

**EXETER CITY COUNCIL**  
**PLANNING MEMBER WORKING GROUP**  
**16 OCTOBER 2012**

**EXECUTIVE**  
**20 NOVEMBER 2012**

**TEIGNBRIDGE LOCAL PLAN DEVELOPMENT PLAN DOCUMENT**  
**CONSULTATION ON DRAFT SUBMISSION PLANNING DOCUMENT**

**1 PURPOSE OF REPORT**

- 1.1 To formulate a response to the 'Draft Submission' document that is being published by Teignbridge District Council.

**2 BACKGROUND**

- 2.1 Members will recall that Teignbridge District Council consulted on a Preferred Options Core Strategy earlier in the year. Executive approved a response to that document in February. Teignbridge have since taken an amended version of that document forward (including a change of name) and approved their Local Plan 2013 - 2033 for Draft Submission to the Secretary of State for public examination.
- 2.2 Teignbridge have made some significant changes in preparation of the Draft Submission document. Of particular note they now expect delivery of 620 dwellings per year as opposed to the figure of 740 that was previously consulted upon. This is explained by a reduction in proposed housing allocations in places like Newton Abbot, Teignmouth and Dawlish. However, the proposed allocation of 2,000 dwellings to the south of Alphington remains unchanged.
- 2.3 This paper concentrates on that proposal for growth adjoining the south western boundary of the City and associated matters. The economic prosperity of the sub region is inextricably linked to the growth of the City. Such growth is now, and will increasingly in the future, be dependent upon policies adopted in adjoining authorities.

**3 SOUTH WEST OF EXETER URBAN EXTENSION**

- 3.1 Whilst the majority of Teignbridge's proposed growth still centres on Newton Abbot, the Draft Submission Local Plan proposes a single urban extension on the south western boundary of Exeter. This comprises some 2,000 additional houses (more than 15% of the total level of growth proposed) with associated community facilities, approximately 5 hectares of employment land (5% of total employment growth); and 24 Gypsy and Traveller pitches (more than 30% of total provision). A plan showing the SW Exeter urban extension and an extract from the Draft Submission Document and are reproduced at Appendices 1 and 2.
- 3.2 At their Issues and Options Stage, Teignbridge proposed three alternative ways of delivering such development. The City Council expressed a preference for a single urban extension as offering the most sustainable method of delivering such growth. That view was carried forward in responding to Teignbridge's Preferred Options consultation and there appears little reason to deviate from it as the proposed overarching strategy for development at South West Exeter remains unchanged since then.

3.3 What has emerged since the Preferred Options stage is the South West Masterplan. Detail that has emerged since the Preferred Options Stage of consultation is addressed below.

#### 3.4 **Infrastructure**

The Draft Submission Document explains an ongoing need to identify and meet infrastructure needs in order to support sustainable development growth. An Infrastructure Delivery Plan has therefore been prepared and can be expected to be revised from time to time. An extract of that Plan that relates to South West Exeter is reproduced at Appendix 3. Of particular note are four items of infrastructure:

- New Secondary School
- Ridge top Park
- 1,000 space park and ride / park and change
- New rail station at Marsh Barton

3.5 Teignbridge identify a potential 50% contribution towards each of these items through their 'infrastructure fund' and identify the City Council as a possible funding source for the residue. Devon County Council's South West Exeter Transport Access Strategy explains that the new rail station and park and ride must be in place to address the travel impacts of the full 2,500 dwellings (ECC 500 and TDC 2,000) that are proposed in the area. Similarly a new secondary school seems likely to result in direct benefits for residents (including occupants of new development) in Exeter and the potential value of a new park is outlined below. It seems reasonable that the City Council might help to facilitate investment in each of these but why, when and how much should be subject to scrutiny from an Exeter City Council investment board and, ultimately, Executive.

#### 3.6 **Ridge top Park**

Proposals for a 70ha ridge top park between the proposed development area and the M5 motorway have been clarified. The new public park is identified as a recreation destination that might provide an alternative to the Exe Estuary and Dawlish Warren and therefore ease pressures (arising from new development) on the habitats of European protected species. Whilst the proposed park could result in significant benefits for the City, evidence is still emerging that will help to clarify its value compared to that of other possible European site mitigation measures. That evidence is expected to be published early next year and will help Exeter, East Devon and Teignbridge Councils to determine whether the park (amongst others) represents the best way of mitigating impacts on European designated habitats that result from new development.

