APPENDIX 3

ASSESSMENT OF SITES WITHOUT PLANNING PERMISSION
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Glossary of terms
Introduction

This document comprises the assessment of sites submitted for consideration in the 2013 Revised Exeter Strategic Housing Land Availability Assessment (SHLAA).

118 sites are assessed. They include 7 new sites (Sites 108 to 114) submitted since the completion of the 2013 SHLAA.

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

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

Site plans contained in Appendix 3 are not to scale.
Site Ref: 1
Address: Land south of Exwick Barton Cottages, St Andrews Rd, Exeter
Gross site area: 0.40 ha
Net developable area: 0 ha
Density range: N/A
Min yield: 0
Max yield: 0
Potential land uses: Promoted for residential use

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

Site Suitability: Stage A

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

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

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

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

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

Site Suitability: Stage A

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

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

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

Site Suitability: Stage B

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

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

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

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

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

Land Status
The site is greenfield.


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

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

It is unlikely that the site contains any archaeological remains.

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

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

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

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

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

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

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

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

**Site Achievability**
Assessment not required.

**Conclusion**
The site is unavailable for development.
Site Ref: 3
Address: Exwick Middle School, Higher Exwick Hill, Exeter
Gross site area: 1.24 ha
Net developable area: 0.99 ha
Density range: Departure from standard
Min yield: 30
Max yield: 40
Potential land uses: Promoted for residential use

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

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. The site lies within the existing urban area. Its development for housing therefore accords with strategic planning policy, in principle.

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

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

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

Site Suitability: Stage B

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

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

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

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

Air Quality
The site is outside Exeter’s AQMA, but it is likely that development would contribute to traffic levels within it. Therefore an AQA of any adverse impact and mitigation measures would be required as part of development proposals. Mitigation could be by production and implementation of a green travel plan and/or S106 contributions to highways infrastructure.
**Access to Services/Facilities**
The site is 0.2 km from a primary school, 0.5 km from a GP surgery and 0.8 km from a local foodstore and post office. The closest secondary school is 3.4 km distant. Apart from the latter, the site is within relatively easy walking/cycling distance of existing services and facilities.

**Land Status**
The site is brownfield.

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

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

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

It is unlikely that the site contains any archaeological remains.

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

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

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

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

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

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

**Site Availability**
The site is immediately available for development.

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

Conclusion

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

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

Site description  
This site contains a number of school buildings dating from the 1960/70s. It occupies a gentle east facing slope with views over to Duryard and the University on the opposite side of the Exe Valley. The site is surrounded by mid-late 20th Century residential development. In 2011, planning permission was granted for a new point of access from Gloucester Road. It is considered that the site could deliver 15-20 dwellings, together with (a) replacement community facility/ies.  
The site is occupied on a temporary basis (18 months) by the Steiner School.  

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. The site lies within the existing urban area. Its development for housing therefore accords with strategic planning policy, in principle.  

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

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

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

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

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

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

Land Status
The site is brownfield.

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

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

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

It is unlikely that the site contains any archaeological remains.

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

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

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

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

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

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

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

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

The site is suitable and available for potential residential development. Notwithstanding the Panel’s advice, given the need to relocate the Steiner School, it is considered that development of the site could commence in Years 6-10.
Site Ref: 6
Address: Land at Stoke Road, Exeter
Gross site area: 8.32 ha
Net developable area: 0 ha
Density range: N/A
Min yield: 0
Max yield: 0
Potential land uses: Promoted for housing, park and ride and neighbourhood centre

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

Site Suitability: Stage A

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

Biodiversity & Geodiversity
The northern half of the site is a wildlife corridor. The site is also home to legally protected species of bluebell and bat. It is therefore of biodiversity value. An ecological survey would be required as part of any development proposal. Any planning permission could be subject to a condition or planning obligation seeking to minimise impact and secure effective mitigation and compensatory measures.

