 13/2744/MOUT.
Honiton	Transport	Widening and enhancement of Hayne Lane	Not known	Developer funded (in s.106) (S)	£0	2017-2019	Devon County Council, Developer	Required to deliver s.106 relating to 13/2744/MOUT.
West End - Other	Transport	Measures to improve public transport links between Exeter and Exeter Airport Business Park	£1,000,000	s.106, DCC (P)	£1,000,000	Depends on expansion plans: 2017-31	Developer, Devon County Council, Bus operator	LP Strategy 9 and 11. Service would link the Airport, Airport Business Park, Skypark, Cranbrook and Science Park
West End - Pinhoe	Transport	Improved access to rail connections	£300,000	s.106, DCC LTP (P)	£300,000	2017-2018	Devon County Council, Developer, Network Rail, Train Operating Company	This may be through improvements to frequency and/ or improved transport links to the station including the creation of a car park. The station is not located in East Devon but is improving access for Pinhoe allocations in the Local Plan.
West End - Pinhoe	Transport	Enhancement to existing bus services (extension of 1 service)	£1,550,000	s106 (Old Park Farm 1 – 550K, Old Park Farm 2 520K, Pinn Court Farm 440K) (S)	£0	2017-2021	Devon County Council, Bus operator	This is not located in East Devon but is improving access to Pinhoe station for Pinhoe allocations in the Local Plan. To encourage sustainable travel and reduced reliance on private car. LP Strategy 14.

PRIORITY 2: important to deliver specific development schemes and meet the needs of new residents, but the precise timing is less critical.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
West End - Redhayes	Transport	Tithebarn Lane Bridge - separate foot/cyclebridge to provide additional vehicular capacity	£1,400,000	Fully funded from Housing and Growth Fund bid relating to Tithebarn Link Road (S)	£0	2021-2026	Devon County Council, Developer	Project will support sustainable travel connections to Exeter city centre and mitigate impacts at Junction 29 of the M5. LP Strategy 9 and 11.
West End	Transport	Public Transport enhancements to improve bus priority between Exeter City Centre and West End development	£1,000,000	s106, CIL, DCC (P)	£1,000,000	2021-2026	Devon County Council, Developer, Bus operator	Could include bus priority measures through Science Park / SkyPark. LP Strategy 9 and 11.

PRIORITY 3: enhance the effectiveness, efficiency, and quality of infrastructure. These projects create a better place to live and work, and are generally desirable in order to build sustainable communities. Less detail may be currently available for these projects.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
East Devon	Communications Technology	Improve rural broadband to ensure superfast broadband for all by 2020	Not specified for East Devon	National and Local Government; private sector (S)	£0	2017- 2020	BDUK, Devon County Council	The Connecting Devon and Somerset programme aims to provide superfast broadband for all by 2020. Growth Deal 3 funding (announced Feb 2017) will help deliver superfast broadband targeting premises within the 'final 5%' not currently served or likely to get served via the private sector, over the next 4 years, to ensure superfast coverage to 100% by 2020. Also 4G rollout to additional 10% coverage (HotSW LEP).
West Hill	Education	Pre-school located at West Hill Primary School	£500,000	£0. CIL, DCC (P)	£500,000	2017-2031	Developer, Devon County Council	
Exmouth	Flood risk and Coastal Change management	Estuarieside flood defence (and potentially Linear Park)	£19,600,000	EA Flood and Coastal Risk Management Grant in Aid (S), EDDC (S)	£0	2017-2020	East Devon District Council, Environment Agency	Funding has been secured for flood defence, with detailed design to start March/April 2017. Potential to also deliver the Linear Park, which is part of Estuarieside Transformation project (Exmouth Town Centre and Seafront Regeneration Masterplan, Dec 2011), although current funding gap.
Exmouth	Flood risk and Coastal Change management	Beach Management Scheme	£3,100,000	EDDC Capital, DCC Capital, RFCC Local Levy, FCRMGiA, Exmouth Town Council Capital (all P)	£3,100,000	2021-2026	East Devon District Council	Beach recharge anticipated to maintain the standard of protection against flooding and coastal erosion for Exmouth. Economic benefit of reduced damage to homes and businesses, and amenity and economic benefit of retaining a beach, related to the delivery of LP Strategy 22 to promote investment in the town centre. Scheme would