#### 3.7 **Employment adjacent to Peamore**

5ha of employment land is proposed adjacent to existing operations at Peamore. This is intended as land for the expansion of existing business and for start ups. The consultation document suggests that the expansion of Matford (which already has planning permission from the City Council) will be complimented by employment development on the proposed Peamore allocation. This may be the case but Matford would appear to be the more sustainable location for inward investment and new start up employment growth and one that might be more likely to reduce the need to travel by car. With significant existing employment land supply on that side of Exeter, it might therefore be appropriate to focus new employment development at Peamore more firmly on the expansion of existing businesses.

## 4 **PROPOSED RESPONSE TO TEIGNBRIDGE DISTRICT COUNCIL**

4.1 The City Council welcomes the recognition in the Draft Submission Local Plan of the

need for Teignbridge District Council to support the balanced growth of Exeter. The City Council supports additional housing growth in that part of Teignbridge adjoining the south western boundary of Exeter and continues to believe that a single strategic allocation located adjacent to the City Council's strategic allocation at Alphington represents the most sustainable form of development. To that end the Council broadly supports the Draft Submission Local Plan, particularly the strategic allocation proposed adjoining the south west of Exeter.

- 4.2 The City Council recognise the importance of joint working and cooperation on matters of strategic spatial planning and hope that Teignbridge District Council maintain the present close and cooperative working arrangements that exist between the two authorities. Cooperation will be integral to delivering the infrastructure that will be essential to enabling sustainable development in South West Exeter.
- 4.3 The Council understands that the Draft Submission Infrastructure Delivery Plan is a 'living' document that will be subject to review. The City Council will continue to work with Teignbridge District Council and other infrastructure providers in order to set investment priorities and agree a funding package for each.

## **5 ADVICE SOUGHT/RECOMMENDATION**

- 5.1 Planning Member Working Group on 16 October noted and supported the report which will form the basis of the response to Teignbridge District Council.
- 5.2 Executive is asked to agree the proposed response to Teignbridge District Council set out in paragraphs 4.1, 4.2 and 4.3.