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

Conclusion
Site 6 is unsuitable for housing, having failed the Stage A suitability test on strategic planning policy grounds. Assessments of availability and achievability are not required.
Site description
This site is part of the operational railway and used principally as surface car parking associated with Exeter St David’s Station, which adjoins to the west. The site includes the entrance buildings to the Station. The area to the east is of mixed use, including residential and retail. The site is bisected east to west by Station Road.

The site is allocated in the Exeter Local Plan First Review for the development of offices, student housing and local centre retail units. Based on recent student schemes developed in Exeter and the character of the area, it is considered that the site could yield dwellings at around 100 dph.

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. The site lies within the existing urban area. Its development for housing therefore accords with strategic planning policy, in principle.

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

Flood Risk
The site to the north of Station Road is in Flood Zone 2 (medium 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 site to the south of Station Road is in Flood Zone 3a (high risk), where residential development is only appropriate if the Sequential and Exceptions Tests are first passed. The risk is from both the River Exe and the Taddiforde Brook. Both sites would benefit directly from the Exeter Flood Risk Management Scheme, and from upstream storage/attenuation works in the Hoopern Valley, if/when implemented. Developer contributions towards these schemes would be required.

Site Suitability: Stage B

Impact on Built Environment
The entrance to the station is a Building of Local Importance, the architectural and historic value of which should not be harmed by development. Two Grade II Listed Buildings lie close to the site – the Jolly Porter to the east and an early railway goods shed/engine house to the west - and their preservation should be given special regard. Buildings of Local Importance in the adjoining area include the main station buildings, the White House, the Great Western Hotel and the Red House.

The Taddyford Conservation Area adjoins the site to the east.

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

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

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

**Land Status**  
The site is brownfield.

**Constraints to Delivery**  
A new multi-storey car park is required to rationalise the existing surface parking. This would probably need to be provided in the central part of the site, adjoining Station Road. However, it should not have a harmful impact upon nearby Listed Buildings, Buildings of Local Importance and the Conservation Area.

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

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

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

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

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

**Employment Land**  
Planning permission to convert an existing building located in the northern part of the site to employment use was granted in 2012. This part of the site is discounted from having any residential development potential (0.13 ha).

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

**Highways Access**  
Devon County Highways advises access is achievable. Proposals would need to be accompanied by a Transport Assessment.
Highways within the site are discounted from having any development potential.

**Pedestrian and Cycle Links**
Existing links are good.

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

**Site Availability**
The landowner advises that the site will be available between April 2013 and March 2014.

**Site Achievability**
Given the constraints upon student accommodation in the area and the need to provide replacement car parking, the Council’s view is that the site is unlikely to be viable until Year 11 onwards.

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

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

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

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

Site Suitability: Stage A

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

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

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

Site Suitability: Stage B

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

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

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

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

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

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

Public foul and surface water sewerage are both available.

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

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

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

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

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

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

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

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

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

**Conclusion**
The site is suitable and available for potential residential development. Development of the site could commence in Years 6-10.
Site Ref: 10
Address: Land off Tedburn Road, Exeter
Gross site area: 0.35 ha
Net developable area: 0 ha
Density range: N/A
Min yield: 0
Max yield: 0
Potential land uses: Promoted for residential use

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

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

Site Suitability: Stage A

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

Biodiversity & Geodiversity
The site forms part of a SNIC, as defined in the Exeter Local Plan First Review; and the adjoining Alphin Brook and its banks are part of a County Wildlife Site, as defined in the proposed Development Delivery DPD. The site is therefore of biodiversity value and any planning application would need to include an ecological survey. If planning permission were granted, this could be subject to a condition or planning obligation seeking to minimise the impact of development and secure effective mitigation and compensatory measures.

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

Flood Risk
The majority of the site is believed to lie in Flood Zone 1 (no risk). However, as the Alphin Brook adjoins the site, a flood risk assessment would be required to fully determine its potential for development.

