

actively encouraged. Part of the site is at risk of flooding and a Level 2 SFRA has been undertaken, the results of which should be incorporated into the development. A sequential test has been undertaken as part of the local plan.

Axminster

- 5.4.** The Local Plan strategy establishes Axminster as a Tier 2, Main Centre, settlement and as such as an appropriate location for future growth and development.

Strategic Policy SD02: Axminster and its development allocations

The sites/areas listed below, as identified on the Policies Map, are allocated for development.

Land east of Lyme Road (Axmi_22)

This site is allocated for 100 dwellings. The site layout should make provision for a suitable access road to facilitate the development of site GH/ED/80 to the north and also be built to a standard suitable for use as part of a possible future relief road to link to the A358, Chard Road, south of the Weycroft Bridge.

Prestaller Farm, Beavor Lane (GH/ED/80a)

This site is allocated for 225 dwellings and a community hub to the south of the Mill Brook. The community space should provide opportunities for a workspace, café/shop and meeting space. To the north of Mill Brook land has the potential for use as a multi-functional public open and natural space as well as for habitat mitigation purposes. Where this is required to meet the needs of the development provision will be required. Vehicular access to the site shall be from the allocated land to the south (Axmi_22) unless otherwise agreed.

Development must incorporate a site road that is of a standard and is appropriately located so that it, and through potential future extension of the road, can form a possible future relief road to link to the A358, Chard Road, south of the Weycroft Bridge. Part of the site is at risk of flooding and a Level 2 SFRA has been undertaken, the results of which should be incorporated into the development. A sequential test has been undertaken as part of the local plan.

Sector Lane should be reconfigured and harmonised into future proposals. Public Rights of Way enhancements should also be explored. The development will need to

maximise opportunities for localised improvements/contributions to enhance sustainable travel modes.

Land west of Chard Road (GH/ED/83)

This land is allocated for 140 dwellings and 0.8 hectares of employment land. Development proposals should seek to introduce bus stops on Chard Road to promote sustainable travel into Axminster and to railway station. Development should also ensure pedestrian/cycle access onto Axminster Footpath 79.

Land west of Musbury Road (Axmi_01a)

This land is allocated for 2 hectares of employment land. The site contains two World War II pill boxes and development between them and the railway line to the west should be kept as public open space with interpretation boards to explain the significance of their role in the Taunton Stop Line. Part of the site is at risk of flooding and a Level 2 SFRA has been undertaken, the results of which should be incorporated into the development. A sequential test has been undertaken as part of the local plan.

Land east of Musbury Road (Axmi_02, Axmi_08 and Axmi_09)

This land is proposed for 438 dwellings and 1.6 hectares of employment land. This allocation will need to come forward on the basis of an agreed masterplan for the whole site that clearly demonstrates how comprehensive development will be undertaken and implemented. Through this masterplan particular account will need to be taken of providing active travel links to the town centre and railway station, together with addressing the landscape and heritage sensitivities of the site. Highways access shall be taken from the A358 Musbury Road. The masterplan shall take full account of archaeological survey work to determine the extent of remains associated with the adjacent Scheduled Ancient Monument. Community facilities to include a hall or meeting place will need to be incorporated into and delivered by the development. Connectivity onto Wyke Road and public rights of way will be required to ensure good pedestrian/cycle access. The development will need to maximise opportunities for localised improvements/contributions to enhance sustainable travel modes. In particular, it should explore opportunities to provide off-carriageway bus stops on Musbury Road to improve sustainable travel options.

Land at Axminster Carpets (Axmi_07)

This land is allocated for mixed-use redevelopment to retain the existing employment use and accommodate 50 dwellings plus additional employment uses. This allocation will need to be supported by further flood risk assessment and a comprehensive

masterplan to secure pedestrian, environmental and other improvements. Part of the site is at risk of flooding and a Level 2 SFRA has been undertaken, the results of which should be incorporated into the development. A sequential and exception test has been undertaken as part of the local plan. Development should be appropriately designed to accommodate pedestrian/cycle access and through routes.

Scott Rowe Building, Axminster Hospital, Chard Road (Axmi_10)

This brownfield land redevelopment opportunity land is allocated for 10 dwellings.

Land at Lea Combe, Field End (Axmi_12)

This land is allocated for 9 dwellings. The site will need to be carefully designed to accommodate and protect the trees, which are subject to a Tree Preservation Order, and also to protect the setting of nearby heritage assets.

Land east of Lyme Close (Part of Axmi_11c)

This land is allocated for 50 dwellings and 0.4 hectares of employment land.

The development will need to maximise opportunities for localised improvements/contributions to enhance sustainable travel modes.

Land at Millwey, Chard Road, Axminster (Axmi_17)

This land is allocated for 19 dwellings. Part of the site is at risk of flooding and a Level 2 SFRA has been undertaken, the results of which should be incorporated into the development. A sequential test has been undertaken as part of the local plan. This site is an existing open space, with a previous use for sports pitches, the loss of which will need to be addressed through the development process. Careful consideration of access arrangements may require the relocation of the southbound bus stop.

Millwey Garages, St Andrews Drive (Axmi_18)

This Brownfield land is allocated for 6 dwellings.

Websters Garage, 9 Lyme Street (Axmi_23)

This land is allocated for 10 dwellings as part of a mixed-use development. Though with well-designed development there is potential scope to accommodate more new homes potentially as well as commercial space or community facilities. Very careful design will be needed to reflect the Conservation Area location and the setting of surrounding heritage assets. Support will be given for incorporation of unused or underused land and buildings adjoining the allocated site to be incorporated into a comprehensive scheme.

Opportunities for low-car development should be explored, due to the site's proximity to town centre and local services.

Land west of Prestaller Farm, Beavor Lane (Axmi_24)

This land is allocated for 29 dwellings. Development at this location is likely to be dependent on neighbouring developments coming forward. Improvements will be needed to ensure pedestrian/cycle accessibility.

Honiton

5.5. The Local Plan strategy establishes Honiton as a Tier 2 settlement and as such as an appropriate location for future growth and development. Plan policy sets out land allocations for development and these are shown on the policies map along with other policy boundaries that are at the town.

Strategic Policy SD03: Honiton and its development allocations

The sites/areas listed below are identified on the Policies Map and are allocated for development.

Land west of Hayne Lane (Gitti_03, Gitti_04 and Gitti_05)

Land to the west of Hayne Lane, on the western side of Honiton, is allocated for a mixed-use development to provide:

- A. 310 homes; and
- B. 14.6 hectares of land to accommodate employment and community uses.

This allocation will need to come forward on the basis of an agreed masterplan for the whole site that clearly demonstrates how comprehensive development will be undertaken and implemented. Southern parts of the site are in the East Devon National Landscape and this area will require very careful design to take account of its landscape setting. On the western edges the site is close to the historic village of Gittisham and particular sensitivity will need to be attached to preventing adverse heritage impacts. These southerly and westerly parts will be best suited for open space uses.

Commercial and employment uses will need to be concentrated to the north of the railway line bisecting the site with residential uses to the south. Community facilities, to include a shop or shops and a hall, will need to be provided within or next to