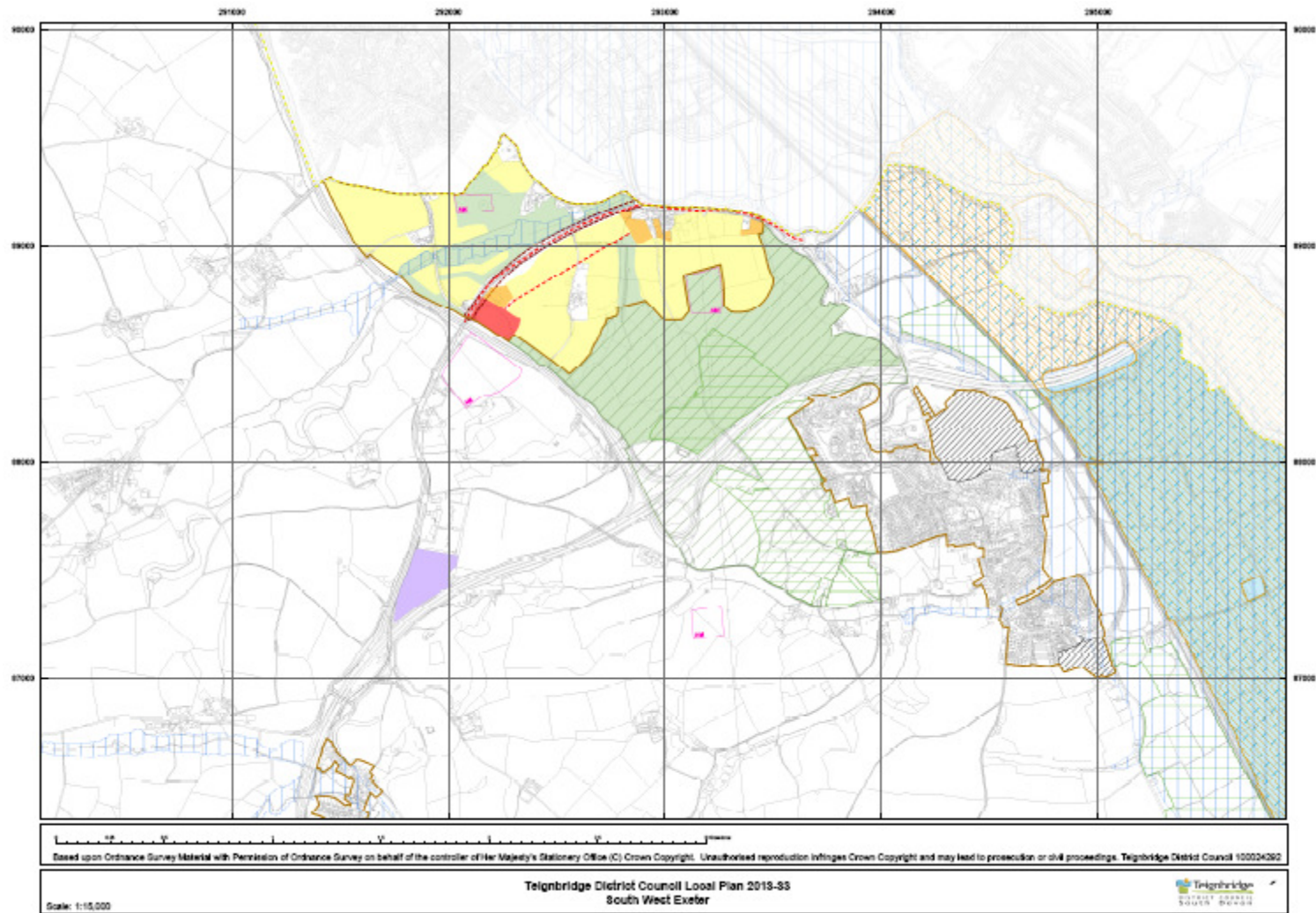
**RICHARD SHORT**  
**ASSISTANT DIRECTOR CITY DEVELOPMENT**

**Local Government (Access to Information) Act 1985 (as amended)**

**Background papers used in compiling this report:**




None

# APPENDIX 1 - SW EXETER URBAN EXTENSION













Teignbridge District Council Local Plan 2013-2033  
**Policies Map Key**














**Administrative**

-  Local Plan Boundary
-  Torbay District Boundary
-  Major Planning Permission

**Policies**

-  Area of Great Landscape Value
-  Undeveloped Coast
-  Strategic and Local Break
-  Settlement Limit
-  Protected Public Open Space
-  Site of Special Scientific Interest
-  European Wildlife Site
-  Local Nature Reserve
-  Historic Park and Garden
-  Conservation Area
-  Ancient Monument
-  County Wildlife Site
-  Floodplain
-  Town Centre
-  Primary Shopping Area
-  Primary Shopping Frontage
-  Secondary Shopping Frontage
-  Air Quality Management Area

**Allocations/Proposals**

-  Mixed Use
-  Housing
-  Employment
-  Leisure
-  Other Green Infrastructure
-  Roads and Road Improvements
-  South Devon Link Road
-  Car Park
-  School
-  Community Facilities
-  Seale Hayne
-  Environmental Enhancement
-  Marina

## **APPENDIX 2 – DRAFT SUBMISSION EDGE OF EXETER TEXT**

Draft Submission – September 2012

### **10. Edge of Exeter**

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

### **Site Description**

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

City. To provide a balanced, sustainable community, consideration needs to be given to more than housing. Therefore, this strategic allocation requires a range of infrastructure elements that will need to be delivered in a timely manner.

**SWE1 South West of Exeter Urban Extension (part amended)**

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

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

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

- h) investigation of opportunities of utilising energy from waste from Marsh Barton into the development to comply with reductions in carbon generation as required**

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

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

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



necessary to change the nature of the road so that it can begin to integrate with and become a functioning part of the development. The road will need to respond to its new environment and role within the city whilst also maintaining its current function and capacity. Changes to the nature of this road could include, for example, speed reductions, providing pedestrian crossings at key points, consideration of a footbridge. The masterplan has additional details on this.

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

and should be incorporated into green open space with a naturalistic setting to any built development to protect their setting.

