



↑ Site 37a: Land east of Pinn Lane, Exeter. Scale: 1:1250

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Exeter City Council

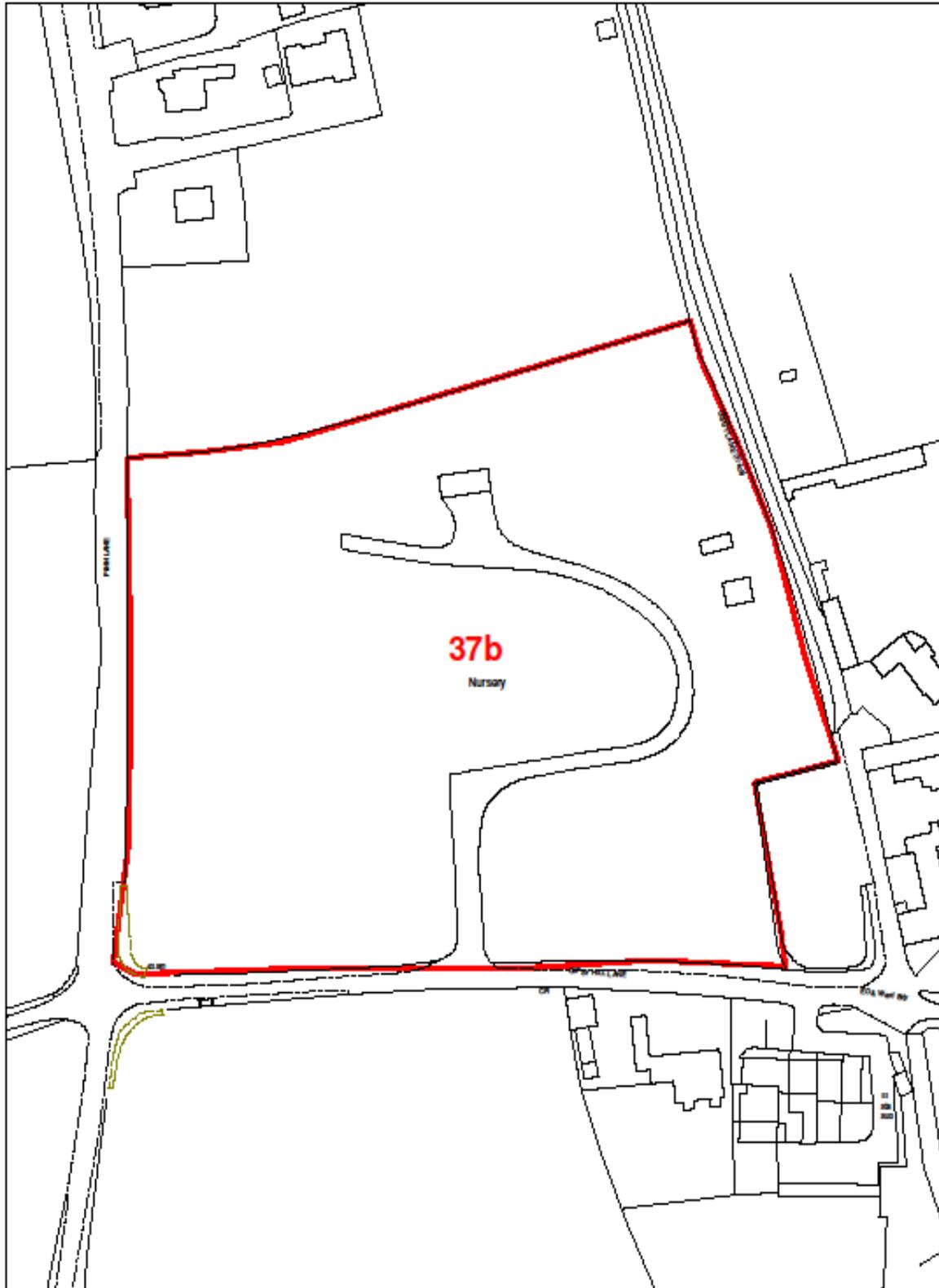
Site Ref:

37a

Address:

Land east of Pinn Lane, Exeter

Site has outline planning permission for residential development subject to completion of a S106 Agreement (12/0802/01).



↑ Site 37b: Sandrock Nursery, Gipsy Hill Lane, Exeter. Scale: 1:1250

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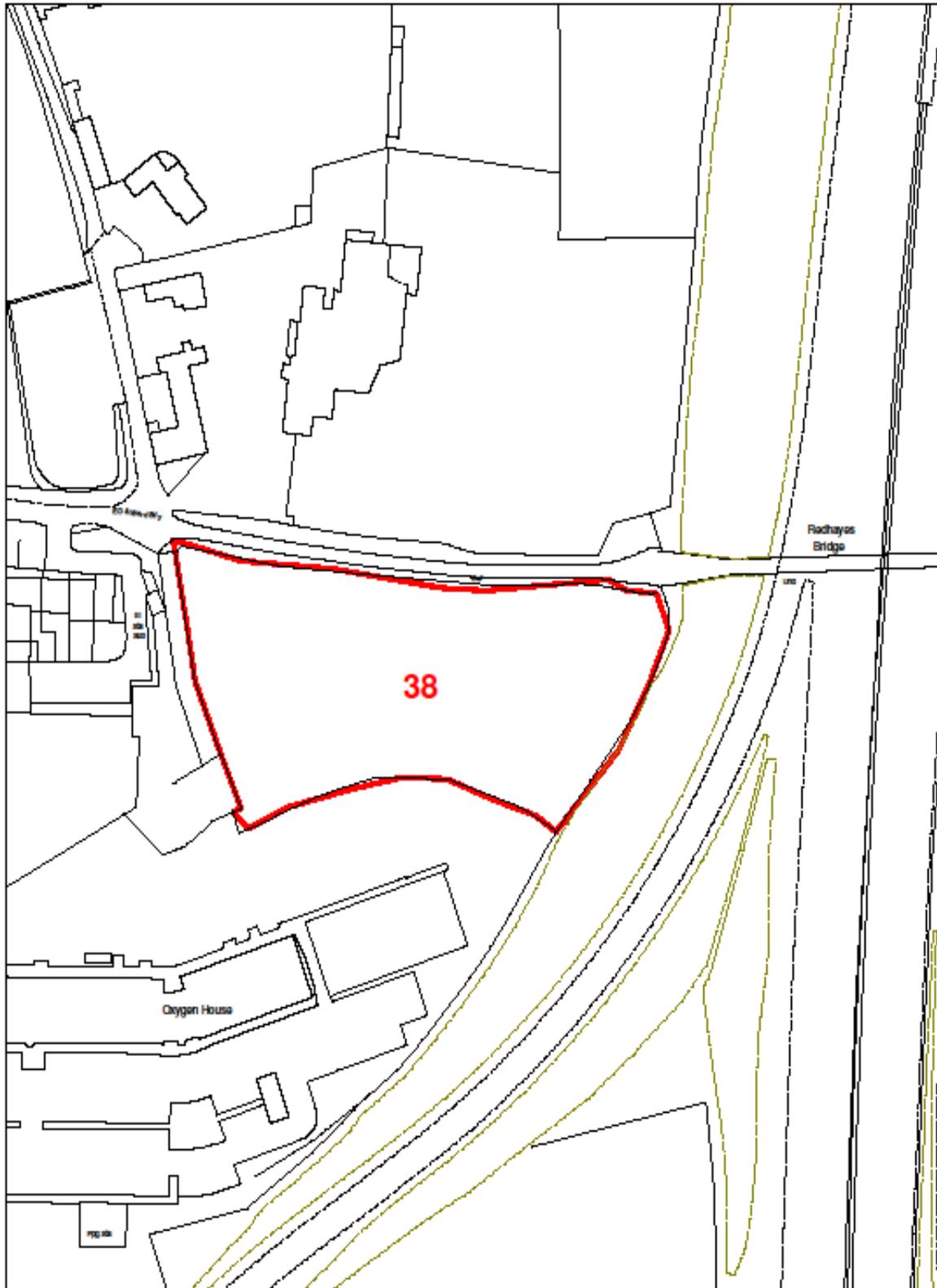
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Exeter City Council

Site Ref: 37b
Address: Sandroch Nursery, Gipsy Hill Lane, Exeter

Site has outline planning permission for residential development subject to completion of a S106 Agreement (12/0854/01).



↑ Site 38: Land south of Gipsy Hill Lane, Exeter. Scale: 1:1250

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Exeter City Council

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 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 six 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 is part of a wildlife corridor and the Exeter Local Plan identifies Gipsy Hill Lane as a SLINC. The site is therefore of biodiversity interest and development proposals would 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 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

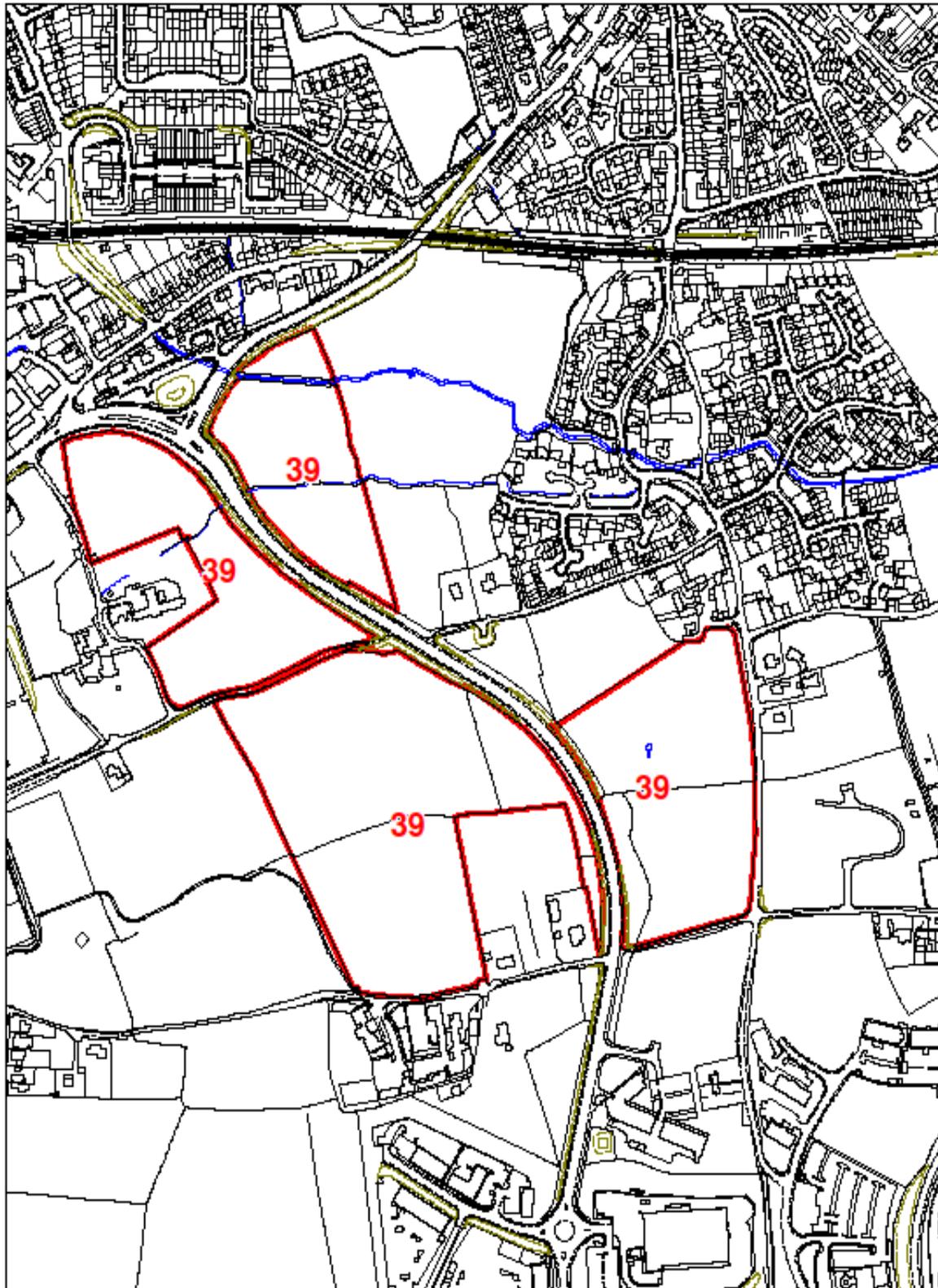
Links have improved significantly with the recent opening of the M5 bridge.

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 39: Land at Monkerton, Exeter. Scale: 1:5000

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Exeter City Council

Site Ref:	39
Address:	Land at Monkerton, Exeter
Gross site area:	15 ha (3.1 ha, 2.4 ha, 6.6 ha, 0.8 ha & 2.1 ha)
Net developable area:	N/A
Density range:	Departure from standard
Min yield:	356
Max yield:	450
Potential land uses:	Promoted for a mix of uses

Site description

This site, which consists of a number of fields, is bisected into five blocks by Cumberland Way running from north-south, Harts Lane running from east to west and the planned Tithebarn link road (which forms part of the permissions relating to Sites 35, 37a and 37b) also running from east to west. It forms part of a sparsely developed and largely greenfield area on the eastern fringe of Exeter, between Exeter Business Park to the south and Monkerton/Pinhoe to the north. The two northern 'blocks' of the site are relatively flat, whilst the southern blocks rise gently uphill towards an east-west ridgeline.

The site forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy. Planning permissions that have been granted for development within the Strategic Allocation to date have achieved gross densities in the range of 26-33 dph and net densities in the range of 30-38 dph. These density range are reflected in the site yields above.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six 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 contains a wildlife corridor and hedgerows and a watercourse within it are SLINCs, although these are not all shown on the Exeter Local Plan First Review Proposals Map. Bats, which are legally protected, have been recorded in the south-eastern block. The site is therefore of biodiversity interest and development proposals would 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 Pinn Brook and a drainage ditch run east to west through the site's north-eastern block. Land between the watercourses is 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. The rest of 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.

Site Suitability: Stage B

Impact on Built Environment

The site is not in a Conservation Area and does not contain any Listed Buildings. Three Grade II Listed Buildings lie just outside the north-eastern boundary (The Grange, Monkerton House and The Old Farmhouse) and development proposals would be required to preserve their setting.

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. 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.

Access to Services/Facilities

Measured from its 'mid-point', the site is around 0.5 km from a secondary school, 0.6 km from a supermarket, 0.7 km from a GP surgery and 0.9 km from a post office. Therefore, although the nearest primary school is 1.4 km away, the site is otherwise within relatively easy walking/cycling distance of existing services and facilities. Comprehensive development of the Monkerton area also provides an opportunity to deliver new services and facilities, including through S106 contributions, which would help to improve accessibility. The Masterplan includes proposals to develop a primary school in the eastern part of the site.

Land Status

The site is greenfield.

Constraints To Delivery

This 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 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.

The north-eastern block has foul sewerage available, but no surface water sewerage. Runoff would be restricted to greenfield, with discharge into the Pin Brook. The north-west block has both foul and surface water sewerage available, but neither is available in the south-west block. The south-east block only has foul sewerage available. Any lack of sewerage facilities would need to be addressed by 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 constraints at an early stage, with the results reflected in any development proposals.

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.

The draft Development Delivery DPD proposes that around 2.3 ha of the site should be included within a new 'Monkerton Ridge Park'. Strategic green infrastructure is accounted for in the gross density range used to calculate the site's potential yield.

Highways Access

Vehicular access should be achievable onto Cumberland Way, although traffic signals could be required. A Transport Assessment and Travel Plan would be required.

Pedestrian and Cycle Links

A cycle route runs along Cumberland Way, providing access to employment areas to the south and a food superstore to the north-west. 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.

Site Availability

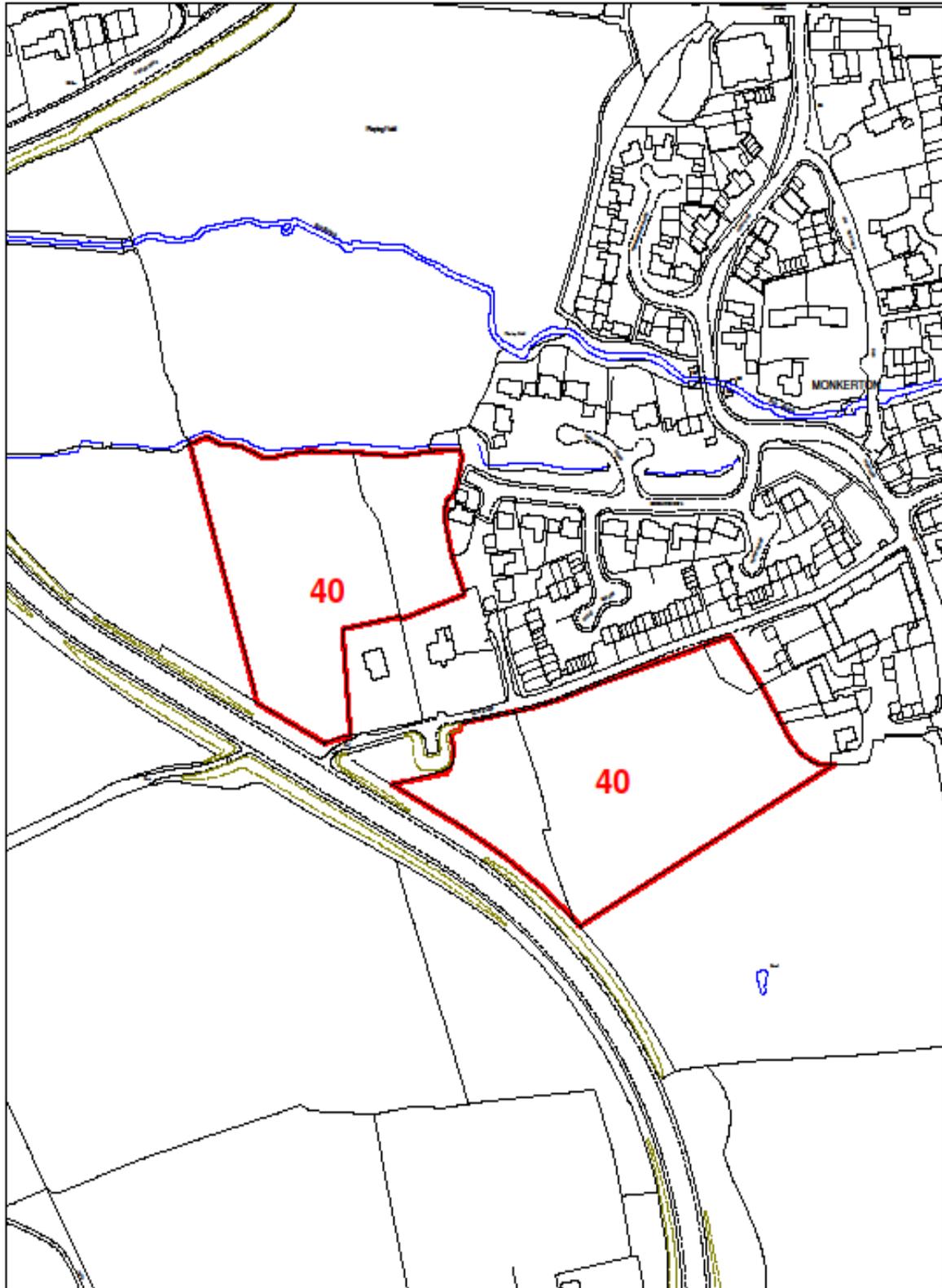
The agent acting for the landowner advises that the site is immediately available, although it is not currently for sale and being marketed.

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 40: Land north & south of Harts Lane, Exeter. Scale: 1:2500

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Exeter City Council

Site Ref:	40
Address:	Land north & south of Harts Lane, Exeter
Gross site area:	3.96 ha (2.46 ha & 1.5 ha)
Net developable area:	N/A
Density range:	Departure from standard
Min yield:	131
Max yield:	131
Potential land uses:	Promoted for residential use

Site description

This site comprises two blocks of land to the north and south of Harts Lane, a narrow no-through road leading west out of Monkerton. It forms part of a sparsely developed and largely greenfield area on the eastern fringe of Exeter, between the Hollow Lane ridgeline to the south and Monkerton/Pinhoe to the north. To the south of Hollow Lane is Exeter Business Park. The southern block slopes gently downhill from Cumberland Way, which runs along the western boundary. The northern block is bisected by a drainage ditch and the Pinn Brook runs along its northern boundary. This block slopes gently downhill from Harts Lane, before levelling out between the watercourses. The site abuts modern residential development to the east, but is otherwise surrounded by fields.

The site forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy. Positive pre-application discussions have taken place to develop c.80 dwellings on the northern part of the site, equating to a gross density of 33dph. The yield above reflects this density across the entire site.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six 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 is part of a wildlife corridor and the Exeter Local Plan First Review Proposals Map defines Harts Lane as a SLINC. The site is therefore of biodiversity interest and development proposals would 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

A strip of land adjoining the Pinn Brook, in the northern block, lies within Flood Zone 3, although the Environment Agency's latest flood plain maps are unclear as to whether Flood Zones 3a or 3b. The land is, however, prone to flooding from the Pinn Brook and so, for the avoidance of doubt, this part of the site is discounted from having any residential development potential. This is taken into account in the gross developable area above. The remainder of the northern block, and the southern block, lie in Flood Zone 1, with little or no risk of flooding. Development proposals would need to include an FRA and seek to reduce the 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 (The Grange) adjoins the eastern boundary 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 Exeter's AQMA, but development is likely to 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. Also, whilst 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 they increase significantly. 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

The site is 0.3 km from a GP surgery, 0.6 km from a supermarket, 0.7 km from a secondary school and 0.9 km from a post office, but 1.4 km from a primary school. Pedestrian and cycle access to existing services and facilities is therefore mixed. However, 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 by fuel spills and flytipping etc may have occurred and a requirement 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 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.

The northern block has foul sewerage available. Surface water disposal would be direct to the Pinnbrook, either by SUDS or controlled/attenuated flow equivalent to greenfield runoff rates. The southern block has no public sewerage system available. Offsite sewerage would be required, either by private agreement or by requisitioning via South West Water.

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 development proposals.

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

Vehicular access, particularly to the northern block, may depend on the site coming forward comprehensively with Site 39. A Transport Assessment and Travel Plan would be required.

Pedestrian and Cycle Links

A cycle route runs along part of the site's south-western boundary, providing access to employment 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 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, 37a and b, 39 and 41-46) would help to maximise compatibility with surrounding land uses. It is also more likely to deliver the necessary infrastructure to support development.

Site Availability

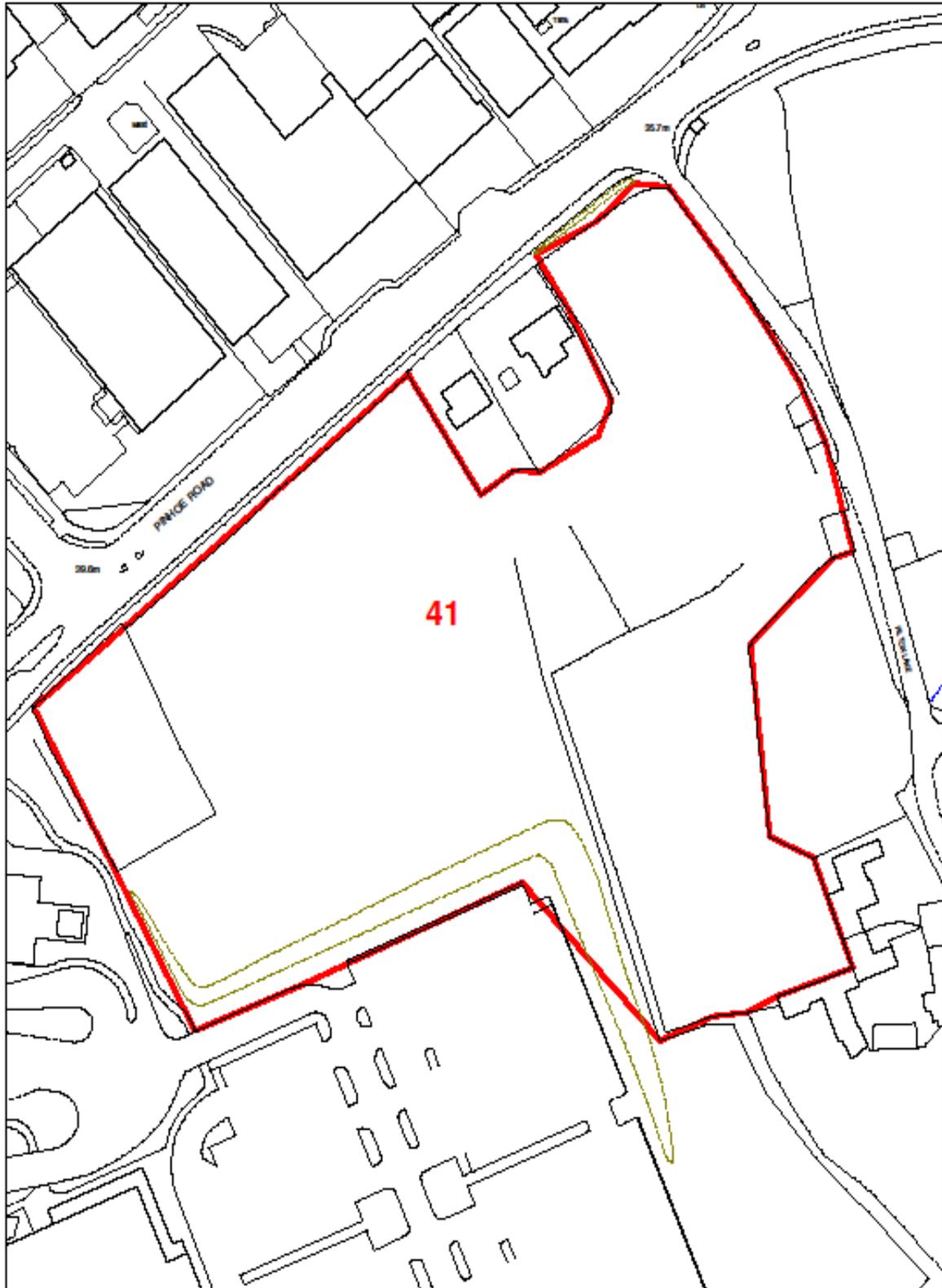
The agent acting for the landowner advises that the site is immediately available, although it is not currently for sale and being marketed.

