2015 SHLAA

APPENDIX 4

ASSESSMENT OF SITES WITHOUT PLANNING PERMISSION & BROAD LOCATIONS
**Introduction**

This document comprises the assessment of sites submitted for consideration in the 2015 Exeter Strategic Housing Land Availability Assessment (SHLAA).

Each site assessment begins with the site’s SHLAA reference number and address, followed by its gross area and estimated net developable area. The latter is the area that could be available for residential (rather than any other type of) development and is purely indicative.

The heading to each assessment then sets out the density range that has been applied to determine the site’s potential dwelling yield.

Site plans contained in this document are not to scale.
Site Ref: 1
Address: Land south of Exwick Barton Cottages, St Andrews Rd, Exeter
Gross site area: 0.40 ha
Net developable area: 0 ha
Density range: N/A
Min yield: 0
Max yield: 0
Potential land uses: Promoted for residential use

Site description
This site lies beyond the built-up area, to the north-west of the City and on the western side of the Exe Valley. It slopes gently downhill in an easterly direction and is largely overgrown, containing some mature trees. St Andrews Road runs along the eastern boundary and a small weir lies to the south-west. Otherwise the site is surrounded by open fields.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter. The site lies outside the strategic locations for growth. Therefore the site is discounted from having any residential development potential.

Biodiversity & Geodiversity
The site contains no known biodiversity or geodiversity features of note. However, an ecological survey would be required as part of any planning application.

Flood Risk
The site lies in Flood zone 2 (medium flood risk), where residential development is appropriate subject to first passing the Sequential Test. If this test is passed, development proposals would be required to include a FRA and take opportunities to reduce the overall level of flood risk.

Conclusion
Site 1 is unsuitable for housing, having failed the Stage A suitability test on strategic planning policy grounds. Assessments of availability and achievability are not required.
Site Ref: 2
Address: Land at Mill Field, St Andrews Road, Exeter
Gross site area: 0.35ha
Net developable area: 0 ha
Density range: N/A
Min yield: 0
Max yield: 0
Potential land uses: Promoted for residential use

Site description
This flat open site lies to the east of St Andrew's Road in the Exe Valley, with residential development adjoining to the north, south and west. It is publicly accessible. It has no physical eastern boundary, but adjoins open land, beyond which is the River Exe and flood defences.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being land within the existing urban area. The site lies within the existing urban area. Its development for housing therefore accords with strategic planning policy, in principle.

Biodiversity & Geodiversity
The site contains no known biodiversity or geodiversity features of note. However, an ecological survey would be required as part of any planning application.

Flood Risk
Mapping provided by the Environment Agency shows that the site lies within Flood Zone 1, with little or no risk of flooding. Development proposals would be required to seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS).

Site Suitability: Stage B

Impact on Built Environment
The Mill House to the north of the site is a Building of Local Importance, whose architectural and historic value should not be harmed. The site also lies within the Exwick Conservation Area, the character and appearance of which should not be harmed through development.

Impact on Landscape Character
The site is not within the area of ‘landscape setting’ defined in either the Exeter Local Plan First Review, or the proposed Development Delivery Development Plan Document (DPD).

Mineral Resources
The site is not in a Minerals Consultation Area.

Air Quality
This site is outside Exeter’s AQMA and it is unlikely that development would contribute significantly to traffic levels within it.

Access to Services/Facilities
The site is around 1.2 km from a local foodstore, 2 km from a primary school and GP surgery, around 4 km from a post office and 8 km from the nearest secondary school. On balance, the site is not within easy walking/cycling distance of existing services and facilities.

Land Status
The site is greenfield.
**Constraints To Delivery**
This site is not believed to have been occupied by a potentially contaminative land use. However the need for remediation cannot be ruled out.

No public foul sewerage is available. A surface water sewer is available, but crosses the site. Diversion could be required, depending upon the layout of any development and the provision of public foul sewerage would need to be addressed.

It is unlikely that the site contains any archaeological remains.

**Source Protection Zone**
The site is not in a groundwater source protection zone.

**Employment Land**
Development would not result in the loss of land in employment use.

**Green Infrastructure**
An application to designate the site as a village green has been made to DEFRA. Until a decision is made, the site is discounted from having any residential development potential.

**Highways Access**
Devon County Highways advises that adequate access can be achieved.

The Highways Agency deems it unlikely that development would have a material impact on the SRN.

**Pedestrian and Cycle Links**
The site adjoins existing footways in the surrounding residential area.

**Compatibility**
Other than consideration of residential amenity, it is unlikely that residential development would raise significant compatibility issues.

**Site Availability**
Until the Village Green application is concluded, the site is considered to be unavailable for development.

**Site Achievability**
Assessment not required.

**Conclusion**
The site is unavailable for development.
Site Ref: 3
Address: Exwick Middle School, Higher Exwick Hill, Exeter
Gross site area: 1.24 ha
Net developable area: NA
Density range: Departure from standard
Min yield: 47
Max yield: 53
Potential land uses: Promoted for residential use

Site description
This brownfield site lies on a south-facing slope. It comprises a disused school built in the late 20th century, surrounded by residential development of a similar age. Development density in the surrounding area is around 30-40 dph, which is a departure from the SHLAA standard for this location and is reflected in the figures above.

The site has been the subject of several pre-application inquiries for residential development in recent years. The yields above reflect those put forward in the most recent and positive pre-application discussions.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being land within the existing urban area. The site lies within the existing urban area. Its development for housing therefore accords with strategic planning policy, in principle.

Biodiversity & Geodiversity
The site has no known biodiversity or geodiversity features of note.

Seven trees along the site’s northern boundary are protected by TPO (478). An Area TPO (478) protects all other trees within the site, which are located primarily towards the northern boundary. These trees are a significant constraint and would need to be safeguarded. A net developable area of 80% (i.e. the standard for sites of more than 1 ha) should allow for this.

Flood Risk
The site is in Flood Zone 1, with little or no risk of flooding. Development proposals would need to be accompanied by a FRA and seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of SUDs.

Site Suitability: Stage B

Impact on Built Environment
The site is not in a Conservation Area and does not contain or lie in close proximity to any Listed Buildings.

Impact on Landscape Character
The site is not within the area of ‘landscape setting’ defined in either the Exeter Local Plan First Review, or the proposed Development Delivery DPD.

Loss of the TPO’d trees would harm landscape character.

Mineral Resources
The site is not in a Minerals Consultation Area.

Air Quality
The site is outside Exeter’s AQMA, but it is likely that development would contribute to traffic levels within it. Therefore an AQA of any adverse impact and mitigation measures would be required as
part of development proposals. Mitigation could be by production and implementation of a green travel plan and/or S106 contributions to highways infrastructure.

**Access to Services/Facilities**
The site is 0.2 km from a primary school, 0.5 km from a GP surgery and 0.8 km from a local foodstore and post office. The closest secondary school is 3.4 km distant. Apart from the latter, the site is within relatively easy walking/cycling distance of existing services and facilities.

**Land Status**
The site is brownfield.

**Constraints To Delivery**
This site is not believed to have been occupied by a potentially contaminative land use. However the need for remediation cannot be ruled out.

Foul and surface water sewers are available. However, development would either need to be restricted to the same flows as the existing use, or to impermeable areas. Additional flows would need attenuating. SUDs would be an option.

Sites 3 and 5 are currently in community use (vacant school buildings). The City Council has accepted that the community use should be concentrated on one of these sites, allowing the other to be developed for housing. Site 5 has planning permission (subject to signing of S106 Agreement) to provide a new community facility (school), so the development of Site 3 for residential use is considered acceptable.

It is unlikely that the site contains any archaeological remains.

**Source Protection Zone**
The site is not in a groundwater source protection zone.

**Employment Land**
Development would not result in the loss of land in employment use.

**Green Infrastructure**
Development would not result in the loss of public open space and/or recreation facilities. The 80% net developable area allows for the site to incorporate strategic green infrastructure on the remaining 20%, as well as potentially contributing towards the provision and/or enhancement of open space, in accordance with the Council’s adopted Local Plan (or superseding) standards.

**Highways Access**
Devon County Highways advises that adequate access can be achieved. It is likely that a Transport Assessment would be required, together with improvements and/or developer contributions towards public transport provision.

**Pedestrian and Cycle Links**
A cycle route runs along the northern boundary of the site. The site also adjoins existing footways in the surrounding residential area. These provide access to the nearby primary school and other local facilities in Exwick.

**Compatibility**
Other than considerations of residential amenity, it is unlikely that residential development would raise significant compatibility issues.
**Site Availability**

The site is immediately available for development.

**Site Achievability**

The SHLAA Panel advise that the site is achievable in Years 1-5. However, given the lack of progress in bringing this longstanding development site forwards, the City Council predicts that development will not occur until Years 6-10.

**Conclusion**

The site is suitable and available for potential residential development. Development of the site could commence in Years 6-10.
Site Ref: 4
Address: Former Guide Dogs for the Blind Kennels, Exwick Lane, Exeter

Site has been developed for non-residential use.
Site Ref: 5
Address: Foxhayes School, Gloucester Road, Exeter
Gross site area: 0.76 ha
Net developable area: 0.5 ha
Density range: Departure from standard
Min yield: 10
Max yield: 15
Potential land uses: Promoted for residential and community use

Site description
This site contains a number of school buildings dating from the 1960/70s. It occupies a gentle east facing slope with views over to Duryard and the University on the opposite side of the Exe Valley. The site is surrounded by mid-late 20th Century residential development. In 2011, planning permission was granted for a new point of access from Gloucester Road. It is considered that the site could deliver 10-15 dwellings, together with (a) replacement community facility/ies.

The site is occupied on a temporary consent basis (until Summer 2016) by the Steiner School.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being land within the existing urban area. The site lies within the existing urban area. Its development for housing therefore accords with strategic planning policy, in principle.

Biodiversity & Geodiversity
The site has no known biodiversity or geodiversity features of note. Eleven trees in the north-eastern third of the site, including along the boundary, are protected by TPO. This part of the site (around 0.26 ha) is discounted from having any housing potential.

Flood Risk
The site is in Flood Zone 1, with little or no risk of flooding. Development proposals would be required to seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of SUDs.

Site Suitability: Stage B

Impact on Built Environment
The site is not in a Conservation Area and does not contain/lie close to any Listed Buildings.

Impact on Landscape Character
The site is not within the area of ‘landscape setting’ defined in the Exeter Local Plan First Review, or proposed Development Delivery DPD.

Loss of the TPO’d trees would harm landscape character.

Mineral Resources
The site is not in a Minerals Consultation Area.

Air Quality
The site is outside the Exeter’s AQMA, but it is likely that development would contribute to traffic levels within it. Therefore an AQA of any adverse impact and mitigation measures would be required as part of development proposals. Mitigation could be by production and implementation of a green travel plan and/or S106 contributions to highways infrastructure.
**Access to Services/Facilities**
The site is 0.23 km from a GP surgery and 0.4 km from a local foodstore, post office and primary school. A secondary school is almost 3 km distant. Apart from the latter, the site is within relatively easy walking/cycling distance of existing services and facilities.

**Land Status**
The site is brownfield.

**Constraints To Delivery**
This site is not believed to have been occupied by a potentially contaminative land use. However the need for remediation cannot be ruled out.

Foul and surface water sewers are available. However, development would either need to be restricted the same flows as the existing use, or to impermeable areas. Additional flows would need attenuating. SUDs would be an option.

The site is currently occupied by a community facility. A replacement facility would be required as part of any planning permission. The City Council has previously accepted the principle of developing Site 5 for a mix of uses of including housing and (a) community facility/ies to replace the schools on Sites 3 and 5. The net developable area given for Site 5 reflects this.

It is unlikely that the site contains any archaeological remains.

**Source Protection Zone**
The site is not in a groundwater source protection zone.

**Employment Land**
Development would not result in the loss of land in employment use.

**Green Infrastructure**
Development would not result in the loss of public open space and/or recreation facilities. Development would be expected to contribute towards the provision and/or enhancement of open space, in accordance with the Council’s adopted Local Plan (or superseding) standards.

**Highways Access**
Devon County Highways advises that adequate access can be achieved. It is likely that a Transport Assessment would be required, together with improvements and/or developer contributions towards public transport provision.