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

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

Site Suitability: Stage A

Strategic Planning Policy
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 site forms part of a SLINC, as defined in the Exeter Local Plan First Review. It is also home to the rare Rough Hawk’s Beard and the English bluebell, which are legally protected. The Exeter Biodiversity Reference Map identifies the site as Green Space Tier A and B, with Habitats of Principal Importance. The site is therefore of biodiversity value. Any planning application would need to include an ecological survey. If planning permission were to be granted, this could be subject to a condition or planning obligation seeking to minimise the impact of development and ensure that effective mitigation and compensatory measures are carried out.

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

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

Conclusion
Site 11 is unsuitable for housing, having failed the Stage A suitability test on strategic planning policy grounds. The Stage B suitability test and assessments of availability and achievability are not required.
The landowner has advised that the site is no longer available for development.
Site Ref: 13
Address: Oaklands Riding School & The Rosary, Balls Farm Road, Exeter
Gross site area: 2.1 ha
Net developable area: 0 ha
Density range: N/A
Min yield: 0
Max yield: 0
Potential land uses: Promoted for mixed use development including residential, park and ride, hotel and leisure

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

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

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
Whilst the site does not include areas formally designated for their biodiversity or geodiversity value, it consists of Green Space Tier B (see Exeter Biodiversity Reference Map).

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

Conclusion

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

Site has planning permission for residential use.
Site Ref: 15
Address: Land bounded by Sidwell Street, Paris Street, Belgrave Road and Summerland Street, Exeter

Gross site area: 4 ha
Net developable area: Departure from standard
Density range: Departure from standard
Min yield: 100
Max yield: 100
Potential land uses: Promoted for mixed-use comprising residential, employment, retail, hotel and transport

Site description
The site, lies at the eastern edge of the City centre and currently comprises a mix of uses, including the Exeter’s bus and coach station and associated uses (including a large garage and depot), public car parking, retail, a small amount of residential, a social club and a car repair workshop. The site is in single ownership but there are a number of leaseholders.

The site forms part of the ‘Grecian Quarter Regeneration Area’, which is identified in the Core Strategy for mixed use redevelopment during the plan period.

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. The site lies within the existing urban area. Therefore the site’s development for housing accords with strategic planning policy, in principle.

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

Initial scoping work undertaken by the Council indicates that the site has the capacity to deliver around 100 dwellings, alongside other land uses. This is reflected above.

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

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

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

**Access to Services/Facilities**
The site adjoins a supermarket, is 0.2 km from a post office and 0.3 km from a GP surgery and primary school. Therefore, although the nearest secondary school is 3.2 km away, the site is within relatively easy walking and cycling distance of a range of services and facilities.

**Land Status**
The site is brownfield.

**Constraints To Delivery**
The depot and garage sites are leased to the current occupier. The landowner advises that progress towards delivering alternative sites is being made.

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

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

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

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

**Employment Land**
The 2009 Exeter Employment Land Review concludes that the area within which the site lies (the ‘Summerland Street’ area) has redevelopment potential for a mix of uses, including office floorspace. The site is proposed for a mix of uses including employment and this is reflected in the estimated dwelling capacity.

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

**Highways Access**
Devon County Council has advised that vehicular access should be achievable.

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

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

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

The landowner advises that the availability of parts of the site will depend upon the acquisition of existing leases, which may require compulsory purchase.

**Achievability**

Developers have completed viability and feasibility assessments, which conclude that comprehensive redevelopment is unviable. Retail development could commence in 2015, leisure development in 2017. Residential development could be delivered as part of mixed-use development from 2017.

The SHLAA Panel advises that the site is achievable in Years 11-15, given that land within the site is still leased to other users.

**Conclusion**

The site is suitable and available for potential residential development. Development of the site is achievable in Years 11-15.
Site description
This site is occupied by a residential school built during the 1960/70s. It comprises two blocks of land, separated by Topsham Road. The southern block (3.37ha) contains school buildings in the northern part of the site, with tarmac playing pitches and large areas of maintained open space in the south. Most of this block is flat, although the ground level slopes downhill towards the south-western boundary. The site is therefore prominent in views from the Exe Valley/Canal Basin. The northern block (1.04ha) comprises an attractive area of open space called Mount Radford Lawn, which is elevated slightly above road level and is not publicly accessible. It contains a number of mature trees. The two blocks are connected by a pedestrian bridge over Topsham Road. The surrounding area is predominantly residential, with dwellings of varying ages and sizes. A primary school and Devon County Hall lie to the east.