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 41: Land west of Pilton Lane, Exeter. Scale: 1:1250**

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Exeter City Council

Site Ref:	41
Address:	Land west of Pilton Lane, Exeter
Gross site area:	2.27 ha
Net developable area:	1.1 ha
Density range:	Departure from standard
Min yield:	70
Max yield:	70
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 bisects the site towards its 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.

Outline permission for residential development of the site (08/0336/01) was dismissed at appeal in January 2010. The Inspector considered that residential development of the site in isolation would prejudice the sustainable comprehensive development of the Strategic Allocation (see below), including the provision of infrastructure, facilities and services.

The site forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy. The Masterplan describes the site as forming part of 'Pilton Centre', a high quality, high density mixed use urban centre including housing at 65+ dph. The yield above is based on developing half of the site for housing at 65 dph and the remainder for other uses.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six 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 currently in employment use. However, the Masterplan indicates that the 'Pilton Centre' could be developed to accommodate a range of uses, including employment. The potential for mixed use is reflected in the net developable area above.

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

Devon County Highways have advised that it should be possible to achieve adequate vehicular access. A detailed Transport Assessment and Travel Plan would be required.

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

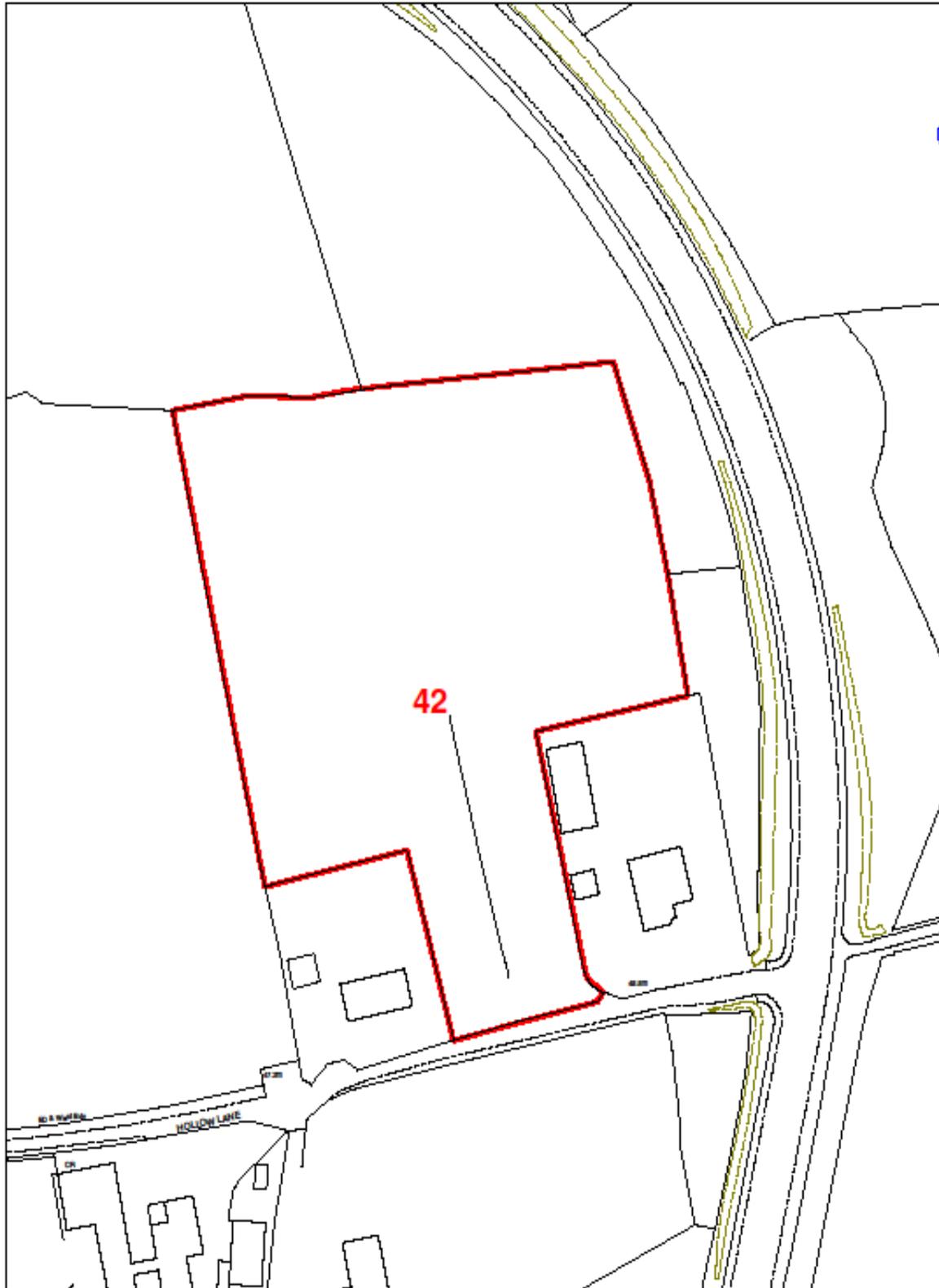
The agent acting for the landowner advises that the site is immediately available, but it is not currently for sale and being marketed.

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 42: Land adjacent Higher Furlong, Hollow Lane, Exeter. Scale: 1:1250

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Exeter City Council

Site Ref:	42
Address:	Land adjacent Higher Furlong, Hollow Lane, Exeter
Gross site area:	1.3 ha
Net developable area:	0.45 ha
Density range:	Departure from standard
Min yield:	14
Max yield:	17
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. Planning permissions that have been granted for development within the Strategic Allocation to date have achieved net densities in the range of 30-38 dph. This density range is reflected in the site yields above.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six 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 Exeter Local Plan First Review Proposals Map identifies a hedgerow along the southern boundary as part of a SLINC. The site is therefore of biodiversity interest and development proposals would be required to incorporate an ecological survey. Were planning permission to be granted, it 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, 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.

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

Outline planning permission has recently been granted for the development of 2 dwellings on 0.2 ha of the site, between Arran Gardens and Higher Furlong (13/2965/01). This part of the site is discounted from having further residential development potential.

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

Development would be expected to contribute towards the provision and/or enhancement of strategic green infrastructure and public open space, in accordance with the Council's adopted Local Plan (or superseding) standards.

The draft Development Delivery DPD proposes that around 0.85 ha of the site should be included within a new 'Monkerton Ridge Park'. This includes the aforementioned 0.2 ha that now has permission for 2 dwellings (this permission was granted on the basis that the site comprised infill development between Arran Gardens and Higher Furlong). This leaves 0.65 ha of the site to be included within the 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

Achieving vehicular access to that part of the site currently without planning permission will rely on adjoining 3rd party land (Site 39). 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

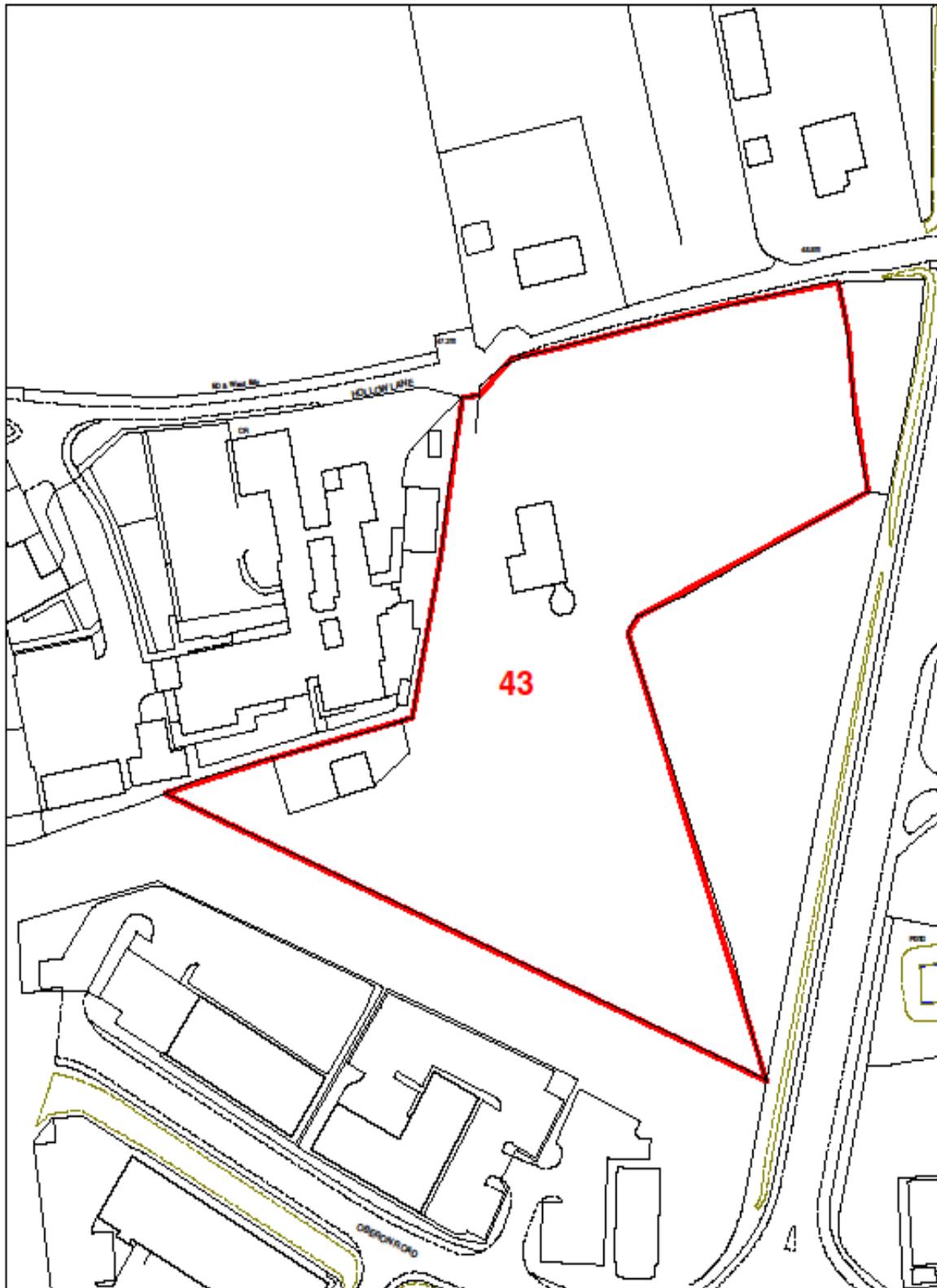
The agent acting for the landowner advises that the site will become available for development between April 2014 and March 2015.

Site Achievability

The SHLAA Panel advises that the site is achievable in Years 1-5. However, given the site's highways access constraints, development in Years 6-10 appears more likely.

Conclusion

The site is suitable and available for potential residential development. Development of the site could commence in Years 6-10.



↑ Site 43: Hessary, Hollow Lane, Exeter. Scale: 1:1250

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Exeter City Council

Site Ref:	43
Address:	Hessary, Hollow Lane, Exeter
Gross site area:	1.36 ha
Net developable area:	0 ha
Density range:	NA
Min yield:	0
Max yield:	0
Potential land uses:	Promoted for residential use

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 six 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 Exeter Local Plan First Review Proposals Map identifies the hedgerow along the northern boundary as part of a SLINC. The site is therefore of biodiversity interest. Development proposals would need to include an ecological survey. Were planning permission to be granted, it could be subject to a condition or planning obligation seeking to minimise the impact of development and secure effective mitigation and compensatory measures.

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.

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 has been occupied by a potentially contaminative land use and remediation may be required.

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

Development would be expected to contribute towards the provision and/or enhancement of strategic green infrastructure and public open space, in accordance with the Council's adopted Local Plan (or superseding) standards.

The draft Development Delivery DPD proposes that around 0.7 ha of the site should be included within a new 'Monkerton Ridge Park'.

Highways Access

Development of the ridgeline park in the northern part of the site will prevent highways access from being achieved to the southern part of the site. Therefore the site is discounted on highways access grounds.

Pedestrian and Cycle Links

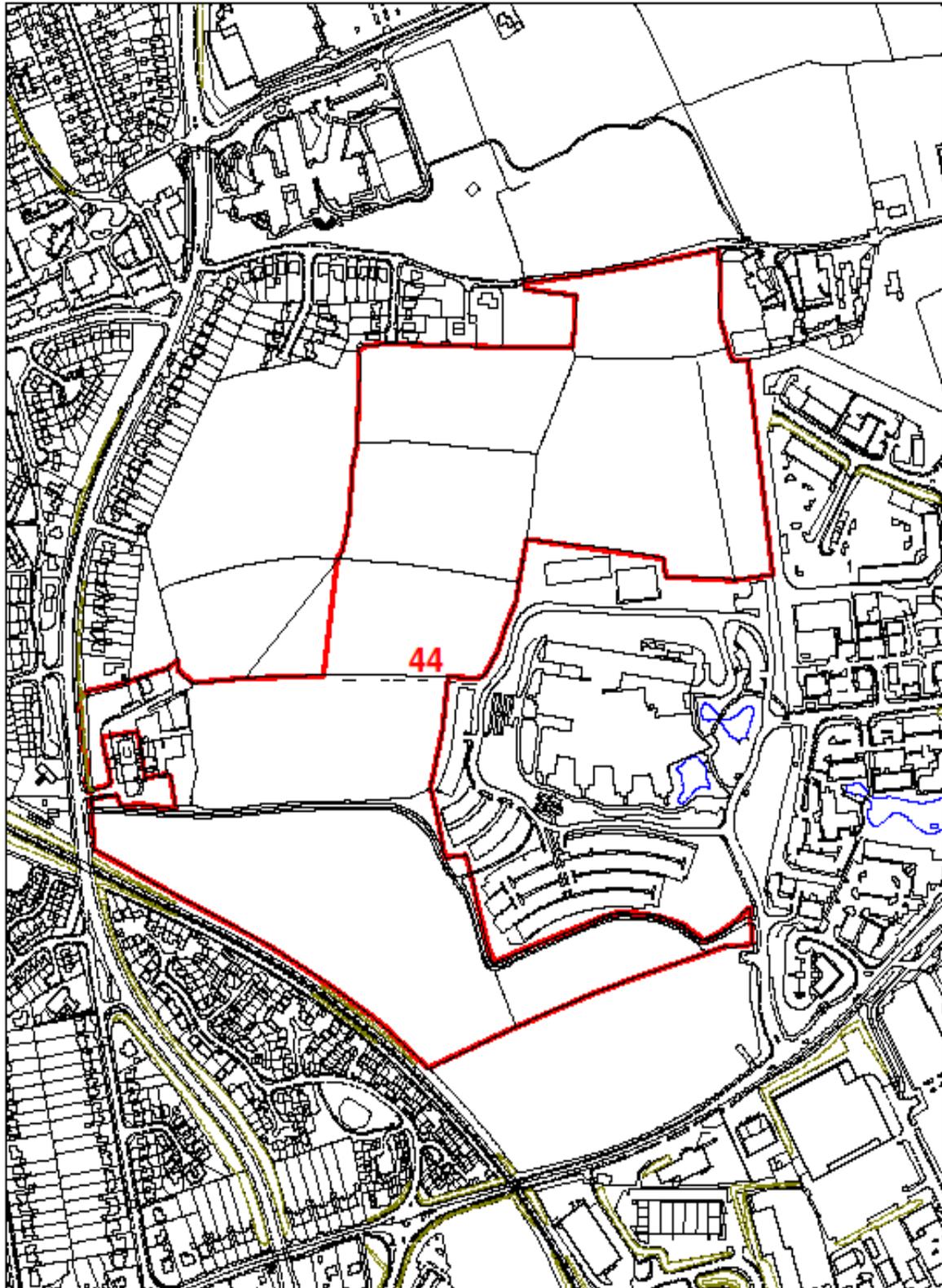
A cycle route runs close to the site's eastern boundary, providing access to employment and a food superstore. Development would be expected to fund further improvements to the existing pedestrian and cycle network.

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.

Conclusion

Site 43 is unsuitable for housing, having failed the Stage B suitability test on highways access grounds. Assessments of availability and achievability are not required.



↑ Site 44: Land at Hill Barton Farm, Exeter. Scale: 1:5000

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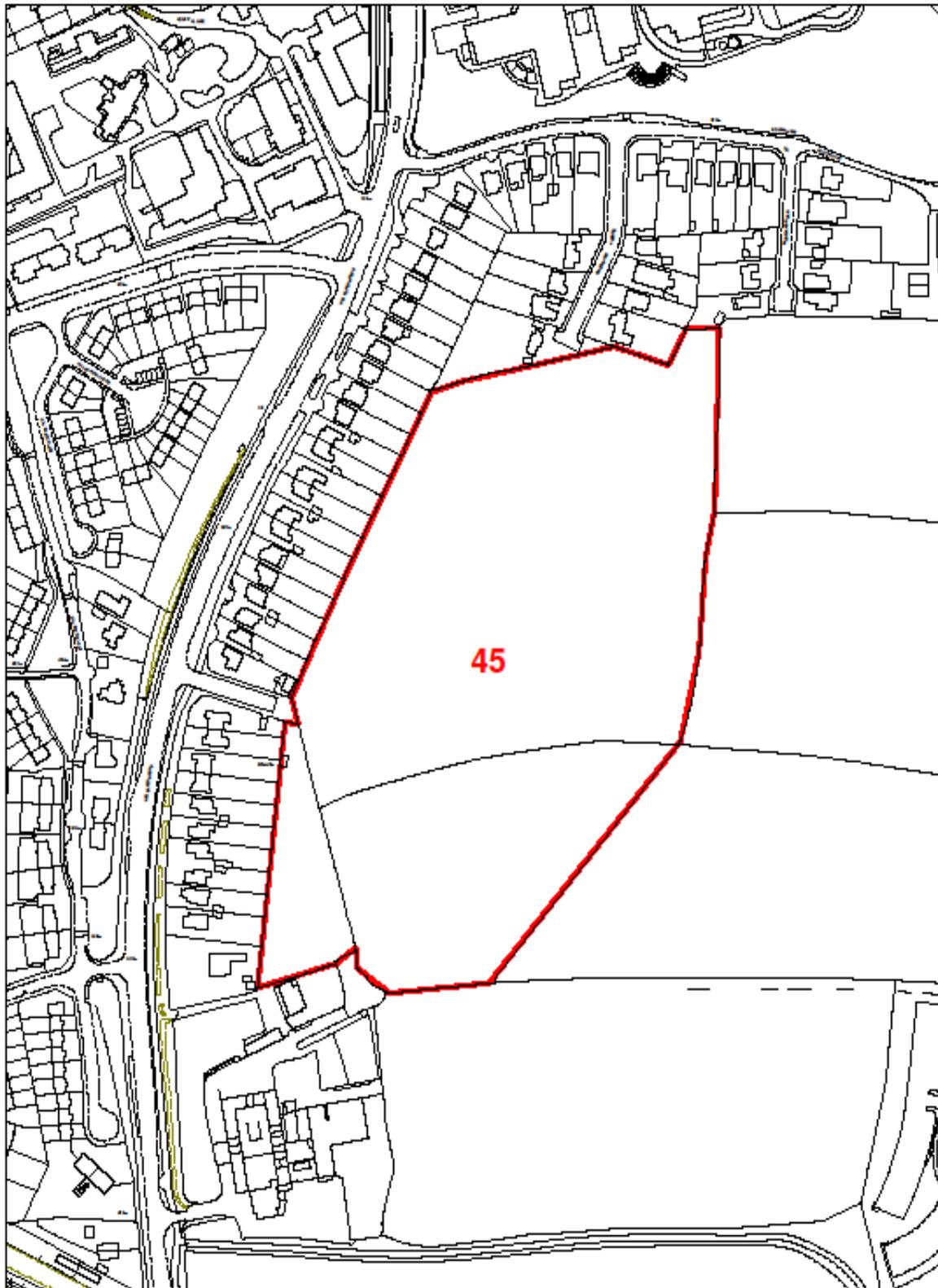
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Exeter City Council

Site Ref: 44
Address: Land at Hill Barton Farm, Exeter

Site has planning permission for residential development, subject to the signing of a S106 Agreement (12/0472/01).



↑ Site 45: Land east of Hill Barton Road, Exeter. Scale: 1:2500

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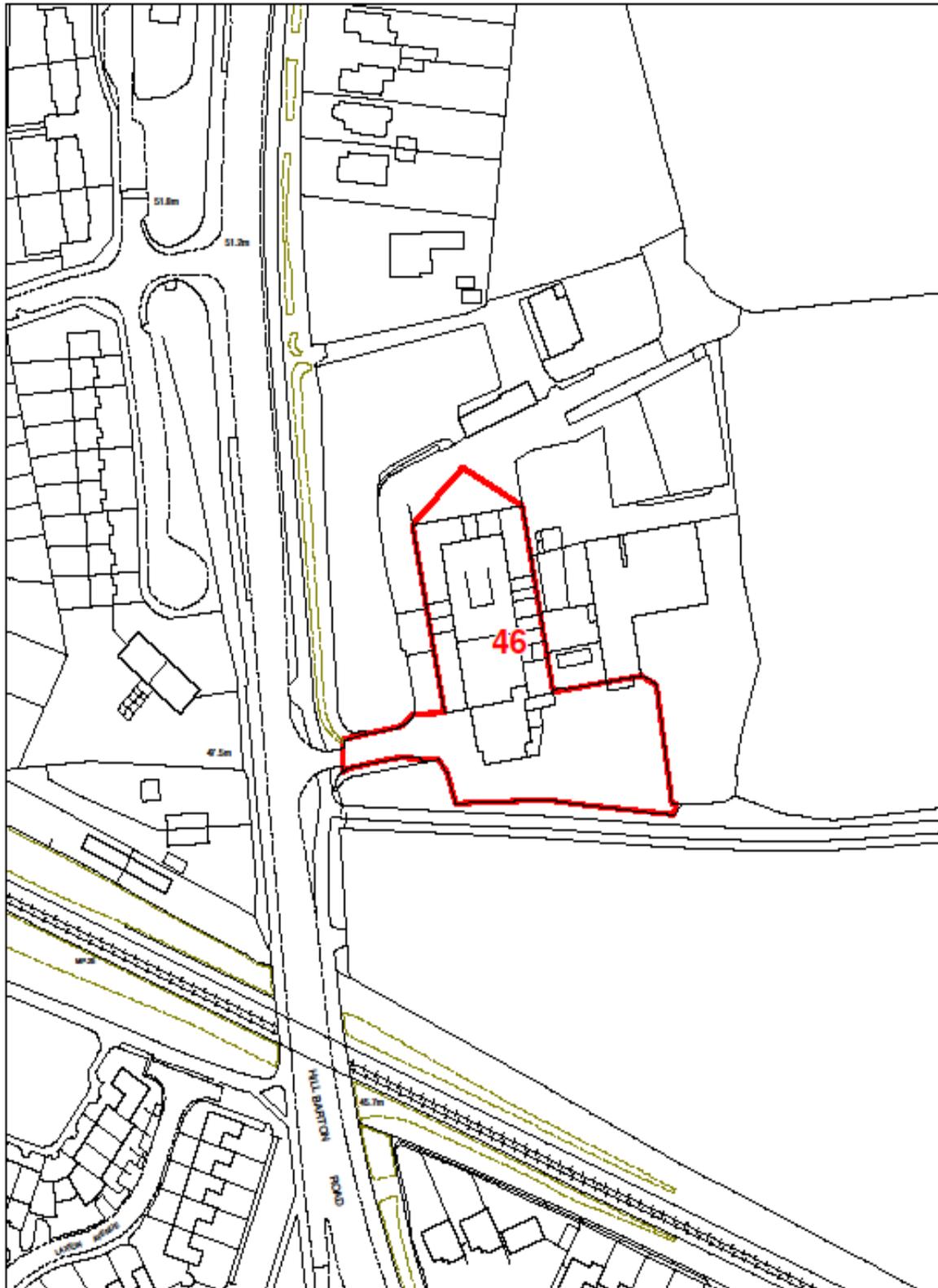
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Exeter City Council

Site Ref: 45
Address: Land east of Hill Barton Road, Exeter

Site is being developed for residential use.



↑ Site 46: Hill Barton Farm, Hill Barton Road, Exeter. Scale: 1:1250

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Exeter City Council

Site Ref:	46
Address:	Hill Barton Farm, Hill Barton Road, Exeter
Gross site area:	0.32 ha
Net developable area:	0.32 ha
Density range:	Departure from standard
Min yield:	7 (net)
Max yield:	7 (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. An indicative Masterplan has been prepared by consultants, on behalf of the Council, to help achieve comprehensive and sustainable development of the Strategic Allocation. The Masterplan describes the site as forming part of a 0.79 ha 'Hill Barton Centre', a local neighbourhood focussed around a proposed railway station and Hill Barton Farm (Site 46), which would incorporate new employment (including live-work units), 20 dwellings and a shop. The 0.79 ha area includes parts of adjoining Site 44. The site yield above is proportionate to achieving 20 dwellings across the 0.79 ha area as a whole.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six 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 property itself is a Building of Local Importance. The Council would seek to ensure its retention in any development.