PRIORITY 3: enhance the effectiveness, efficiency, and quality of infrastructure. These projects create a better place to live and work, and are generally desirable in order to build sustainable communities. Less detail may be currently available for these projects.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
								ensure that beach is maintained which could help reduce visitor impact on SPA.
Axminster	Healthcare	65 unit Extra Care Housing Scheme	£12,220,000	£0. s.106 (P)	£12,220,000	2017-2021	Developer	See Extra Care Housing-Refresh of the Commissioning Strategy for Extra Care Housing, Devon CC, 2015. Previous evidence is reflected in LP Strategy 36.
Exmouth	Healthcare	189 units of Extra Care Housing (likely to be provided across 2 or more schemes)	£35,532,000	£0. s.106 (P)	£35,532,000	2017-2033	Developer, Devon County Council, Care Provider	See Extra Care Housing-Refresh of the Commissioning Strategy for Extra Care Housing, Devon CC, 2015. Previous evidence is reflected in LP Strategy 36.
Honiton	Healthcare	72 bed extra care housing scheme	£13,536,000	£0. s.106 (P)	£13,536,000	2017-2033	Developer, Devon County Council, Care Provider	See Extra Care Housing-Refresh of the Commissioning Strategy for Extra Care Housing, Devon CC, 2015. Previous evidence is reflected in LP Strategy 36.
Ottery St Mary	Healthcare	55 bed extra care housing scheme	£10,340,000	£0. s.106 (P)	£10,340,000	2017-2033	Developer, Devon County Council, Care Provider	See Extra Care Housing-Refresh of the Commissioning Strategy for Extra Care Housing, Devon CC, 2015. Previous evidence is reflected in LP Strategy 36.
Seaton	Healthcare	58 bed Extra Care Housing Scheme	£10,904,000	£0. s.106 (P)	£10,904,000	2017-2033	Developer, Devon County Council, Care Provider	See Extra Care Housing-Refresh of the Commissioning Strategy for Extra Care Housing, Devon CC, 2015. Previous evidence is reflected in LP Strategy 36.
Sidmouth	Healthcare	83 units of Extra Care Housing, likely to be delivered in one scheme.	£15,604,000	£0. s.106 (P)	£15,604,000	2017-2033	Developer, Devon County Council, Care Provider	See Extra Care Housing-Refresh of the Commissioning Strategy for Extra Care Housing, Devon CC, 2015. Previous evidence is reflected in LP Strategy 36.

PRIORITY 3: enhance the effectiveness, efficiency, and quality of infrastructure. These projects create a better place to live and work, and are generally desirable in order to build sustainable communities. Less detail may be currently available for these projects.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
Axminster	Public Service	Library improvements – including the installation of self service.	£25,000	£0	£25,000	2017-2031	Our Libraries Unlimited	No longer proposed by DCC, but library run by "Our Libraries Unlimited". To respond to growth within the town.
Cranbrook - approved development	Public Service	Car, cycle and coach parking in the town centre	TBC	Schedule 24 in s.106 requires implementation of the car parking strategy in the town centre (S)	TBC	2019-2020	Developer, East Devon District Council, Devon County Council	Town centre car, coach and cycle parking facilities will be needed for visitors accessing the amenities and facilities at Cranbrook, including sports and recreation. The space will be part of the town centre land take and should be informed by the car parking strategy and reflected in the master planning exercise.
Cranbrook - Expansion Areas	Public Service	Multi-functional cultural space	TBC	s.106, CIL (P)	TBC	2019-2031	Developer, East Devon District Council	Cultural Development Strategy (June 2016) recommends allocation of flexible space for meanwhile use, and cultural provision.
Cranbrook - Expansion Areas	Public Service	Cemetery	TBC	£0; s.106 (P)	TBC	2019-2031	Developer, East Devon District Council	It is anticipated that a town of 7500 dwellings will require a burial site. The size and location are to be determined through future work and agreed between the Council and developer.
Exmouth	Public Service	Replacement library	£1,500,000	£0. CIL (P)	£1,500,000	2017-2031	Devon County Council	Replace current facility which is too small with poor access. Potential to be a 'Devon Centre' format, providing range of services for town, aspire for a town centre location. Project included in Exmouth Town and Seafrost Masterplan (Dec 2011).
Axminster	Sport and Recreation	New skate park	£250,000	TBC	TBC	2017-2031	EDDC, Axminster TC	Aspiration. Land obtained in Cloakham proposal (17/0384/FUL).

PRIORITY 3: enhance the effectiveness, efficiency, and quality of infrastructure. These projects create a better place to live and work, and are generally desirable in order to build sustainable communities. Less detail may be currently available for these projects.								
Location	Type	Project	Cost	Funding Secured (\$) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
Axminster	Sport and Recreation	New Fitness Gym and Studios in Axminster Town	£750,000	£0. LED/commercial funding plus possible S106/CIL/Prudential Borrowing to reduce overall annual revenue cost of leisure (P)	£750,000	2017-2020	LED, Developer	To address capacity, parking and access issues at the School site. Improved infrastructure required to remedy pre-existing deficiencies made more severe by new development; cost can be met or supplemented by commercial funding from LED/private sector
Axminster	Sport and Recreation	Swimming Pool - improve parking, access and changing	TBC	Owned and operated by local charity (Flamingo Pool) (P)	TBC	2017 - 2026	Flamingo Pool	In conjunction with Axminster Leisure Centre and Flamingo Pool. Improved infrastructure required to remedy pre-existing deficiencies made more severe by new development
Axminster	Sport and Recreation	Add parking and improve access at Axminster Leisure Centre	TBC	LED/commercial funding plus possible S106/CIL/Prudential Borrowing to reduce overall annual revenue cost of leisure (P)	TBC	2017-2026	LED	Existing Dual Use leisure facility has insufficient parking and access to meet current & new demand
East Devon	Sport and Recreation	Delivery of all other Playing Pitch Strategy projects not otherwise identified in Priority 2 of the IDP	TBC	S106, CIL, external funding / grants (P)	TBC	2017-2025	Clubs, NGBs, EDDC, Sport England, others	Numerous additional projects are listed as priority 2 or 3 in the adopted Playing Pitch Strategy - this item covers these.
Exmouth	Sport and Recreation	Queen's Drive leisure area - watersports centre and mixed leisure use (including realignment of Queen's Drive)	TBC	Bid submitted to Coastal Communities Fund for £1.3m, DCC (P)	TBC	From 2018	East Devon District Council, Devon County Council, Developer	Included in Exmouth Town Centre and Seafrost Masterplan (Dec 2011). Reserved matters planning application submitted in Dec 2016. Road realignment to cost £2.2m.