- 10.18** There are also seven Grade II listed buildings and a number of Grade II structures close to the survey boundaries. These, their settings and the wider historic landscape will need careful consideration.
- 10.19** The Strategic Flood Risk Assessment for Exeter (2008) states that the Matford Brook is a minor watercourse that flows into the River Exe to the south of the Alphin Brook. Its lower reaches are connected to a series of open drains and ditches that drain the low lying industrial/commercial area. The Matford Brook is not considered to pose any significant flood risk to most of the lower catchment although a large proportion of the catchment is shown to be within the indicative floodplain. Development is avoided in these areas which are identified for blue and green space for the proposed valley park.
- 10.20** The development will provide for 20 hectares of open space, potentially in a lower valley park incorporating landscape features and linking the proposed neighbourhoods, whilst at the same time protecting the schedule monument and its setting.
- 10.21** The urban extension will provide for key arrival points to reinforce the identity of the southern gateway of Exeter. Arrival points should be well designed, attractive and make it easy for people to orientate themselves.
- 10.22** To maintain viability, the urban extension should be delivered in phases to ensure sustainable growth and that the appropriate level of infrastructure is in place to accommodate it. It is proposed that there will be four phases, each delivering a portion of sustainable development in a way that should reduce up front infrastructure costs. Coordination of infrastructure delivery will be required across the area.
- 10.23** The associated masterplan contains phasing proposals in order to ensure that infrastructure is provided in step with development in an achievable manner. This indicates:
- a) 500 dwellings within Exeter as an early phase;
  - b) 500 dwellings with a primary school, Chudleigh Road upgrade and part of the Matford Valley Park;
  - c) 1,000 dwellings associated with public transport improvements, park and ride and signalled junctions, pedestrian enhancement of the A379 and part of the ridge-top park; and
  - d) 500 dwellings and the remainder of the required infrastructure.
- 10.24** Although considered a logical and deliverable sequence of development, this may not be the only order that development could be brought forward. However, any

development brought forward out of the sequence suggested will need to be considered carefully. This is to ensure that it does not impact upon the viability of subsequent growth and that development delivered is sustainable in its own right. As well as avoiding development that relies on the future provision of services and infrastructure that may not happen. In this instance a phasing strategy will be required for infrastructure and development across the whole site relating to SWE1 and SWE3.

- 10.25 Due to the scale of infrastructure and need for modal shift in transport provision, it is likely that the development within Teignbridge would come towards the latter part of the plan period.
- 10.26 All phases and all parties of the development would be expected to contribute to the necessary infrastructure required and any essential mitigation/compensatory habitat scheme via the Community Infrastructure Levy and/or planning obligations. Close co-ordination with Exeter City Council and Devon County Council will be required in delivering the required infrastructure as and when appropriate.

**SWE2 Employment adjacent to Peamore (new policy)**

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

- 10.27 Whilst there will be some localised employment within the community hubs, the main allocation will be adjacent to an existing employment area situated outside the masterplan area which could be delivered independently. This will facilitate growth in the existing businesses and the potential for other appropriate uses. It is not intended to compete with other areas in and around Exeter and is considered an appropriate location. It has the opportunity to be one of the key arrival points and should be designed appropriately to respond to its environment.
- 10.28 Due to the proximity to the M5/A38 junctions it is essential that development of this site does not create a conflict with the function of those roads, particularly in relation to any new access into the site from the A379.
- 10.29 Matford Business Park, within Exeter City Council's boundary, is a large employment area that is expanding and provides a range of additional employment opportunities. These along with the allocation at Peamore will offer a good range of opportunities to work close to the planned urban extension and reduce the need to travel by car.

**SWE3 Ridge Top Park (new policy)**

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

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

**Any proposals for development shall be accompanied by:**

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

- 10.30** The land is predominately farm land but also incorporates an inert landfill site, a Scheduled Monument and a County Wildlife Site.
- 10.31** Teignbridge District, Exeter City and East Devon District Councils all border the Exe Estuary. In partnership with Natural England and others it has been determined that housing and tourist accommodation developments in the stated local authority areas will have an in-combination likely significant effect on the Exe Estuary Special Protection Area (SPA) and Dawlish Warren Special Area of Conservation (SAC) through impacts from recreational use. The impacts are highest from developments within 10 kilometres of the SPA/SAC. It is therefore essential that mitigation is secured to make such developments permissible.
- 10.32** Mitigation for recreational impacts can take the form of access management within the European sites, or provision of substantial alternative recreation locations to draw users away from the European sites. Given the amount of development proposed in SWE1 and other nearby areas and the proximity to the designations it is considered most appropriate to provide suitable alternative natural green space (SANGS). This should be close to new development to attract recreation pressure away.
- 10.33** The ridge top park's main purpose is therefore to attract much of the new day-to-day recreation pressure away from the European sites, especially Exminster Marshes, the Exe Estuary SPA, Ramsar site and Dawlish Warren SAC. As such it is over and above that normally required by development.
- 10.34** The provision of a ridge-top park will also ensure that development is set within a high quality and diverse green space protecting the green ridge of the city. It will meet the needs of new residents as well as providing an asset for existing residents. The park, close to new development will improve leisure opportunities and should cater for frequent, regular uses such as dog walking, older children