**Pedestrian and Cycle Links**
The site is served by existing footways providing access to the nearby primary school and other facilities. The site is not served by a cycle route, but development could help fund improvements.

**Compatibility**
Other than considerations of residential amenity, it is unlikely that residential development would raise significant compatibility issues.

**Site Availability**
The site will not become available for development until the Steiner School has relocated. The Steiner School are currently seeking planning permission for new premises elsewhere in the City.

**Site Achievability**
The SHLAA Panel advise that the site is achievable in Years 1-5.
Conclusion

The site is suitable and available for potential residential development. The Steiner School will occupy the site until 2016. Therefore, notwithstanding the Panel's advice, it is considered that development will not commence until Years 6-10.
Site Ref: 6
Address: Land at Stoke Road, Exeter
Gross site area: 8.32 ha
Net developable area: 0 ha
Density range: N/A
Min yield: 0
Max yield: 0
Potential land uses: Promoted for housing, park and ride and neighbourhood centre

Site description
This site lies on the northern fringe of Exeter, outside the main urban area and towards the western end of a raised spur of land jutting towards the Exe Valley. It comprises two fields, plus the western part of a third field, all in agricultural use and sloping gently downhill in a north-westerly direction. The fields are separated by stone walls and some mature trees. Part of the site’s southern boundary abuts residential development along Wrefords Lane. Its north-western boundary touches Stoke Road. However, the site is essentially surrounded by undulating countryside, comprising either open fields or woodland.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter. The site lies outside the strategic locations for growth. Therefore the site is discounted from having any residential development potential.

Biodiversity & Geodiversity
The Devon Biodiversity Records Map identifies the presence of a number of rare and legally protected species within the site. An ecological survey would therefore be required as part of any planning application. Any planning permission could be subject to a condition or planning obligation seeking to minimise impact and secure effective mitigation and compensatory measures.

Flood Risk
The site is in Flood Zone 1. Whilst there are no known surface water flooding issues, the topography of the area suggests that without careful treatment there would be discharge onto downstream development. Development proposals would need to include a FRA and seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout and design. Geotechnical characteristics are not conducive to SUDs.

Conclusion
Site 6 is unsuitable for housing, having failed the Stage A suitability test on strategic planning policy grounds. Assessments of availability and achievability are not required.
**Site Ref:** 7  
**Address:** Land adjoining Exeter St David’s Station, Bonhay Road / Cowley Bridge Road  
**Gross site area:** 2.2 ha  
**Net developable area:** 1.08 ha (0.31 ha (northern site) and 0.77 ha (southern site))  
**Density range:** Departure from standard  
**Min yield:** 133  
**Max yield:** 182  
**Potential land uses:** Promoted for mixed use development including residential (student accommodation)

### Site description
This site is part of the operational railway and is bisected by Station Road. The southern area of the site includes the entrance buildings to the Station (ticket office, waiting room and shop), the White House and surface car parking for rail users. The northern area contains a 2 storey red brick building occupied by Exeter Brewery, together with several industrial/storage buildings, additional car parking and hard standing. The area to the east is of mixed use, including residential and retail. The site is bound to the west by rail lines, beyond which is the River Exe.

The southern and part of the northern areas of the site are allocated in the Exeter Local Plan First Review for the development of offices, student housing and local centre retail units. The policy text also identifies part of the car park to the front of the Station for the provision of public transport interchange facilities, improved cycle parking and links and a taxi rank. This is taken into account in the net developable area above (a discount of 0.15 ha).

### Site Suitability: Stage A

#### Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being land within the existing urban area. The site lies within the existing urban area. Its development for housing therefore accords with Policy CP3.

#### Biodiversity & Geodiversity
The site has no known biodiversity or geodiversity features of note.

#### Flood Risk
The site lies entirely within Flood Zone 3. Any planning application will be required to comply with the City Council’s flooding policy contained in the Core Strategy, including undertaking a FRA at the pre-application stage to determine which areas of the site are suitable for residential development. Residential development in Flood Zone 3a is only appropriate if the Sequential and Exceptions Tests are first passed. Residential development in Flood Zone 3b will not be permitted. The flood risk derives from both the River Exe and the Taddiforde Brook. Both sites would benefit directly from the Exeter Flood Risk Management Scheme, and from upstream storage/attenuation works in the Hoopern Valley, if/when implemented.

### Site Suitability: Stage B

#### Impact on Built Environment
The entrance to the station (0.1 ha) and the White House (0.02 ha) are Buildings of Local Importance, the architectural and historic value of which should not be harmed by development. These areas are discounted from having any residential development potential.

Two Grade II Listed Buildings lie close to the site – the Jolly Porter to the east and an early railway goods shed/engine house to the west - and their preservation should be given special regard. Buildings of Local Importance in the adjoining area include the main station buildings, the Great Western Hotel and the Red House.
The Taddyforde Conservation Area adjoins the site to the east.

0.15 ha of the existing car park to the front of the Station is discounted from having residential development potential, to enable the delivery of the City Council longstanding plans to deliver public transport and townscape improvements.

**Impact on Landscape Character**
The site is not within the area of ‘landscape setting’ defined in either the Exeter Local Plan First Review, or the proposed Development Delivery DPD.

**Mineral Resources**
The site is not in a Minerals Consultation Area.

**Air Quality**
The site is adjacent to Exeter’s AQMA. The area is subject to periodic severe local congestion as a result of the level crossing on Station Road and locally elevated levels of traffic pollutants have been measured. Local air quality problems may also be caused by emissions from trains, particularly when idling at the station or in sidings. An AQA would therefore be required to determine which parts of the site are suitable for residential development (e.g. what width of buffer would be required between houses and the road/railway). The AQA would also need to assess the impact of traffic from the development in this already congested location. Mitigation measures would be required, possibly including infrastructure works to improve traffic flow as well as the production and implementation of a green travel plan.

**Access to Services/Facilities**
The centre of the site is 0.3 km from a GP surgery, 0.6 km from a local foodstore and 1 km from a post office. The nearest primary and secondary schools are 1.4 km and 3.5 km away respectively.

**Land Status**
The site is brownfield.

**Constraints to Delivery**
The rail regulators consent is required for the disposal of the land.

The yields above are based on the net developable area coming forward for multi-storey development comprising student accommodation. It has been assumed that development on the northern net area will comprise 3-4 storeys of student housing, whilst development on the southern net area will comprise non-residential development on the ground floor with 2 to 3 floors of student housing above, together with an area of public space. The yields are also based on other recently developed student housing schemes delivered in the City - on average, a 1 ha site developed for student housing has delivered 45 units (a mixture of cluster flats and studios) per floor.

A new multi-storey car park will be required to rationalise the existing surface parking, most likely within the central part of the site, to the south of Station Road. This area of the site is therefore discounted from having any residential development potential (0.37 ha).

The site is located adjacent to busy highways and rail lines. Noise could therefore affect the amenity and health of any future residents. Any development scheme would need to include technically and economically viable measures to resolve noise issues, affording the scheme a satisfactory standard of amenity to residents, with no unacceptable risks to human health.

The site has been occupied by a potentially contaminative land use. Substantial remediation is likely to be required.

The northern area of the site includes an electricity sub-station, which is discounted from the developable area (0.01ha).
The southern area of the site includes the ticket office, waiting room and shop associated with the station. These are discounted from the developable area (0.1 ha).

Foul and surface water sewerage are available. Runoff would be limited to the equivalent of greenfield rates, or existing rates less 20-30% to allow for future climate change.

The site has medium potential to contain archaeological remains. Preliminary work may be required to identify and clarify potential constraints at an early stage. The results would need to be included in any development proposals.

Source Protection Zone
The site is not in a groundwater source protection zone.

Employment Land
Excepting the electricity sub-station and the car park to the north of Station Road, the northern part of the site is in employment use. The Brewery is in active use and is therefore discounted from having any residential development potential (0.1 ha). The 2009 Employment Land Review concludes that the remaining employment areas in this part of the site should no longer be considered for such use, on grounds of poor accessibility to the trunk road network, low profile and impact on the river front.

Green Infrastructure
Development would be expected to contribute towards the provision and/or enhancement of open space in accordance with the Council’s adopted Local Plan (or superseding) standards.

Highways Access
Devon County Highways advises that access is achievable. Proposals would need to be accompanied by a Transport Assessment.

Highways within the site (0.4 ha) are discounted from having any development potential.

Pedestrian and Cycle Links
Existing links are good.

Compatibility
Possible noise and air quality constraints (see above) from adjoining land-uses could affect the site’s suitability for residential use.

Site Availability
The landowner advises that the site is immediately available.

Site Achievability
The SHLAA Panel has, in the past, advised that the site is only viable for student housing (i.e. non-student housing would not be viable). Given the need to provide replacement car parking, and potential flood risk issues, the Council’s view is that the site is unlikely to be viable until Year 11 onwards.

Conclusion
The site is suitable and available for potential residential development (student accommodation). Development of the site could commence in Years 11-15.
Site Ref: 8
Address: Harepath, Streatham Rise, Exeter

Site has been developed for residential use.
Site Ref: 9
Address: Nos. 36-38 Well Street, Exeter
Gross site area: 0.09 ha
Net developable area: 0.09 ha
Density range: Departure from standard
Min yield: 4
Max yield: 5
Potential land uses: Promoted for residential use

Site description
This flat site is occupied by a car repair garage and showroom. It is surrounded primarily by high-density late 19th/early 20th century residential development. St James Football Ground lies in close proximity to the north-east.

The site falls below the SHLAA qualifying threshold in terms of size (0.15 ha), but meets the threshold (5 dwellings) in terms of potential housing yield.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being land within the existing urban area. The site lies within the existing urban area. Its development for housing therefore accords with Policy CP3.

Biodiversity & Geodiversity
The site lies within an area identified on the Exeter Biodiversity Records Map as being within 2 kms of a Great Crested Newt Record. An ecological survey would therefore be required as part of any planning application.

Flood Risk
The site is in Flood Zone 1, with little or no risk of flooding. Development proposals would be required to seek opportunities to reduce the overall level of flood risk in the area and beyond.

Site Suitability: Stage B

Impact on Built Environment
The site is not in a Conservation Area and does not contain or lie in close proximity to any Listed Buildings.

Impact on Landscape Character
The site is not within the area of ‘landscape setting’ defined in either the Exeter Local Plan First Review or the proposed Development Delivery DPD.

Mineral Resources
The site is not in a Minerals Consultation Area.

Air Quality
The site is outside Exeter’s AQMA, but it is likely that development would contribute to traffic levels within it. Therefore an AQA of any adverse impact and mitigation measures would be required. Mitigation could be by production and implementation of a green travel plan and/or S106 contributions to highways infrastructure.

Access to Services/Facilities
The site is 0.2 km from a local foodstore, post office and primary school, 0.7 km from a GP surgery and 2.6 km from a secondary school. It is therefore within easy walking/cycling distance of existing services and facilities.
Land Status
The site is brownfield.

Constraints to Delivery
The site is currently occupied by a potentially contaminative land use and some remediation is likely to be required.

Public foul and surface water sewerage are both available.

There is potential for the site to contain archaeological remains, which may affect its development capacity. Preliminary work could be required to identify and clarify potential constraints, with the results reflected in development proposals.

Source Protection Zone
The site is not in a groundwater source protection zone.

Employment Land
Although development would result in the loss of land in employment use, residential use may more neighbourly to surrounding dwellings.

Green Infrastructure
Development would not result in the loss of public open space or recreation facilities. It would be expected to contribute towards the provision and/or enhancement of open space in accordance with the Council’s adopted Local Plan (or superseding) standards.

Highways Access
The site’s proximity to the city centre should trigger low car parking provision and a concentration on alternative modes of transport. There are no notable access difficulties.

Pedestrian and Cycle Links
A cycle route along Well Street provides access north to the University and south towards the local primary school, shops and facilities in the City centre.

Compatibility
Residential development may be more compatible with surrounding land uses than the existing employment use.

Site Availability
The site is immediately available for development, although it is not for sale or being marketed.

Site Achievability
The SHLAA Panel advises that the site is achievable in Years 1-5. However, this is a longstanding development site and there have been no pre-application discussions between the landowner and City Council. The Council therefore considers that the site is unlikely to come forward in Years 1-5. The Panel advise that the site could only yield 4-5 dwellings in the current economic climate.