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 AQA 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

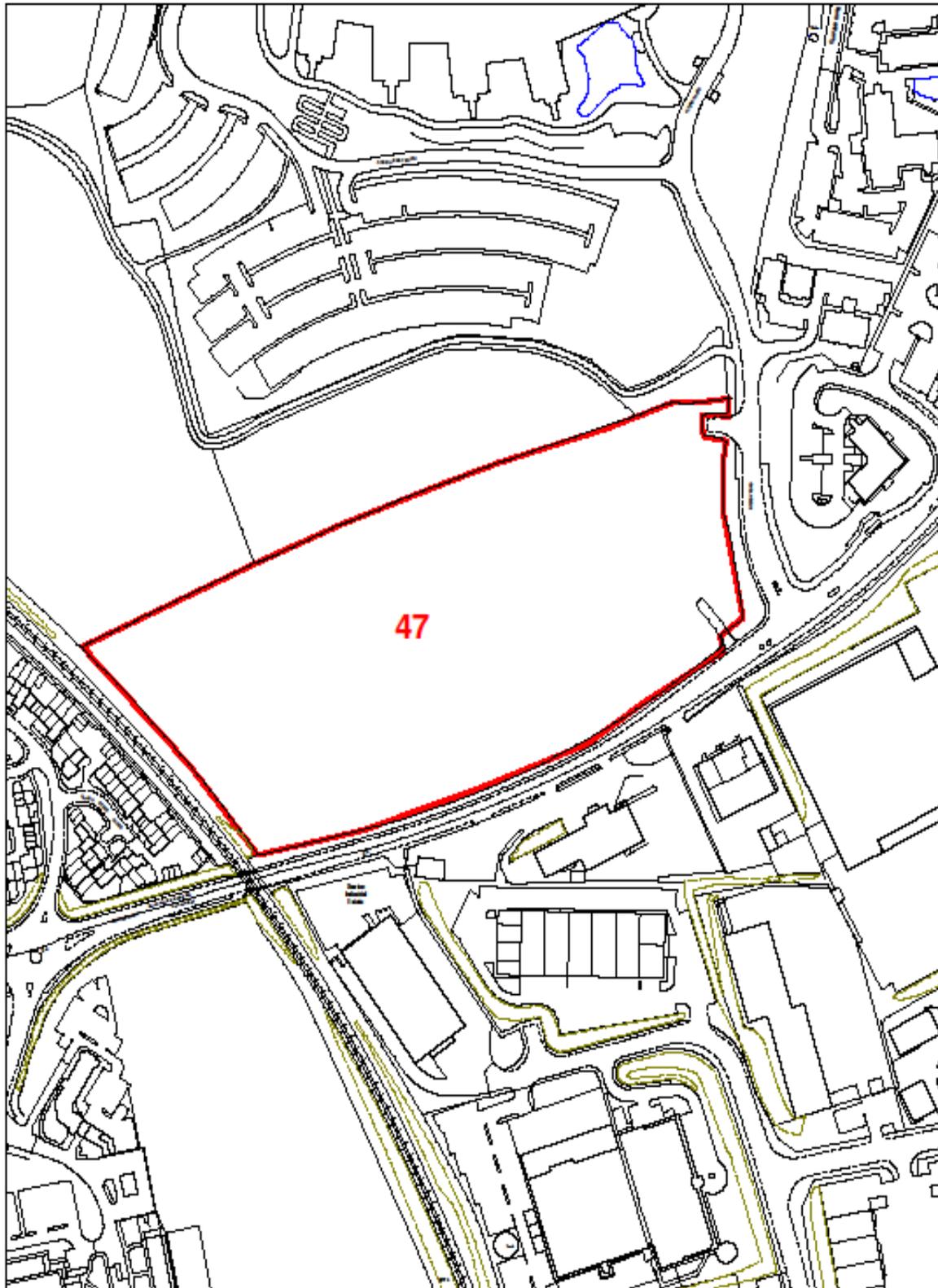
The agent acting for the landowner advises that the site is immediately available for development.

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 the site could commence in Years 6-10.



↑ Site 47: Land north of Honiton Road, Exeter. Scale: 1:2500

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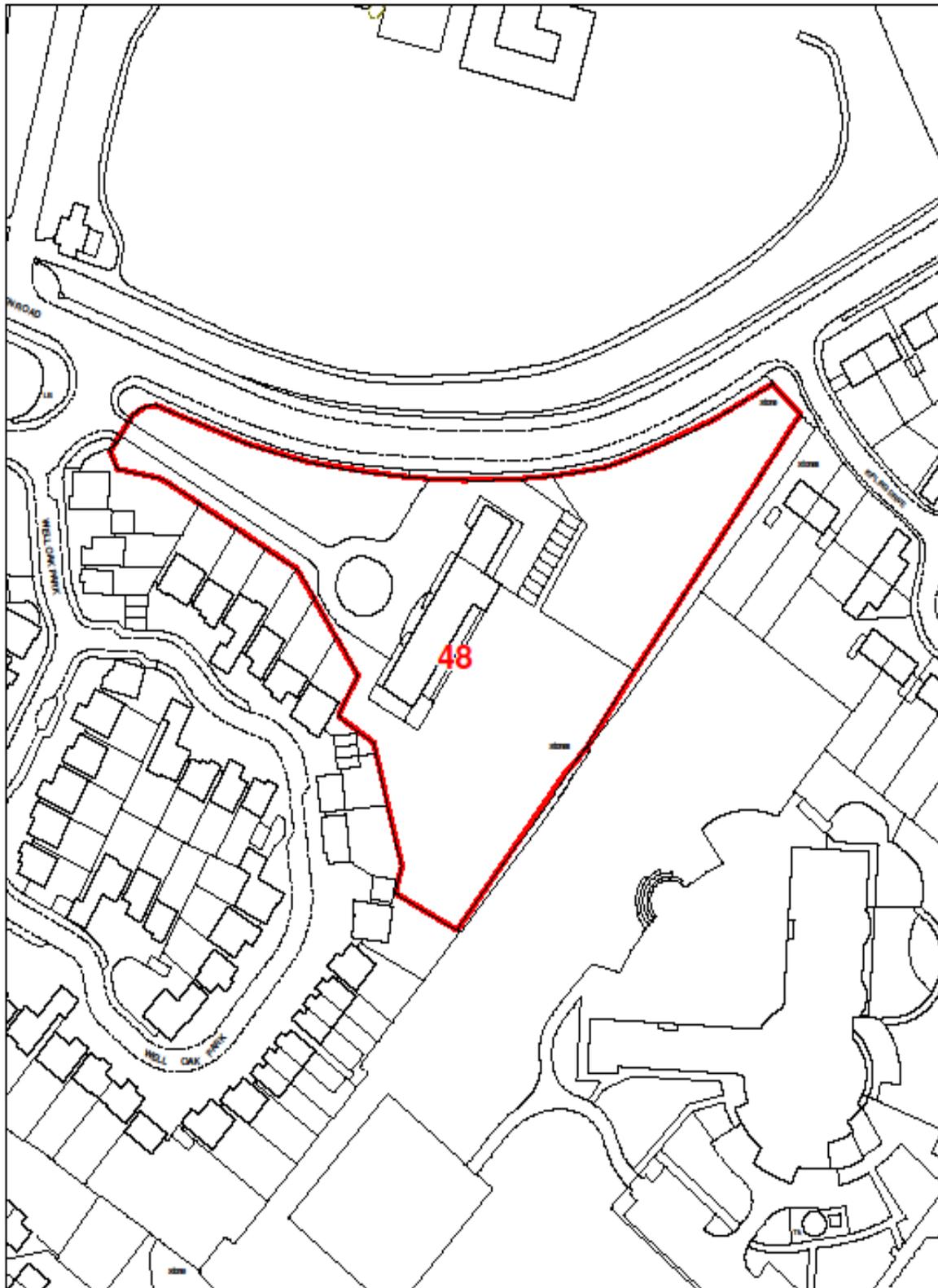
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Exeter City Council

Site Ref: 47
Address: Land north of Honiton Road, Exeter

Site has planning permission for non-residential use.



↑ Site 48: HMS Pellow, Dryden Road, Exeter. Scale: 1:1250

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Exeter City Council

Site Ref: 48
Address: HMS Pellew, Dryden Road, Exeter

The landowner has advised that the site is no longer available for development.



↑ Site 49: Council Yard & Clinic, Shakespeare Road, Exeter. Scale: 1:1250

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Exeter City Council

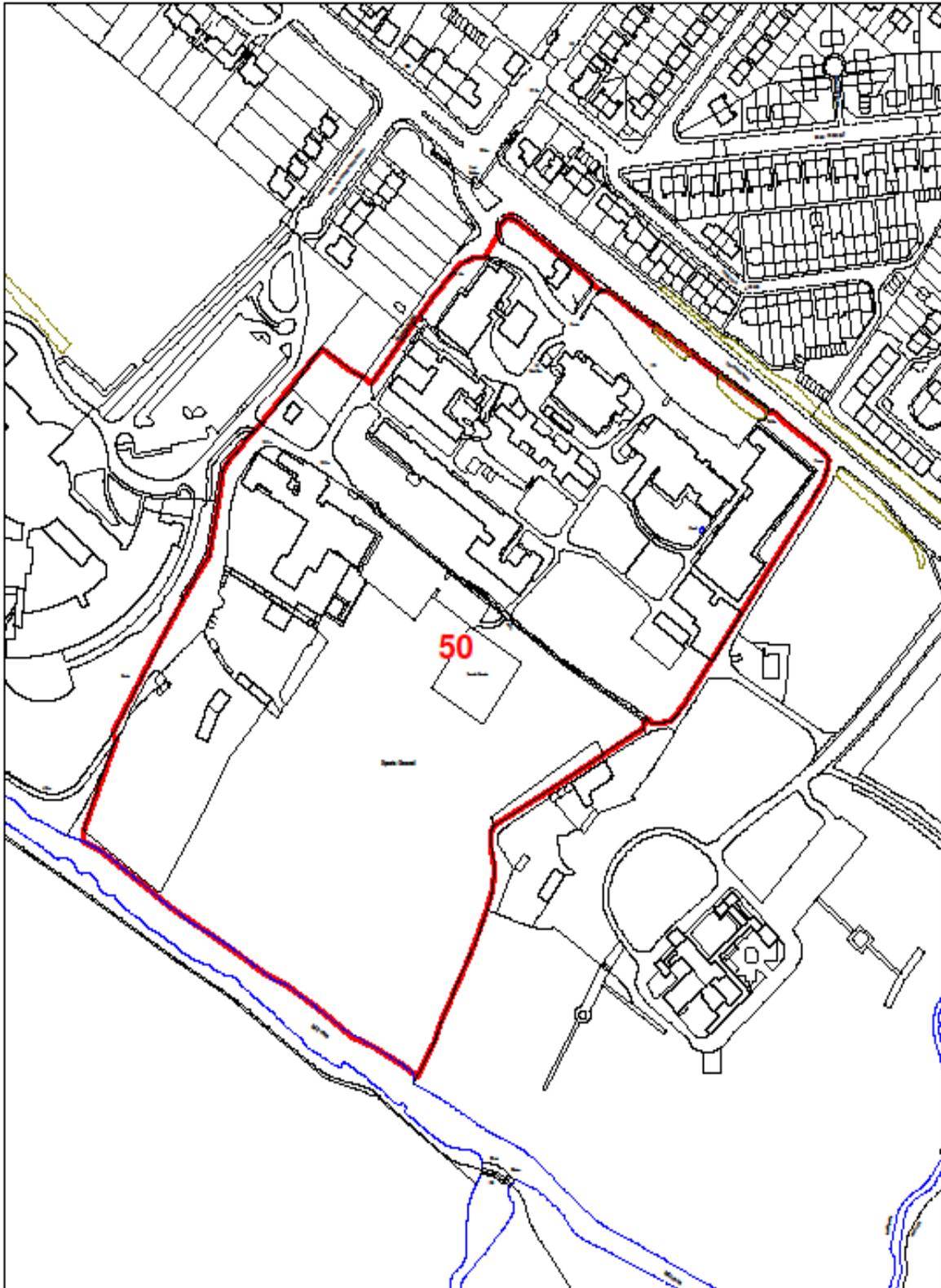
Site Ref:

49

Address:

Council Yard, Shakespeare Road, Exeter

Site has been developed.



↑ Site 50: St Loyes College, Topsham Road, Exeter. Scale: 1:2500

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Exeter City Council

Site Ref: 50
Address: St Loyes College, Topsham Road, Exeter

Site has planning permission for residential use.



↑ Site 51: Land off Aspen Close, Exeter. Scale: 1:1250

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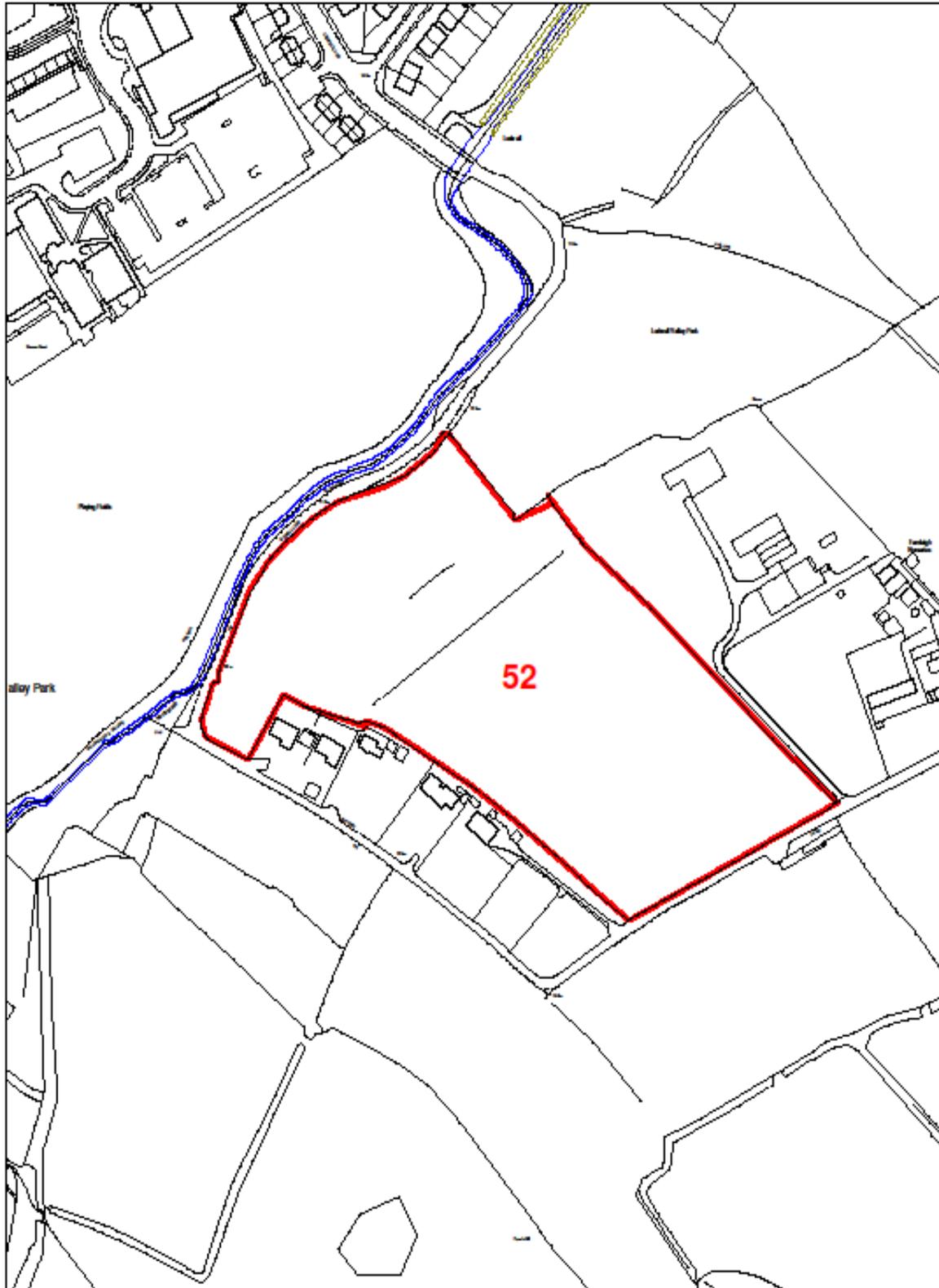
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Exeter City Council

Site Ref: 51
Address: Land at Aspen Close, Exeter

Site has planning permission for residential use.



↑ Site 52: Ludwell Gardens, Ludwell Lane, Exeter. Scale: 1:2500

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Exeter City Council

Site Ref:	52
Address:	Ludwell Gardens, Ludwell Lane, Exeter
Gross site area:	3.39 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 consists of a field, previously used as a market garden but now lying fallow. It lies at the south-western end of a ridge of high ground within Ludwell Valley Park, an 'island' of countryside surrounded by residential and office development. The site slopes downhill from its north-eastern boundary and is bound by hedgerows and trees.

Ludwell Lane runs along the site's south-eastern and north-western boundaries. Farleigh Nurseries lies to the north-east and a cluster of detached dwellings along Ludwell Lane abut to the south-west. However, the surrounding area is primarily rural in character and appearance.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six strategic locations for growth at Exeter, one being land within the existing urban area. Although it forms part of a Valley Park, the site lies within the urban area. Therefore, development for housing would technically not be contrary to strategic planning policy.

Biodiversity & Geodiversity

The Exeter Local Plan First Review identifies the site as part of a SLINC and a RIG. Ecological and geological surveys could therefore be required as part of any development proposals. Were planning permission to be 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.

Flood Risk

The site is in Flood Zone 1, with little or no risk of flooding. Any planning application would need to include a FRA. Development proposals would also 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 draft Development Delivery DPD.

Mineral Resources

The site does not lie within a Minerals Consultation Area.

Air Quality

This site is beyond the extent of Exeter's AQMA, but 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 centre of the site is around 0.5 km from a GP surgery, 0.8 km from a supermarket, 1 km from a primary school, 1.2 km from a post office and 1.7km from a secondary school. It is therefore within relatively easy walking/cycling distance of existing services and facilities.

Land Status

The site is greenfield.

Constraints To Delivery

The site is currently leased under a tenancy agreement until 2018. The site's agent advises that the agreement would cease if planning permission were granted to build on all or part of the site.

This site is not believed to have been occupied by a contaminative land use. However it is adjacent to a former landfill. Remediation could therefore be required.

Foul and surface water sewers are available. Surface water is likely to discharge directly into the Northbrook watercourse and 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 in a groundwater source protection zone.

Employment Land

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

Green Infrastructure

The site is in the centre of Ludwell Valley Park. Valley Parks are an extremely valuable resource in Exeter, providing for informal recreation and landscape/wildlife enjoyment. Landscape setting is intrinsic to the informal recreation 'experience' they provide. Whilst this site is not accessible to the public, its development would have a significantly harmful visual impact upon existing and potential opportunities for informal recreation in Ludwell Valley Park. For this reason, the site is discounted from having residential development potential.

Highways Access

Ludwell Lane cannot accommodate additional traffic (due to width, alignment, lack of footways etc). Widening of Ludwell Lane would harm the character and appearance of the Valley Park. For these reasons, the site is discounted from having residential development potential.

Pedestrian and Cycle Links

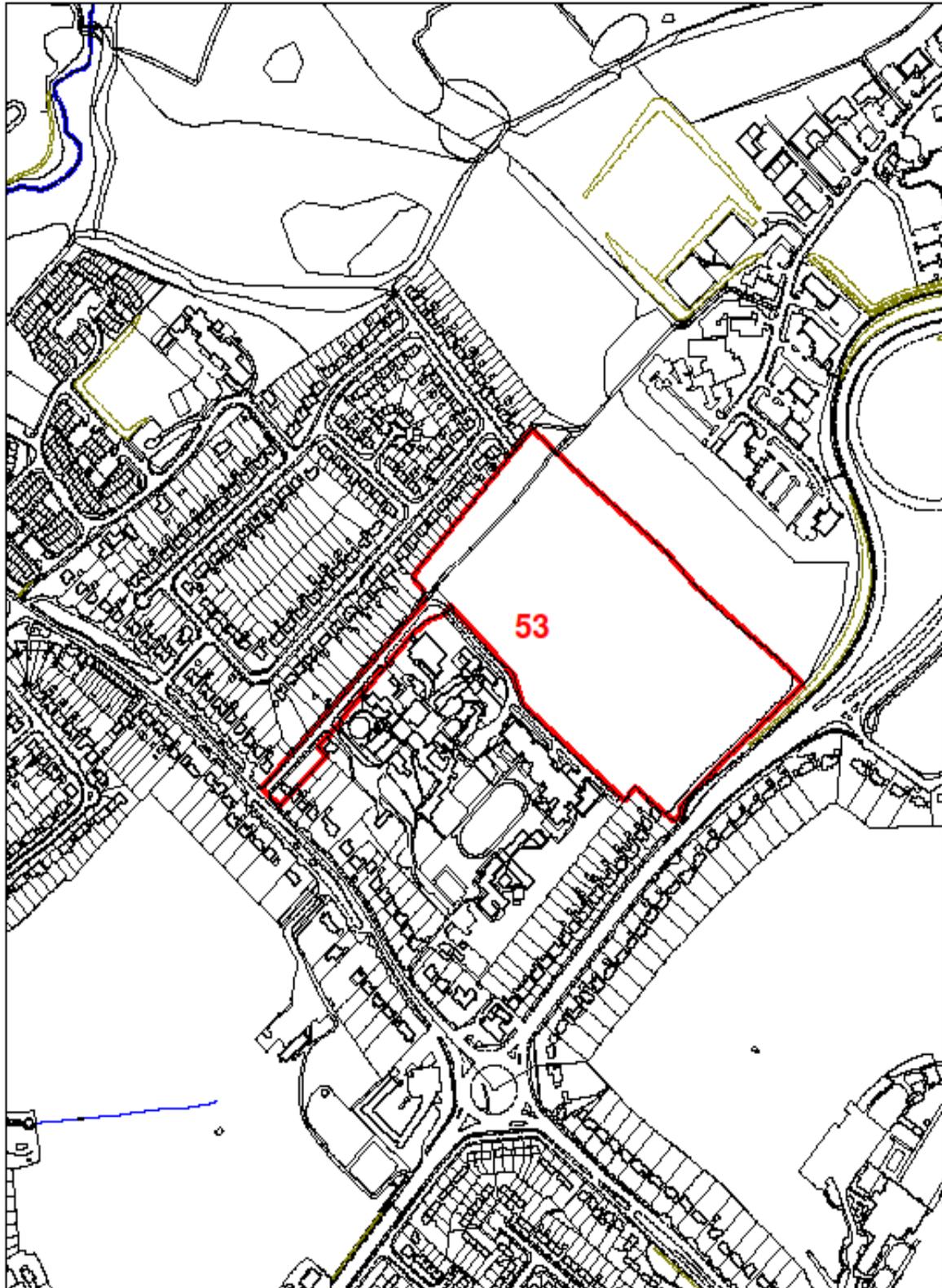
A cycle route runs along Ludwell Lane, providing access eastwards to employment and retail areas and westwards to a supermarket and sports centre. Pedestrian access to facilities is poor.

Compatibility

Residential development would be incompatible with the rural character and appearance of Ludwell Valley Park. The harm that would be caused by development could not be adequately mitigated against. Therefore the site is discounted from having residential development potential.

Conclusion

Site 52 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 53: Land north of West of England School, Topsham Road, Exeter. Scale: 1:5000

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Exeter City Council

Site Ref:	53
Address:	Land north of West of England School, Topsham Road, Exeter
Gross site area:	7.2 ha
Net developable area:	6 ha
Density range:	Departure from standard
Min yield:	159
Max yield:	206
Potential land uses:	Promoted for mixed use development including residential and public access to the Valley Park

Site description

This site lies within Ludwell Valley Park and comprises a field and the access road for the West of England School, which adjoins to the south. The site slopes gently uphill to the north-east and is in agricultural use. Residential development abuts the site to the west, with fields to the north (also part of the Valley Park, including Site 115). The A379 runs along the site's eastern boundary, beyond which are dwellings and a golf course.

Outline planning permission for residential development on 4.7 ha of the site was dismissed at appeal in 2003. The Inspector considered that although the proposal would allow public access to a small part of the site and thereby improve access to the Valley Park, these benefits would be greatly outweighed by the harmful effect of development upon the character and appearance of the surrounding area, on the landscape quality and countryside character of the Valley Park, and on casual recreation within the Park. He took the view that development would leave an isolated tongue of land between the site and Woodwater Park Offices (to the north), that would lack the extensive rural character of the Valley Park as a whole. The Inspector also considered that the particular proposal would materially harm the habitat of Cirl Buntings.

The Inspector who held the 2003 Local Plan Inquiry concluded that the site should remain part of the Valley Park because of its general prominence from Rydon Lane and its consequent role in forging a landscape link between the actively used parts of the Valley Park and the wider area.

Recent permissions for housing in the adjoining Newcourt area of the City have a net density range of 27-35 dph. This density range has been applied to the site's net developable area to determine its potential yield.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six strategic locations for growth at Exeter, one being land within the existing urban area. Although it forms part of a Valley Park, the site lies within the urban area. Therefore development for housing would technically not be contrary to strategic planning policy.

Biodiversity, & Geodiversity

The site is identified as an SNCI on the Exeter Local Plan Proposals Map and as a County Wildlife Site in the draft Development Delivery DPD. In the past it has provided a habitat for Cirl Buntings which are a protected species. It is therefore of known biodiversity value, which, due to its south west facing aspect and proximity to other habitats in the rest of the Valley Park, could be further enhanced if appropriate management were instigated. Mitigation measures could not adequately address the harm that would be caused if the entire site were to be developed. However, see Green Infrastructure below.