PRIORITY 3: enhance the effectiveness, efficiency, and quality of infrastructure. These projects create a better place to live and work, and are generally desirable in order to build sustainable communities. Less detail may be currently available for these projects.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
Honiton	Sport and Recreation	Swimming pool changing rooms refurbishment	£159,500	£79,750 in EDDC Capital programme (S); remainder to come from CIL, LED or Sport England (P)	£79,750	2017-2018	LED, East Devon District Council	Need modernisation to cope with increasing demand from growth and social (family) requirements. Assumption that EDDC provide 50% of cost. Potential for cost to rise when it reaches tender stage.
Lympstone	Sport and Recreation	Provision of additional football pitches	TBC	CIL, external funding/grants (P)	TBC	2017 - 2025	Clubs, NGBs, EDDC, Sport England, others	Strategic priority action plans highlighted in Playing Pitch Strategy.
Ottery St Mary	Sport and Recreation	New Fitness Gym and Studios in Ottery Town	£750,000	£0. LED/commercial funding plus possible CIL/Prudential Borrowing to reduce overall annual revenue cost of leisure (P)	£750,000	2017-2018 or during early Cranbrook growth phase	LED, East Devon District Council	To address demand and access issues at The Kings School plus early Cranbrook growth. Improved infrastructure required to remedy pre-existing deficiencies made more severe by new development.
Ottery St Mary	Sport and Recreation	Improve access and add car parking at Ottery St Mary Leisure Centre	TBC	TBC. LED/commercial funding plus possible CIL/Prudential Borrowing to reduce overall annual revenue cost of leisure (P)	TBC	2017 -2031	LED, East Devon District Council	LED - Existing Dual Use leisure facility has insufficient parking and access to meet current & new demand
Seaton	Sport and Recreation	Swimming Pool enhancements	£125,000	£0. CIL, EDDC Capital (P)	£125,000	2017-2020	LED, East Devon District Council	Additional investment to improve parking, signage, changing, security, landscaping. Required to remedy pre-existing deficiencies made more severe by new development.
Sidmouth	Sport and Recreation	New Fitness Gym and Studios in Sidmouth Town	£750,000	£0. LED/commercial funding plus possible CIL/Prudential Borrowing to reduce overall annual revenue cost of leisure (P)	£750,000	2017-2020	LED, East Devon District Council	To address capacity, parking and access issues at the School site. Required to remedy pre-existing deficiencies made more severe by new development

PRIORITY 3: enhance the effectiveness, efficiency, and quality of infrastructure. These projects create a better place to live and work, and are generally desirable in order to build sustainable communities. Less detail may be currently available for these projects.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
Sidmouth	Sport and Recreation	Improved parking and access at Sidmouth Leisure Centre	TBC	TBC. LED/commercial funding plus possible CIL/Prudential Borrowing to reduce overall annual revenue cost of leisure (P)	TBC	2017 - 2031	LED, East Devon District Council	Required to meet current & new demand.
Sidmouth	Sport and Recreation	Swimming pool refurbishment	£434,500	£217,250 in EDDC Capital programme (S); remainder to come from LED or Sport England (P)	£217,250	2018-2019	LED, East Devon District Council	Assumption that EDDC provide 50% of cost. Potential for cost to rise when it reaches tender stage.
West Hill	Sport and Recreation	Provision of additional 1x youth 11v11 and 2x mini 7v7 football pitches preferably in West Hill	£234,423	CIL, external funding/grants (P)	£234,423	2017 - 2025	Clubs, NGBs, EDDC, Sport England, others	Strategic priority action plans highlighted in Playing Pitch Strategy
Axminster	Transport	Stony Lane junction improvements	TBC	£40,000 s.106 (S); s.106, CIL, DCC (P)	TBC	2017-2031	Devon County Council	
Axminster	Transport	Regeneration of town centre - pedestrianisation, one way street system	TBC	TBC	TBC	2017-2031		Linked with LP Strategy 20(3), including regeneration of Webster's Garage site. Town centre congestion issues referenced in LP para 8.7(h).
Axminster	Transport	Weycroft bridge improvements	Not known	s.106, CIL, DCC (P)	Not known	2017-2031	Devon County Council	This includes cycle provision associated with the stop line way. Feasibility and costing is being worked up by DCC.
Exmouth	Transport	Cycle/walking links between development sites and schools, employment sites, town centre (including bus and train station), Exe Estuary Trail and Valley Parks	£700,000	DCC and s.106 - £100,000 identified for improvements following a town wide survey (S)	£600,000	2017-2031	Devon County Council, Developer	LP Strategy 22, 5e). A full site survey and remedial works to instigate the intended connections is required. Included in Exmouth Town Centre and Seafront Masterplan (Dec 2011).