Conclusion
The SHLAA Panel advise that the site is achievable in Years 1-5. However, given the lack of progress in bringing this longstanding development site forwards, the City Council predicts that development will not occur until Years 6-10.
Site Ref: 10
Address: Land off Tedburn Road, Exeter
Gross site area: 0.35 ha
Net developable area: 0 ha
Density range: N/A
Min yield: 0
Max yield: 0
Potential land uses: Promoted for residential use

Site description
This flat site lies on the western side of the City, in a wooded valley beyond the built-up area. It forms part of the Alphington/Whitestone Valley Park. A small brick garage occupies the northern tip of the site, which otherwise comprises a field surrounded by trees. Tedburn Road runs along the western boundary and the remaining boundaries are formed by the Alphin Brook. Although it features a number of dwellings built at low density, the surrounding area is essentially rural in character and appearance.

Outline planning permission to erect a detached dwelling on the site was dismissed at appeal in 1998 (98/0905/01). The Inspector concluded that a dwelling in this location would harm the area’s rural character, damage its nature conservation value and seriously prejudice the value of the Valley Park.

Site Suitability: Stage A

Strategic Planning Policy
This site lies within a Valley Park, outside the strategic locations for growth identified in Policy CP3 of the Core Strategy. Residential development would be contrary to Policy CP3. Therefore the site is discounted from having any residential development potential.

Biodiversity & Geodiversity
The adjoining Alphin Brook and its banks are part of a County Wildlife Site, as defined in the emerging Development Delivery DPD. As it adjoins a CWS, the site may therefore be of biodiversity value and any planning application would need to include an ecological survey. If planning permission were granted, this could be subject to a condition or planning obligation seeking to minimise the impact of development and secure effective mitigation and compensatory measures.

The trees along the site’s boundaries are TPO’d.

Flood Risk
Environment Agency flood maps indicate that the site lies within Flood Zone 3. The topography of the site and area would suggest that the site in fact forms part of the Alphin Brook floodplain and therefore lies within Flood Zone 3b. Residential development in Flood Zone 3b will not be permitted. The site is therefore discounted from having any residential development potential.

Conclusion
Site 10 is unsuitable for housing, having failed the Stage A suitability test on strategic planning policy and flood risk grounds. Assessments of availability and achievability are not required.
Site Ref: 11
Address: Land off Hambeer Lane, Exeter
Gross site area: 8.77 ha
Net developable area: 0 ha
Density range: N/A
Min yield: 0
Max yield: 0
Potential land uses: Promoted for residential and recreation use

Site description
This site lies on a south-west facing slope on the western fringe of the City and forms part of Alphington/Whitestone Valley Park. Most of the site is visible across open fields when approaching Exeter along the A377 Alphington Spur. The site consists primarily of fields in agricultural use, although the south-eastern tip is occupied by The Briars, a large dwelling set in mature grounds. Hambeer Lane, a narrow highway, forms the majority of the site’s southern boundary. Residential development and allotments abut the site to the north. To the south are open fields. The site and its surroundings are largely rural in character and appearance.

Site Suitability: Stage A

Strategic Planning Policy
This site lies within a Valley Park, outside the strategic locations for growth identified in Policy CP3 of the Core Strategy. Residential development would be contrary to Policy CP3. Therefore the site is discounted from having any residential development potential.

Biodiversity & Geodiversity
The Exeter Biodiversity Records Map identifies that the site houses at least one rare species. It is therefore of biodiversity value. Any planning application would need to include an ecological survey. If planning permission were to be granted, this could be subject to a condition or planning obligation seeking to minimise the impact of development and ensure that effective mitigation and compensatory measures are carried out.

The south-eastern part of the site, including The Briars, contains a large number of trees protected by TPO. This would impact significantly upon development capacity.

Flood Risk
The site is in Flood Zone 1. Whilst there are no known surface water flooding issues, the topography of the site suggests that without careful treatment there would be discharge onto downstream development. The geotechnical characteristics are not conducive to SUDs. Development proposals would be required to include a FRA and seek opportunities to reduce the overall level of flood risk in the area and beyond.

Conclusion
Site 11 is unsuitable for housing, having failed the Stage A suitability test on strategic planning policy grounds. The Stage B suitability test and assessments of availability and achievability are not required.
Site Ref: 12
Address: Garages & Land at Taunton Close, Exeter

Site is no longer available.
Site Ref: 13
Address: Oaklands Riding School & The Rosary, Balls Farm Road, Exeter
Gross site area: 2.1 ha
Net developable area: 0 ha
Density range: N/A
Min yield: 0
Max yield: 0
Potential land uses: Promoted for residential development

Site description
This relatively flat site lies on the western fringe of the City, close to the A30/A377 junction and within Alphington/Whitestone Valley Park. It forms part of a riding school and is subdivided by fencing into a number of paddocks. It also contains stables and a dwelling (The Rosary).

The area of land adjoining to the south-west, which is in the same ownership, is proposed as public open space (4.2 ha) and for the development of a park and ride facility (6 ha). A planning application to develop the park and ride facility was refused by Devon County Council in 2009 (09/1361/26). A second application made in 2011 has not been determined.

Site Suitability: Stage A

Strategic Planning Policy
This site lies within a Valley Park, outside the strategic locations for growth identified in Policy CP3 of the Core Strategy. Residential development would be contrary to Policy CP3. Therefore the site is discounted from having any residential development potential.

Biodiversity & Geodiversity
An ecological survey may be required as part of any planning application.

Flood Risk
Part of the site lies in Flood Zone 2 (medium risk), where residential development is only appropriate subject to first passing the Sequential Test. Local changes to land levels may have exacerbated the flood risk still further. If the Sequential Test is passed, development proposals would be required to include a FRA and take opportunities to reduce the overall level of flood risk. The remainder of the site lies within Flood Zone 1.

Conclusion
Site 13 is unsuitable for housing, having failed the Stage A suitability test on strategic planning policy grounds. The Stage B suitability test and assessments of availability and achievability are not required.
Site Ref: 14
Address: Nos. 8 & 10 Church Road, Alphington

Site has planning permission for residential use.
Site Ref: 15
Address: Bus Station Depot, Belgrave Road, Exeter
Gross site area: 0.58 ha
Net developable area: Departure from standard
Density range: Departure from standard
Min yield: 226
Max yield: 501
Potential land uses: Promoted for residential use (student housing)

Site description
The site lies within the City centre and currently comprises a bus station depot. It is due to be vacated by 2016. The site fronts on to the highway on 3 sides. The surrounding area includes a mix of uses. A social club and garage adjoins to the north east.

The site forms part of the ‘Grecian Quarter Regeneration Area’, which is identified in the Core Strategy for mixed use redevelopment during the plan period. The yields above reflect proposals that are the subject of current pre-application discussions to develop the site to provide student accommodation.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being land within the existing urban area. The site lies within the existing urban area. Therefore the site’s development for housing accords with strategic planning policy, in principle.

Biodiversity & Geodiversity
The site lies within an area identified on the Exeter Biodiversity Records Map as being within 2 kms of a Great Crested Newt Record. An ecological survey would be required as part of any planning application.

Flood Risk
Site is in Flood Zone 1, with little or no risk of flooding. An FRA will be required and opportunities taken to reduce the overall level of flood risk in the area and beyond.

Site Suitability: Stage B

Impact on Built Environment
Site is not in a Conservation Area and does not contain or lie in the vicinity of any Listed Buildings.

Impact on Landscape Character
The site is not within an area of ‘landscape setting’ defined in either the Exeter Local Plan First Review or the proposed Development Delivery DPD.

Mineral Resources
The site is not in a Minerals Consultation Area.

Air Quality
The site is close to Exeter’s AQMA, in an area subject to congestion and subsequent local air quality problems. An AQA may be required to determine its suitability for residential development. If it is suitable, then mitigation would be required as part of development proposals. This could be by production and implementation of a green travel plan and/or S106 contributions to highways infrastructure.

Access to Services/Facilities
The site lies within walking and cycling distance of a range of facilities.
Land Status
The site is brownfield.

Constraints To Delivery
The site is currently in use as a bus station depot, but should be vacated by 2016.

The site adjoins highways and busy city centre uses and noise could therefore affect the amenity and health of any future residents. Any development scheme would need to include technically and economically viable measures to resolve any noise issues, such that the proposed scheme would offer a satisfactory standard of amenity to residents, with no unacceptable risks to human health.

The site has been occupied by a potentially contaminative land use. It is therefore likely that some remediation would be required.

The potential for the site to contain archaeological remains is low.

Source Protection Zone
The site is not in a groundwater source protection zone.

Employment Land
The site is not currently in employment use.

Green Infrastructure
Development would not result in the loss of any public open space or recreation facilities. Development would be expected to contribute towards the provision and/or enhancement of open space, in accordance with the Council’s adopted Local Plan (or superseding) standards.

Highways Access
Vehicular access is achievable.

The Highways Agency deems it unlikely that development would have a material impact on the SRN. However, proposals would need to be accompanied by a Transport Statement, stating whether traffic generated as part of the proposals would be likely to have a material impact on the SRN.

Pedestrian and Cycle Links
The site adjoins existing footways linking the site to nearby services and facilities. It is likely that developer contributions towards improving cycle links would be sought.

Compatibility
Possible noise and air quality constraints (see above) from adjoining land-uses could affect the site’s suitability for residential use.

Site Availability
The site should become available for student housing development in 2016, once the bus station depot has been vacated. The site is currently being marketed.

Achievability
The site is achievable in Years 1-5.

Conclusion
The site is suitable and available for potential residential development. Development of the site is achievable in Years 1-5.
Site Ref: 16
Address: Exeter Royal Academy for Deaf Education, Topsham Road, Exeter

Site is no longer available.
Site Ref: 17
Address: Isca House, Haven Road, Exeter
Gross site area: 4.08 ha
Net developable area: 3.26 ha
Density range: Departure from standard
Min yield: 200
Max yield: 225
Potential land uses: Promoted for residential use

Site description
This site lies on the southern bank of the River Exe/Canal basin, within a mixed-use area. The site contains two operational low-pressure gas holders and a Pressure Reduction Station, together with areas of hardstanding, car parking and a number of storage and office buildings including Isca House. Surrounding land uses include a coach/car park to the west, industrial buildings of varying size and a small amount of residential development. The Exeter Canal runs along the site’s north-eastern boundary and Water Lane runs along its southern boundary.

The site forms part of the Water Lane Regeneration Area, which is identified in the Core Strategy for mixed use redevelopment during the plan period. Site ownership is split between two landowners. The first owns the gas holders and Pressure Reduction Station. The second owns the remainder of the site. The gas holders and associated equipment are to be demolished shortly. Both owners wish to see the site come forward for development during the plan period.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being land within the existing urban area. The site lies within the existing urban area. Therefore the site’s development for housing accords with strategic planning policy.

Biodiversity & Geodiversity
The site lies within an area identified on the Exeter Biodiversity Records Map as being within 2 kms of a Great Crested Newt Record. An ecological survey would be required as part of any planning application.

Flood Risk
The Environment Agency flood risk map concludes that the site lies primarily within Flood Zone 1 (no risk) and 2 (medium risk), where residential development is appropriate subject to first passing the Sequential Test, as described in the NPPF. If this test is passed, development proposals would be required to include a FRA and take opportunities to reduce the overall level of flood risk. A small proportion of the site falls within Flood Zone 3a (high risk). Residential development is only appropriate in Zone 3a if both the sequential and exceptions test are passed. Again, if passed, development proposals would need to be accompanied by a FRA; and seek opportunities to reduce the overall level of flood risk in the area and beyond.

There is significant flood risk to adjoining land and the access roads serving the site. These areas, and therefore the site, would benefit significantly from the Exeter Flood Risk Management Scheme, when it is implemented. Developer contributions towards the Scheme would be sought as part of a S106 Agreement or the CIL.

Site Suitability: Stage B

Impact on Built Environment
The ‘Former Manager’s House and Office’ located at the northern tip of the site, together with the ‘Welcome Inn’, located just outside the site’s north-eastern boundary, are Buildings of Local Importance. Development would be required to preserve or enhance the architectural or historic importance of these buildings.
It is considered that the site’s net developable area has the potential to deliver around 200-225 dwellings, given the density of existing development in the surrounding area. This equates to a net density of 61-69 dph, which is higher than the standard for this location (40-50 dph).