## APPENDIX 3 - DRAFT INFRASTRUCTURE DELIVERY PLAN EXTRACT

Name of settlement	Proj Ref Name and location of project or programme	Strategic Priority	Theme	Period of delivery	Key partners & Possible sources of funding (additional to CIL and NHB (to be agreed))	Total Estimated cost	Proposed Potential Infrastructure Fund Contribution
<b>Edge of Exeter</b>							
SW Exeter	New 420 place Primary School (or 2 x 210) and pre-school childrens centre (26 full time pre-school places).	(1) Critical	Education	6 - 10 years (2018 - 2023)	DCC / School Sponsor (Academy or Free) / Contributions from development within Exeter City Council boundary. Fully funded by developer contributions	£7,500,000	£0
SW Exeter	SW Exeter Secondary Education Secondary school	(1) Critical	Education	6 - 10 years (2018 - 2023)	DCC / School Sponsor (Academy or Free)	£12,000,000	£6,000,000
SW Exeter	SW Exeter Ridge-top park, including Suitable Alternative Natural Green Space (SANGS) and ongoing management.	(1) Critical	Green Infrastructure	6-10 (2019-2023)	TDC / Developer To be agreed with Exeter City Council, DCC, and Natural England	£4,600,000	£2,300,000
SW Exeter	Matford Valley Park including recreational space, allotments, natural green space;	(1) Critical	Green Infrastructure	6 - 10 years (2018 - 2023)	TDC / Developer DCC / Natural England / Sport England	£1,600,000	£800,000
SW Exeter	SW Exeter Bus Services including Intermodal Interchange Facility 1000 space car park, including park and ride, and park and change hub.. Also provide bus services and bus stops.	(1) Critical	Public Transport	6-15 (2019-2028)	TDC / DCC / ECC Exeter City Council.	£6,500,000	£3,250,000
SW Exeter	New Devon Metro rail station at Marsh Barton	(1) Critical	Public Transport	6 - 10 years (2018 - 2023)	DCC / Network Rail / Train Operators / Exeter City Council	£5,000,000	£2,500,000
SW Exeter	SWE Urban Extension drainage and water management	(1) Critical	Rivers & Flooding	6-15 (2019-2028)	Developer / TDC / DCC / EA	£3,500,000	£0
SW Exeter	Junction Improvements to 4 junctions and 2 new junctions including at A379 Bridge Road, A379 Chudleigh Road, and Devon Motel Junction at A379 / B3123	(1) Critical	Roads	6-15 (2019-2028)	DCC/ Fully funded by developer contributions including S106 / S278	£6,000,000	£0
SW Exeter	5 ha of employment uses, with mix of unit sizes to support business start ups and expansions.	(2) Important	Economy	11-20 (2024-2033)	Developer. Market Led	£2,400,000	£0
SW Exeter	Network of Cyclist and Pedestian Routes within SW Exeter extension and neighbouring areas.	(2) Important	Green Infrastructure	6 - 10 years (2018 - 2023)	Developers / TDC / Sport England / Charitable organisations	£250,000	£0
SW Exeter	SW Exeter biodiversity and wildlife Network including network wildlife habitats, open spaces, allotments, etc.	(2) Important	Green Infrastructure	6 - 10 years (2018 - 2023)	TDC / EA / Charitable organisations / Natural England.	£250,000	£0
SW Exeter	SW Exeter Health centre to accommodate 4 GPs.	(2) Important	Health	6 - 10 years (2018 - 2023)	Potential forward funding and/or rent funding by	£1,600,000	£1,000,000
					NHS Devon / GP Practice. (Cost estimate from SIF model).		
SW Exeter	Indoor sports, leisure and recreation facility serving SW Exeter.	(3) Desirable	Community	11-15 (2024-2028)	Developer / TDC Exeter City Council	£2,000,000	£1,000,000
SW Exeter	Multi-purpose community building, incorporating library facility.	(3) Desirable	Community	6 - 10 years (2018 - 2023)	Developer / TDC Fully funded by developer contributions including S106 / S278	£750,000	£0