The school has planning consent to develop a replacement facility elsewhere in the City.

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. The site lies within the existing urban area. Therefore the site’s development for housing accords with strategic planning policy, in principle.

Biodiversity & Geodiversity
All trees on the southern block are protected by TPO and would need to be safeguarded in any development. This is allowed for in the net developable area. The site has no other 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 is in St Leonard’s Conservation Area, the character and appearance of which would need to be preserved or enhanced by any development. Development on Mount Radford Lawn (1.04 ha) and the consequent loss of open space would cause significant harm to the Conservation Area, which could not be mitigated against. Therefore this part of the site is discounted from having residential development potential.

Given the comparatively high density of adjoining built-up areas and because it occupies a relatively sustainable location (e.g. see Access to Services/Facilities below), the remainder of the site has the potential to be developed at higher density than the standard for this location (e.g. 50-60 dph, rather than the standard 40-50 dph). This is reflected in the yields above.

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

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

**Air Quality**
The site is adjacent to the AQMA and would be accessed directly through it. An AQA would therefore be required to determine how close to the roadside it is appropriate to build dwellings and what impact development would have on the rest of the AQMA. Mitigation of any adverse impact would be required, e.g. 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 0.4 km from a local foodstore, 0.5 km from a GP surgery and 1.3 km from a post office. Two primary schools lie within 0.2 km and the nearest secondary school is around 1.5 km away. Therefore the site is within relatively easy walking/cycling distance of existing services and facilities.

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

**Constraints to Delivery**
This site has been occupied by a potentially contaminative land use and therefore remediation could be required.

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

Combined and surface water sewers are available. It is likely that surface water would be restricted to current flow or impermeable areas.

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 potential constraints at an early stage, with the results reflected in any development proposals.

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

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

**Green Infrastructure**
Mount Radford Lawn, plus open space in the south-eastern part of the site and a small area in the western part, are formal sports facilities. Mount Radford Lawn is considered to be of particular recreational value. Its loss to development would be especially harmful to the provision of facilities in the local area and it is considered that this could not be adequately mitigated against. Therefore this part of the site (i.e. Mount Radford Lawn) is discounted from having residential development potential.

Development could be required to include open space to replace the sports facilities in the main part of the site. It would be expected to contribute towards the provision and/or enhancement of open space, in accordance with the Council’s adopted Local Plan (or superseding) standards.
**Highways Access**
Topsham Road is a major arterial road. Development proposals would be required to minimise private car trips. Substantial developer contributions towards non-car modes of travel along Topsham Road would be required.

Proposals would need to be accompanied by a Transport Statement, stating whether traffic generated as part of the proposals would be likely to have a material impact on the SRN.

**Pedestrian and Cycle Links**
Good. The site adjoins an existing cycle route and footways giving access to nearby primary schools, plus facilities in the City centre and along Magdalen Road.

**Compatibility**
Subject to appropriate design and layout and addressing ‘Constraints to Delivery’ etc, residential development would in principle be compatible with surrounding land uses.

**Site Availability**
The site’s agent advises that the site will become available for development between April 2013 and March 2014.

**Site Achievability**
The replacement school will be funded through the redevelopment of Site 16. As an alternative to residential use, a national supermarket chain is interested in developing the site. The site’s suitability for retail development must be considered against the sequential test and in the context of proposals for an alternative potential new supermarket at Middlemoor (see para X of the main SHLAA Report). It is not yet possible to determine which, if either, site will be developed for retail use. As such, it is concluded that Site 16 may come forward for housing, although not during Years 1-5.