**Impact on Landscape Character**
The site is not within the area of ‘landscape setting’ defined in either the Exeter Local Plan First Review or the proposed Development Delivery DPD.

**Mineral Resources**
The site is not in a Minerals Consultation Area.

**Air Quality**
The site is not adjacent to the AQMA and is therefore unlikely to be currently affected by poor air quality. However, any dwellings on the site would be accessed via a very congested part of the road network and development would contribute to traffic levels within the AQMA. An AQA of any adverse impact and mitigation measures would be required as part of any development. This could be by production and implementation of a green travel plan and/or S106 contributions to highways infrastructure.

**Access to Services/Facilities**
The centre of the site is around 0.8 km from a supermarket, 1 km from a GP surgery and 1.2 km from a post office and primary school. It is approximately 1.1 km from a secondary school. The site is therefore within relatively easy walking/cycling distance of existing services and facilities.

**Land Status**
The site is brownfield.

**Constraints to Delivery**
This site has been occupied by a potentially contaminative land use and previous investigations have shown that substantial remediation would be required to make it suitable for development.

The site is close to a rail line and a commercial/industrial area. Noise could therefore affect the amenity and health of any future residents. Any development scheme would need to include technically and economically viable measures to resolve noise issues, so as to afford a satisfactory standard of amenity to residents, with no unacceptable risks to human health.

Foul and surface water sewerage systems are available. No direct discharge into the adjacent Exeter Canal would be permitted. On-site attenuation would be required, as SUDS would not be acceptable due to probable land contamination. Surface water runoff would be restricted to the equivalent of greenfield or existing runoff rates, minus 20-30% to allow for future climate change.

There is potential for the site to contain archaeological remains, which may affect its development capacity. Preliminary work could be required to identify and clarify potential constraints at an early stage, with the results reflected in any development proposals.

**Source Protection Zone**
The site is not in a groundwater source protection zone.

**Employment Land**
Residential development would result in the loss of land in employment use. The 2009 Exeter Employment Land Review indicates that the area within which the site lies is a medium/poor quality location for employment, which could be considered for alternative types of development.

**Green Infrastructure**
The net developable area of 80% allows for the site to incorporate strategic green infrastructure, as well as potentially contributing towards the provision and/or enhancement of open space, in accordance with the Council’s adopted Local Plan (or superseding) standards.

**Highways Access**
DCC Highways have significant concerns over access into the Haven Banks area. A second point of vehicular access and planned public transport improvements in the vicinity are likely to be required if the area is to come forward for significant redevelopment.

**Pedestrian and Cycle Links**
Existing routes provide good access to shops, services and employment areas in the City centre, plus along and across the River Exe/Canal.

**Compatibility**
There are a number of un-neighbourly uses in the surrounding area, which could have an impact on the amenity of residents. The suitability of the site for residential development is dependent upon it coming forward as part of the comprehensive redevelopment of the Water Lane Regeneration Area.

**Site Availability**
The owner of the majority of the site advises that it is immediately available. The availability of the remaining site (i.e. the gas holders) is not known.

**Site Achievability**
Given that availability of part of the site is unknown and the highways access constraints, the site is not considered to be achievable until Years 11-15.

**Conclusion**
The site is suitable and available for potential residential development. Development of the site could commence in Years 11-15.
Site Ref:  18a, 18b, 18c, 19 & 20
Address:  Land west of Shillingford Road
          Land east of Shillingford Road
          Land between Chudleigh Road & Dawlish Road
          Land north of Markham Lane
          Land west of Chudleigh Road
Gross site area:  14.21 ha (0.37 ha / 2.17 ha / 8.07 ha / 1.93 ha / 1.67 ha)
Net developable area:  12.48 ha
Density range  Departure from standard
Min yield:  374
Max yield:  437
Potential land uses:  Promoted for residential use

Site description
These five sites are greenfield and lie on the southern fringe of Exeter, just within the City Council’s boundary. Topographically, the site is slightly elevated above adjoining development to the north: land levels rise gently in a south-westerly direction, culminating in a ridgeline along which Markham Lane runs.

The site is traversed north to south by Shillingford Road and Chudleigh Road. Dawlish Road demarcates its eastern boundary. Part of the site’s southern boundary, between Shillingford Road and Chudleigh Road, is denoted by the unmade and partly sunken Markham Lane. Part of the southern boundary between Chudleigh Road and Dawlish Road is denoted by a public right of way which runs just outside the site.

The site comprises farmland, divided by hedgerows and the aforementioned highways into 9 fields. Land to the south is currently open countryside, separated from the site visually by the Markham Lane ridgeline and physically by the A30, which adjoins to the south-west. The site’s northern boundary abuts Alphington, a largely residential area of the City.

With the exception of Site 18a, the site forms the South West Alphington strategic allocation, which is identified in the Core Strategy for the development of housing and associated infrastructure. The countryside adjoining to the south forms part of an additional strategic allocation made in the Teignbridge Local Plan for 2000 dwellings and associated infrastructure.

The South West Alphington Development Brief (SPD) provides detailed guidance on how the Alphington strategic allocation should be developed. The Development Brief also covers Site 18a, which is identified for the provision of allotments to serve future residents of the Alphington strategic allocation. The Brief indicates that an average net density of between 30 and 35 dph is likely to be appropriate. This is reflected in the figures above.

Two outline planning applications, one for Sites 18a and 18b and 19 and one for Site 18c, will be made in Spring 2015. These sites are likely to be marketed shortly thereafter. The estimated build out rate in Schedule 4 is based on two developers being involved: one for Sites 18a, 18b and 19 in Years 1-5 and Site 20 in Years 6-10; a second for Site 18c in Years 1-5.

Site Suitability: Stage A

Strategic Planning Policy
The majority of the site comprises the Alphington Strategic Allocation, identified for development in Policy CP3 of the Core Strategy. Although Site 18a technically lies outside the Strategic Allocation, it is surrounded almost entirely by land that is either already developed, or considered suitable for development in terms of strategic planning policy.
**Biodiversity & Geodiversity**
Development proposals will need to include an ecological survey. Any planning permission could be subject to a condition or planning obligation seeking to minimise impact and secure effective mitigation and compensatory measures.

**Flood Risk**
The site is located in Flood Zone 1, with little or no risk of flooding. An FRA has been undertaken.

**Site Suitability: Stage B**

**Impact on Built Environment**
The site is not in a Conservation Area. No.72 Chudleigh Road, which abuts the site, is a Listed Building. Its setting will need to be preserved.

**Impact on Landscape Character**
The Exeter Local Plan First Review defines the site as part of the City’s ‘landscape setting’. However, the Core Strategy removes the landscape setting designation from the Strategic Allocation, leaving only Site 18a – a comparatively small island site – designated.

**Mineral Resources**
The site is not in a Minerals Consultation Area.

**Air Quality**
This site is not adjacent to the AQMA, but it is likely that development would contribute to traffic levels within it. Therefore an AQA of any adverse impact and mitigation measures would be required as part of development proposals. Mitigation could be by production and implementation of a green travel plan and/or S106 contributions to highways infrastructure etc.

**Access to Services/Facilities**
The centre of the site is 0.3 km from a GP surgery, 0.9 km from a local foodstore and 1.1 km from a post office. The nearest primary and secondary school are 1 km and 1.8 km away respectively. The site is therefore within relatively easy walking/cycling distance of existing services and facilities.

The Development Brief identifies 0.11 ha of the site for the provision of a doctor’s surgery and recycling facilities. This part of the site is discounted from having any residential development potential. Additional new community facilities will be provided within the Teignbridge strategic allocation.

**Land Status**
The site is greenfield.

**Constraints To Delivery**
This site is not believed to have been occupied by a potentially contaminative land use. However, contamination of agricultural land by fuel spills, flytipping etc could have occurred. Therefore the need for remediation cannot be ruled out.

The south-western areas of the site are close to the A30. Noise could affect the amenity and health of any future residents. Any development scheme would need to include technically and economically viable measures to resolve any noise issues, in order to afford a satisfactory standard of amenity to residents, with no unacceptable risks to human health.

As regards that part of the site to the west of Chudleigh Road, capacity is currently available within the public foul sewer in Chudleigh Road to support the delivery of up to 300 homes. However, capacity can only be reserved by obtaining planning permission. Should other sites in the area receive planning permission first, this spare capacity may be taken up. In such an event, drainage improvements will be required to accommodate any development, at the developer’s cost.
The public foul sewer network has insufficient capacity to accommodate development on that part of the site to the east of Chudleigh Road. The developer will be expected to fund the investigations needed to determine the drainage improvements required and the improvement works themselves.

The FRA indicates that SUDs may be feasible in certain areas of the site.

**Source Protection Zone**
The site is not in a groundwater source protection zone.

**Employment Land**
Development would not result in the loss of land in employment use.

**Green Infrastructure**
The Core Strategy requires the provision of allotments as part any development at the Alphington strategic allocation. To optimise residential development within the allocation, the South West Alphington Development Brief requires the allotments to be provided on Site 18a, albeit that it is not part of the strategic allocation. For this reason, this part of the site is discounted from having any potential for residential development (0.37 ha).

To accord with adopted open space policy, the Development Brief requires 1.44 ha of the site to be set aside for the provision of public open space (in addition to allotments). Therefore part of the site is discounted from having any potential for residential development.

**Highways Access**
Devon County Highways advises that vehicular access is feasible in principle. An access road to enable buses to traverse the site from east to west will be required, taking up around 0.16 ha. This is taken into account in the net residential area given above.

The transport impacts of development at the strategic allocation will be offset by developer contributions stipulated in the Development Brief, together with other transport infrastructure improvements paid for through CIL. Any planning application will need to be accompanied by a Transport Assessment and Travel Plan, taking into account the cumulative impact of the sites on the SRN.

**Pedestrian and Cycle Links**
Existing links are poor. However, the Development Brief requires a developer contribution to be made to secure necessary improvements.

**Compatibility**
Comprehensive development of this site together with other site will help to optimise compatibility with surrounding land uses. It is also more likely to deliver the infrastructure required to support development.

**Site Availability**
The sites are immediately available for development.

**Site Achievability**
The SHLAA Panel advises that sites 18a, 18b, 18c and 20 are achievable in Years 1-5. Given its central position within the strategic allocation, the Panel advises that site 19 will be achievable from Year 11 onwards.

However, given that it is proposed to form part of the same outline planning application as Sites 18a and 18b, the City Council considers it more likely that Site 19 will come forward in Years 1-5.
As it will not form part of the outline application, the Council also considers it more likely that Site 20 will come forward in Years 6-10.

**Conclusion**

The site is suitable and available for potential residential development. Development of the site could commence in Years 1-5 (Year 6 onwards for Site 20).
Site Ref: 21
Address: Land at Stoke Hill, Exeter
Gross site area: 9.69 ha
Net developable area: 0 ha
Density range: N/A
Min yield: 0
Max yield: 0
Potential land uses: Promoted for residential use

Site description
This site lies on the northern side of the City, outside the main-built up area, on land which slopes uphill northwards. The site comprises three fields, separated and bound by hedgerows and mature trees. A mobile phone mast is located at the site's northern tip, with a second on the north-west boundary. A dwelling lies close to this boundary. The site is north of an area of woodland (part of Mincinglake Valley Park). Apart from a small number of scattered dwellings to the north, the site is surrounded by undulating open countryside. Its character and appearance is rural.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter. The site lies outside the strategic locations for growth. Therefore the site is discounted from having any residential development potential.

Biodiversity & Geodiversity
The site forms part of a proposed Biodiversity Enhancement Area in the proposed Development Delivery DPD. If the proposal is adopted, development will only be permitted if the 'need' outweighs any nature considerations; any damaging impact is kept to a minimum and appropriate mitigation and compensatory measures are implemented; and it is demonstrated that there are no reasonable alternative sites.

The site also lies within an area identified on the Exeter Biodiversity Records Map as being within 2 kms of a Great Crested Newt Record, and a number of other rare or legally protected species have also been recorded. An ecological survey will be required as part of any planning application.

Flood Risk
The site is in Flood Zone 1, with little or no risk of flooding. Development proposals would need to be accompanied by a FRA and seek opportunities to reduce the overall level of flood risk in the area and beyond.