PRIORITY 3: enhance the effectiveness, efficiency, and quality of infrastructure. These projects create a better place to live and work, and are generally desirable in order to build sustainable communities. Less detail may be currently available for these projects.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
Exmouth	Transport	Continuation of support for public transport, potentially including bus services and rail provision within the town.	£1,000,000	£0. s.106, DCC (P)	£1,000,000	Post 2014/15 for Monday to Friday Service; immediately for Saturday service.	Developer, Devon County Council, Bus operator	LP Strategy 22, 5a).
Exmouth	Transport	Foxholes redevelopment including road alignment	£2,000,000	£500,000 (S); s.106, DCC (P)	£1,500,000	2017-2020	East Devon District Council, Devon County Council, Developer	Included in Exmouth Town Centre and Seafront Masterplan (Dec 2011).
Exmouth	Transport	Improvements to existing Avocet Line stations, including lengthening platforms and improving facilities.	£1,000,000	£100,000 secured from s.106 (S); Train operating Company, DfT, DCC. Network Rail, CIL (P)	£900,000	2021-22 (Dependent upon cascading of rolling stock)	Devon County Council, Network Rail, Train Operating Company	LP Strategy 22, 5a).
Exmouth	Transport	Chapel Hill Enhancements	£300,000		£300,000	2017-2020		Reconfiguration and public realm enhancement works. Included in Exmouth Town Centre and Seafront Masterplan (Dec 2011).
Exmouth	Transport	The Promenade - Esplanade and Queen's Drive enhancements	£200,000	£0; s.106, DCC (P)	£200,000	2017-2020		Included in Exmouth Town Centre and Seafront Masterplan (Dec 2011).
Ottery St Mary	Transport	Improvements to walking/cycling networks – creating centre link between the western development sites and town centre, employment areas and schools.	TBC	CIL, Bids/S106/278, DCC (P)	TBC	2017 - 2031	Devon County Council, Developer	LP Strategy 24(5). The scheme involves creating shared use paths alongside the existing highway, Toucan crossings and some areas of new route requiring land negotiation. Where routes pass through development sites they will need to form part of the masterplan. Some

PRIORITY 3: enhance the effectiveness, efficiency, and quality of infrastructure. These projects create a better place to live and work, and are generally desirable in order to build sustainable communities. Less detail may be currently available for these projects.								
Location	Type	Project	Cost	Funding Secured (S) / Potential (P)	Funding gap	Timescale	Delivery Organisation(s)	Notes/additional justification
								in part delivered through BOVIS on site measure Irelands Farm.
Sidmouth	Transport	Provision of new access into the Alexandria Trading Estate from the Bulverton Road (B3176)	£1,000,000	s106, CIL, DCC (P)	£1,000,000	2017 - 2031	East Devon District Council, Devon County Council, Developer	This access would relieve Alexandria Road and Pathwhorlands from industrial traffic and provide a safer access, and would be supported by EDDC (LP para 14.4). There may be potential to link delivery of road with LP employment allocations at Industrial Estate (Strategy 26) which would mean priority 2.
Sidmouth	Transport	Sidmouth to Feniton cycle route	£1,400,000	s.106, CIL, DCC (P)	£1,400,000	2017-2031	East Devon District Council, Devon County Council, Developer	16km route that loosely follows the old railway line. Cost taken from 'Feniton to Sidmouth (Otter Valley) Trail, Feasibility study - draft report', Sustrans, 2014. Cost includes at-grade crossing of the A3052 - a bridge would add £1.5m.
Sidmouth	Transport	Sidmouth to Sidbury cycle route	TBC	s106 £12,000 (12/2222/MOUT) (S)	TBC	2017-2031	East Devon District Council, Devon County Council, Developer	Project is referenced in LP Strategy 26. Policy TC8 protects route from future development. Sidford employment allocation should contribute a section.
Sidmouth	Transport	Park and Change facility close to A3052 and existing bus routes	£1,000,000	£0. CIL, DCC (P)	£1,000,000	2017 - 2031	EDDC, Devon County Council, Developer	Project is referenced in LP para 14.3 (h).