**Conclusion**
The site is suitable and available for potential residential development. Development of the site could commence in Years 6-10.
Site Ref: 17  
Address: Isca House, Haven Road, Exeter
Gross site area: 4.08 ha  
Net developable area: 2.89 ha  
Density range: Departure from standard  
Min yield: 200  
Max yield: 225  
Potential land uses: Promoted for residential use

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

The site forms part of the Water Lane Regeneration Area, which is identified in the Core Strategy for mixed use redevelopment during the plan period.

Site 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. The site lies within the existing urban area. Therefore the site’s development for housing accords with strategic planning policy.

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

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

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

Site Suitability: Stage B

Impact on Built Environment
The ‘Former Manager’s House and Office’ located at the northern tip of the site, together with the ‘Welcome Inn’, located just outside the site’s north-eastern boundary, are Buildings of Local Importance. Development would be required to preserve or enhance the architectural or historic importance of these buildings.

It is considered that the site’s net developable area has the potential to deliver around 200-225 dwellings, given the density of existing development in the surrounding area. This equates to a net density of 69-78 dph, which is higher than the standard for this location (40-50 dph).
Impact on Landscape Character
The site is not within the area of ‘landscape setting’ defined in either the Exeter Local Plan First Review or the proposed Development Delivery DPD.

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

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

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

Land Status
The site is brownfield.

Constraints to Delivery
The gas holders and pressure reduction station, which currently comprise 0.47 ha of the site, are operational and in separate ownership to the rest of the site. Comprehensive development would be subject to the removal of this equipment. Because the availability of these elements are not yet known, this part of the site is discounted as having any potential for residential development. This is reflected in the net developable area above.

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

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

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

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

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

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

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

**Highways Access**
Achieving adequate vehicular access is problematic whilst Haven Road remains the only route in/out of this area. Development would place further pressure on the Haven Road/Alphington Street junction. A Transport Assessment and significant developer contributions would be essential to address access requirements. However, development of the site alongside others in the Water Lane Regeneration Area could help to ensure adequate vehicular access.

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

**Compatibility**
There are a number of un-neighbourly uses in the surrounding area, which could have an impact on the amenity of residents. However, development of the site alongside others in the Water Lane Regeneration Area could help to address this.

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

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

**Conclusion**
The site is suitable and available for potential residential development. Development of the site could commence in Years 11-15.
Site Ref: 18a
Address: Land west of Shillingford Road, Alphington, Exeter
Gross site area: 0.36 ha
Net developable area: N/A
Density range: Departure from standard
Min yield: 6
Max yield: 9
Potential land uses: Promoted for residential use

Site description
This site comprises a block of land in agricultural use, bound by hedging. It lies on the southern fringe of the City and slopes gently uphill in a southerly direction. Residential development adjoins to the west and to the south-west, down a steep embankment, is the A30. To the east is agricultural land (Sites 18b, 18c, 19 and 20).

The site adjoins the Alphington Strategic Allocation delineated in the Core Strategy and lies in close proximity to an additional Strategic Allocation for 2000 dwellings contained in the Draft Teignbridge Local Plan. A Masterplan indicating how the two Strategic Allocations could be developed has been prepared by consultants. The Masterplan also encompasses Site 18a, for which an indicative yield and a gross density of development of 25-35 dph is given. The conclusions of the Masterplan are reflected above.

A Development Brief for sites 18a-c, 19 and 20 is being prepared by the City Council.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies six strategic locations for growth at Exeter, including the Alphington Strategic Allocation. Although Site 18a technically lies outside the Strategic Allocation, it is surrounded almost entirely by land that is either already developed, or considered suitable for development in terms of strategic planning policy. Discounting the site on strategic planning policy grounds cannot, therefore, be realistically substantiated.

Biodiversity & Geodiversity
The site’s boundaries forms part of a SLINC, as defined in the Exeter Local Plan First Review. They are therefore of known biodiversity value and development proposals would need to include an ecological survey. Any planning permission could be subject to a condition or planning obligation seeking to minimise impact and secure effective mitigation and compensatory measures.

Flood Risk
The site is located in Flood Zone 1, with little or no risk of flooding. 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 is not in close proximity to any Listed Buildings.