Conclusion
Site 21 is unsuitable for housing, having failed the Stage A suitability test on strategic planning policy grounds. The Stage B suitability test and assessments of availability and achievability are not required.
Site Ref: 22
Address: Land of Merlin Crescent, Exeter

Site has been developed for residential use.
Site Ref: 23  
Address: Exmouth Junction, Prince Charles Road, Exeter  
Gross site area: 6.7 ha  
Net developable area: 4.9 ha  
Density range: Departure from standard  
Min yield: 175  
Max yield: 175  
Potential land uses: Promoted for residential and bus depot development

**Site description**
This site largely comprises a vacant rail freight/goods yard currently used for a variety of storage and distribution purposes. It is set at a lower level to the surrounding built-up area. The southern part of the site is occupied by railway lines, whilst the northern half largely comprises areas of hardstanding and scrubland.

The surrounding area is primarily residential, although an allotment and church abut to the north, to the east is a supermarket and associated car park/petrol filling station, to the south is a large area of open space and to the west is a doctors’ surgery.

The yield above is based on the net developable area coming forward at around 35 dph, which reflects the density of a scheme that has been the subject of detailed recent pre-application discussions between the landowner and City Council.

**Site Suitability: Stage A**

**Strategic Planning Policy**
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being land within the existing urban area. The site lies within the existing urban area and therefore development accords with Policy CP3.

**Biodiversity & Geodiversity**
The site lies within an area identified on the Exeter Biodiversity Records Map as being within 2 kms of a Great Crested Newt Record. Badgers, which are a legally protected species, have also been recorded on the site. An ecological survey would therefore be required as part of any planning application.

The site currently contains Japanese Knotweed, the disposal of which should be undertaken in accordance with relevant legislation. Two Norwegian maples and one Common ash tree, located along the southern boundary of the site, are protected by TPO (no. 292).

**Flood Risk**
The site is in Flood Zone 1, with little or no risk of flooding. An FRA will be required and development must seek opportunities to reduce the overall level of flood risk in the area and beyond.

**Site Suitability: Stage B**

**Impact on Built Environment**
The site is not in a Conservation Area and does not contain or lie in close proximity to any Listed Buildings. A former water tower located within the site is a Building of Local Importance. Its historic and architectural value should be safeguarded.

**Impact on Landscape Character**
The site is not within the area of ‘landscape setting’ defined in either the Exeter Local Plan First Review or the proposed Development Delivery DPD.
Mineral Resources
The site is not in a Minerals Consultation Area.

Air Quality
Although the site is adjacent to the AQMA (Mount Pleasant Road), it has little road frontage and any dwellings are therefore unlikely to be affected by pollution from road traffic. However, emissions from idling trains can cause government air quality objectives to be exceeded and the potential for this to affect development would therefore need to be assessed by the developer. An AQA of the impact that traffic from this development would have on air quality in the rest of the AQMA would also be required, together with mitigation measures, such as the production and implementation of a green travel plan and/or S106 contributions to highways infrastructure.

Access to Services/Facilities
The site adjoins a supermarket. The ‘centre’ of the site is 0.2 km from a GP surgery, 0.4 km from a primary school, 1 km from a post office and 1.3 km from a secondary school. Walking / cycling distances to existing services and facilities are therefore relatively short.

Land Status
The site is brownfield.

Constraints To Delivery
Access through the site to the adjoining railway junction needs to be maintained for Network Rail.

1.8 ha of the site is discounted from having any residential development potential, as it may be required for the provision of a replacement bus station.

The site has been occupied by a potentially contaminative land use. It is likely that substantial remediation would be required to make it suitable for residential use.

Noise from the adjoining rail lines and proposed bus depot could affect the amenity and health of any future residents. Any scheme would therefore need to include technically and economically viable measures to resolve any noise issues, in order to afford a satisfactory standard of amenity to residents, with no unacceptable risks to human health.

Public foul and surface water sewerage are available, subject to restrictions (i.e. flow equivalent to the existing use or greenfield runoff).

It is highly unlikely that the site contains any archaeological remains. At most, any permitted development would be subject to a recording condition.

Source Protection Zone
The site is not in a groundwater source protection zone.

Employment Land
Development would not result in the loss of land in employment use. The 2009 Exeter Employment Land Review concludes that the site should not be considered for employment use.

Green Infrastructure
Development would not result in the loss of public open space or recreation facilities. Development would be required to incorporate strategic green infrastructure, as well as potentially contributing towards the provision and/or enhancement of open space, in accordance with the Council’s adopted Local Plan (or superseding) standards.

Highways Access
Access is available from a roundabout at the eastern end of the site, shared with the adjoining supermarket. Issues relating to traffic, cyclist and pedestrian safety at the ‘Stoke Arms’ roundabout to the north-west would need to be addressed before development could take place.
Pedestrian and Cycle Links
A cycle route along Prince Charles Road provides access to the eastern side of the City, but not into the City centre. Development could be expected to help fund improved linkages.

Compatibility
Possible noise and air quality constraints (see above) from adjoining land-uses could affect the site’s suitability for residential use.

Site Availability
The landowner advises that the site is immediately available. A full planning application is expected to be made in the Spring of 2015.

Site Achievability
The SHLAA Panel advises that the site is achievable in Years 1-5.

Conclusion
The site is suitable and available for potential residential development. Development of the site could commence in Years 1-5.
Site Ref: 24
Address: Land adjacent Bennett Square, Exeter

Site has planning permission for residential use.
This site is occupied by one detached and two semi-detached mid-20\textsuperscript{th} Century dwellings. The gardens to the dwellings contain a number of mature trees. The site lies immediately south of a railway line, which is slightly elevated above ground level. Summer Lane adjoins to the east. The surrounding area comprises primarily low to medium density residential development.

Outline planning permission to redevelop 37-39 Summer Lane (05/1952/01) to accommodate an unspecified number of new dwellings has expired.

**Site Suitability: Stage A**

**Strategic Planning Policy**
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being land within the existing urban area. The site lies within the existing urban area. Therefore its development for housing accords with Policy CP3.

**Biodiversity & Geodiversity**
The site lies within an area identified on the Exeter Biodiversity Records Map as being within 2 kms of a Great Crested Newt Record. An ecological survey would be required.

An oak located on the site’s northern boundary is protected by TPO (no. 549).

**Flood Risk**
The site is in Flood Zone 1, with little or no risk of flooding. Development proposals would be required to seek opportunities to reduce the overall level of flood risk in the area and beyond.

**Site Suitability: Stage B**

**Impact on Built Environment**
The site is not within a Conservation Area and does not contain or adjoin any Listed Buildings.

**Impact on Landscape Character**
Development is unlikely to impact significantly upon landscape character.

**Mineral Resources**
The site is not in a Minerals Consultation Area.

**Air Quality**
The site is not adjacent to any busy roads and so is unlikely to be affected by poor air quality, unless as a result of idling trains. Mitigation of any off-site impact would be required however, by means of a green travel plan and/or S106 contributions to highways infrastructure.

**Access to Services/Facilities**
The site is 0.3 km from a GP surgery and primary school and 0.4 km from a local foodstore, post office and secondary school. It is therefore within very easy walking/cycling distance of a range of services and facilities.

**Land Status**
The site is greenfield.

**Constraints To Delivery**
The site is not believed to have been occupied by a potentially contaminative land use. However contamination by fuel spills, fly-tipping etc may have occurred and therefore the need for remediation cannot be ruled out.

Noise from the adjoining rail line could affect the amenity and health of any future residents. Any scheme would therefore need to include technically and economically viable measures to resolve any noise issues, such as to afford a satisfactory standard of amenity to residents, with no unacceptable risks to human health.

Public foul and surface water sewerage are available.

The potential for the site to contain archaeological remains is low. Although preliminary work to identify and clarify any potential constraints at an early stage may be required, it is unlikely that the results would affect the site’s development capacity.

**Source Protection Zone**
The site is not in a groundwater source protection zone.

**Employment Land**
Development would not result in the loss of land in employment use.

**Green Infrastructure**
Development would not result in the loss of public open space and/or recreation facilities. Development would be expected to contribute towards the provision and/or enhancement of green infrastructure, in accordance with the Council’s adopted Local Plan (or superseding) standards.

**Highways Access**
Vehicular access would not be feasible unless one of the existing properties is demolished. The proximity of access to the railway bridge would need to be carefully considered, because of the need to ‘give way’ at the bridge.

**Pedestrian and Cycle Links**
There is an existing cycle route along Summer Lane, which links to other routes providing access towards the City centre and employment areas at Sowton/Monkerton.

**Compatibility**
Although the principle of residential development is acceptable in this location, the construction of dwellings west of the existing houses and provision of vehicular access into the site is likely to have a harmful impact upon the amenity of no.33 Summer Lane. Therefore the maximum number of dwellings that this site can accommodate is unlikely to exceed four (resulting in a net gain of 1 unit). This equates to a density of around 10 dph.

**Site Availability**
The site’s agent advises that the site is immediately available for development.

**Site Achievability**
Given its constraints, the SHLAA Panel advises that development of the site is not achievable on economic viability grounds.

**Conclusion**
Development for residential use is unachievable.
Site Ref: 26
Address: Land at Brook Close, Exeter

The landowner advises that the site is no longer available for development.
Site Ref: 27
Address: Council Yard, Leypark Road, Exeter

Site has been developed for residential use.
Site Ref: 28
Address: Nos. 102-108 Leypark Road, Exeter

The landowner advises that the site is no longer available for development.
Site Ref: 29
Address: Land off Cheynegate Lane, Exeter

Site has planning permission for residential use.
Site Ref: 30
Address: Ibstock Brick, Harrington Lane, Exeter

Site has planning permission for residential use and is being developed.
Site Ref:  31
Gross site area:  1.68 ha
Net developable area:  0 ha
Density range:  N/A
Min yield:  0
Max yield:  0
Potential land uses:  Promoted for residential use

Site description
This site lies on rising land on the north-eastern side of the City, outside the main-built up area. It slopes gently uphill northwards and a number of mature trees are located along its boundaries. The site is a horse paddock and contains a small stable and area of hardstanding towards the northern boundary. Low density residential ribbon development and a riding stables lie to the north/north-east, beyond which is open countryside. The largely residential area of Pinhoe abuts to the south. To the west is a large brick quarry pit (Site 30) that has planning permission for residential development. Despite the proximity of Pinhoe and the quarry, the site is rural in character and appearance.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter. As it lies outside the strategic locations for growth, the site is discounted from having any residential development potential.

Biodiversity & Geodiversity
An ecological survey may be required as part of any planning application.

Several trees located along the site’s south-eastern boundary are protected by TPO (no. 415).

Flood Risk
The site is in Flood Zone 1 and there are no known surface water flooding issues. Development proposals would be required to include an FRA and seek opportunities to reduce the overall level of flood risk in the area and beyond.

Conclusion
Site 31 is unsuitable for housing, having failed the Stage A suitability test on strategic planning policy grounds. The Stage B suitability test and assessments of availability and achievability are not required.
Site Ref: 32
Address: Estuary View, Church Hill, Exeter
Gross site area: 1.40 ha
Net developable area: 0 ha
Density range: N/A
Min yield: 0
Max yield: 0
Potential land uses: Promoted for residential use

Site description
This site lies on rising land on the north-eastern side of the City, outside the main built-up area. The site slopes gently uphill northwards and incorporates shallow terraces. It is in agricultural use. Adjoining to the south is low density residential ribbon development along Church Hill. To the north and east (beyond Church Hill) is rising open countryside. A riding school adjoins to the west. The site and its surroundings are rural in character and appearance.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter. As it lies outside the strategic locations for growth, the site is discounted from having any residential development potential.

Biodiversity & Geodiversity
An ecological survey may be required as part of any planning application.

Flood Risk
The site is in Flood Zone 1 and there are no known surface water flooding issues. Development proposals would be required to include an FRA and seek opportunities to reduce the overall level of flood risk in the area and beyond.

Conclusion
Site 32 is unsuitable for housing, having failed the Stage A suitability test on strategic planning policy grounds. The Stage B suitability test and assessments of availability and achievability are not required.
Site description
This land-locked flat site comprises an area of overgrown garden and lies immediately south of the main rail line to London. It is otherwise surrounded by dwellings of various age and size.