<b>Local Priority: projects identified through consultation responses from town and parish councils on the IDP and Planning Obligations SPD; and Neighbourhood Plans that have been 'Made'</b>	
<b>Location</b>	<b>Project / Comment</b>
Axminster TC	<ul style="list-style-type: none"> <li>Consider additional car/cycle parking to serve Axminster Railway Station, accessed from Trafalgar Square with a pedestrian link to the station itself.</li> </ul>
Bishops Clyst Neighbourhood Plan	<ul style="list-style-type: none"> <li>Proposals to improve and extend existing national and local cycle routes and facilities with particular reference to routes between Clyst St Mary and Clyst St George, Topsham and the Exe Estuary Trail will be supported.</li> </ul>
Branscombe PC	<ul style="list-style-type: none"> <li>Suggest inclusion of regeneration of children's play area, tennis court and recreation field.</li> </ul>
Broadclyst PC	<ul style="list-style-type: none"> <li>Should review Crannaford Crossing alternative to close the road and build a pedestrian/cycle bridge instead;</li> <li>Need improvements to junction of Station Rd and London Rd;</li> <li>Provide bridge over railway near Broadclyst/Cranbrook station;</li> <li>Upgrade cycleway Pinhoe-Broadclyst (could be part of CVRP delivery);</li> <li>Community centre/hub needed for West Clyst;</li> <li>New bus shelters in Blackhorse area;</li> <li>West End is lacking sports provision.</li> </ul>
Chardstock Neighbourhood Plan	<ul style="list-style-type: none"> <li>Policy CPNP 01 states that development should place minimal additional stress on the infrastructure in the parish, particularly roads and drainage.</li> </ul>
Cranbrook TC	<ul style="list-style-type: none"> <li>Improve junction of Station Rd and London Rd</li> <li>Bridge over railway line</li> </ul>
East Budleigh and Bicton Neighbourhood Plan	<ul style="list-style-type: none"> <li>Policy N4 supports the provision of a green wildlife corridor in the village.</li> </ul>
Lympstone PC	<ul style="list-style-type: none"> <li>The provision of an off-road section of the Exe Estuary Trail, through Lympstone should be included as a Priority 1 scheme to meet road safety needs and to meet commuter targets for the Exe Estuary Trail which are currently well below DCC aims.</li> </ul>
Lympstone Neighbourhood Plan	<ul style="list-style-type: none"> <li>The Parish Council will support Section 106/CIL funding being made available for robust and objective improvements to crossing places, off-road footpaths and bridle ways, specifically footpaths linking Dinan Way to Hulham Road and a bridle way parallel to Hulham Road from the Exe View junction up to The Common.</li> <li>Seek additional car parking capacity in the village centre. Follow up approach from EDDC to take over the operation of the Underhill Car Park. Examine its viability and potential to improve its effective use.</li> <li>Work with DCC to provide better traffic management on The Strand, Cox's Hill and at Sowden End.</li> <li>Establish a footpath between Jackson Meadow and the village (near to the church).</li> <li>Explore the practicality of and pursue the development of a footpath from Dinan Way to Kings Garden Centre, and a bridle way adjacent to Hulham Road.</li> <li>In line with sustainable transport policy, include a cycle way/bridle way alongside the new road (Dinan Way).</li> <li>Retain and develop Lympstone@play and Lympstone Youth Club.</li> <li>Provision of a new Football/Cricket field with attendant facilities.</li> </ul>

Newton Poppleford and Harford	Leisure facilities, improvements to footpaths and traffic management measures to improve safety on School Lane and Four Elms Hill should be included in the list of CIL projects.
Ottery St Mary	<ul style="list-style-type: none"> <li>• Enhancement of the towns riverside area i.e. riverside walk from Tumbling Weir to Millenium Green;</li> <li>• Provide at least one additional car park for approximately 80-100 vehicles;</li> <li>• Improve Street Scene: e.g. signage,street furniture, plantings;</li> <li>• Re-site Town Centre bus stops and provide bus station with shelter and seating;</li> <li>• Enhance the Town Square and deal with Traffic Hot-spots and provide safer pedestrian access.</li> </ul>
Sid Valley NP Steering Group	<ul style="list-style-type: none"> <li>• New access road into the Alexandria Road estate should be Priority 1;</li> <li>• “Park and Change facility” - where will this be sited?;</li> <li>• Add project associated with better management of road space in the town;</li> <li>• Add project associated with the provision of a mixed use redevelopment of the East End site;</li> <li>• Add reference to a project related to a Sidmouth to Sidbury cycle route.</li> </ul>
Sidmouth TC	<ul style="list-style-type: none"> <li>• Alma Bridge, which is a vital link for the east of the town, should be included in the plan. The future of the link and associated pathways and access infrastructure should be recognised formally within the document.</li> <li>• The Beach Management Plan and an associated boat jetty/pier should be included in the plan. The BMP and resulting protection scheme will be the largest single piece of infrastructure in the Sidmouth area and should be at the very least noted within the plan. The Council’s wish to see a boat jetty/pier for the enhancement of day trips and the associated benefits to tourism should be mentioned.</li> <li>• The need for updated/renewed Youth Facilities should be included as the existing Youth Centre is outdated and in need of renewal.</li> <li>• The Sidmouth to Feniton (Sidmouth Junction) cycle track is fully supported by the Town Council and should be a higher priority. It will encourage more cycling tourism and healthy activity for residents and visitors. More detail on how the proposed route will be reopened together with an expected delivery timetable should be included.</li> <li>• Redevelopment at Port Royal should be made a higher priority and recognise the existing work of both Councils to achieve this important improvement to this area of the town.</li> <li>• Although a Park and Change facility is mentioned it included no detail. Parking and traffic management in general should be given high priority as a vital part of the infrastructure for a tourism based economy.</li> <li>• The Council suggests that the improvement of buildings at Sidmouth College should be a higher priority than increasing capacity.</li> </ul>
Stockland Neighbourhood Plan	<ul style="list-style-type: none"> <li>• Support improving facilities are Primary Academy, where need is proven and no adverse impacts.</li> </ul>
Yarcombe Neighbourhood Plan	<ul style="list-style-type: none"> <li>• No specific infrastructure projects identified.</li> </ul>