Flood Risk

The site is in Flood Zone 1, with little or no risk of flooding. A planning application would need to include a FRA and seek opportunities to reduce the 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 draft Development Delivery DPD.

Mineral Resources

The site is not in a Minerals Consultation Area.

Air Quality

The site is adjacent to Exeter's AQMA and would be accessed directly through it. Development would therefore contribute to traffic levels within the AQMA. 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 centre of the site is 0.8 km from a GP surgery, 1.4 km from a food superstore and 1.7 km from a post office. The nearest primary and secondary schools are 1.5 km and 1.6 km away respectively. The site is therefore a significant walking/cycling distance from existing services and facilities.

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, fly-tipping etc may have occurred and therefore the need for remediation cannot be ruled out.

The site adjoins the busy A379. Noise could therefore affect the health and amenity 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.

Existing foul and surface sewers cross the site. Sewer diversions could therefore be required, subject to the layout of development. Surface water flow would be restricted to greenfield runoff rates, unless SUDS were found to be suitable.

The site may contain archaeological remains, which may affect its capacity for development and potential layout. Preliminary work would be required to identify and clarify any constraints, with the results reflected in any proposed development.

Around 0.3 ha of the site comprise the access road serving the West of England School. This part of the site is discounted from having any residential development potential.

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 site lies in the south-eastern corner of Ludwell Valley Park, which is an extremely valuable resource in Exeter, providing informal recreation and landscape/wildlife enjoyment. It has significant value as part of the City's strategic green infrastructure network. Development of the whole site would cause visual harm to the Valley Park.

However, the site is currently not accessible to the public. Development on part of the site would open up the remainder for public use. On balance, the benefits of enabling public access to the Valley Park are considered to outweigh the visual harm to the Valley Park caused by developing part of the site. In the absence of more detailed analysis, it is estimated that around 1 ha of the site should be retained as Valley Park, which could be managed in a way to enhance its biodiversity value. Part of the site (1ha) is therefore discounted from having any residential development potential.

Development would be required to contribute towards the provision and/or enhancement of open space facilities, in accordance with the Council's adopted Local Plan (or superseding) facilities.

Highways Access

Vehicular access can be achieved.

Pedestrian and Cycle Links

A cycle route runs along the eastern boundary, providing access to employment and retail areas to the north-east. Existing footways link to the closest primary school.

Compatibility

No particular compatibility issues.

Site Availability

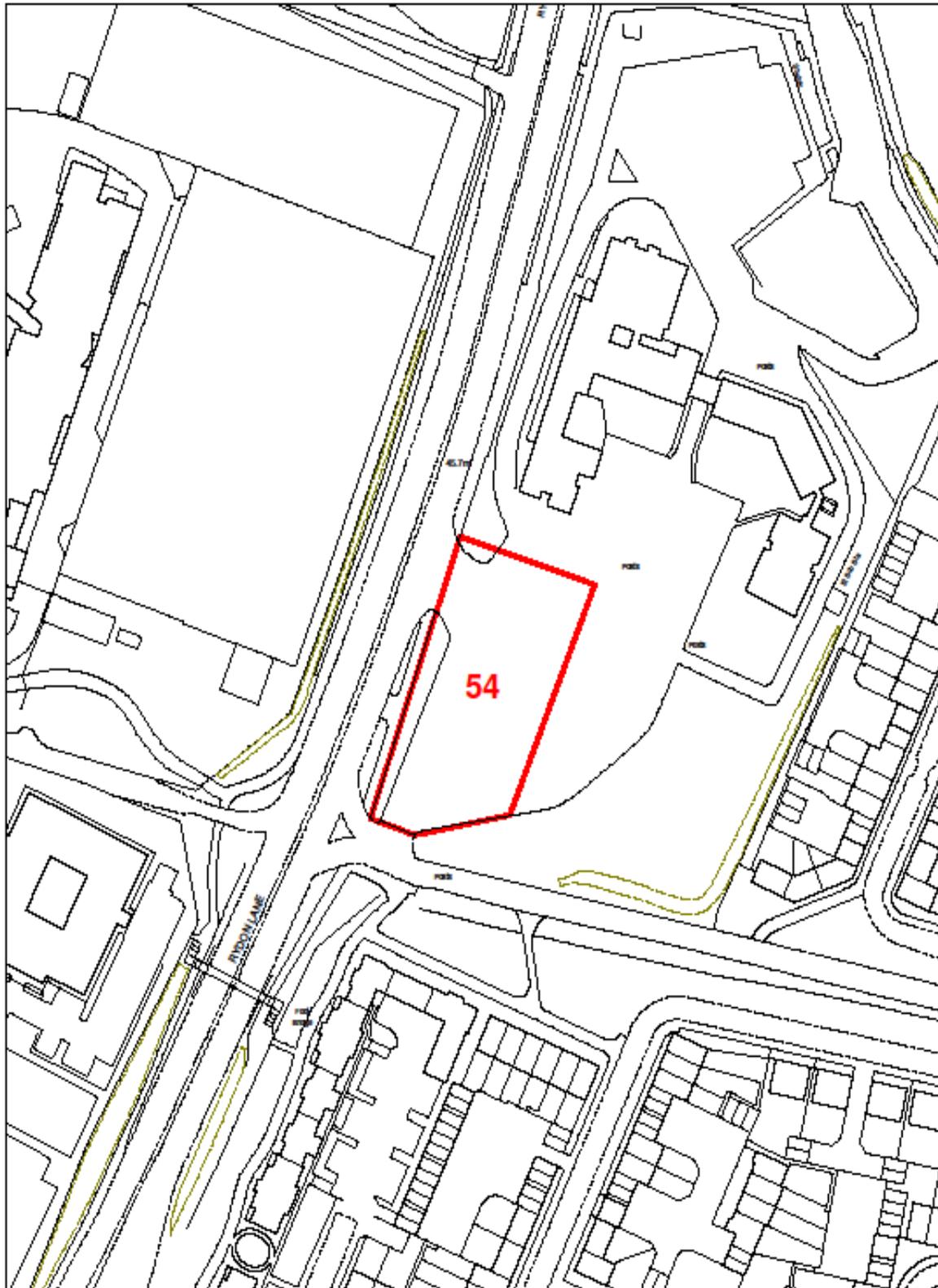
The agent acting for the landowner advises that the site is immediately available, although not currently for sale or being marketed.

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. Development of the site could commence in Years 1-5.



↑ **Site 54: Land adjacent Exeter Arms Hotel, Rydon Lane. Scale: 1:1250**

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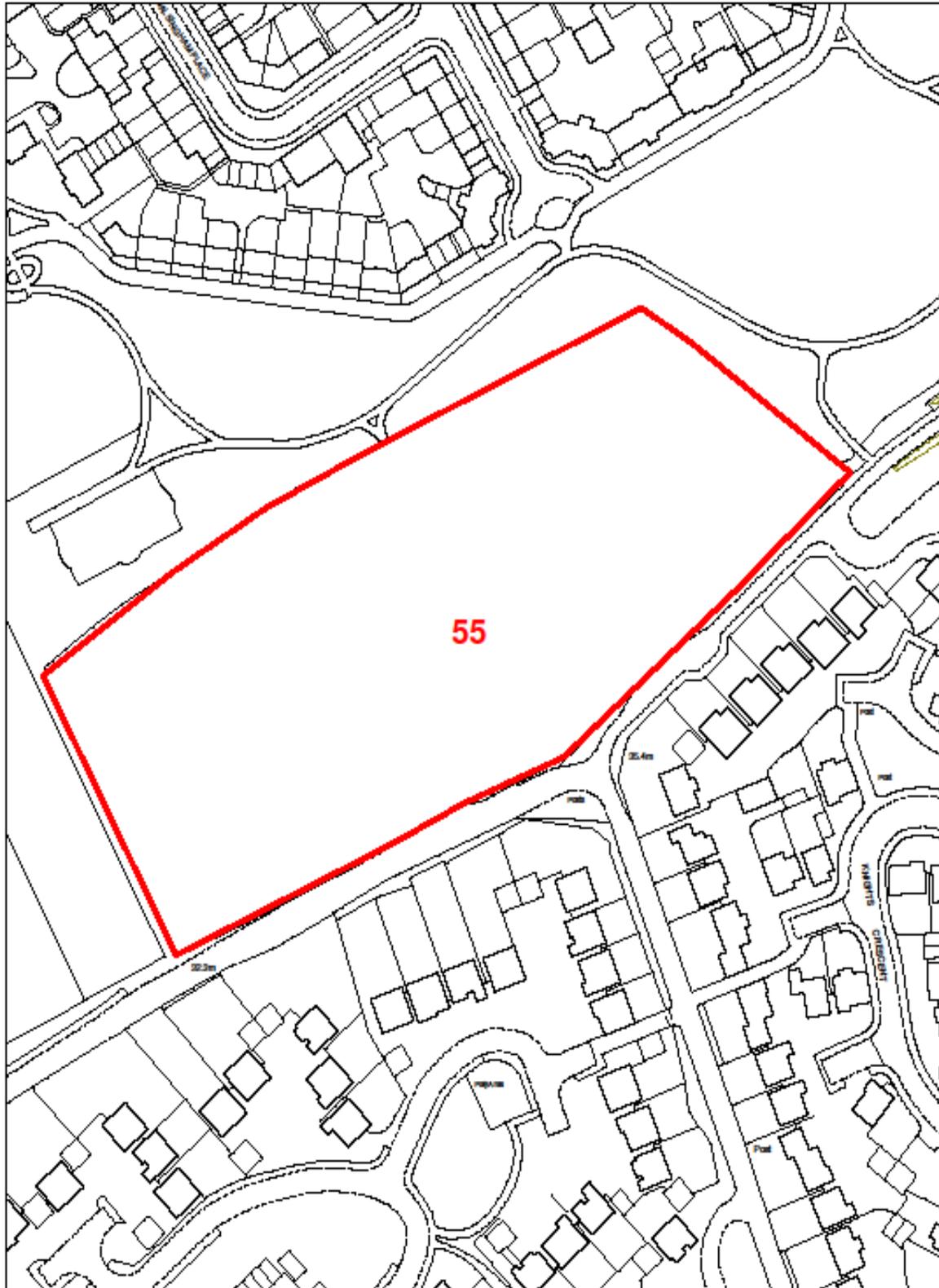
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Exeter City Council

Site Ref: 54
Address: Land adjacent Exeter Arms Hotel, Rydon Lane,
Exeter

Site has planning permission for residential use, subject to completion of S106 Agreement (11/2018).



↑ Site 55: Car park north of Digby Drive, Exeter. Scale: 1:1250

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Exeter City Council

Site Ref:	55
Address:	Car Park north of Digby Drive, Exeter
Gross site area:	1.5 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 is currently used as a park and ride/walk car park, on a lease of 99 years subject to the provision of a replacement facility. It is bound by trees and hedgerows and adjoins Digby Drive, which runs along the southern boundary. A primary school lies to the west, but otherwise the site is surrounded by modern residential development.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six strategic locations for growth at Exeter, one being land within the existing urban area. As the site is within the existing urban area, in principle its development for housing accords with strategic planning policy.

Biodiversity & Geodiversity

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

A TPO (no. 373) protects all trees along the site's western, northern and eastern boundaries, plus those located along all but part of its southern boundary. The need to safeguard these trees is taken into account in the 80% net developable area above.

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 site is not within the area of 'landscape setting' defined in either the Exeter Local Plan First Review or the draft Development Delivery DPD.

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. Development would remove current Park and Ride provision, which would have a significant impact on traffic flows in the city and therefore on air quality within the AQMA.

Access to Services/Facilities

The site is 0.4 km from a primary school, 0.6 km from a secondary school and food superstore and 1.3 km from a GP surgery. Therefore, although the nearest post office is 3 km away, the site is otherwise within relatively easy walking and cycling distance of existing services and facilities.

Land Status

The site is brownfield.

Constraints To Delivery

Development would result in the loss of a park and ride facility and there are no proposals to provide a replacement. Therefore the site is discounted from having any residential development potential.

The site is not believed to have been occupied by a potentially contaminative land use. However it is adjacent to a former landfill site. Assessment of contamination would therefore be required and remediation may be necessary.

Public foul and surface water sewerage are 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 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 public open space and/or recreation facilities. Development would be expected to contribute towards strategic green infrastructure and public open space, in accordance with Local Plan, or superseding, standards.

Highways Access

Vehicular access is feasible.

Pedestrian and Cycle Links

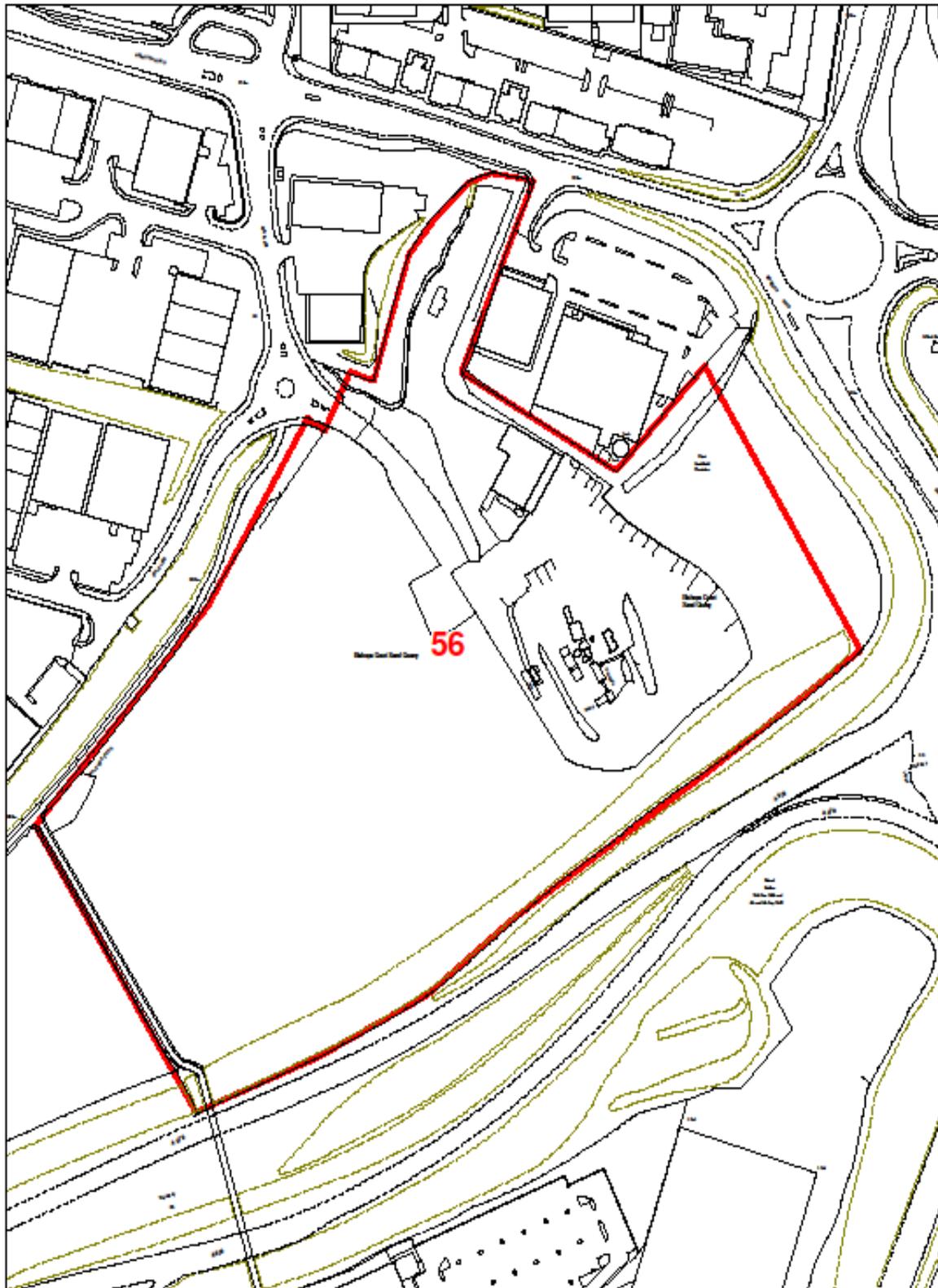
A public right of way runs close to the site's eastern boundary, leading north-eastwards to Sowton Industrial Estate and Digby rail halt, and north-westwards to a secondary school and employment areas along Rydon Lane. A cycle route along Digby Drive provides similar access, plus to local shops. Development would be expected to help fund further improvements to existing linkages in the surrounding area.

Compatibility

Other than consideration of residential amenity, it is unlikely the residential development would raise significant amenity issues.

Conclusion

Site 55 is unsuitable for housing, having failed the Stage B suitability test on constraints to delivery grounds. Assessments of availability and achievability are not required.



↑ Site 56: Bishops Court Sand Quarry, Sidmouth Road, Exeter. Scale: 1:2500

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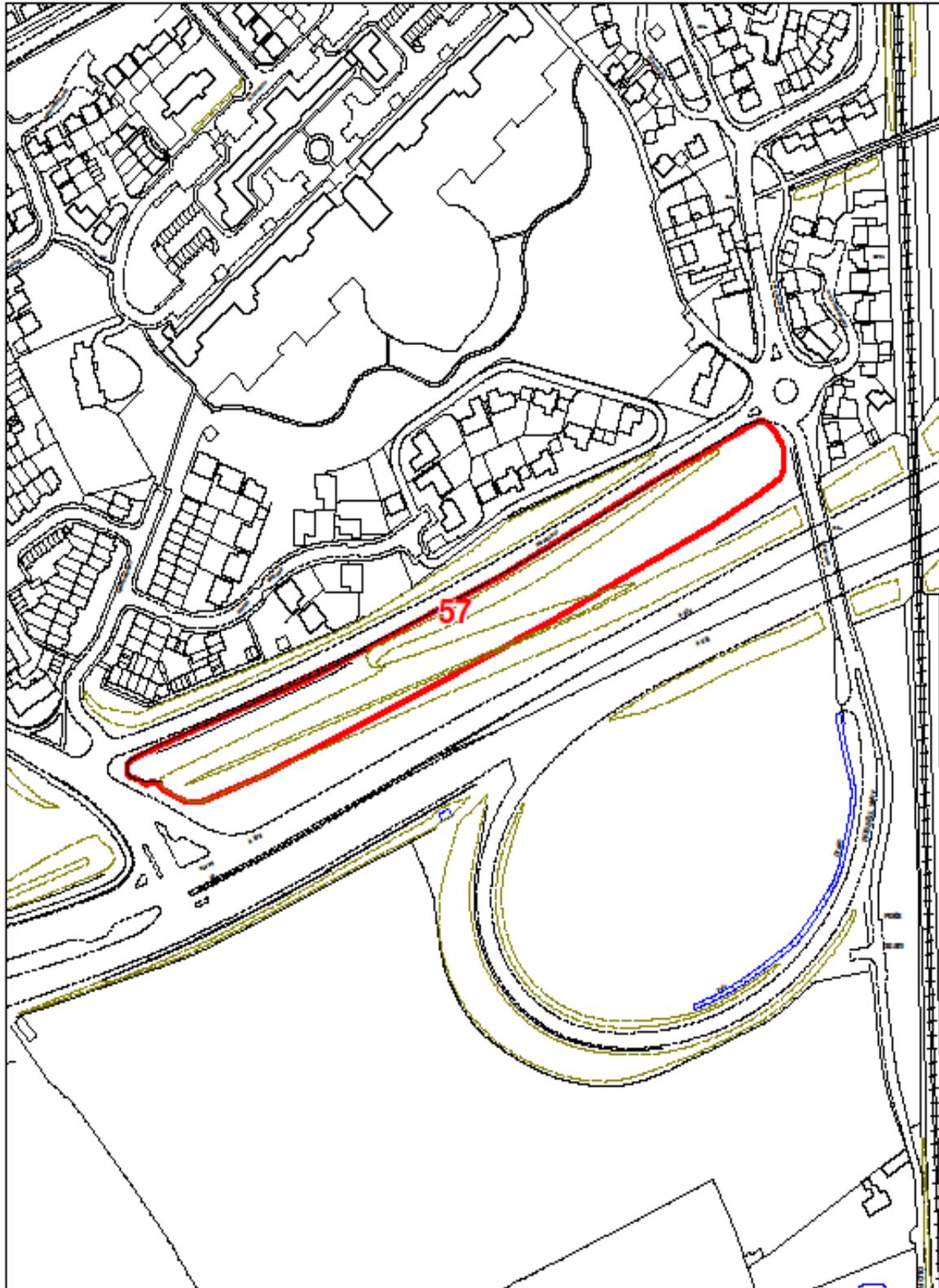
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Exeter City Council

Site Ref: 56
Address: Bishop Court Sand Quarry, Sidmouth Road, Exeter

Site has planning permission for residential use.



↑ Site 57: Land south of Russell Way, Exeter. Scale: 1:2500

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Exeter City Council

Site Ref:	57
Address:	Land south of Russell Way, Exeter
Gross site area:	0.9 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 comprises a narrow strip of land situated between the A379 to the south and Russell Way to the north. It has been set aside as a landscape bund to protect the amenity of modern residential development along Russell Way. The site slopes gently downhill away from the A379 and is heavily treed with a mixture of broadleaf and coniferous species. To the south, beyond the A379, are open fields. The site is immediately north of the Newcourt area of the City, which incorporates land allocated in the Exeter Local Plan First Review for employment and residential use.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six strategic locations for growth at Exeter, one being land within the existing urban area. As the site is within the existing urban area, in principle its development for housing accords with strategic planning policy.

Biodiversity & Geodiversity

The Exeter Local Plan First Review defines the site as part of a SLINC and a wildlife corridor. It is therefore of biodiversity value. Development proposals would need to include an ecological survey. Were planning permission to be granted, it could be subject to a condition or planning obligation seeking to minimise impact and secure effective mitigation and compensatory measures.

Just over half of the site (0.5ha at the eastern end) is occupied by trees protected by TPO (no.368). These trees would need to be retained. Therefore this part of the site is discounted from having residential development 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.

Site Suitability: Stage B

Impact on Built Environment

The site is not in a Conservation Area and does not contain or lie near 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 draft Development Delivery DPD.

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. Also, as the site lies between two roads (at least one of which is a busy main road), it may be affected by high levels of traffic pollutants. The AQA would need to determine if the site is suitable for residential use.

Access to Public Transport

Developer contributions towards improving access to/provision of non-car modes of transport could be sought.

Access to Services/Facilities

The site is 0.5 km from a food superstore, 0.8 km from a primary school, 1 km from a GP surgery, 1.3 km from a secondary school and 3 km from a post office. Walking and cycling distances to existing services and facilities therefore range from easy to prohibitive.

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 and flytipping etc may have occurred and therefore the potential for remediation to be required cannot be ruled out.

The site adjoins the busy A379. Noise could therefore affect the health and amenity of any 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.

Public foul and surface water sewerage are available.

It is unlikely that the site contains 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 existing public open space and/or recreation facilities. Development would be expected to include strategic green infrastructure and public open space in accordance with Local Plan, or superseding, standards.

Highways Access

The site is part of the adopted public highway (landscaped area) and therefore not appropriate for development. It also includes a landscaped bund which was constructed to help shield housing development to the north of Russell Way from traffic noise on the A379. Mitigation works would not adequately address any harm caused by development. Therefore the site is discounted from having any housing potential.

Pedestrian and Cycle Links

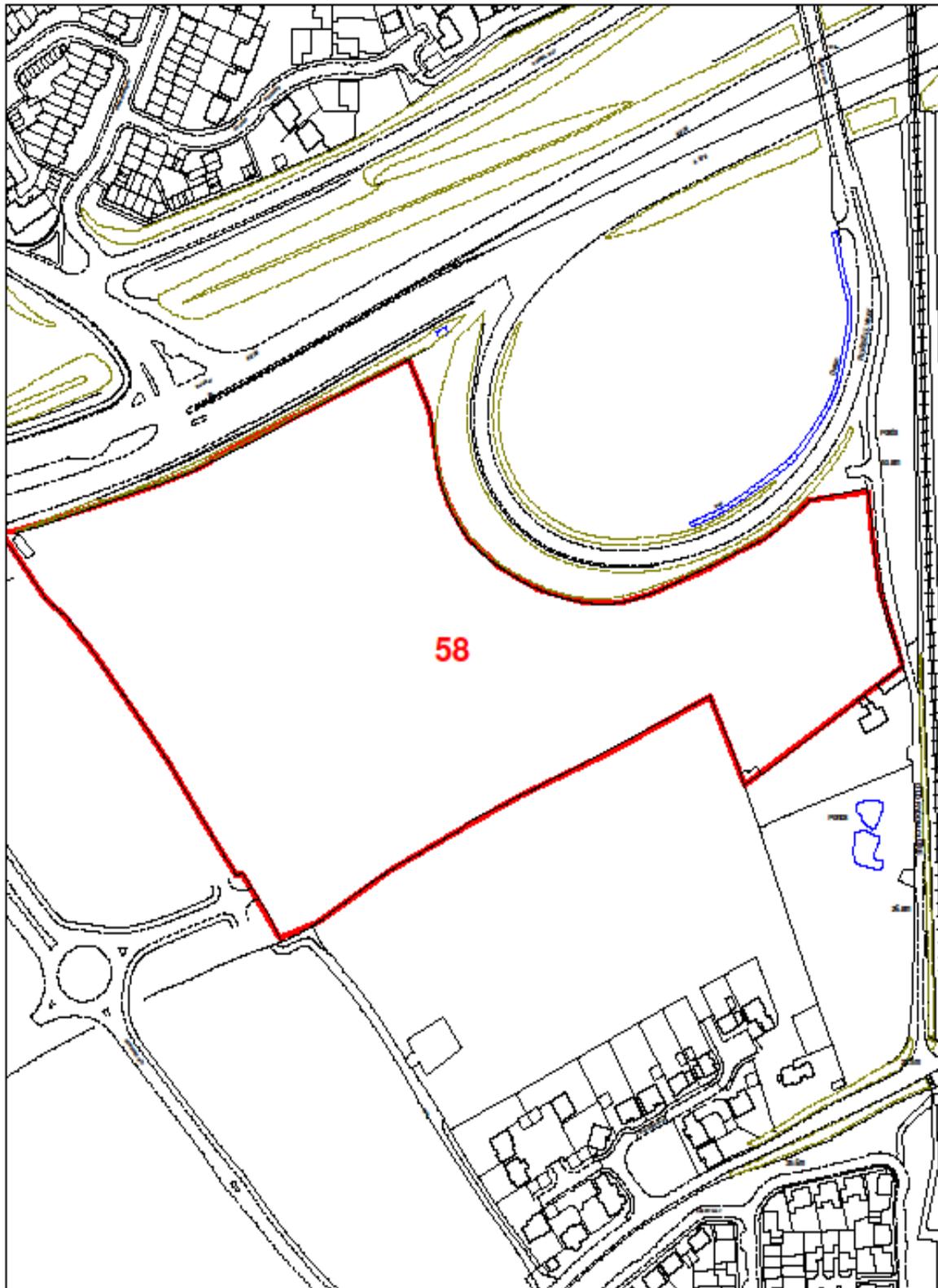
A cycle route abuts to the east, leading northwards to Digby rail halt and Sowton Industrial Estate. Development would be expected to help fund further improvements to existing linkages in the surrounding area.