Planning permission for a single dwelling and garage at the site was dismissed at appeal in 2013 (application reference 12/1053/03) on grounds of unacceptable highways access.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, including land within the existing urban area. The site lies within the existing urban area. It's development for housing therefore accords with strategic planning policy, in principle.

Biodiversity & Geodiversity
The site has no known biodiversity or geodiversity interest of note.

Flood Risk
The site is in Flood Zone 1, with little or no risk of flooding. Development proposals would be required to seek opportunities to reduce the overall level of flood risk in the area and beyond.

Site Suitability: Stage B

Impact on Built Environment
The site is not in a Conservation Area and does not contain or lie in close proximity to any Listed Buildings.

Impact on Landscape Character
The site is not within the area of ‘landscape setting’ defined in either the Exeter Local Plan First Review or the proposed Development Delivery DPD.

Mineral Resources
The site is not in a Minerals Consultation Area.

Air Quality
The site is not adjacent to any busy roads and so is unlikely to be affected by poor air quality, unless as a result of idling trains. Mitigation of any off-site impact would be required however, such as by means of a green travel plan and/or S106 contributions to highways infrastructure.

Access to Services/Facilities
The site is 0.2 km from a GP surgery, 0.7 km from a primary school and post office and 1.2 km from a secondary school. Although it is 1.4 km to the nearest supermarket, the site is otherwise within a relatively short walking/cycling distance of existing services and facilities.

Land Status
The site is greenfield.

Constraints To Delivery
The site is not believed to have been occupied by a potentially contaminative land use. However contamination by fuel spills, flytipping etc may have occurred and therefore the need for remediation cannot be ruled out.

Noise from the adjoining rail line could affect the amenity and health of any future residents. Any scheme would therefore need to include technically and economically viable measures to resolve any noise issues, to afford a satisfactory standard of amenity to residents, with no unacceptable risks to human health.

A foul sewer is available. Surface water sewerage is not immediately available, but there may be scope for future connection at the developer’s cost or requisition via South West Water. Surface water discharge would be restricted to greenfield runoff.

The potential for the site to contain archaeological remains is low. Although preliminary work to identify and clarify potential constraints at an early stage could be required, it is unlikely that the results would affect the site’s development capacity.

**Source Protection Zone**
The site is not within a groundwater source protection zone.

**Employment Land**
Development would not result in the loss of land in employment use.

**Green Infrastructure**
Development would not result in the loss of public open space and/or recreation facilities. Development could be required to contribute towards the provision and/or enhancement of public open space, in accordance with the Council’s adopted Local Plan or any superseding standards.

**Highways Access**
There is no obvious appropriate vehicular access point. For this reason the site is discounted from having residential development potential.

**Pedestrian and Cycle Links**
Whilst the site is close to existing and proposed cycle and pedestrian links, it is land locked.

**Compatibility**
See ‘Constraints to Delivery’ above in respect of noise.

**Conclusion**

Site 33 is unsuitable for housing, having failed the Stage B suitability test on highways access grounds. Assessments of availability and achievability are not required.
Site Ref: 34  
Address: Land south of the Pinn Brook, Exeter  

The landowner has advised that the site is no longer available for development.
Site Ref: 35
Address: Land north & south of Tithebarn Lane, Exeter

Site has planning permission for residential development (12/0802/01, 14/1090/02).
Site description
This site lies on the eastern fringe of Exeter, immediately to the south of Monkerton. It slopes gently uphill in an easterly direction and comprises an overgrown field with mature trees along its boundaries. Tithebarn Lane runs along the northern boundary and Gipsy Lane, a narrow sunken track, adjoins to the east. Land to the east, south and west is sparsely developed and largely greenfield. Dwellings lie to the north and west, open fields to the east and an old nursery abuts to the south (Site 37a).

The site forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy. The site yield above is based on the gross density of development recently permitted on an adjoining site within the strategic allocation (12/0802/01) (26 dph gross).

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being the Monkerton/Hill Barton Strategic Allocation. As the site lies within the Strategic Allocation, in principle its development for housing accords with strategic planning policy.

Biodiversity & Geodiversity
Development proposals may need to include an ecological survey.

Trees located along the site’s north and east boundaries are protected by TPO (nos. 247 and 425). These trees would need to be safeguarded as part of any development, but this is allowed for in the gross density range above.

Flood Risk
The site is in Flood Zone 1, with little or no risk of flooding. Development proposals would need to seek opportunities to reduce the overall level of flood risk in the area and beyond.

Site Suitability: Stage B

Impact on Built Environment
The site is not in a Conservation Area. A Grade II Listed Building (Monkerton House) lies in close proximity to the north-west and its setting should be preserved.

Impact on Landscape Character
The Exeter Local Plan First Review defines the site as part of the City’s ‘landscape setting’. However, as the site forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy, the draft Development Delivery DPD proposes to lift the ‘landscape setting’ designation.

Mineral Resources
The site is not in a Minerals Consultation Area.

Air Quality
The site is outside the AQMA, but it is likely that development would contribute to traffic levels within it. Therefore an AQA of any adverse impact and mitigation measures would be required as
part of development proposals. Mitigation could be by production and implementation of a green
travel plan and/or S106 contributions to highways infrastructure.

Access to Services/Facilities
The site is 0.2 km from a GP surgery, 0.8 km from a post office, 1 km from a secondary school and
1.1 km from a primary school, secondary school and supermarket. Therefore the site is within
relatively easy walking/cycling distance of existing services and facilities.

Land Status
The site is greenfield.

Constraints To Delivery
The site is not believed to have been occupied by a potentially contaminative land use. However
contamination by fly tipping and fuels spills has occurred, then remediation will be necessary.

The site is close to the M5 and on the flight path of Exeter Airport. Noise could therefore affect the
amenity and health of any future residents. Any scheme would need to include technically and
economically viable measures to resolve any noise issues, in order to offer a satisfactory standard
of amenity to residents, with no unacceptable risks to human health.

There is no public foul sewerage available to serve the site. A stand alone treatment plant/system
may be the only solution, at cost to the developer. Existing surface water sewerage is available,
subject to capacity restrictions. Discharge would be restricted to greenfield runoff.

There is potential for the site to contain archaeological remains, which may affect its development
capacity. Preliminary work could therefore be required to identify and clarify any constraints at an
early stage, with the results reflected in any development proposals.

Source Protection Zone
The site is not in a groundwater source protection zone.

Employment Land
Development would not result in the loss of land in employment use.

Green Infrastructure
Development would not result in the loss of public open space and/or recreation facilities.
Development would be expected to contribute towards the provision and/or enhancement of green
infrastructure, in accordance with the Council’s adopted Local Plan (or superseding) standards.

Highways Access
Adequate vehicular access to the site cannot be achieved if considered in isolation. The width and
alignment of Tithebarn Lane is unsatisfactory to accommodate additional traffic; and the junction
onto Pinn Lane has substandard visibility.

However, if the site were to come forward as part of comprehensive development proposals for the
Monkerton area, incorporating other sites, it may be possible to achieve adequate access. This
scale of development would entail significant transport and highways infrastructure investment and
a detailed Transport Assessment.

Pedestrian and Cycle Links
The site is in close proximity to an existing cycle route along Pinn Lane to the west. This links to
employment areas, a secondary school and supermarket.

Compatibility
Development of this site should be viewed in the context of the potential for development of other
sites in the vicinity. Comprehensive development of the site together with other sites in the
Monkerton area (e.g. 35, 37a, 37b and 39) would help to maximise compatibility with surrounding
land uses. It is also more likely to deliver the necessary infrastructure requirements to support development.

**Site Availability**

The agent acting for the landowner advises that the site will become available for development between April 2014 and March 2015.

**Site Achievability**

The SHLAA Panel advises that the site is achievable in Years 6-10.

**Conclusion**

The site is suitable and available for potential residential development. Development of site could commence in Years 6-10.
Site Ref: 37a
Address: Land east of Pinn Lane, Exeter

Site has planning permission for residential development (12/0802/01, 14/1090/02).
Site Ref: 37b
Address: Sandrock Nursery, Gipsy Hill Lane, Exeter

Site has outline planning permission for residential development (12/0854/01).
Site Ref: 38
Address: Land south of Gipsy Hill Lane, Exeter
Gross site area: 0.49 ha
Net developable area: 0 ha
Density range: N/A
Min yield: 0
Max yield: 0
Potential land uses: Promoted for residential use

Site description
This site lies on the eastern fringe of the City, to the north-west of and overlooking Junction 29 of the M5 motorway. It comprises the northern half of a field and slopes gently downhill in a southerly direction. The site is bound to the north by Gipsy Hill Lane, currently an unmade no-through road, beyond which is a hotel. To the west is a row of dwellings and new office development. To the east, on the other side of the M5, is undulating open countryside that is currently being developed as a Science Park.

A new bridge crossing the M5 has been erected to the north-east of the site, utilising Gipsy Hill Lane. The bridge provides access to permitted and planned new developments in East Devon, including the Science Park.

The site forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being the Monkerton/Hill Barton Strategic Allocation. As the site lies within the Strategic Allocation, in principle its development for housing accords with strategic planning policy.

Biodiversity & Geodiversity
Development proposals may need to include an ecological survey.

Flood Risk
The site is in Flood Zone 1, with little or no risk of flooding. Development proposals would be required to seek opportunities to reduce the overall level of flood risk in the area and beyond.

Site Suitability: Stage B

Impact on Built Environment
The site is not in a Conservation Area and does not contain or lie in close proximity to any Listed Buildings.

Impact on Landscape Character
The Exeter Local Plan First Review defines the site as part of the City’s ‘landscape setting’. However, as the site forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy, the draft Development Delivery DPD proposes to lift the ‘landscape setting’ designation.

Mineral Resources
Dawlish Sandstone underlies the site. Although it is not currently within a Mineral Consultation Area, the Minerals and Waste Local Planning Authority may consider safeguarding the site’s resource for prior extraction of sand in advance of development, if this is feasible and appropriate, through the emerging Minerals Core Strategy.

Air Quality
The site is outside Exeter’s AQMA, but it is likely that development would contribute to traffic levels within it. Therefore an AQA of any adverse impact and mitigation measures would be required as
part of development proposals. Mitigation could be by production and implementation of a green travel plan and/or S106 contributions to highways infrastructure. The site is also likely to be affected by traffic pollutants, given its proximity to the M5. The AQA would need to determine at what distance from the highway it would be appropriate to build dwellings, based on predicted traffic flows as a result of all development in this area, not just this site.

**Access to Services/Facilities**
The site is 0.7 km from a GP surgery, 1.1 km from a post office, 1.3 km from a secondary school, 1.5 km from a primary school and 1.6 km from a food superstore. Pedestrian and cycle access to existing services and facilities is therefore mixed. Comprehensive development at Monkerton would create an opportunity to deliver new services and facilities, including through S106 contributions, which would help to improve accessibility.

**Land Status**
The site is greenfield.

**Constraints To Delivery**
The site is not believed to have been occupied by potentially contaminative land uses. However, contamination of agricultural land by fuel spills, flytipping etc may have occurred and the need for remediation cannot be ruled out.

The site is close to the M5 and on the flight path of Exeter Airport. Noise could therefore affect the amenity and health of any future residents. Any scheme would need to include technically and economically viable measures to resolve any noise issues, to afford a satisfactory standard of amenity to residents, with no unacceptable risks to human health.

There is no public foul or surface water sewerage available. A stand alone treatment plant/system may be the only solution.

There is potential for the site to contain archaeological remains, which may affect its development capacity. Preliminary work could be required to identify and clarify any constraints at an early stage, with the results reflected in development proposals.

**Source Protection Zone**
The site is not in a groundwater source protection zone.

**Employment Land**
Development would not result in the loss of land in employment use.

**Green Infrastructure**
Development would not result in the loss of existing public open space and/or recreation facilities. Development would be expected to contribute towards strategic green infrastructure and public open space in accordance with the Local Plan, or superseding, standards.

The draft Development Delivery DPD proposes that the site should be included within a new 'Monkerton Ridge Park'. Therefore the site is discounted from having any residential development potential.