### Projects removed from IDP 2015

Location	Item Type	Infrastructure Need	Cost (£)	Potential Funding Source	Funding Gap (£)	Timescale	Change and reason
<b>PRIORITY 1</b>							
Cranbrook Phase 1 and Expansion	Education, Children/ Young People	Education Campus – creating a minimum 525 place secondary and a second 420 place primary school (plus early years including 2 year olds)	£14,000,000	S106, Loan (Part of £14m for Primary and Secondary provision)	£ -	2015	Remove as project delivered.
East Devon	Environment and Green Infrastructure	Habitat Regulations - Cross Site Measures for Delivery Officer (5 year post)	£213,500	s106 (until CIL is adopted), CIL	£213,500	2015 - 2031	Remove as does not fall within definition of infrastructure - relates to an Officer
East Devon	Environment and Green Infrastructure	European Site Mitigation Strategy – Cross site measures	£459,167	CIL	£459,167	2015-2031	Remove as the three items that constitute these measures (delivery officer, two wardens, dog walking project) are not "infrastructure".
Exmouth	Environment and Green Infrastructure	Exe Estuary Mitigation - Modification of slipway at Mamhead to encourage users not to enter the estuary	£7,500				Remove as Mamhead slipway improvements have been delivered.
Feniton	Education	Primary education facilities	£1,250,000	Various S.106	£845,915	2015-2026	Remove as capacity issues now to be addressed through relocation of Tipton primary school.
Cranbrook Phase 1 and Expansion	Transport	Train Station and Car Park and associated access, flood mitigation and landscaping works	£4,500,000	s106 (£3m) S106 (signed), £1.5m to be funded from DCC LTP3 / LPSA	£ -	2015-2016	Remove as project delivered.
Cranbrook Phase 1 and Expansion	Transport	M5 Junction 30 Improvements (Southbound off slip widening) to provide congestion reduction benefits	£900,000	Highway Agency (£900,000 from Pinchpoint Programme)	£ -	Complete	Remove as project delivered.

Location	Item Type	Infrastructure Need	Cost (£)	Potential Funding Source	Funding Gap (£)	Timescale	Change and reason
Cranbrook Phase 1	Transport	New bus service (service 4) - for Cranbrook, Skypark, Science Park and Exeter City Centre.	£1,650,000	S106 (Schedule 5) - Year 1)£250k 2)£350k 3)£300k 4)£300k 5)£200k 6)£250k	£0	2012 -2018 Contributions start from occupation of 50th dwelling	Remove as project delivered.
Honiton	Transport	Improvement of Turks Head Junction	£565,000	S106 agreed for £224,000, balance of £341,000 from LTP	£ -	-	Remove as project delivered.
West End - Other	Transport	Improvements to B3184 from A30 junction to airport, supporting expansion of the airport and Exeter Airport Business Park	£1,400,000	Fully funded by RGF	£ -	Complete	Remove as project delivered.
West End - Pinhoe	Transport	Exhibition Way Link Road to help minimise vehicular impacts at double mini roundabouts and other constrained local routes (Harrington Lane / Chancel Lane) and also improve local bus access	£2,000,000	Developers (£1.5m already secured from ECC developments at Ibstock / Quarry) LTP of 500,000	£0	2016 - 2021	Remove. The scheme is unlikely given the outcome of the Village Green application.
West End - Redhayes	Transport	Phase 3 Link Road – Part 1 - Cumberland Way to Tithebarn Bridge. This is anticipated to cost £3.6m and is likely to be part funded through Local Pinch Point funding and Regional Growth Fund. Part 2: Tithebarn bridge to Blackhorse.	£9,100,000	Local Pinchpoint Fund of £1.758m, RGF of £1.798m, s106 - Redhayes (£2.5m), Cranbrook (£1.75m), , Science Park (£1.055m) and Mosshayne anticipated (£1.5m). HGF funding up to £4.5 million confirmed. Otherwise, balance by LTP	£0		Remove Part 1 as completed in 2015, and Part 2 under construction
Ottery St Mary	Energy, Utilities and Waste	Measures to Increase sewerage capacity. Upgrade of Fluxton sewerage works to cater for an additional 300 homes	£192,000	SWW	£0	2015-2031	Remove as additional capacity provided by SWW through its capital works programme.

Location	Item Type	Infrastructure Need	Cost (£)	Potential Funding Source	Funding Gap (£)	Timescale	Change and reason
Cranbrook Phase 1 and Expansion	Energy, Utilities and Waste	Foul sewer connections to public sewer systems	No Data Available	South West Water	<i>No Data Available</i>	2015-2031	Remove as SWW state no outstanding foul drainage requirements at Cranbrook.
<b>PRIORITY 2</b>							
Cranbrook Phase 1 and Expansion	Commercial	Town and Neighbourhood Centre Retail facilities	<i>Not known</i>	s106 (Schedule 24)	<i>Not known</i>	2015 onwards	Remove as does not fall within the scope of the IDP (see NPPF, para 162)
Cranbrook Phase 1 and Expansion	Commercial	Business Ladder approach	£3,023,400	s106 (until CIL is adopted), CIL, HCA (recycled funds)	£3,023,400	2015-2031	Remove as does not fall within the scope of the IDP (see NPPF, para 162)
Cranbrook Phase 1 and Expansion	Commercial	Local Centres - expansion areas	<i>Not Known</i>	S106, CIL, Investment Company	<i>Not Known</i>	2021-2031	Remove as does not fall within the scope of the IDP (see NPPF, para 162)
Budleigh Salterton	Education, Children/ Young People	Primary education facilities - expansion of St Peters Cof E school will be required within the plan period.	£460,000	£210,000 s106 and remainder from Diocese of Exeter	£0	2015	Remove as project delivered.
Cranbrook Phase 1 and Expansion	Environment and Green Infrastructure	Cranbrook Country Park Expansion	£1,000,000	£0	£1,000,000	2021 to 2031	Remove as no longer appropriate.
Cranbrook Phase 1 and Expansion	Health	Primary Medical Care Services - The NHS has not decided whether this new facility would replace the provision at the Younghayes centre or that there may be a requirement for both. The NHS has a preference to utilise part of the 1.3 Ha site already agreed for the health and wellbeing complex. They have identified floorspace for primary care facilities of 1,104 sqm GIA for Cranbrook up to 7500	£2,296,320	s106, NHS, CIL	£2,296,320	2018-2021	Remove as CCG do not consider that it is required, as primary care will be delivered through the health and well being hub.