Compatibility

Development would not be compatible with the site's role as a landscaped bund. Therefore the site is discounted from having any housing potential.

Conclusion

Site 57 is unsuitable for housing, having failed the Stage A suitability test on biodiversity, highways and compatibility grounds. Assessments of availability and achievability are not required.



↑ Site 58: Land south of the A379, Exeter. Scale: 1:2500

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Exeter City Council

Site Ref:	58
Address:	Land south of the A379, Exeter
Gross site area:	5.6 ha
Net developable area:	
Density range:	Departure from standard
Min yield:	180
Max yield:	220
Potential land uses:	Promoted for housing and/or retail use

Site description

This site lies on the eastern fringe of the City in the Newcourt area. Newcourt is largely rural in character and appearance, but contains a mix of land uses dispersed throughout. The site comprises a gently sloping field bound by hedgerows and is elevated slightly above the A379, which runs along its northern boundary. To the north-east of the site is a feeder road linking the A379 to recent residential development to the north, and to the east is a rail line. Land adjoining to the south has planning permission for residential development.

The site forms part of the Newcourt Strategic Allocation in the Core Strategy. A planning application to develop 180-220 homes on part of the site is currently being considered by the City Council (with the remainder of the site proposed for retail use).

Site Suitability: Stage A

Strategic Planning Policy

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

Biodiversity & Geodiversity

The Exeter Local Plan First Review Proposals Map identifies a SLINC between the site's northern boundary and the A379 highway. Development proposals would therefore need to include an ecological survey. Were planning permission to be granted, it could be subject to a condition or planning obligation seeking to minimise impact and secure effective mitigation and compensatory measures.

Two oak trees located along the eastern site boundary are protected by TPO (no. 368).

Flood Risk

The site is in Flood Zone 1, with little or no risk of flooding. 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 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 draft Development Delivery DPD.

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

It is likely that development would contribute to traffic levels on the A379, which is part of Exeter's AQMA. 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 pollution emissions. The AQA would therefore need to determine at what distance from the A379 it is appropriate to build residential properties.

Access to Services/Facilities

The centre of the site is 1.2 km from a primary school, 1 km from a food superstore, 1.8 km from a GP surgery and secondary school and 2.8 km from a post office. As such, it is not within easy walking/cycling distance of existing services and facilities. However, comprehensive development of the Newcourt 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 a potentially contaminative land use. However contamination by fuel spills and flytipping etc may have occurred and therefore the need for remediation cannot be ruled out.

The site is close to the A379 and a rail line. 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, so as to offer a satisfactory standard of amenity to residents, with no unacceptable risks to human health.

Public foul and surface water sewerage are available. However, existing sewers could need diverting, depending upon the layout of any development.

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 in a groundwater source protection zone.

Employment Land

The site is allocated for employment use in the Exeter Local Plan First Review. However, employment allocations in Newcourt are being reviewed as part of the emerging Development Delivery DPD, which identifies 16 ha of land for employment use within the Strategic Allocation. This includes X ha of Site 58. Therefore this part of the site is discounted from having any residential development potential. This is reflected in the planning application currently being considered by the City Council and thence by the site yield above.

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

Access should be possible via the Newcourt Link Road, subject to commercial negotiations.

Pedestrian and Cycle Links

A cycle route leads north out of the site, crossing the A379 and providing access to Digby rail halt and Sowton Industrial Estate. Development would be expected to help fund further improvements to existing 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 Newcourt area (e.g. 59-62) would help to maximise compatibility with surrounding land uses. It is also more likely to deliver the necessary infrastructure to support development.

Site Availability

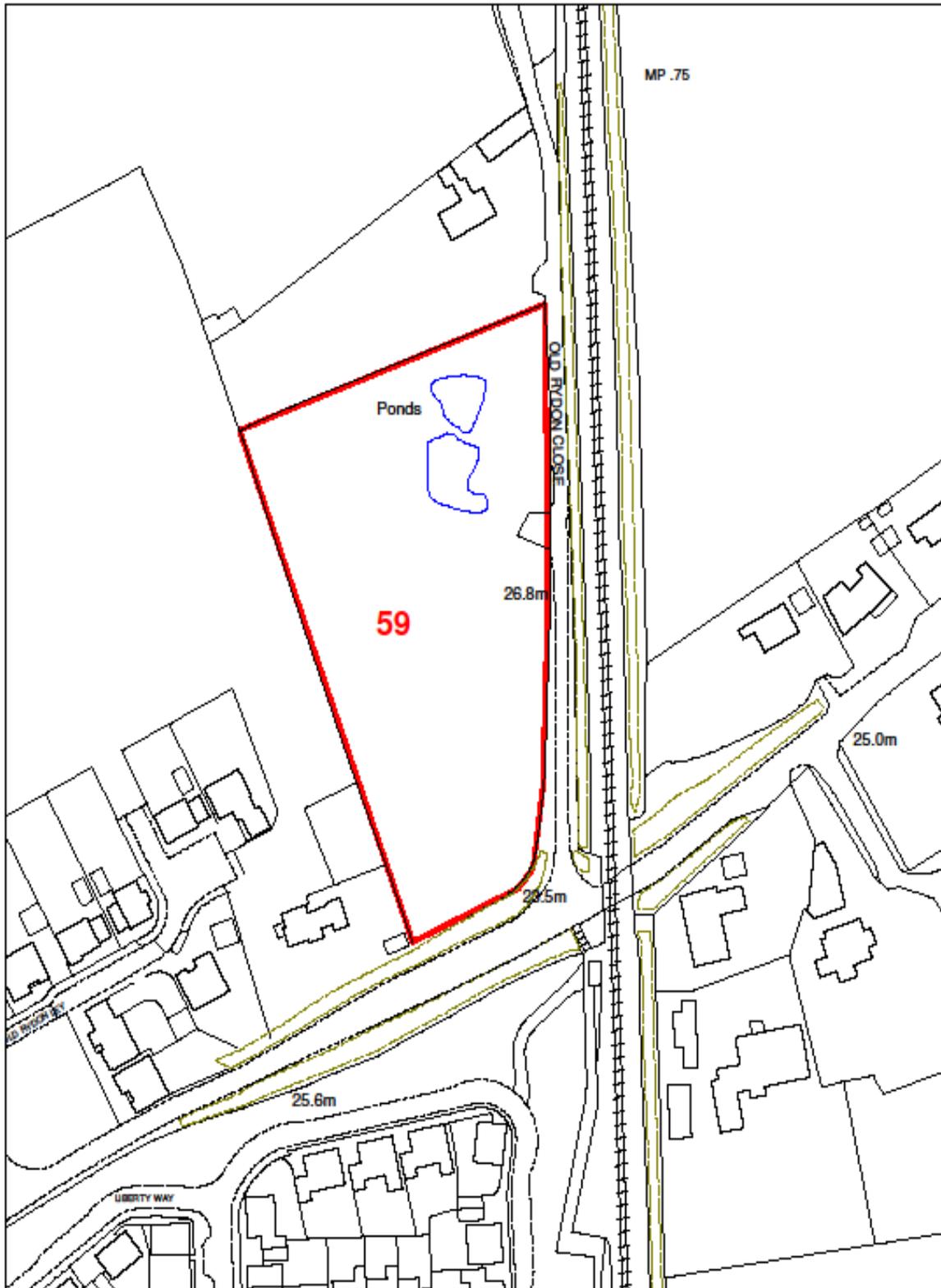
The landowner advises that the site is immediately available, although it is not currently for sale and being marketed.

Site Achievability

The SHLAA Panel advises that the site is achievable in Years 6-10, given the need to resolve highways access from the Newcourt link road. However, based on pre-application discussions, the Council consider it likely that development will commence 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 59: Land south of Beech Cottage, Old Rydon Lane, Exeter. Scale: 1:1250

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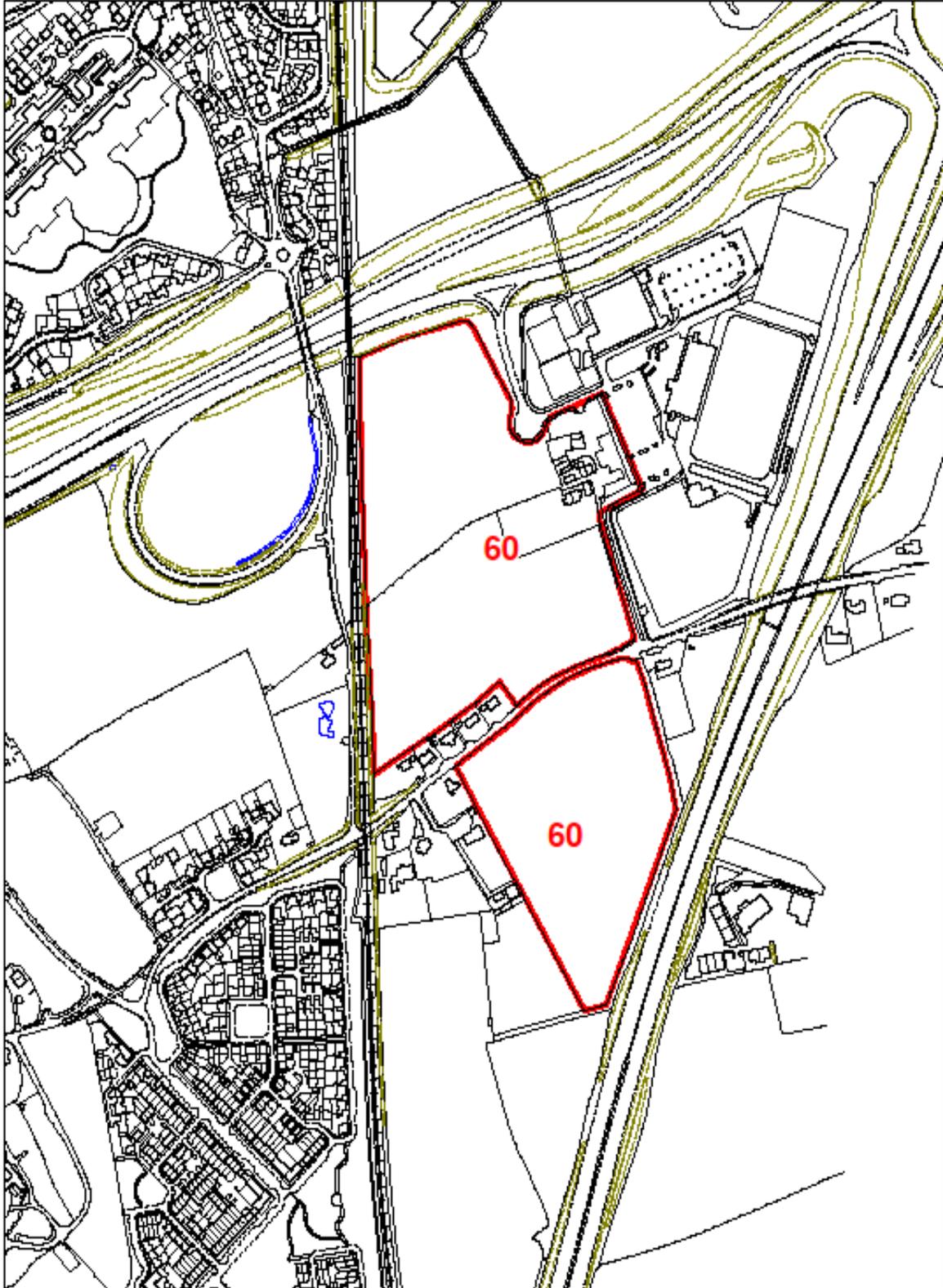
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Site Ref: 59
Address: Land south of Beech Cottage, Old Rydon Lane, Exeter

Site has planning permission for residential use.



↑ Site 60: Land east of the railway, Old Rydon Lane, Exeter. Scale: 1:5000

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Exeter City Council

Site Ref:	60
Address:	Land east of the railway, Old Rydon Lane, Exeter
Gross site area:	11.9 ha (7.7 ha & 4.15 ha)
Net developable area:	7.5 ha
Density range:	Departure from standard
Min yield:	188
Max yield:	248
Potential land uses:	Promoted for residential use

Site description

This flat site lies on the eastern fringe of the City in the Newcourt area. Newcourt is largely rural in character and appearance, but contains a mix of land uses dispersed throughout. The site is divided in two by Old Rydon Lane, which runs from east to west. Both blocks of land are in agricultural use, the northern block (7.7 ha) being further subdivided into fields by hedgerows. This block also contains Sandy Park Farm, comprising a number of farm buildings. The site has some mature trees along its boundaries. The A379 adjoins to the north and to the east is Exeter Rugby Club stadium (Sandy Park) and the M5 motorway (set at lower level). A rail line runs along the western boundary of the northern block, beyond which are open fields (site 58). A cluster of mid-20th Century dwellings lie to the south-west, beyond which are fields.

The site forms part of the Newcourt Strategic Allocation in the Core Strategy. A Masterplan for Newcourt has been prepared by consultants on behalf of the Council. Recent planning permissions granted for residential development in the Newcourt area have delivered housing at between 24 and 32 dph gross and 27 and 35 dph net. These density ranges have been applied to the site to produce the yields above.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six 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 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 site is not within the area of 'landscape setting' defined in either the Exeter Local Plan First Review or the draft Development Delivery DPD.

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

This 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 may also be affected by traffic pollutants, as it is adjacent to the A379 and M5. The AQA would need to determine how close to the A379 and the M5 it is appropriate to build.

Access to Services/Facilities

The centre of the site lies 1.4 km from a food superstore, 1.9 km from a GP surgery and 2.5 km from a post office. The nearest primary school is 1.5 km away and the nearest secondary school is 2.3 km away. Opportunities to walk/cycle to existing services and facilities are therefore poor. However, comprehensive development of the Newcourt area would provide 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. Fuel spills and flytipping etc may nonetheless have occurred and so the need for remediation cannot be ruled out.

The site adjoins the A379, railway, M5 and rugby stadium. 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, such that the proposed scheme would offer a satisfactory standard of amenity to residents, with no unacceptable risks to human health.

An existing public foul/combined sewer is available. However, no surface water sewer is available and a stand alone treatment plant/system may be the only solution. SUDs may be suitable in this location.

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

Source Protection Zone

The site is not in a groundwater source protection zone.

Employment Land

The site is not allocated for employment use in the Exeter Local Plan First Review. However, 3.5 ha of the northern part of the site are identified for future employment use in the draft Development Delivery DPD. This part of the site is discounted from having any residential development potential.

Green Infrastructure

Development would not result in the loss of public open space and/or recreation facilities. The Masterplan proposes that around 1 ha of the southern block, adjacent to the M5, should be retained as strategic open space / a buffer strip. Therefore part of the site is discounted from having any residential development potential. Development would also 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

Vehicular access can be provided to enable residential/mixed-use development of the site and wider area between the M5 and railway, subject to the Strategic Allocation being developed in a comprehensive manner.

A planning application would need to include a Transport Assessment and Travel Plan. Transport infrastructure improvements arising from the proposals would need to be funded in totality by the developer and/or other non-Highways Agency sources.

Pedestrian and Cycle Links

Development could link to an existing cycle route leading to Digby rail halt and retail and employment areas on the eastern side of the City. Development could also help to fund a proposed cycle route along Old Rydon Lane, which would link to the existing 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 Newcourt area (e.g. 59 and 61-63) would help to ensure maximum compatibility with surrounding land uses. It is also more likely to deliver the necessary infrastructure to support development.

Site Availability

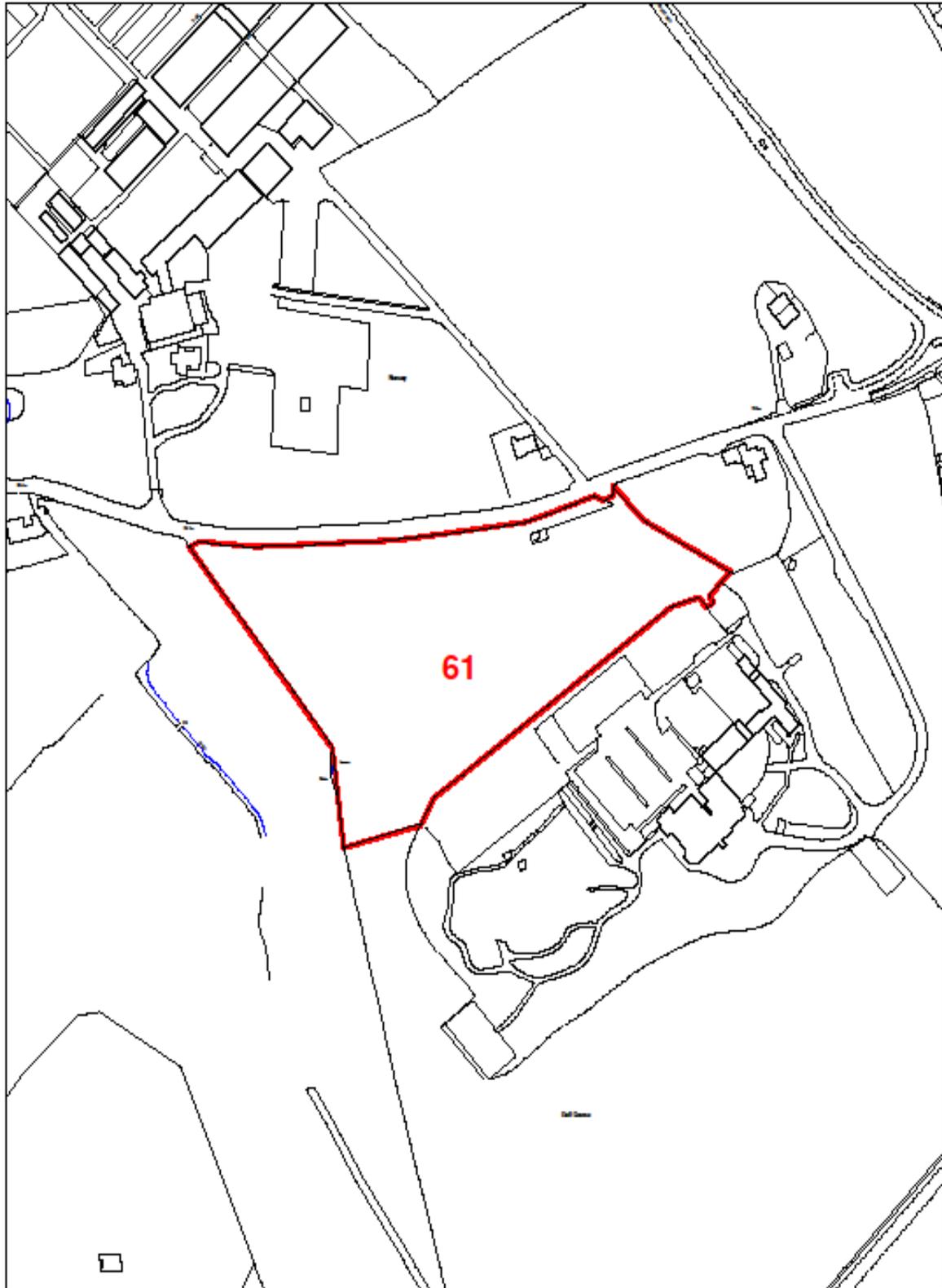
The landowner advises that the site is immediately available, although it is not currently for sale and being marketed.

Site Achievability

The SHLAA Panel advises that the site is achievable in 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 61: Land south of Old Rydon Lane, Exeter. Scale: 1:2500**

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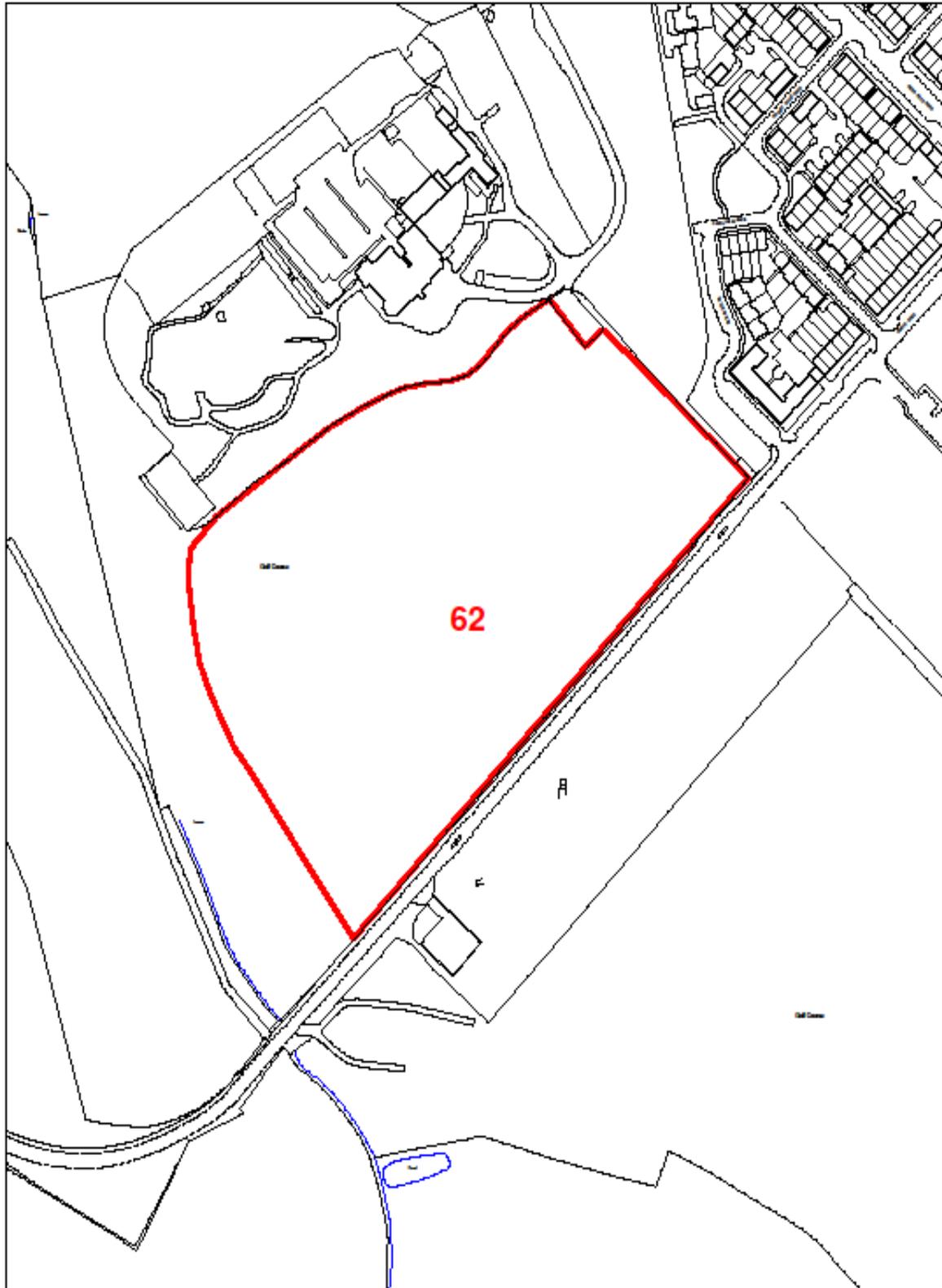
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Exeter City Council

Site Ref: 61
Address: Land south of Old Rydon Lane, Exeter

Site has planning permission for residential development.



↑ **Site 62: Exeter Golf & Country Club, Topsham Road, Exeter. Scale: 1:2500**

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Exeter City Council

Site Ref:	62
Address:	Exeter Golf and Country Club Practice Ground, Exeter
Gross site area:	4.91 ha
Net developable area:	3.61 ha
Density range:	Departure from standard
Min yield:	97
Max yield:	126
Potential land uses:	Promoted for residential use

Site description

This flat site is located on the eastern fringe of the City, in the Newcourt area. Newcourt is largely rural in character and appearance, but contains a mix of land uses dispersed throughout. The site comprises the practice ground to a golf and country club, which adjoins to the south. The new 'Newcourt Link Road' is being constructed along the site's south-east boundary. Other than the golf course, the site lies to the south-east of Newcourt House, to the north-east and south-west of land that has planning permission for residential development and to the north-west of Site 63.