**Highways Access**
Gipsy Hill Lane cannot accommodate additional traffic in its present state. The highway would need to be widened substantially, which would require land to the north of Site 38 to be made available. As this land is not known to be available, it is concluded that adequate access cannot be achieved. For this reason, the site is discounted from having residential development potential.

**Pedestrian and Cycle Links**
Links have improved significantly with the recent opening of the M5 bridge.
Compatibility
Although it may be possible to mitigate against noise and air pollution, in view of the site’s proximity to and direct outlook over the motorway it is considered that amenity levels would be poor. Residential use would be incompatible with this adjoining use. For this reason, the site is discounted from having residential development potential.

Conclusion
Site 38 is unsuitable for housing, having failed the Stage B suitability test on green infrastructure, highways access and compatibility grounds. Assessments of availability and achievability are not required.
Site Ref: 39
Address: Land at Monkerton, Exeter
Gross site area: 11.8 ha
Net developable area: N/A
Density range: N/A
Min yield: 0
Max yield: 0
Potential land uses: Promoted for a mix of uses

Site description
0.375 ha of this site has planning permission for a new primary school (14/0395/26). 10.21 ha of the site forms part of planning permission, subject to the completion of a S106 Agreement, for residential development (13/4984/01). The residual site area amounts to 0.1 ha and lies between Site 42, which adjoins to the west, and Cumberland Way, which abuts the eastern boundary. The area is essentially a traffic bund to Cumberland Way. It slopes down towards the highway and is planted with trees. It measures approximately 0.19 ha.

The site as a whole forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being the Monkerton/Hill Barton Strategic Allocation. As the residual site areas lie within the Strategic Allocation, in principle their development for housing accords with strategic planning policy.

Biodiversity & Geodiversity
The residual site area may be of biodiversity interest and development proposals may therefore need to include an ecological survey. Planning permission could be subject to a condition or planning obligation seeking to minimise impact and secure effective mitigation and compensatory measures.

Flood Risk
The site has no known flood risk.

Site Suitability: Stage B

Impact on Built Environment
The residual site areas are not in a Conservation Area and do not contain any Listed Buildings.

Impact on Landscape Character
The Exeter Local Plan First Review defines the site as part of the City’s ‘landscape setting’. However, as the site forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy, the draft Development Delivery DPD proposes to lift the ‘landscape setting’ designation.

Mineral Resources
Dawlish Sandstone underlies the site. Although it is not currently within a Mineral Consultation Area, the Minerals and Waste Local Planning Authority may consider safeguarding the site’s resource for prior extraction of sand in advance of development, if this is feasible and appropriate, through the emerging Minerals Core Strategy.

Air Quality
The residual site areas are outside Exeter’s AQMA, but it is likely that development would contribute to traffic levels within it. Therefore an AQA of any adverse impact and mitigation measures would be required as part of development proposals. Mitigation could be by production and implementation of a green travel plan and/or S106 contributions to highways infrastructure.
Also, whilst any dwellings constructed close to Cumberland Way are unlikely to be affected by poor air quality based on the current traffic flows, this could change if these increase significantly. The AQA would need to determine at what distance from the highway it is appropriate to build residential properties, based on predicted traffic flows as a result of all development in this area, not just this site.

**Land Status**
The site is greenfield.

**Constraints To Delivery**
The residual site is not believed to have been occupied by potentially contaminative land uses. However, contamination by fuel spills, flytipping etc may have occurred and remediation may be required.

The residual area is close to the M5 and on the flight path of Exeter Airport. Noise could therefore affect the amenity and health of any future residents. Any scheme would need to include technically and economically viable measures to resolve any noise issues, in order to offer a satisfactory standard of amenity to residents, with no unacceptable risks to human health.

There is potential for the site to contain archaeological remains, which may affect its development capacity. Preliminary work could be required to identify and clarify constraints at an early stage, with the results reflected in any development proposals.

The residual area is a traffic bund and is therefore discounted from having any residential development potential, due to its function.

**Source Protection Zone**
The site is not within a groundwater source protection zone.

**Employment Land**
Residential development would not result in the loss of land in employment use.

**Green Infrastructure**
Development would not result in the loss of existing public open space and/or recreation facilities.

**Highways Access**
It will not be possible to achieve safe vehicular access to enable development of the traffic bund. Therefore the residual site area has no potential to deliver residential development and is discounted.

**Pedestrian and Cycle Links**
Development would be expected to help fund further improvements to local pedestrian and cycle links.

**Compatibility**
Development of this site should be viewed in the context of the potential for development of other sites in the vicinity. Comprehensive development of the site together with other sites in the Monkerton area (e.g. 34-35, 37 a and b and 40-46) would help to maximise compatibility with surrounding land uses. It is also more likely to deliver the necessary infrastructure to support development.

**Conclusion**
The residual area of Site 39 is unsuitable for housing, having failed the Stage B suitability test on grounds of highways access and other constraints to delivery. Assessments of availability and suitability are not required.
Site 40: Land north and south of Harts Lane (not to scale)

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Site Ref: 40
Address: Land north & south of Harts Lane, Exeter

Site has planning permission subject to the completion of a S106 Agreement.
Site Ref: 41
Address: Land west of Pilton Lane, Exeter
Gross site area: 2.27 ha
Net developable area: 1.48 ha
Density range: Departure from standard
Min yield: 94
Max yield: 94
Potential land uses: Promoted for residential use

Site description
This flat site lies on the eastern fringe of Exeter and comprises fields, although the north-west corner of the site was previously occupied by a bungalow. Pilton Lane runs along part of the site’s eastern boundary. A belt of trees runs along the site’s south-western boundary and Pinhoe Road runs along the northern boundary. The surrounding area incorporates a mix of uses, including a food superstore (with large car park and petrol station) to the south-west, residential to the north-west, a trading estate to the north and open space to the north-east.

The site forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy. It currently benefits from the following planning permissions:
- 13/3962/03: Formation of vehicular access off Pinhoe Road to serve future mixed use development of the site. Under construction.
- 14/1669/03: Public house/restaurant and manager’s accommodation, over 0.43ha of the site. This is excluded from the net developable area above.

The net developable area above equates to those areas of the site that do not currently benefit from planning permission: (1) an area amounting to 0.38 ha, that was refused planning permission for the erection of 41 retirement apartments during 2014 on grounds of failure to comply with affordable housing policy. The application was subsequently dismissed at appeal. A duplicate application is currently being considered by the City Council; and (2) an area amounting to 1.1 ha, that is the subject of current pre-application discussions for residential development amounting to 53 units. These yields are reflected above.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being the Monkerton/Hill Barton Strategic Allocation. As the site lies within the Strategic Allocation, in principle its development for housing accords with strategic planning policy.

Biodiversity & Geodiversity
The site has no known biodiversity or geodiversity interest of note.

Flood Risk
The site is in Flood Zone 1, with little or no risk of flooding. Development proposals would be required to include a FRA and seek opportunities to reduce the overall level of flood risk in the area and beyond.

Site Suitability: Stage B

Impact on Built Environment
The site does not lie within a Conservation Area, or contain or lie in close proximity to any Listed Buildings.

Impact on Landscape Character
The Exeter Local Plan First Review defines the site as part of the City’s ‘landscape setting’. However, as the site forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy, the draft Development Delivery DPD proposes to lift the ‘landscape setting’ designation.
Mineral Resources
The site is not in a Minerals Consultation Area.

Air Quality
The site is outside Exeter’s AQMA, but it is likely that development would contribute to traffic levels within it. An AQA of any adverse impact and mitigation measures would be required as part of development proposals. Mitigation could be by production and implementation of a green travel plan and/or S106 contributions to highways infrastructure.

Access to Services/Facilities
The site adjoins a food superstore and is around 0.6 km from a GP surgery. The nearest secondary school and post office are 1.1 km away, but the closest primary school is 1.2 km distant. The site is therefore within relatively easy walking/cycling distance of some services and facilities.

Land Status
The site is greenfield.

Constraints To Delivery
This site is not believed to have been occupied by a potentially contaminative land use. However, contamination by fuel spills, flytipping etc may have occurred and therefore remediation may be required.

Public foul and surface water sewers cross the site. Dependent upon the layout of any development, these may need to be diverted. Upsizing of the sewers may also be necessary, or direct connections to the main trunk sewers in Pinhoe Road provided.

Source Protection Zone
The site is not in a groundwater source protection zone.

Employment Land
Residential development would not result in the loss of land in employment use.

Green Infrastructure
Development would not result in the loss of existing public open space and/or recreation facilities. Development would be expected to contribute towards strategic green infrastructure and public open space in accordance with the Local Plan, or superseding, standards.

Highways Access
Planning permission for vehicular access to serve mixed use development is under construction. A detailed Transport Assessment and Travel Plan would be required for development proposals.

Pedestrian and Cycle Links
There are no dedicated pedestrian or cycle links serving the site. Developer contributions to address this could be sought.

Compatibility
Comprehensive development of this site together with other sites in the Monkerton area (i.e. 34-35, 37a and b, 39-40 and 42-46) would help to maximise compatibility with surrounding land uses. It is also more likely to deliver the necessary infrastructure requirements to support development.

Site Availability
The agent acting for the landowner advises that the net developable site area is immediately available for development.

Site Achievability
The SHLAA Panel advises that the site is achievable in Years 1-5.

**Conclusion**

The site is suitable and available for potential residential development. Development of the site could commence in Years 1-5.
Site Ref:  42
Address:   Land adjacent Higher Furlong, Hollow Lane, Exeter
Gross site area:  1.2 ha
Net developable area:  0.6 ha
Density range:  Departure from standard
Min yield:   6
Max yield:   6
Potential land uses:  Promoted for residential use

Site description
This site comprises a field bound by trees and hedgerows, located on the northern side of a prominent east-west ridgeline running through the sparsely developed eastern fringe of Exeter. It slopes gently downhill in a northerly direction, away from the ridge and lies between two bungalows. Immediately to the east and at a lower level is Cumberland Way, beyond which are fields. To the north and west are further fields. Hollow Lane runs along the site’s southern boundary, beyond which is Site 43 and modern office development. Two dwellings (Higher Furlong and Arran Gardens) adjoin to the south-east and south-west.

The site forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy. Outline planning permission has been granted, subject to the completion of a S106 Agreement, for the development of 2 dwellings on 0.2 ha of the site, between Arran Gardens and Higher Furlong (13/2965/01). This permission is unlikely to be implemented. A planning application to erect 6 dwellings on 0.82 ha of the site, with open space on the remainder (14/0797/01), is currently being considered by the City Council. This is reflected in the yields above.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being the Monkerton/Hill Barton Strategic Allocation. As the site lies within the Strategic Allocation, in principle its development for housing accords with strategic planning policy.

Biodiversity & Geodiversity
An ecological survey may be required.

Flood Risk
The site is in Flood Zone 1, with little or no risk of flooding. Development proposals would be required to include a FRA and seek opportunities to reduce the overall level of flood risk in the area and beyond.

Site Suitability: Stage B

Impact on Built Environment
The site is not in a Conservation Area and does not contain or lie in close proximity to any Listed Buildings.

Impact on Landscape Character
The Exeter Local Plan First Review defines the site as part of the City’s ‘landscape setting’. However, as the site forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy, the draft Development Delivery DPD proposes to lift the ‘landscape setting’ designation.

Given its location within the proposed Ridgeline Park (see Green Infrastructure below), the site’s net developable area is likely to be only suitable for low density development. This is reflected in the above yield.
Mineral Resources
Dawlish Sandstone underlies the site. Although it is not currently within a Mineral Consultation Area, the Minerals and Waste Local Planning Authority may consider safeguarding the site’s resource for prior extraction of sand in advance of development, if this is feasible and appropriate, through the emerging Minerals Core Strategy.

Air Quality
The site is outside Exeter’s AQMA, but it is likely that development would contribute to traffic levels within it. An AQA of any adverse impact and mitigation measures would therefore be required as part of development proposals. Mitigation could be by production and implementation of a green travel plan and/or S106 contributions to highways infrastructure. Should traffic flows increase significantly, dwellings on the site could be affected by poor air quality along Cumberland Way. The AQA would need to determine at what distance from the highway it is appropriate to build dwellings, based on predicted traffic flows as a result of all development in this area, not just this site.