Location	Item Type	Infrastructure Need	Cost (£)	Potential Funding Source	Funding Gap (£)	Timescale	Change and reason
		new dwellings. Currently the Younghayes Centre has 167 sqm of space for primary care facilities.					
Cranbrook Phase 1 and Expansion	Public Service	Street Scene compound	No Data Available	s.106	No Data Available	2015-2017	Delete as removed from s.106.
Cranbrook Phase 1 and Expansion	Transport	Improvements to Station Road (Broadclyst) - Calming measures to reduce speeds and offer children a safe route to school between B3181 and Clyst Vale Community College is being delivered using Investing in Devon funding and part S106. Alternative quiet lane &/or off-road cycle routes through National Trust land are being investigated to improve wider walking/cycling linkages with Cranbrook and the Clyst Valley Way proposals.	£700,000	s106 (Skypark £50k, Cranbrook £140k), Invest in Devon (£128K), CIL	£500,000	Wider linkages 2018-2024	Safer Route to School delivered 2015. The remaining elements are better linked to the Clyst Valley Way, part of the Clyst Valley Regional Park, and S278
Exmouth	Transport	Public transport interchange improvements - including improved walking and cycling links to the town centre, revised entrance to train station and rationalisation of bus station facility included as part of this work. This scheme does not include the new/replacement depot facility but is dependent upon it.	£2,000,000	Network Rail, Train Operating Company, Stagecoach, DCC, EDDC. Network rail anticipated to provide £500,000 towards station building enhancements S106 £30,000 (13/0494/MFUL),	£0		Revision to Station entrance and Marine Way completed. NSIP station works on site in 2016. Further changes through Masterplan work

Location	Item Type	Infrastructure Need	Cost (£)	Potential Funding Source	Funding Gap (£)	Timescale	Change and reason
Exmouth	Transport	Junction improvements, including; Littleham cross junction; Modifications to Imperial Road/The Royal Avenue Junction and; Marine Way and Imperial Road.	£1,000,000	s106, CIL, DCC (P)	£1,000,000	2021-2031	Remove as improvements no longer being sought from Plumb Park development (Littleham cross junction), and lack of evidence for other schemes.
West End - Other	Transport	Rail head to enable multi modal freight transfer. This infrastructure is relevant on a Grip 4 Study first being completed.	£5,000,000	Delivered by Exeter Gateway Developer (>50,000 sq m) / External grants, s.106	£5,000,000	2015-2026	Remove as not currently being pursued.
West End - Pinhoe	Transport	Pinhoe Village enhancements, to provide an enhanced public realm / pedestrian environment to promote sustainable travel & mitigate traffic impacts at the double mini roundabouts (in safety and capacity terms)	£500,000	Developers (Pinn Court / Old Park Fm), s106/S278	£0	2016-2018. Designs agreed, expected to commence in 2016/17	Remove as under construction.
<b>PRIORITY 3</b>							
Axminster	Commercial	Cloakham Lawn, Work hub - managed workspace facility	£1,500,000	TBC	£1,500,000	2015-2018	Remove as does not fall within the scope of the IDP (see NPPF, para 162)
Seaton	Commercial	Enhanced and increased provision of workspace for small to medium size businesses at Colyford Road and Harepath Road (Fosseway Site)	£2,500,000	TBC	£400,000	2015-2017	Remove as does not fall within the scope of the IDP (see NPPF, para 162)
Ottery St Mary	Public Service	Replacement library to be co-located with other services; existing library has poor access. Approx 330spm required.	£1,000,000	CIL, DCC	£1,000,000	2015-2031	Remove as project is underway and nearing completion.
Cranbrook - Expansion Areas	Environment and Green Infrastructure	Outdoor Field Classroom	£100,000	£0; s.106, CIL (P)	£100,000	2021-2031	Remove as can be incorporated within Country Park Resource Centre.