The site forms part of the Newcourt Strategic Allocation in the Core Strategy. A Masterplan for Newcourt has been prepared by consultants on behalf of the Council. Recent planning permissions granted for residential development in the Newcourt area have delivered housing at between 27 and 35 dph net. This density range is reflected in the yields above.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six 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.

A number of TPO'd trees lie along part of the site's north-eastern and south-western boundaries. The need to safeguard these trees is taken into account in the 80% net developable area.

Flood Risk

The site is in Flood Zone 1, with little or no risk of flooding. 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 any Listed Buildings. Newcourt House, a Grade II Listed Building, lies in close proximity to the site. Its setting must 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 Newcourt 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

This site is outside Exeter's AQMA, but development is likely to 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 centre of the site is 0.5 km from a GP surgery, 1.5 km from a post office, 1.6 km from primary school, 2.2 km from a food superstore and 3.4 km from a secondary school. Opportunities to walk or cycle to existing services/facilities are therefore poor. However, comprehensive development of the Newcourt 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

This site is not believed to have been occupied by a potentially contaminative land use, although the need for remediation cannot be ruled out.

Foul and surface water sewage availability and the potential for SUDs would need to be assessed.

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

As the golf club is a private facility, development would not result in the loss of public open space and/or recreation facilities. The Newcourt Masterplan proposes that around 1.3 ha of the site should be retained as green infrastructure and this is reflected in the net developable area above. Development could also be expected to contribute towards the provision and/or enhancement of open space facilities, in accordance with the Council's Local Plan (or superseding) standards.

Highways Access

Adequate vehicular access should be achievable, via the Newcourt Link Road. There is no known ransom situation.

A planning application would need to include a Transport Assessment and Travel Plan. Any transport infrastructure improvements arising from the proposals would need to be funded in totality by the developer and/or other non-Highways Agency sources.

Pedestrian and Cycle Links

Development could help to fund a proposed cycle route along Old Rydon Lane, linking into the existing 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 Newcourt area (e.g. 59-61 and 63) would help to ensure maximum compatibility with surrounding land uses. It is also more likely to deliver the necessary infrastructure to support development.

Site Availability

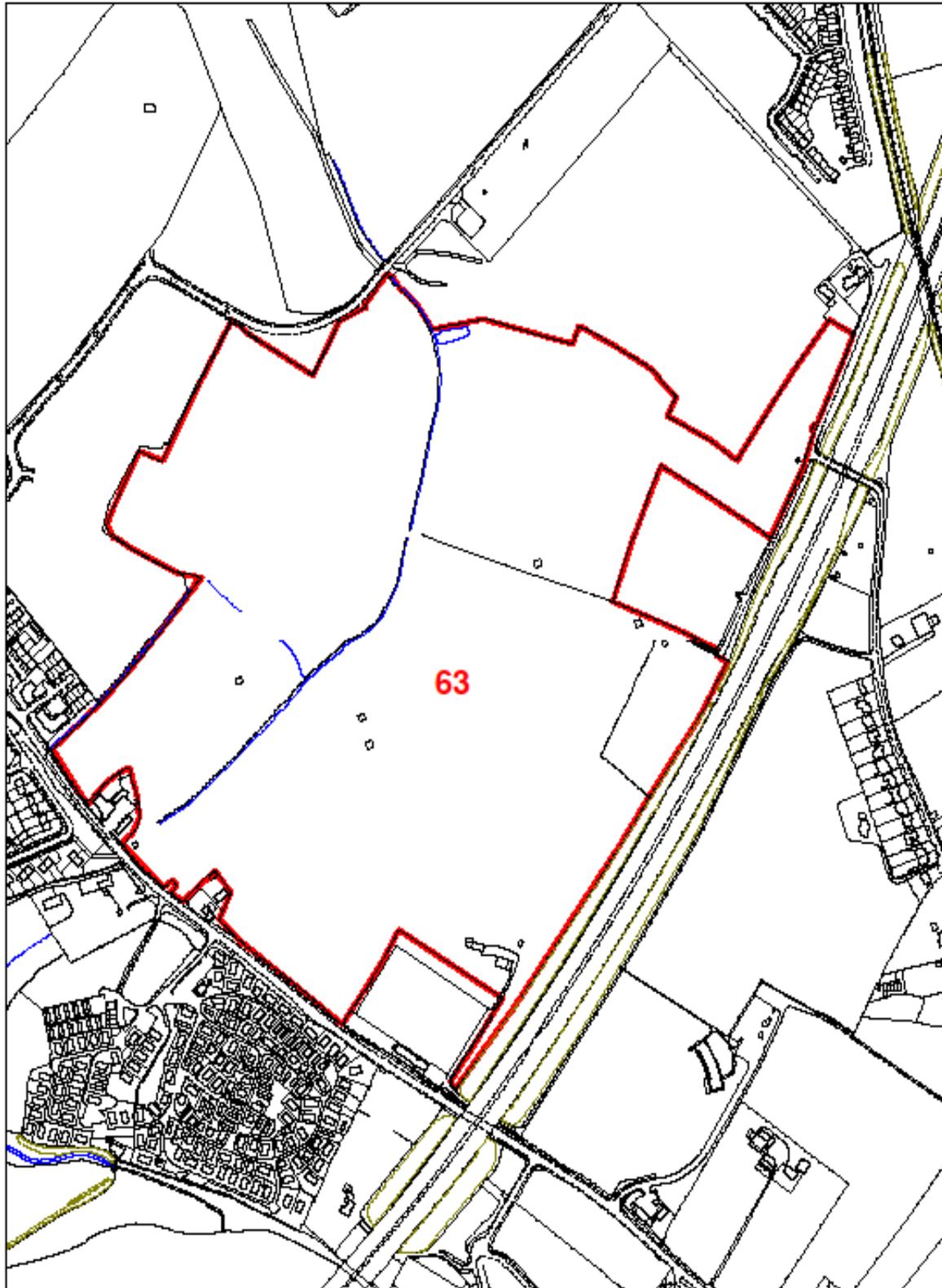
The site's agent advises that the site is unlikely to become available until Years 6-10.

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 the site could commence in Years 6-10.



↑ Site 63: Land north of Topsham Road, Exeter. Scale: 1:5000

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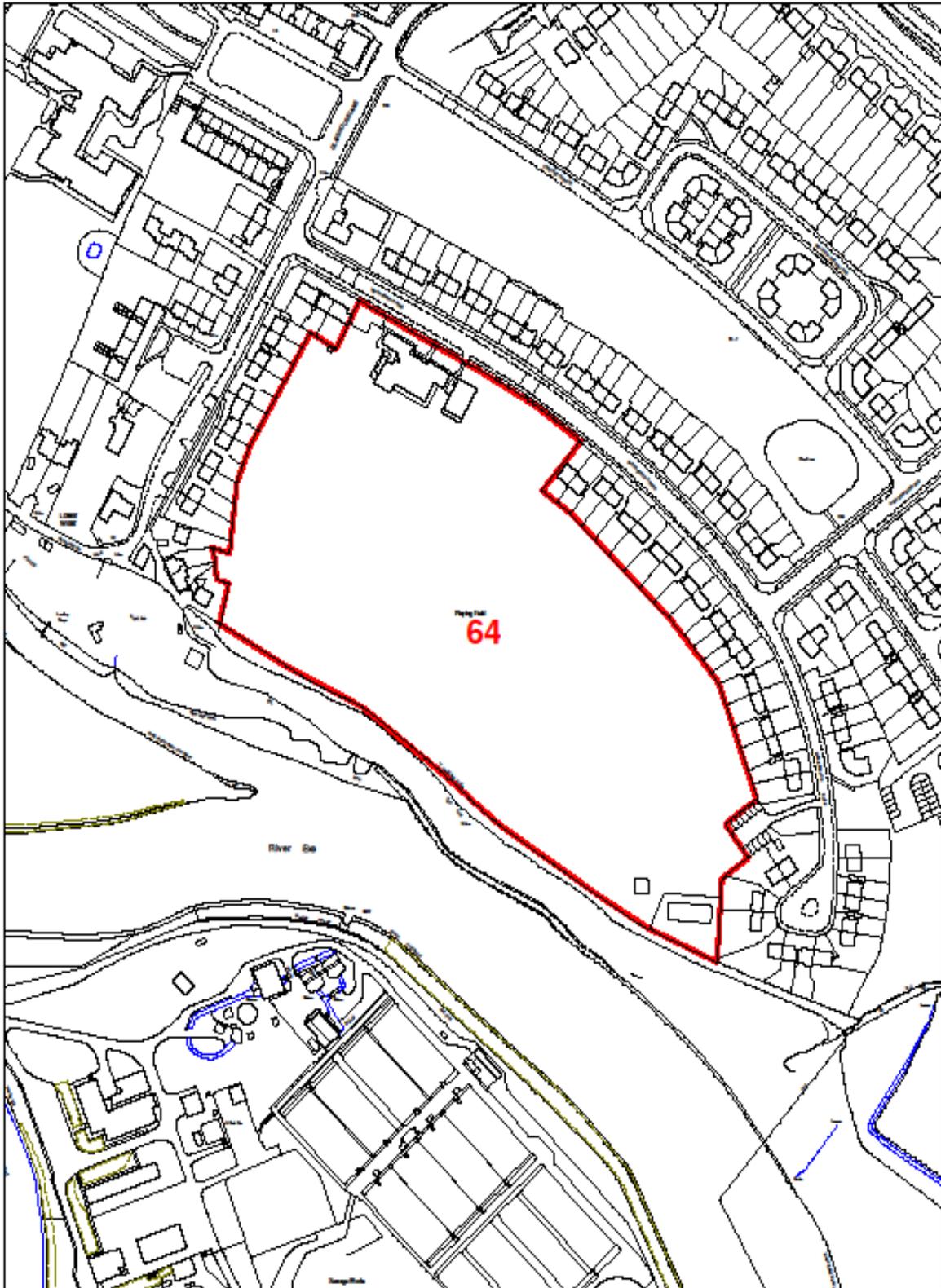
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Exeter City Council

Site Ref: 63
Address: Land north of Topsham Road, Exeter

Site has planning permission for residential use, subject to completion of S106 Agreement (11/1291).



↑ Site 64: Playing Fields south of Wear Barton Road, Exeter. Scale: 1:2500

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Exeter City Council

Site Ref:	64
Address:	Playing Field south of Wear Barton Road, Exeter
Gross site area:	3.98 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 comprises a playing field, with marked sports pitches, 'unmarked' open space and changing room facilities. The River Exe adjoins to the south, but the site is otherwise surrounded primarily by post-war residential development. An electricity pylon crosses the south-eastern part of the site.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six strategic locations for growth at Exeter, one being land within the existing urban area. As the site is within the existing urban area, its development for housing in principle 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. 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 site is not within the area of 'landscape setting' defined in either the Exeter Local Plan First Review or the draft Development Delivery DPD.

Mineral Resources

The site is not in a Minerals Consultation Area.

Air Quality

This site is beyond the extent of 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 centre of the site is 0.2 km from a GP surgery, 0.4 km from a supermarket and 0.5 km from a post office and primary school. Therefore, although the nearest secondary school is 2.7km away, the site is within relatively easy walking/cycling distance of existing services and facilities.

Land Status

The site is greenfield.

Constraints To Delivery

The landowner advises that the site is surplus to requirements. Devon County Council is licensed to use the playing field and changing rooms until 2018, but the terms of the license allows for future redevelopment subject to the landowner giving 9 month's notice. The site's 5-a-side football pitch is leased to the local authority until 2023, subject to a replacement pitch being provided elsewhere. Therefore the terms of the licence agreements are, in themselves, not a constraint 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. Remediation may be required.

The south-east corner of the site is crossed by an electricity pylon. Noise from the pylons could affect the amenity and health of future residents. Any scheme would need to include technically and economically viable measures to resolve noise issues, to offer a satisfactory standard of amenity to residents, with no unacceptable risks to human health. The latest guidance on developing dwellings close to overhead power lines would need to be taken into account.

Foul/combined sewerage is available, but no surface water sewer is available. This would need to be addressed by the developer. It is likely that surface water flow would discharge directly into the River Exe and be restricted to greenfield runoff.

There is potential for the site to contain archaeological remains, which may affect its development capacity. Preliminary work to identify and clarify constraints could therefore be required 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 result in the loss of a playing field. National planning policy states that planning permission for development that would result in the loss of a playing field should not be permitted unless it only affects land that is incapable of forming a playing pitch (or part of one), or the playing field is replaced by one of equivalent or better quantity and quality and in a suitable location. The site is currently leased to the local authority and is used. As there is no guarantee of a suitable replacement facility being made available at this time, the site is discounted from having any residential development potential.

Highways Access

Adequate vehicular access can be achieved, probably from Wear Barton Road.

A planning application would need to be accompanied by a Transport Assessment and Travel Plan. Transport infrastructure improvements arising from the proposals would need to be funded by the developer and/or other non-Highways Agency sources.

Pedestrian and Cycle Links

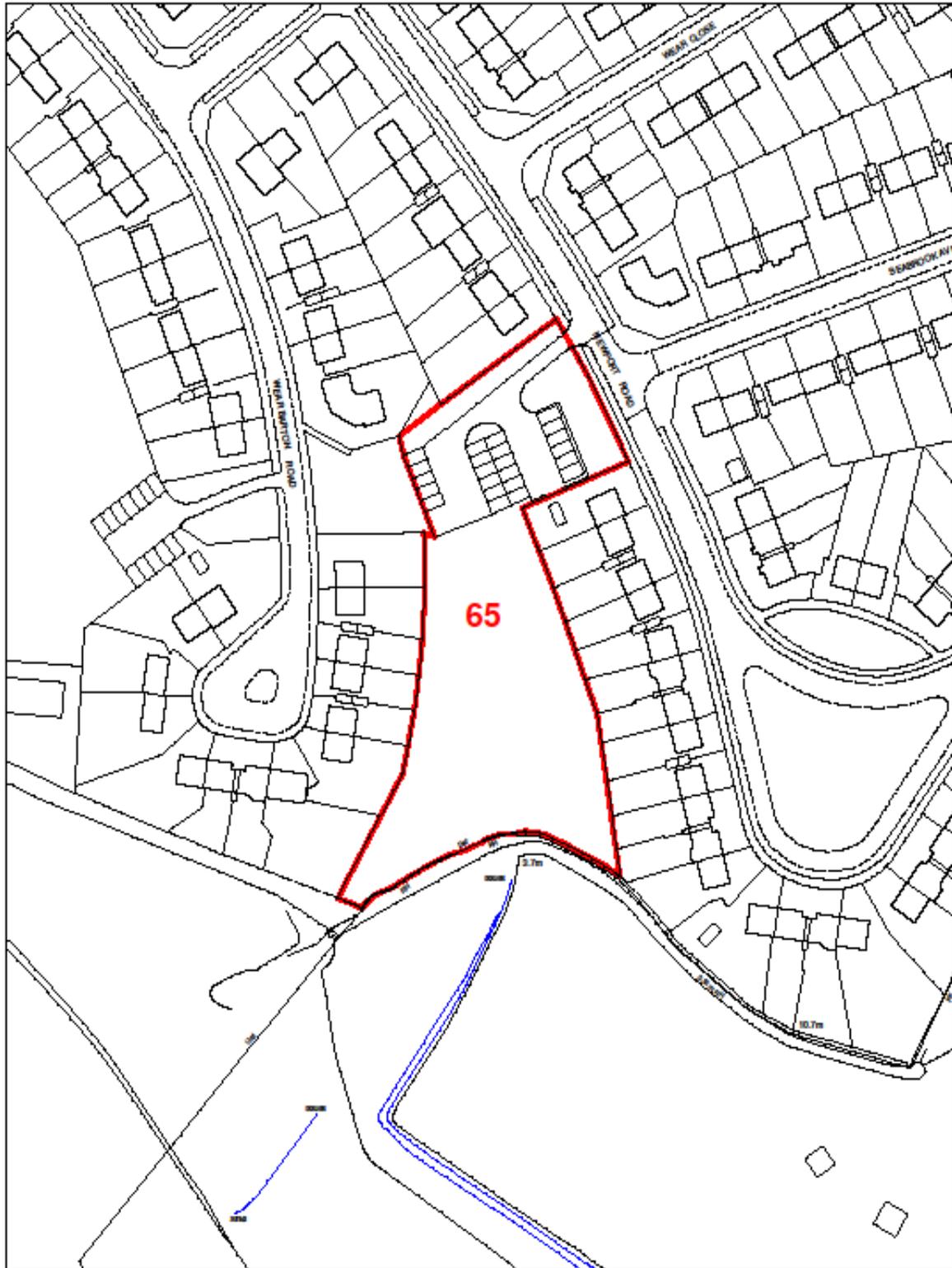
Existing footways provide access to a primary school and shops in Countess Wear. There are no dedicated cycle routes serving the site. Development could help to fund improvements.

Compatibility

Possible noise constraints from adjoining uses could affect the site's suitability for residential use.

Conclusion

Site 64 is unsuitable for housing, having failed the Stage B suitability test on green infrastructure grounds. Assessments of availability and achievability are not required.



↑ Site 65: Garages & Land off Newport Road, Exeter. Scale: 1:1250

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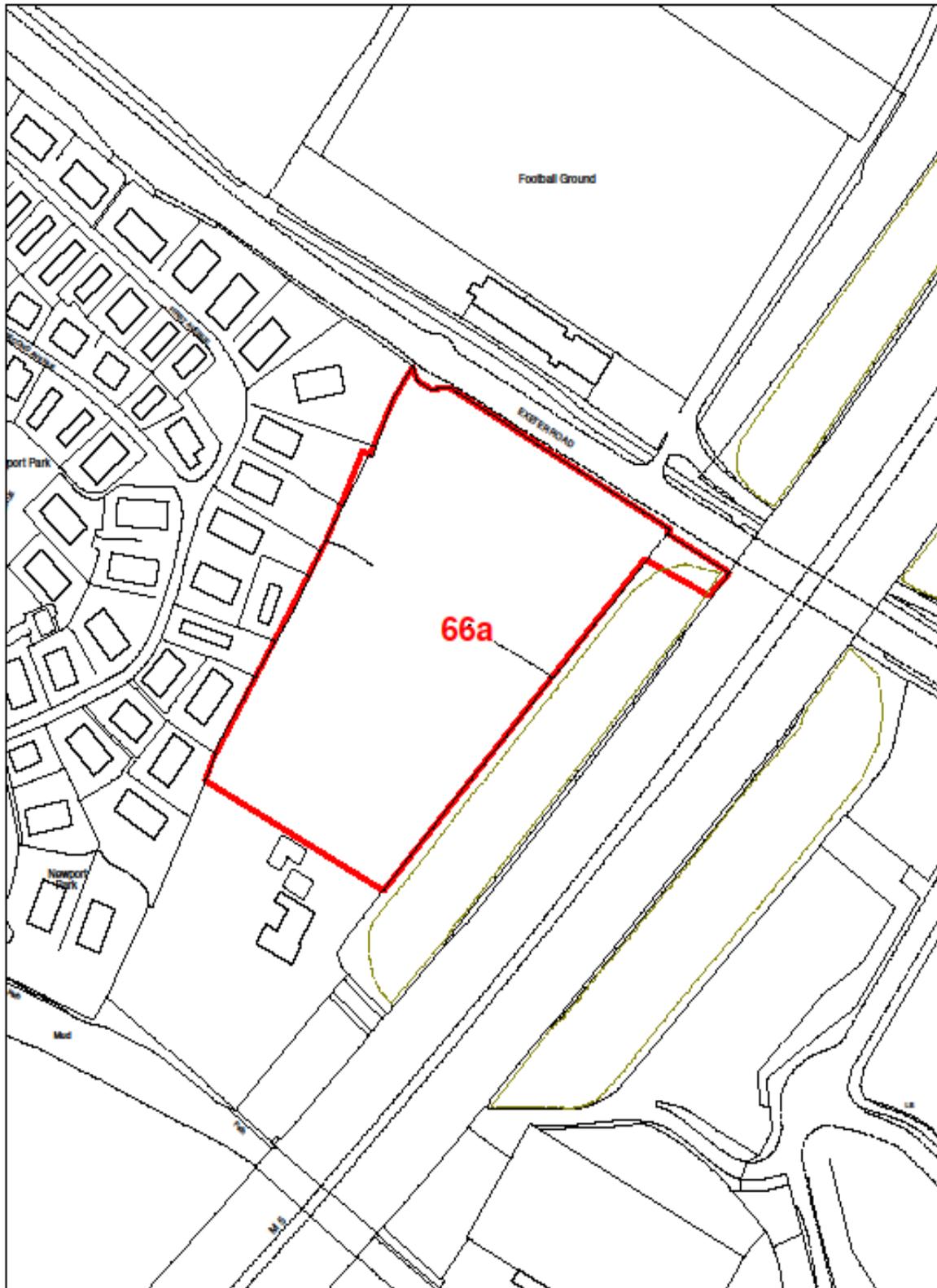
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Site Ref: 65
Address: Garages & land off Newport Road, Exeter

Site has planning permission for residential use.



↑ Site 66a: Land west of the M5, Topsham Road, Exeter. Scale: 1:1250

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Exeter City Council

Site Ref:	66a
Address:	Land west of the M5, Topsham Road, Exeter
Gross site area:	0.73 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 comprises an area of 'scrub' land that slopes gently downhill towards the south, located on the southern side of Topsham Road. Immediately to the west is the M5, which is elevated several metres above ground level. A large mobile home park adjoins to the west, a sports pitch and open fields (including Site 63) lie to the north and to the south is a bungalow, beyond which is the River Exe.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of Core Strategy identifies six strategic locations for growth at Exeter, one being land within the existing urban area. As the site is within the existing urban area, its development for housing in principle 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 need to be accompanied by 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 site lies within the area of 'landscape setting' defined in the Exeter Local Plan First Review. However, the site is bound by existing and proposed residential development to the north and west and by the M5 to the east. Its future role in providing landscape setting to the City is therefore limited. Therefore the site is not discounted on landscape grounds.

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. Mitigation could be by production and implementation of a green travel plan and/or S106 contributions to highways infrastructure. The AQA would need to explore the affect upon any development of traffic pollution from nearby Topsham Road and the M5.

Access to Services/Facilities

The site is 0.8 km from a primary school, 0.9 km from a GP surgery and local foodstore and 1.1 km from a post office. The nearest secondary school is 3.3 km away. Apart from the latter, 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 potentially contaminative land uses. However contamination of agricultural land by fuel spills, flytipping etc may have occurred and the need for remediation therefore cannot be ruled out.

The landowner has undertaken a noise assessment of the site, given its proximity to the M5. The assessment concludes that noise levels at the site render it unsuitable for residential use. Therefore the site is discounted from having any residential development potential.

There is no public foul or surface water sewerage available. A stand-alone treatment plant/system may be the only solution, at the developer's cost. A rising main also crosses this part of site. This may need diverting. Combined sewerage is available to serve the central and eastern blocks. There is no surface water sewer, but there is potential for a future connection reasonably close by, at the developer's cost. Surface water flow would need to be restricted to greenfield runoff.

There is a high potential for the site to contain archaeological remains, which may affect its capacity for development and potential layout. Preliminary work would be required to identify and clarify constraints at an early stage, with the results included in any proposed development.

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

Direct access could be difficult to achieve, due to a proliferation of accesses in the area.

A planning application would need to be accompanied by a Transport Assessment and Travel Plan. Any transport infrastructure improvements arising from the proposals would need to be funded in totality by the developer and/or other non-Highways Agency sources.

Pedestrian and Cycle Links

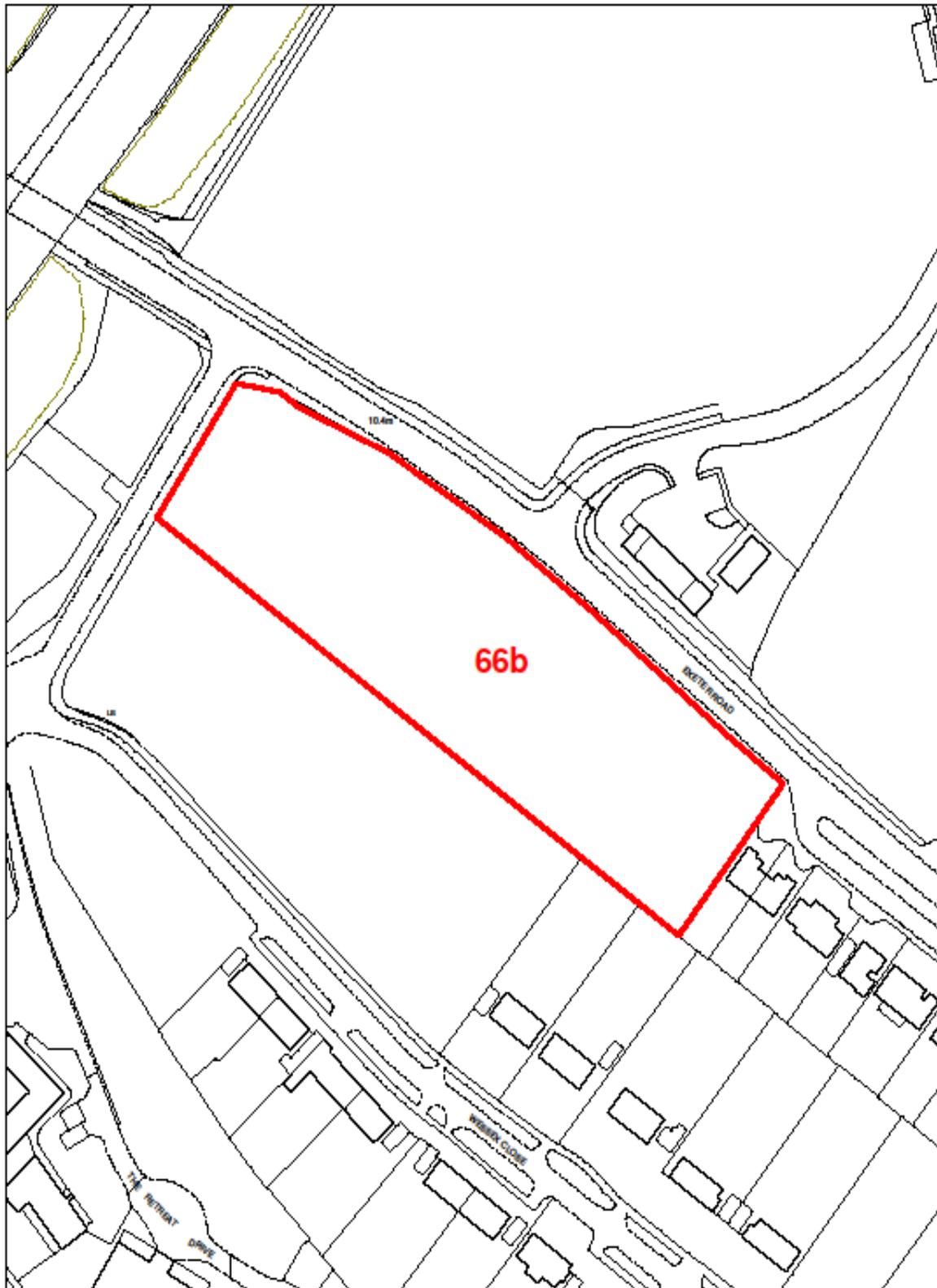
A cycleway and existing footway run along the site's northern boundary, providing access eastwards to shops and facilities in Topsham and westwards towards Exeter.