Access to Services/Facilities
Good access is available to an existing GP surgery (0.7 km), secondary school (0.9 km), supermarket (1 km) and post office (1.2 km), but access to the nearest primary school (1.7 km) is poor. Comprehensive development of the Monkerton area provides an opportunity to deliver new services and facilities, including through S106 contributions, which would help to improve accessibility.

Land Status
The site is greenfield.

Constraints To Delivery
The site is not believed to have been occupied by potentially contaminative land uses. However contamination by fuel spills and flytipping etc could have occurred and the need for remediation cannot be ruled out.

The site is close to Cumberland Way and the M5, and will also be affected by aircraft noise from Exeter Airport. Noise could therefore affect the amenity and health of any future residents. Any scheme would therefore need to include technically and economically viable measures to resolve any noise issues, such that the proposed scheme would offer a satisfactory standard of amenity to residents, with no unacceptable risks to human health.

There is no public foul or surface water sewerage available. Stand alone treatment plants/systems may be the only solution, at cost to the developer.

There is potential for the site to contain archaeological remains, which may affect its development capacity. Preliminary work could be required to identify and clarify any constraints at an early stage, with the results reflected in development proposals.

Source Protection Zone
The site is not in a groundwater source protection zone.

Employment Land
Development would not result in the loss of land in employment use.

Green Infrastructure
The draft Development Delivery DPD proposes that half of the site should be included within a new ‘Monkerton Ridge Park’. This part of the site is discounted from having any residential development potential. This is reflected in the net developable area above.

Highways Access
Adequate highways access can be achieved in principle. A Transport Assessment and Travel Plan would be required.

**Pedestrian and Cycle Links**
A cycle route runs close to the site’s eastern boundary, providing access to employment areas and a food superstore. Development would be expected to help fund further improvements to local pedestrian and cycle links.

**Compatibility**
Development of this site should be viewed in context with the potential for development of other sites in the vicinity. Comprehensive development of the site together with other sites in the Monkerton area (e.g. 34-35, 37a and b, 39-41 and 43-46) would help to maximise compatibility with surrounding land uses. It is also more likely to deliver the necessary infrastructure requirements to support development.

**Site Availability**
The agent acting for the landowner advises that the site is immediately available.

**Site Achievability**
The SHLAA Panel advises that the site is achievable in Years 1-5. However, given that the current planning application is only outline and there has been no confirmation from the site's agent on the timetable for developing the site, the Council considers that it is more likely to come forward in Years 6-10.

**Conclusion**
The site is suitable and available for potential residential development. Development of the site could commence in Years 6-10.
Site description
This site is occupied by a single dwelling and extensive gardens, including a tennis court and a number of mature trees. The land slopes gently downhill in a southerly direction from Hollow Lane, which follows an east-west ridgeline along the northern site boundary. North of Hollow Lane are open fields (including Site 42). Cumberland Way lies to the east and a school adjoins to the west. To the south is a modern office development. The site is prominent in the landscape when viewed from the south-east.

The site forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being the Monkerton/Hill Barton Strategic Allocation. As the site lies within the Strategic Allocation, in principle its development for housing accords with strategic planning policy.

Biodiversity & Geodiversity
An ecological survey may be required.

Flood Risk
The site is in Flood Zone 1, with little or no risk of flooding. Development proposals would need to include a FRA and would be required to seek opportunities to reduce the overall level of flood risk in the area and beyond.

Site Suitability: Stage B

Impact on Built Environment
The site is not in a Conservation Area and does not contain or lie in close proximity to any Listed Buildings.

Impact on Landscape Character
The Exeter Local Plan First Review defines the site as part of the City’s ‘landscape setting’. However, as the site forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy, the draft Development Delivery DPD proposes to lift the ‘landscape setting’ designation.

Given its location within the proposed Ridgeline Park (see Green Infrastructure below), the site’s net developable area is likely to be only suitable for low density development. This is reflected in the above yield.

Mineral Resources
Dawlish Sandstone underlies the site. Although it is not currently within a Mineral Consultation Area, the Minerals and Waste Local Planning Authority may consider safeguarding the site’s resource for prior extraction of sand in advance of development, if this is feasible and appropriate, through the emerging Minerals Core Strategy.
Air Quality
The site is outside Exeter’s AQMA, but it is likely that development would contribute to traffic levels within it. Therefore an AQA of any adverse impact and mitigation measures would be required as part of development proposals. Mitigation could be by production and implementation of a green travel plan and/or S106 contributions to highways infrastructure. Should traffic flows increase significantly, dwellings could be affected by poor air quality along Cumberland Way. The AQA would need to determine at what distance from the highway it is appropriate to build dwellings, based on predicted traffic flows as a result of all development in this area, not just this site.

Access to Services/Facilities
Walking and cycle distances from the site to existing services and facilities are mixed. Good access is available to a GP surgery (0.7 km), secondary school (0.8 km), post office (1 km) and food superstore (1.1 km), but access to the nearest primary school (1.7 km) is poor. Comprehensive development of the Monkerton area provides an opportunity to deliver new services and facilities, including through S106 contributions, which would help to improve accessibility.

Land Status
The site is greenfield.

Constraints To Delivery
The site is not believed to have been occupied by potentially contaminative land uses.

The site is close to Cumberland Way and the M5, and will also be affected by aircraft noise from Exeter Airport. Noise could therefore affect the amenity and health of any future residents. Any scheme would therefore need to include technically and economically viable measures to resolve any noise issues, so as to offer a satisfactory standard of amenity to residents, with no unacceptable risks to human health.

Foul and surface water sewerage is available.

There is potential for the site to contain archaeological remains, which may affect its development capacity. Preliminary work could be required to identify and clarify potential constraints at an early stage, with the results reflected in development proposals.

Source Protection Zone
The site is not in a groundwater source protection zone.

Employment Land
Development would not result in the loss of land in employment use.

Green Infrastructure
The draft Development Delivery DPD proposes that around 0.7 ha of the site should be included within a new ‘Monkerton Ridge Park’. This part of the site is discounted from having any residential development potential.

Highways Access
Achieving adequate vehicular access may depend on the site coming forward as part of comprehensive development proposals in the Monkerton area, incorporating neighbouring sites. A Transport Assessment and Travel Plan would be required.

Pedestrian and Cycle Links
A cycle route runs close to the site’s eastern boundary, providing access to employment and a food superstore. Development would be expected to fund further improvements to the existing pedestrian and cycle network.

Compatibility
Development of this site should be viewed in context with the potential for development of other sites in the vicinity. Comprehensive development of the site together with other sites in the Monkerton area (e.g. 34-35, 37a and b, 39-42 and 44-46) would help to maximise compatibility with surrounding land uses. It is also more likely to deliver the necessary infrastructure requirements to support development.

**Availability**

The landowner has advised that the site is immediately available for development, although it is not currently being marketed.

**Achievability**

The Panel advises that the site is achievable in Years 6-10.

**Conclusion**

Site 43 is suitable and available for potential residential development. Development of the site could commence in Years 6-10.
Site Ref: 44
Address: Land at Hill Barton Farm, Exeter

Site has planning permission for residential development (12/0472/01).
Site Ref: 45
Address: Land east of Hill Barton Road, Exeter

Site is being developed for residential use.
Site Ref:  46
Address:  Hill Barton Farm, Hill Barton Road, Exeter
Gross site area:  0.58 ha
Net developable area:  0.58 ha
Density range:  Departure from standard
Min yield:  9 (net)
Max yield:  9 (net)
Potential land uses:  Promoted for residential use

Site description
This site lies on the eastern fringe of the City and is occupied by a two storey rendered dwelling, gardens and outbuildings set around a courtyard. It is bound by Site 44 to the north, east and south. Other dwellings/buildings associated with Hill Barton Farm lie to the north and east, beyond which are fields (with permission for residential development) and new office development. Hill Barton Road lies to the west, beyond which is mid-late 20th residential development. A cycle/footpath just outside the site's southern boundary, beyond which is a field and the Exeter-Exmouth rail line. The site has distant views towards the new Met Office development and countryside to the east of Exeter.

The site forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy. The site has been acquired by a major housebuilder. Planning permission has been granted for the demolition of Hill Barton Farm (14/1788/19).

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being the Monkerton/Hill Barton Strategic Allocation. As the site lies within the Strategic Allocation, in principle its development for housing accords with strategic planning policy.

Biodiversity & Geodiversity
The site has no known biodiversity or geodiversity interest of note. However, an ecological survey would be required as part of any planning application.

Flood Risk
The site is in Flood Zone 1, with little or no risk of flooding. Development proposals would be required to seek opportunities to reduce the overall level of flood risk in the area and beyond.

Site Suitability: Stage B

Impact on Built Environment
The site is not in a Conservation Area and does not contain or lie in close proximity to any Listed Buildings. The Farm is a Building of Local Importance. The Council has accepted the principle of its demolition, subject to various caveats.

Given the dimensions of the site, it is estimated that it could yield around 10 dwellings (9 net).

Impact on Landscape Character
The site is not within the area of 'landscape setting' defined in either the Exeter Local Plan First Review of the draft Development Delivery DPD.

Mineral Resources
The site is not in a Minerals Consultation Area.

Air Quality
The site is close to Hill Barton Road, where emissions of traffic pollutants have the potential to exceed government objectives. An AQA would need to determine how close to Hill Barton Road it
is appropriate to build dwellings. Development would also contribute directly to traffic levels in Exeter’s AQMA. The AQMA would therefore need to identify any adverse impact on the AQMA, with mitigation measures included as part of the development proposals. Mitigation could be by production and implementation of a green travel plan and/or S106 contributions to highways infrastructure.

**Access to Services/Facilities**
The site lies 0.5 km from a local foodstore, 0.7 km from a GP surgery and secondary school, 0.9 km from a primary school and 1.2 km from post office. The site is therefore within relatively easy walking/cycling distance of existing services and facilities.

**Land Status**
The site is part greenfield, part brownfield.

**Constraints To Delivery**
The site has been occupied by a potentially contaminative land use and remediation may be required.

The site is close to a busy road and a rail line and is on the flight path of Exeter Airport. Noise could therefore affect the amenity and health of future residents. Any scheme would therefore need to include technically and economically viable measures to resolve any noise issues, in order to offer a satisfactory standard of amenity to residents, with no unacceptable risks to human health.

No foul sewer is available. A stand alone treatment plant/system may be the only solution, at cost to the developer. Surface water sewerage is available in Hill Barton Road, subject to restrictions (i.e. existing runoff).

The site has the potential to contain medieval remains, which could affect its development capacity and potential layout. Preliminary work would be required to identify and clarify constraints at an early stage, with the results reflected in any development proposals.

**Source Protection Zone**
The site is not in a groundwater source protection zone.

**Employment Land**
Development would not result in the loss of land in employment use.

**Green Infrastructure**
Development would not result in the loss of public open space and/or recreation facilities. Development would be expected to contribute towards the provision and/or enhancement of open space facilities, in accordance with the Council’s adopted Local Plan (or superseding) standards.

**Highways Access**
The existing vehicular access onto Hill Barton Road would, in principle, be adequate to support redevelopment. A Travel Plan would be required.

**Pedestrian and Cycle Links**
Existing links are good. A cycle way runs along the site’s southern boundary, providing access to employment areas to the east and south, plus to a secondary school and supermarket to the north.

**Compatibility**
Development of this site should be viewed in context with the potential for development of other sites in the vicinity. Comprehensive development of the site together with other sites in the Hill Barton area (i.e. 34-35, 37a and b and 39-45) would help to maximise compatibility with surrounding land uses. It is also more likely to deliver the necessary infrastructure to support development.
**Site Availability**

The site has been purchased by a major house developer and is available for development.

**Site Achievability**

When consulted in December 2012, the SHLAA Panel advised that the site is achievable in Years 6-10. However, given that pre-application discussions are now taking place with a housebuilder, who has purchased the site (and adjoining Site 44) the Council considers that the site will come forward in Years 1-5.

**Conclusion**

The site is suitable and available for potential residential development. Development of the site is achievable in Years 1-5.
<table>
<thead>
<tr>
<th>Site Ref:</th>
<th>47</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address:</td>
<td>Land north of Honiton Road, Exeter</td>
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</table>

Site has outline planning permission for non-residential use.
The landowner has advised that the site is no longer available for development.
Site Ref: 49
Address: Council Yard, Shakespeare Road, Exeter

The site has been developed for residential use.