Location	Item Type	Infrastructure Need	Cost (£)	Potential Funding Source	Funding Gap (£)	Timescale	Change and reason
Cranbrook - approved development and Expansion Areas	Environment and Green Infrastructure	Country Park Car Park	£40,000	£0; s.106, CIL (P)	£40,000	2021-2031	Remove as located near town centre where car parking will be available; and to promote walking and cycling.
Cranbrook Phase 1 and Expansion	Environment and Green Infrastructure	Education Ranger for the Country Park - The existing s106 agreement for 3500 dwellings provides for the Country Park Officer post (£20,000 for five years) and the expectation would be to secure an education ranger through the future 4000 application.	£100,000	£0	£100,000	2021-2031	Remove as does not fall within definition of infrastructure - relates to an Officer
Axminster	Health	Health Centre	£1,008,800	£0	£1,008,800	2017 - 2026	Remove as project delivered.
Cranbrook Phase 1 and Expansion	Public Service	Theatre - The provision of a theatre is to provide a community facility that encompasses use by primary and secondary schools as well as community groups.	<i>Not known</i>	S.106, CIL, Arts Council	<i>Not known</i>	2026-2027	Remove as replaced with multi-functional cultural space
Cranbrook Phase 1 and Expansion	Public Service	Cinema - The provision of a cinema is to provide a community facility for the town centre.	<i>Not known</i>	S.106, CIL, Commercial provider	<i>Not known</i>	2026-2027	Remove as replaced with multi-functional cultural space
Exmouth	Public Service	Contribution to Marine Youth facilities at Camperdown (Services and access as part of Estuaryside Transformation project)	£800,000		£800,000	2015- 2017	Remove as project delivered.
West End - Other	Other	New Royal Mail Delivery Office. Requirement for an office of c.937 sqm on a site of 0.6 Ha	£1,920,000	Royal Mail (internal capital expenditure),	£1,920,000	Required between 2500 & 5000 new delivery points being in place across the two LA's	Remove as does not fall within the scope of the IDP (see NPPF, para 162)

Location	Item Type	Infrastructure Need	Cost (£)	Potential Funding Source	Funding Gap (£)	Timescale	Change and reason
Axminster	Public Realm	Town Centre enhancement - establishment of masterplan	£100,000		£70,000	2014-2015	Remove as does not fall within the scope of the IDP as it relates to drafting a masterplan.
Sidmouth	Public Realm	Port Royal - Masterplan	£600,000		£600,000	2015-2017	Remove as does not fall within the scope of the IDP as it relates to drafting a masterplan.
Exmouth	Public Realm	Magnolia Centre Enhancement - public realm enhancements and a more permeable high quality town centre	£1,000,000	£0	£1,000,000	2016-2018	Remove as it does not fall within the scope of the IDP as it relates to a regeneration project, rather than an infrastructure project.
Seaton	Public Realm	Public realm enhancement between LSE1/ Regeneration site, the town centre and Axe Wetlands Nature Reserve	£1,200,000	£0	£1,200,000	2016-2018	Remove as it does not fall within the scope of the IDP as it relates to a regeneration project, rather than an infrastructure project.
Exmouth	Sport, Recreation and Culture	Swimming Pool - Changing 'village' for modern use	£1,500,000	£0	£1,500,000	Phase 2 (2017/18?) after phase 1	Remove as project completed in March 2017.
Exmouth	Sport, Recreation and Culture	Redevelop Leisure Centre To incorporate 60 station gym to accommodate additional 800 members; incorporate children's play, spa, cafe and new changing facilities.	£4,500,000		£3,000,000		Remove as project delivered.
Exmouth	Sport, Recreation and Culture	Rolle College Playing Fields - to include improved sporting facilities and new pitches in the town (related to Estuaryside Transformation Project)	£1,000,000	TBC	£1,000,000	2016-2018	Remove as planning permission has been granted for partial development of the site for housing, which includes retaining and enhancing the rest of the site as playing fields.
Exmouth	Sport, Recreation and Culture	Exmouth Pavilion refurbishment	£400,000	TBC	£400,000	2016-2018	Remove as project delivered.

Location	Item Type	Infrastructure Need	Cost (£)	Potential Funding Source	Funding Gap (£)	Timescale	Change and reason
	Culture						
Exmouth	Sport, Recreation and Culture	Mamhead slipway replacement. This scheme should include modifications noted in the Exe estuary mitigation section	£1,000,000	£0	£1,000,000	2014-2015	Remove as project delivered.
Exmouth	Sport, Recreation and Culture	Orcombe Point Hub - Facilitate the delivery of a café on the small paltform on the walkway	£50,000	TBC	£0	TBC	Remove as it does not fall within the scope of the IDP as it relates to a regeneration project, rather than an infrastructure project.
Honiton	Sport, Recreation and Culture	Extended Gym to meet existing latent demand in Honiton + short term Cranbrook demand. Also improve parking. Cost can be met or supplemented by commercial funding from LED/private sector	£250,000	LED/commercial funding plus possible S106/CIL/Prudential Borrowing to reduce overall annual revenue cost of leisure	£250,000	2014-2015 or during early Cranbrook growth phase	Remove as project delivered, although more car parking spaces are required to meet growing demand.
Honiton	Sport, Recreation and Culture	Improved parking, access, changing and spectating.	£1,000,000	£0	£1,000,000		Remove as superceded by Honiton Sports Pitch Strategy and PPS.
Honiton	Sport, Recreation and Culture	Install new cricket training nets at Mountbatten Park, Honiton	£35,000	£35,000	£0	2016	Remove as project delivered.
Seaton	Sport, Recreation and Culture	New Fitness Gym and Studios in Seaton Town -	£750,000	LED/commercial funding plus possible S106/CIL/Prudential Borrowing to reduce overall annual revenue cost of leisure	£750,000	2015-2020	Remove as project delivered.
Sidmouth	Sport, Recreation and Culture	Installation of rabbit proof fencing at Byes Lane rugby pitches	Unknown	£0	Unknown	2015	Remove as project delivered.
Honiton	Transport	Upgrade of Ottery Moor Lane, from its junction with the High Street	Not known	£0. s.106/278, DCC (P)	Not known	2017-2019	Lack of justification.