Compatibility

Other than noise and air quality considerations, it is unlikely that residential development would raise significant compatibility issues.

Conclusion

The site is unsuitable for residential development, having failed the suitability assessment at Stage B. Assessments of availability and achievability are not required.



↑ **Site 66b: Land east of the M5, Exeter Road, Topsham. Scale: 1:1250**

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Exeter City Council

Site Ref: 66b
Address: Land south of Exeter Road, Topsham
Gross site area: 0.79 ha
Net developable area: 0.79 ha
Density range: Departure from standard
Min yield: 16
Max yield: 16
Potential land uses: Promoted for residential use

Site description

This flat scrubland site is located on the southern side of Topsham Road and to the east of the M5, which is elevated several metres above ground level. A highway ('The Retreat') runs along the site's western boundary and to the south is a field (Site 85) and boat yard. Residential development on the outskirts of Topsham adjoins to the east.

The density of adjoining residential development along Topsham Road is around 20 dph. The yield above reflects a similar density of development.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of Core Strategy identifies six strategic locations for growth at Exeter, one being land within the existing urban area. Given its location on the otherwise developed southern side of Exeter Road, the site is considered to lie within the existing urban area of Topsham. 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 need to be accompanied by 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 site lies within the area of 'landscape setting' defined in the Exeter Local Plan First Review, which also includes a sizeable area of largely undeveloped land on the northern side of Exeter Road. The southern side of Exeter Road is for the most part residential – Site 66b (together with adjoining Site 84) forms only a small area of undeveloped land within it. It is not considered that development of this small area would significantly harm the landscape setting of Exeter or Topsham. Therefore the site is not discounted on landscape grounds.

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 AQA would also need to explore the affect upon any development of traffic pollution from nearby Exeter Road and the M5.

Access to Services/Facilities

The site is 0.8 km from a primary school, 0.9 km from a GP surgery and local foodstore and 1.1 km from a post office. The nearest secondary school is 3.3 km away. Apart from the latter, 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 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.

Traffic noise from Exeter Road and the M5 could 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 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. A stand-alone treatment plant/system may be the only solution, at the developer's cost. A rising main also crosses this part of site. This may need diverting, subject to the layout of development. Combined sewerage is available to serve the central and eastern blocks. There is no surface water sewer here, but there is potential for a future connection reasonably close by, at the developer's cost. Surface water flow would need to be restricted to greenfield runoff.

There is a high potential for the site to contain archaeological remains, which may affect its capacity for development and potential layout. Preliminary work would be required to identify and clarify constraints at an early stage, with the results included in any proposed development.

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

Direct access could be difficult to achieve, due to a proliferation of accesses in the area, but not impossible. However, comprehensive development of this site alongside Site 84, to the south, would resolve the issue.

Any planning application would need to be accompanied by a Transport Assessment and Travel Plan. Any transport infrastructure improvements arising from the proposals would need to be funded in totality by the developer and/or other non-Highways Agency sources.

Pedestrian and Cycle Links

A cycleway and existing footway run along the site's northern boundary, providing access eastwards to shops and facilities in Topsham and westwards towards Exeter.

Compatibility

Other than noise and air quality considerations, it is unlikely that residential development would raise significant compatibility issues.

Site Availability

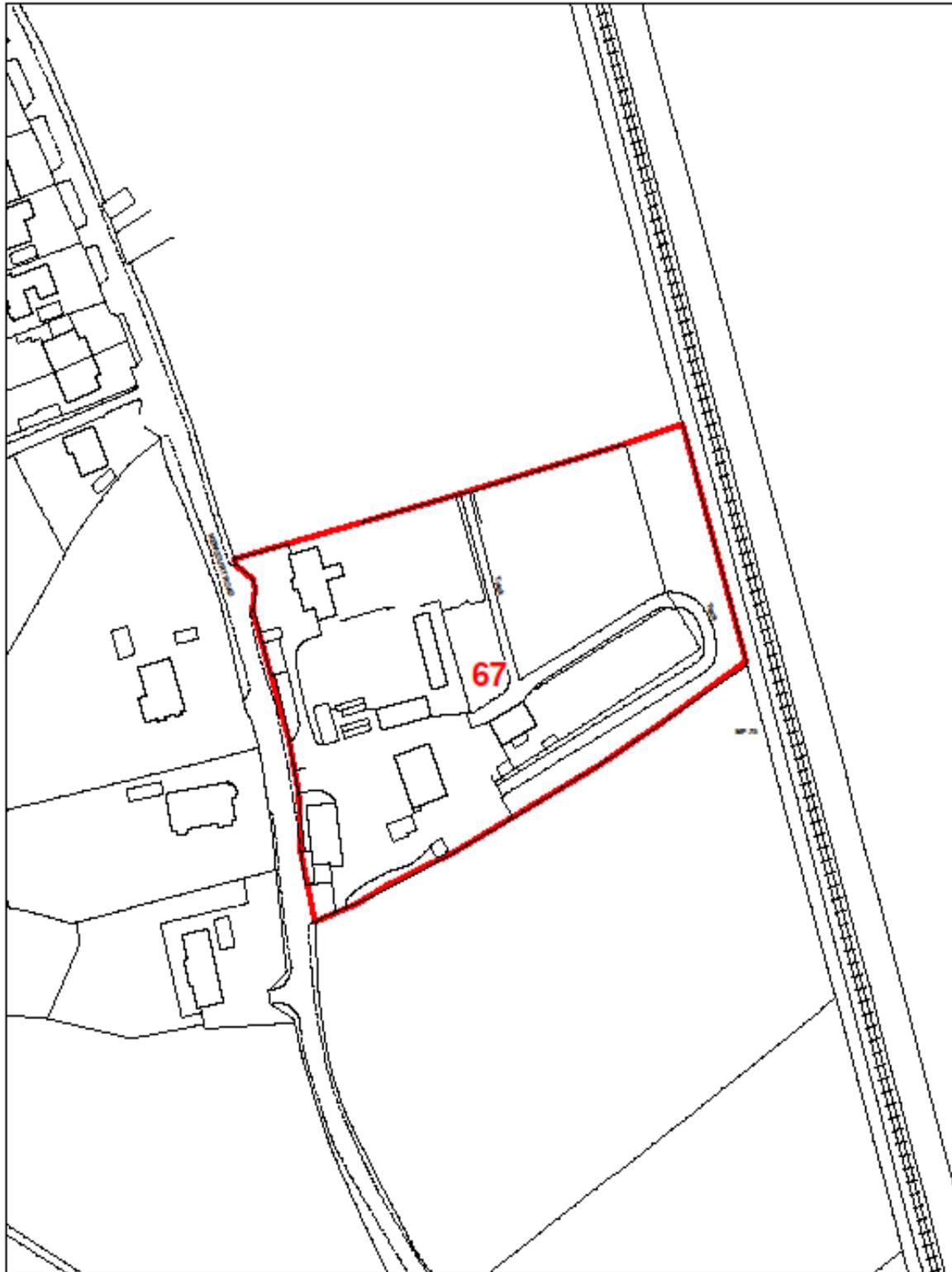
The agent acting for the landowner advises that the site will become available for development between April 2013 and March 2014.

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 67: Yeomans Gardens, Newcourt Road, Topsham. Scale: 1:1250**

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Exeter City Council

Site Ref: 67
Address: Yeomans Gardens, Newcourt Road, Topsham
Gross site area: 0.73 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 has in the past been used as a nursery and still contains a number of greenhouses and sheds, many in a poor state of repair. The western part of the site, including its remaining buildings, is now used as a storage area. The eastern part is occupied by a small residential barn conversion and garden area. The site contains a number of shrubs and trees, which are also a feature of the site boundaries.

The site forms part of the strategic gap between Topsham and Exeter, which is clearly protected as part of the City's 'landscape setting' in the Core Strategy's Key Diagram. Newcourt Road (a no-through road) and the Exeter-Exmouth rail line run respectively along the site's western and eastern boundaries, beyond which lie open fields. Open fields lie to the north and to the south (Site 69), beyond which lies mid-20th century residential ribbon development leading north-west out of Topsham. The site and surrounding area have a relatively rural character and appearance.

Site Suitability: Stage A

Strategic Planning Policy

This site lies in the strategic gap between Exeter and Topsham, outside the Core Strategy's strategic locations for growth. Therefore the site is discounted from having any residential development potential.

Biodiversity & Geodiversity

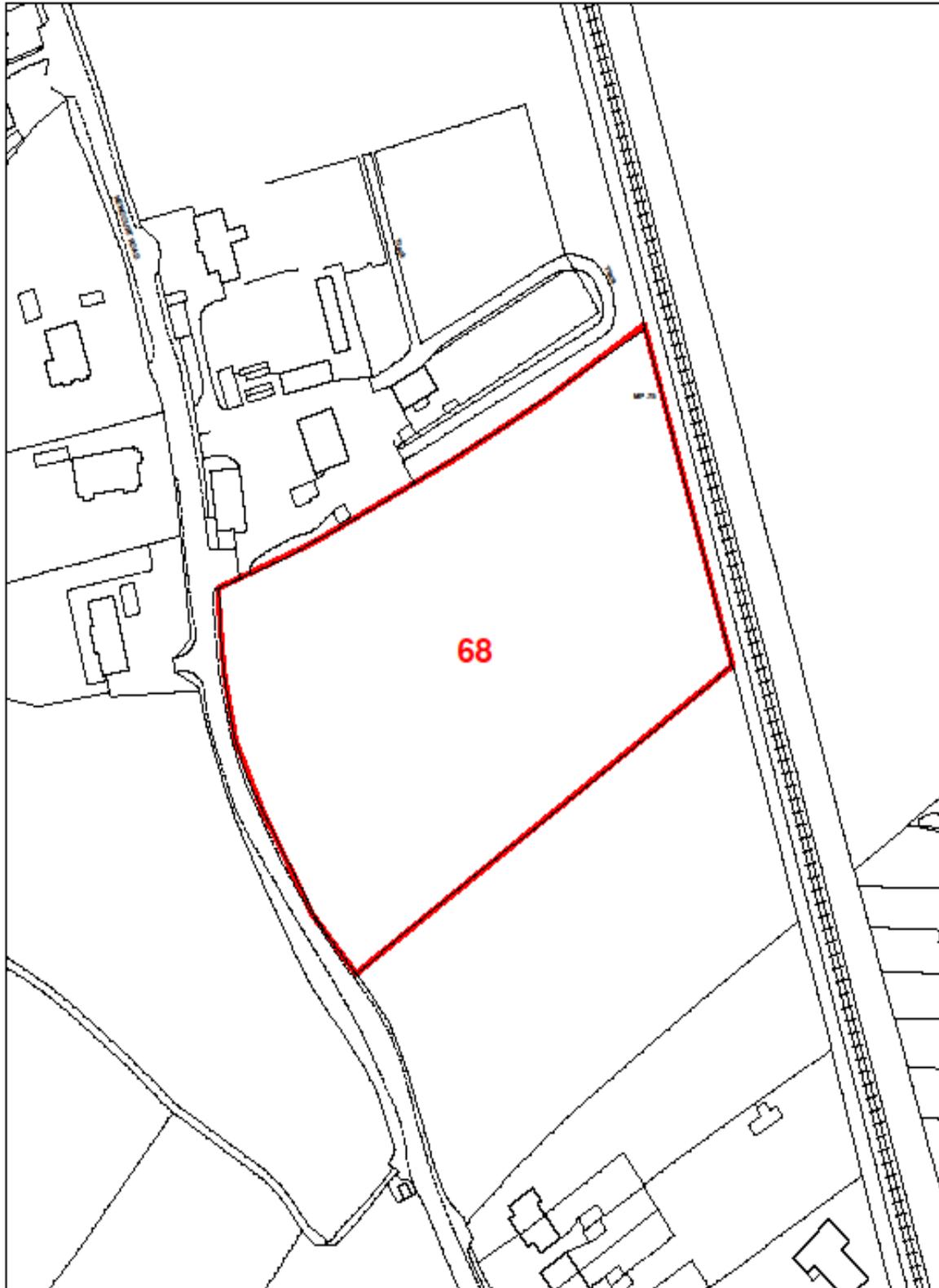
The Exeter Local Plan First Review Proposals Map identifies the hedgerow along the western boundary as forming part of a SLINC running along Newcourt Road. However, following a review of sites of local biodiversity value, this SLINC was not reclassified as a County Wildlife Site. Furthermore, the site does not appear to include any sites of local biodiversity interest (see Exeter Biodiversity Reference Map).

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.

Conclusion

Site 67 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 68: Land north of Newcourt Road, Topsham. Scale: 1:1250

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Exeter City Council

Site Ref:	68
Address:	Land north of Newcourt Road, Topsham
Gross site area:	1.08 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 is bound by hedgerows and is in agricultural use. It forms part of the strategic gap between Topsham and Exeter, which is clearly protected as part of the City's 'landscape setting' in the Core Strategy's Key Diagram. Newcourt Road (a no-through road) and the Exeter-Exmouth rail line run respectively along the site's western and eastern boundaries, beyond which lie further open fields. To the south is a paddock, beyond which lies mid-20th century residential ribbon development leading north-west out of Topsham. A plant nursery adjoins to the north-west, beyond which is a small amount of additional ribbon development. The site and surrounding area have a relatively rural character and appearance.

Site Suitability: Stage A

Strategic Planning Policy

This site lies in the strategic gap between Exeter and Topsham, outside the Core Strategy's strategic locations for growth. Therefore the site is discounted from having any residential development potential.

Biodiversity & Geodiversity

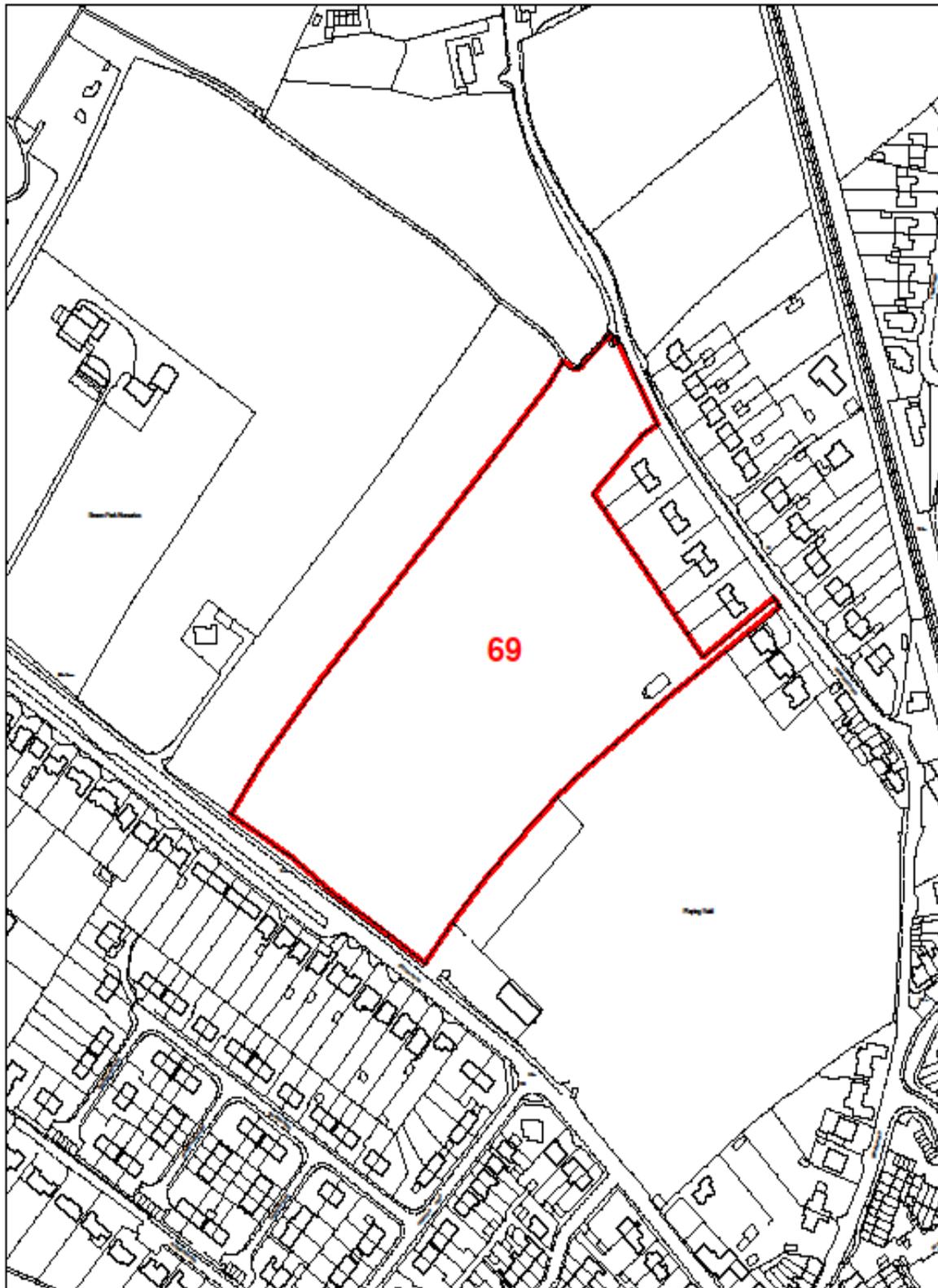
The Exeter Local Plan First Review identifies the hedgerow along the western boundary as forming part of a SLINC running along Newcourt Road. However, following a review of sites of local biodiversity value, this SLINC was not reclassified as a County Wildlife Site. Nevertheless, the site does consist of Green Space Tier B and a 'Habitats of Principle Importance' (see Exeter Biodiversity Reference Map) and is also home to badgers, which are legally protected. It is therefore of biodiversity value and development proposals would be need to include an ecological survey. Planning permission could be subject to a condition or planning obligation seeking to minimise and secure effective mitigation and compensatory measures.

Flood Risk

The site is located within 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.

Conclusion

Site 68 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 69: Land north of Exeter Road, Topsham. Scale: 1:2500

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Exeter City Council

Site Ref:	69
Address:	Land north of Exeter Road, Topsham
Gross site area:	3.13 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 comprises a field in agricultural use. It forms part of the strategic gap between Topsham and Exeter, which is clearly protected as part of the City's 'landscape setting' in the Core Strategy's Key Diagram. Topsham Road runs along the site's south-western boundary, beyond which lies post-war residential development. Newcourt Road and associated residential ribbon development adjoin the site to the north-east. To the north-west are open fields (including Site 86), beyond which is the M5. Playing pitches adjoin to the south-east.

Site Suitability: Stage A

Strategic Planning Policy

This site lies in the strategic gap between Exeter and Topsham, outside the Core Strategy's strategic locations for growth. Therefore the site is discounted from having any residential development potential.

Biodiversity & Geodiversity

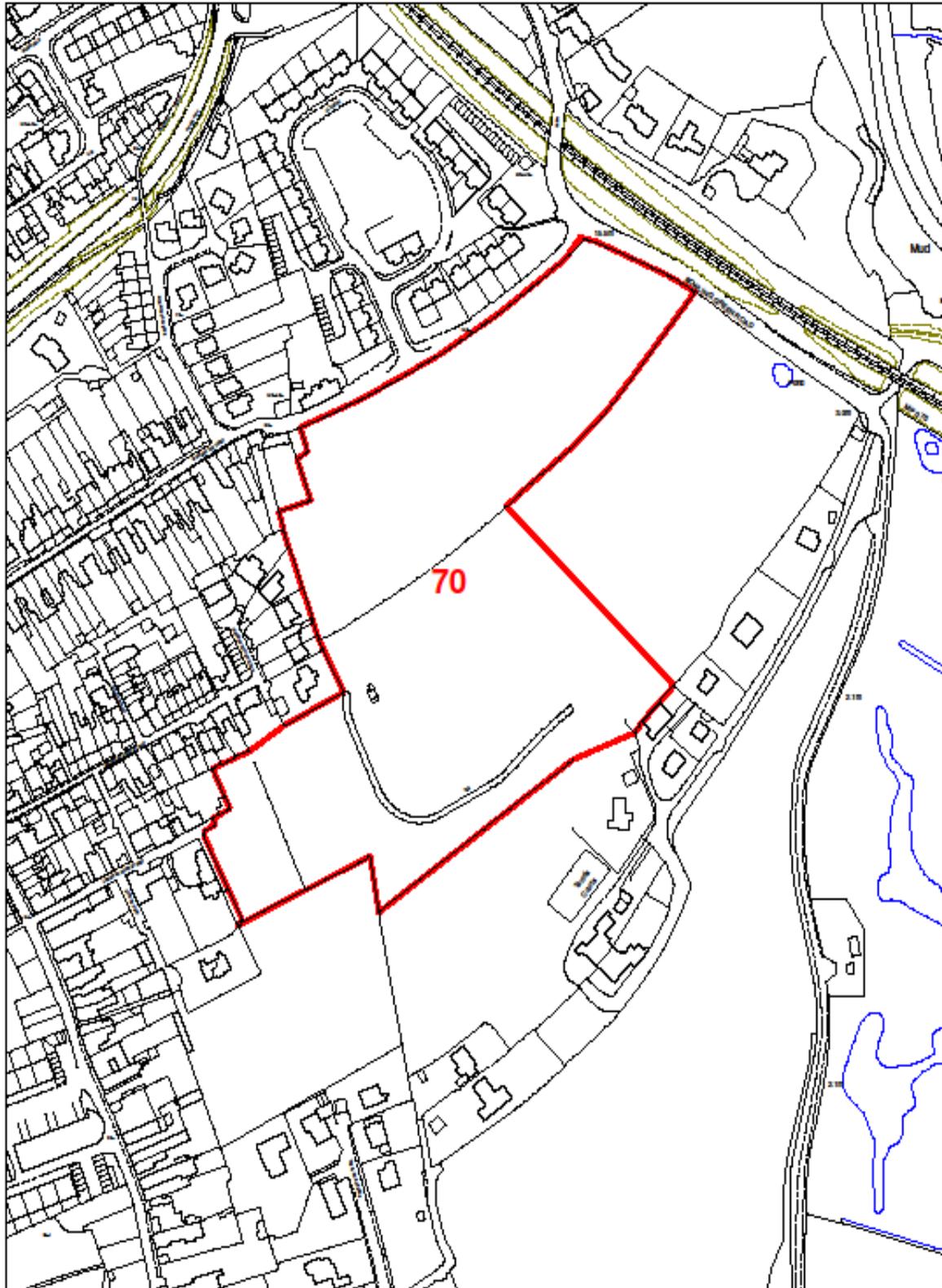
The Exeter Local Plan First Review identifies the hedgerow along the western boundary as forming part of a SLINC running along Newcourt Road. However, following a review of sites of local biodiversity value, this SLINC was not reclassified as a County Wildlife Site. Nevertheless, the site does consist of Green Space Tier B and a 'Habitats of Principle Importance' (see Exeter Biodiversity Reference Map) and is also home to badgers, which are legally protected. It is therefore of biodiversity value and development proposals would be need to include an ecological survey. Planning permission could be subject to a condition or planning obligation seeking to minimise and secure effective mitigation and compensatory measures.

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.

Conclusion

Site 69 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 70: Mays Field, Topsham. Scale: 1:2500**

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Exeter City Council

Site Ref: 70
Address: Mays Field, Topsham
Gross site area: 4.10 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

Mays Field comprises a number of fields on the eastern periphery of Topsham. The northern section of the site is wooded and the remainder is grassland. The topography slopes gently downhill in a southerly direction away from Bowling Green Road, which runs along the northern boundary. The site adjoins residential development to the west and fields and scattered dwellings to the south and east. It is rural in character and appearance.

Site Suitability: Stage A

Strategic Planning Policy

This site lies outside the Core Strategy's strategic locations for growth. Therefore the site is discounted from having any residential development potential.

Biodiversity & Geodiversity

The Exeter Local Plan First Review identifies the site as forming part of a SLINC and wildlife corridor. It is therefore of biodiversity value. Development proposals would 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.

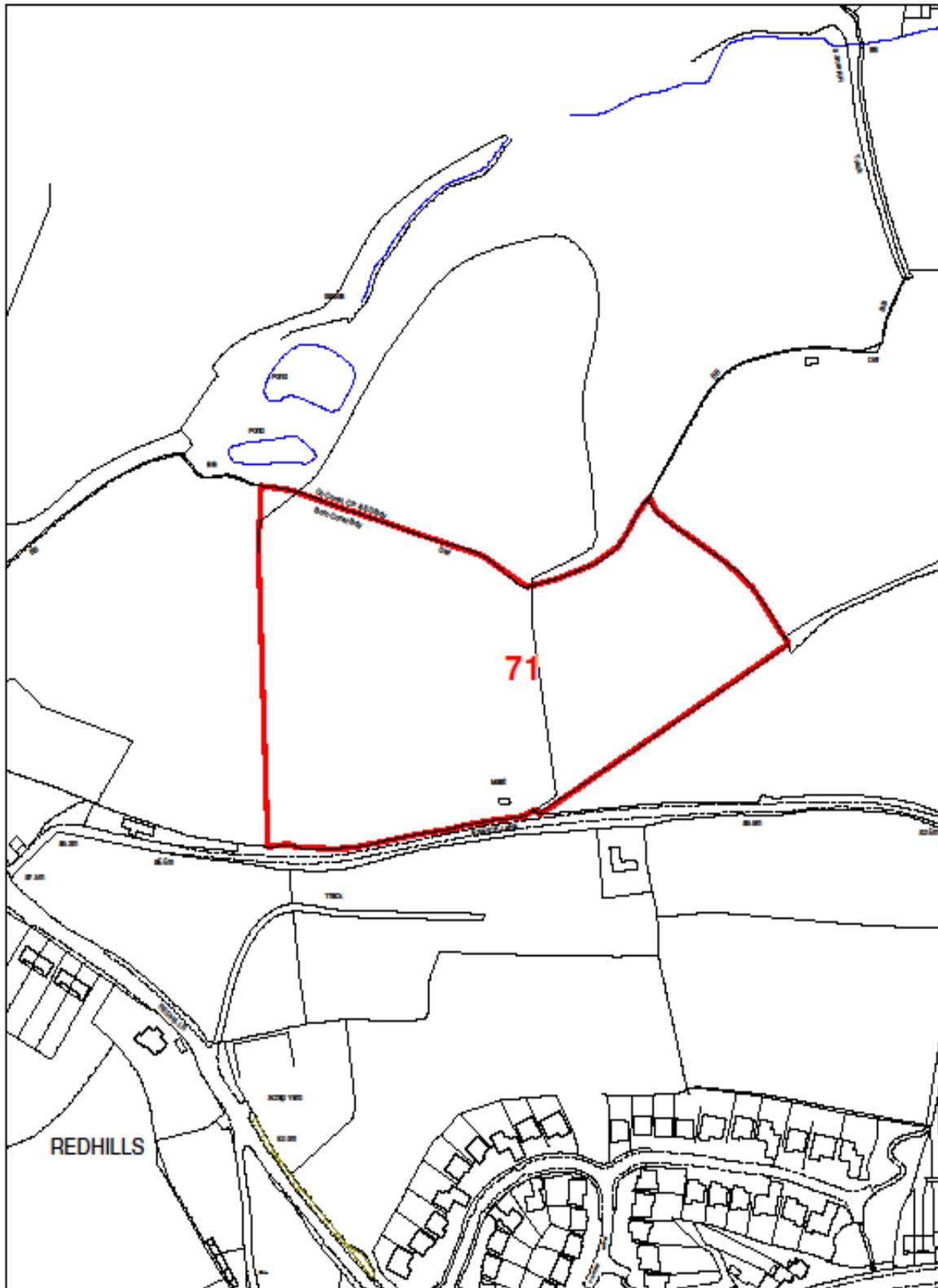
Trees in the north of the site are protected by TPO, affecting development capacity.

Flood Risk

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

Conclusion

Site 70 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 71: Attwells Farm, Exwick Lane, Exeter. Scale: 1:2500

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Exeter City Council

Site Ref:	71
Address:	Attwells Farm, Exwick Lane, Exeter
Gross site area:	2.79 ha
Net developable area:	0 ha
Density range:	N/A
Min yield:	0
Max yield:	0
Potential land uses:	Promoted as part of larger residential development site extending into Teignbridge District

Site description

This site comprises agricultural land on the north-eastern side of Exeter, beyond the urban area in open countryside. The site forms part of a 'hollow' in the surrounding countryside - Exwick Lane runs along part of the site's southern boundary, from where the ground level slopes away before rising again towards the northern boundary. A number of mature trees are located along the site's boundaries. The western and part of the southern boundaries are demarcated by hedgerows. Access is currently provided via a gate on Exwick Lane. The site contains a telecommunications mast towards the southern boundary. A pond lies just outside the site, to the north-west.

The site comprises part of a much larger 34.5 ha site which the landowner is promoting for residential and recreational development. The rest of the site lies within Teignbridge District.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six 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

The Exeter Local Plan First Review identifies the western part of the site as forming part of a SLINC. 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 effective mitigation measures.

Seven mature deciduous trees located along the site's southern boundary are protected by TPO (357). These trees would need to be safeguarded from harm in any development.

Flood Risk

The site is in Flood Zone 1, with little or no risk of flooding. Development 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 71 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 72: Land off Little Johns Cross Hill Lane, Exeter. Scale: 1:1250

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Exeter City Council

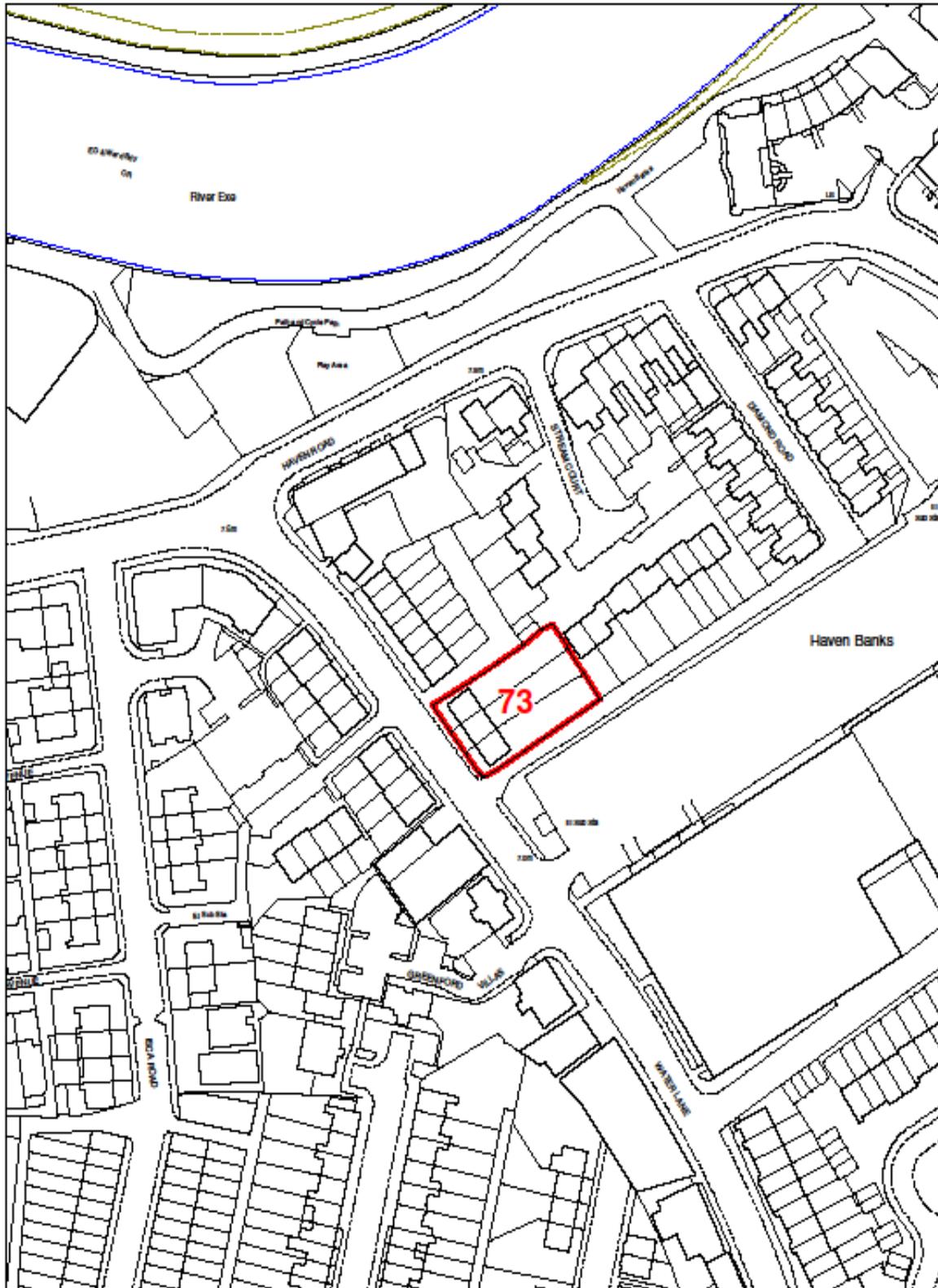
Site Ref:

72

Address:

Land off Little Johns Cross Hill Lane, Exeter

Site has planning permission for residential development.



↑ Site 73: Nos 17-19 Water Lane, Exeter. Scale: 1:1250

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Exeter City Council

Site Ref:	73
Address:	Nos. 17-19 Water Lane, Exeter
Gross site area:	0.11 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 is occupied by three 2 storey dwellings rented from a social landlord. The properties are suffering from subsidence. An alleyway runs along the site's southern boundary, beyond which is a large car park and a warehouse. The surrounding area is largely 20th Century residential, with industrial uses further to the south-west.

The site falls below the SHLAA size threshold, but qualifies in terms of potential housing yield.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six strategic locations for growth at Exeter, one being land within the urban area. As the site is within the existing urban area, its development for housing in principle 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 entirely within Flood Zone 3a (high risk), where residential development is only appropriate if the Sequential Test and Exception Test are passed. Development proposals would need to be accompanied by a FRA and take opportunities to reduce the overall level of flood risk.

Site Suitability: Stage B

Impact on Built Environment

The site is not in a Conservation Area and does not contain or lie in the vicinity of any Listed Buildings or Buildings of Local Importance.

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 draft Development Delivery DPD.

Mineral Resources

The site is not in a Minerals Consultation Area.

Air Quality

This site is beyond the extent of the AQMA, but development could contribute to traffic levels within it. Therefore an AQA of any adverse impact and mitigation measures could 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 0.25 km from a local foodstore, 0.7 from a post office and primary school and 1.4 km from the nearest secondary school. It therefore has good access to existing services and facilities.

Land Status

The site is brownfield.

Constraints to Delivery

The three dwellings are currently occupied. The tenants would be relocated and are aware of this.

Surface water discharge would need to be restricted to the existing rate. Ground conditions are unlikely to be suitable for soakaways and therefore on-site attenuation would be required. In terms of foul sewage, there is an existing combined connection available.

The site itself is not believed to have been occupied by a potentially contaminative land use. However, it is adjacent to several former potentially contaminative land uses. A risk assessment would therefore be required and the need for remediation cannot be ruled out.

The site is close to a road carrying many HGVs and PSVs. Traffic noise could affect 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.

The site has high potential to contain prehistoric/medieval palaeochannels, which may affect its capacity for redevelopment/potential layout. Preliminary work would be required to identify and clarify potential constraints at an early stage, with results reflected in any development proposals.

Source Protection Zone

The site is not in a ground water 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

Adequate access can be provided, but a developer contribution towards traffic improvements in the area would be sought.

Pedestrian and Cycle Links

Existing links are good. The site is in close proximity to existing cycle lanes giving access to services, facilities and employment in the surrounding area. Pedestrian links are similarly good.

Compatibility

Residential redevelopment would in principle be compatible with surrounding land uses.

Site Availability

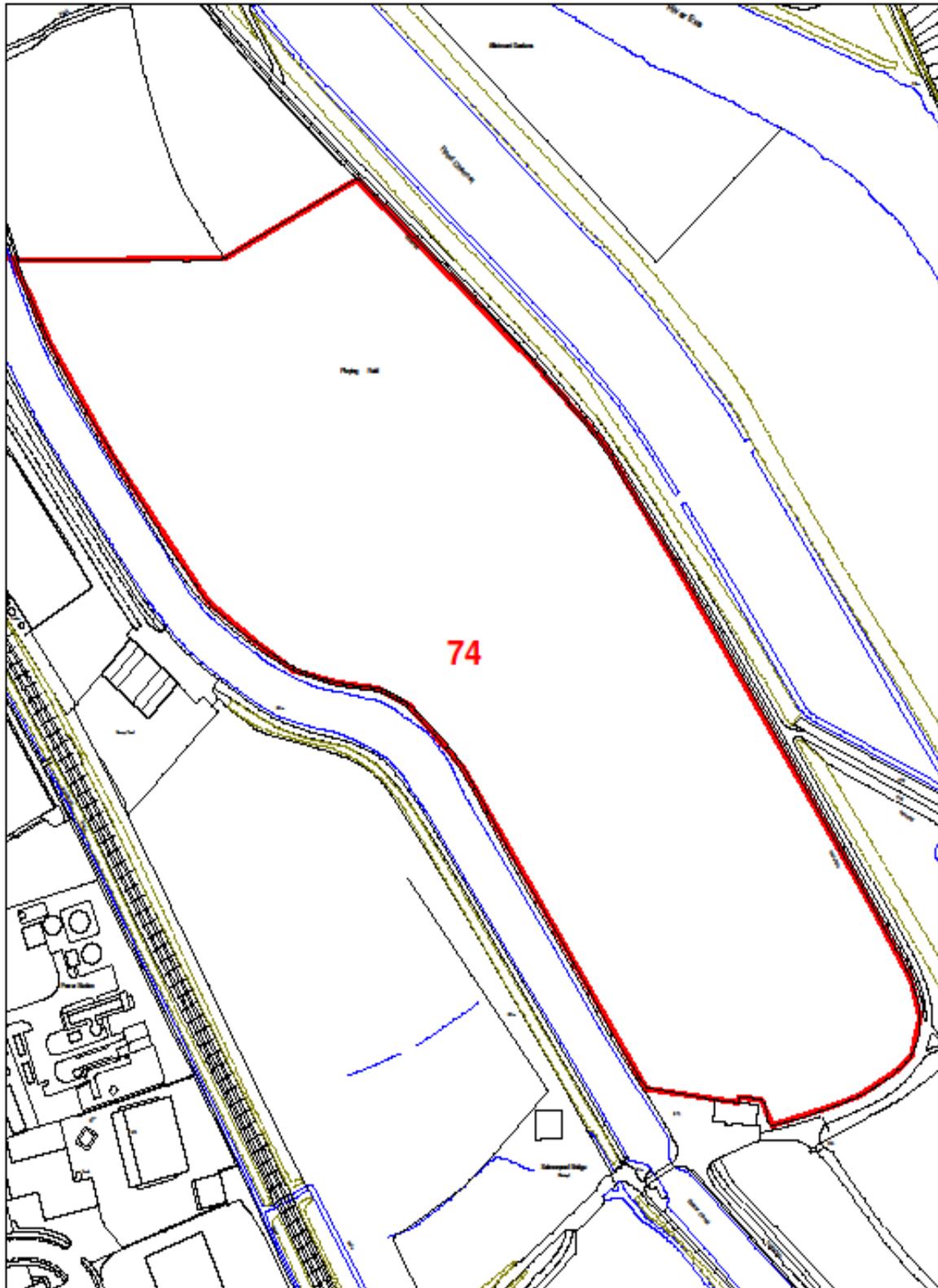
The site's agent advises that the site will be available for development in 2014/15.

Site Achievability

The SHLAA Panel advises that development of the site is unachievable, given the overall net gain in housing that would result (0-3 dwellings).

Conclusion

Redevelopment of the site for residential use is unachievable.



↑ Site 74: Land west of Salmonpool Bridge, Exeter. Scale: 1:2500

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Exeter City Council

Site Ref:	74
Address:	Land west of Salmonpool Bridge, Exeter
Gross site area:	8.33 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 large, flat, open, greenfield site lies in the Riverside Valley Park, a green wedge leading into the City that comprises the River Exe floodplain. The site consists of grassland and playing pitches, with a significant number of trees around the boundaries. The site is fully accessible to the public and is used for formal and informal recreation. Public footpaths run along the eastern, western and southern boundaries. To the west is the Exeter Canal, beyond which lies a large industrial area and to the south is a car park and storage hut associated with the playing fields. A large flood channel runs just outside the site's eastern boundary, beyond which is wood/grassland (Site 75) and to the north are allotments.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six strategic locations for growth at Exeter, one being land within the existing urban area. This is a greenfield site located at the centre of a large Valley Park. However, since the Valley Park is itself within the urban area, the site is not discounted on strategic planning policy grounds.

Biodiversity & Geodiversity

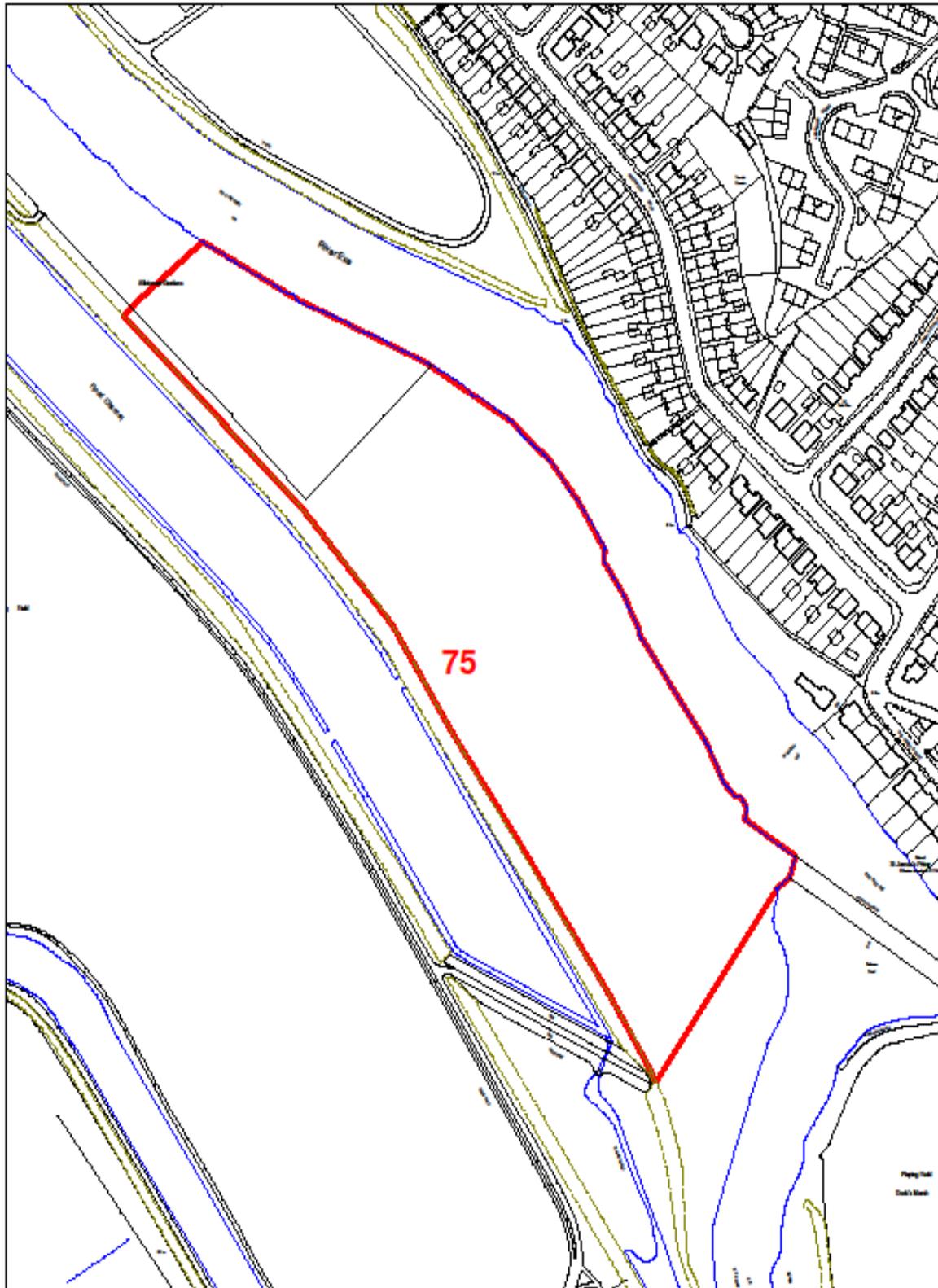
The Exeter Local Plan First Review identifies the site as forming part of a SNCI. It also forms part of a proposed Biodiversity Enhancement Area in the draft Development Delivery DPD. The site is therefore of biodiversity value and development proposals would need to include an ecological survey. Were planning permission to be granted, it could be subject to a condition or planning obligation seeking to minimise impact and secure effective mitigation and compensatory measures.

Flood Risk

The Environment Agency Flood Plain Map indicates that the site lies in Flood Zone 1, where there is little or no flood risk. However, the site is entirely surrounded by functional flood plain and would therefore be isolated during severe rainfall events. Therefore the site is discounted from having any residential development potential.

Conclusion

Site 74 is unsuitable for housing on flood risk grounds. Therefore it has a potential yield of 'zero' dwellings. Assessments of availability and achievability are not required.



↑ **Site 75: Land east of Salmonpool Bridge, Exeter. Scale: 1:2500**

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Exeter City Council

Site Ref:	75
Address:	Land east of Salmonpool Bridge, Exeter
Gross site area:	2.8 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, greenfield site lies in the Riverside Valley Park, a green wedge leading into the City that comprises the River Exe floodplain. The site consists of wood/grassland and is fully accessible to the public. To the east and south is the River Exe, including a weir, beyond which is mid-20th Century residential development. To the north are allotments and to the west is a wide flood channel, beyond which are playing fields (Site 74).

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six strategic locations for growth at Exeter, one being land within the existing urban area. This is a greenfield site located at the centre of a large Valley Park. However, since the Valley Park is itself within the urban area, the site is not discounted on strategic planning policy grounds.

Biodiversity & Geodiversity

The Exeter Local Plan First Review identifies the site as forming part of a SNCI. It also forms part of a proposed Biodiversity Enhancement Area in the draft Development Delivery DPD. The site is therefore of biodiversity value and development proposals would need to include an ecological survey. Were planning permission to be granted, it 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 entirely within Flood Zone 3 (high flood risk or functional flood plain where residential development is inappropriate). It is also surrounded by functional flood plain and would therefore be isolated during severe rainfall events. Therefore the site is discounted from having any residential development potential.

Conclusion

Site 75 is unsuitable for housing on flood risk grounds. Therefore it has a potential yield of 'zero' dwellings. Assessments of availability and achievability are not required.



↑ Site 76: Marypole Head, Pennsylvania Road, Exeter. Scale: 1:1250

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Exeter City Council

Site Ref:	76
Address:	Marypole Head, Pennsylvania Road, Exeter
Gross site area:	0.22 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 contains a number of trees and forms part of a larger covered reservoir site, the body of which adjoins to the west. The site rises gently uphill from Pennsylvania Road, which runs along the north-eastern boundary. It contains a number of trees and part of the access track to the reservoir, but is otherwise grassland. To the south-east is a large telecommunications mast. The surrounding area is primarily late 20th Century residential.

Site Suitability: Stage A

Strategic Planning Policy

Policy CP3 of the Core Strategy identifies six strategic locations for growth at Exeter, one being land within the urban area. As the site is within the existing urban area, its development for housing in principle 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 and is therefore at little or no risk of flooding. Any development 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 the vicinity of any Listed Buildings or Buildings of Local Importance.

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 draft Development Delivery DPD.

Mineral Resources

The site is not in a Minerals Consultation Area.

Air Quality

This site is beyond the extent of the AQMA, but development could contribute to traffic levels within it. Therefore an AQA of any adverse impact and mitigation measures could 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

Although there is a local food shop within 0.7 km and a post office within 1.2 km, the nearest primary school is over 1 km distant and the nearest secondary school is 2.8 km away. Access to existing services and facilities is therefore limited.

Land Status

The site is greenfield.

Constraints to Delivery

Ground conditions are unlikely to be suitable for SUDs and therefore on-site attenuation would be required. Surface water run-off would need restricting to current rates of discharge. Possible sewage connections exist in the vicinity.

The site has been occupied by a potentially contaminative land use. A risk assessment would therefore be required and the need for remediation cannot be ruled out.

The site is in an elevated location, which is favoured for prehistoric activity. It therefore has potential 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 any development proposals.

Source Protection Zone

The site is not in a ground water 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

Improvements to highways access would be required, including visibility and realignment. This would involve land outside the control of the landowner. Any increase in traffic would also introduce conflict in turning movements at the junction of Pennsylvania Road and Rosebarn Lane and on the approach to a summit in Pennsylvania Road. Therefore the site is discounted from having any residential development potential.

It is unlikely that development would have a material impact on the SRN.

Pedestrian and Cycle Links

Existing links are poor. There are no dedicated cycle routes serving the site and no pavement on the western side of Pennsylvania Road. Development could help to fund improvements.

Compatibility

Residential development would in principle be compatible with surrounding land uses.

Conclusion

Site 76 is unsuitable for housing on highways access grounds. Therefore it has a potential yield of 'zero' dwellings. Assessments of availability and achievability are not required.