Impact on Landscape Character
The Exeter Local Plan First Review defines the site, together with the adjoining Strategic Allocation, as part of the City’s ‘landscape setting’. However, the Core Strategy removes the landscape setting designation from the adjoining Strategic Allocation, leaving only Site 18a – a comparatively small island site – designated. Given that the majority of the designation is deleted in the Core Strategy, it would be inappropriate to discount the site on grounds of impact on landscape character.
Mineral Resources
The site is not in a Minerals Consultation Area.

Air Quality
This site is not adjacent to 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.

Access to Services/Facilities
The site is 0.6 km from a GP surgery and 1 km from a local foodstore and post office. A primary school is around 1 km away and the closest secondary is around 1.8 km distant. The site is therefore within relatively easy walking/cycling distance of a range of existing 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 of agricultural land by fuel spills, flytipping etc could have occurred. Therefore the need for remediation cannot be ruled out.

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

A public foul sewer is available, plus a public surface water sewer subject to capacity. SUDs may not be feasible.

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
In addition to strategic green infrastructure, development could be expected to contribute towards the provision and/or enhancement of open space, in accordance with the Council’s adopted Local Plan (or superseding) standards.

Highways Access
Devon County Highways advises that vehicular access is feasible in principle.

The Highways Agency advises that the development of Sites 18a-c, 19 and 20 together could impact significantly upon the SRN junction at the Ide Interchange, which currently has congestion issues and is an accident cluster site. Infrastructure improvements would be required to mitigate the combined vehicular impact of traffic generated by the sites. Any planning application on the sites would also need to be accompanied by a Transport Assessment and Travel Plan, taking into account the cumulative impact of the sites on the SRN.

Pedestrian and Cycle Links
Existing links are poor. There are no dedicated cycle routes serving the site, but development could help to fund improvements. The site is served by existing footways giving pedestrian access to facilities in Alphington.

Compatibility
Comprehensive development of this site together with other sites in the Alphington Strategic Allocation would help to ensure maximum compatibility with surrounding land uses. It is also more likely to deliver the infrastructure required to support development.

**Site Availability**

The agent acting for the landowner advises that the site is immediately available for development, but 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 18b: Land east of Shillingford Road, Exeter. Scale: 1:1250

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Site Ref: 18b  
Address: Land east of Shillingford Road, Alphington, Exeter  
Gross site area: 2.17 ha  
Net developable area: N/A  
Density range: Departure from standard  
Min yield: 54  
Max yield: 74  
Potential land uses: Promoted for residential use  

Site description  
This site is in agricultural use and is bound by hedgerows. It lies on the southern fringe of the City and slopes gently uphill towards a ridge running along its southern boundary. The ridge contains the City from views from the south. Shillingford Road runs along the site’s western boundary and Markham Lane, a sunken lane, along the southern boundary. Residential development abuts to north and west, but otherwise the site is surrounded by undulating countryside, including Sites 18a, 18c, 19 and 20.  

The site forms part of the Alphington Strategic Allocation in the Core Strategy, which is proposed for the development of up to 500 dwellings. A further 2,000 dwellings are proposed across the border in Teignbridge District, as part of a larger urban extension. A Masterplan for the urban extension has been prepared by consultants, indicating how the area could be developed. The Masterplan gives an indicative yield for the site and a gross density of development of 25-35 dph, which is a departure from the SHLAA standard. The conclusions of the Masterplan are reflected above.  

A Development Brief for sites 18a-c, 19 and 20 is being prepared by the City Council.  

Site Suitability: Stage A  

Strategic Planning Policy  
Policy CP3 of the Core Strategy identifies six strategic locations for growth at Exeter, including the Alphington Strategic Allocation of which this site forms part. In principle, the site’s development for housing therefore accords with strategic planning policy.  

Biodiversity & Geodiversity  
The site’s boundaries form part of a SLINC, as defined in the Exeter Local Plan First Review. They are therefore of known biodiversity value and development proposals 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 impact and secure effective mitigation and compensatory measures.  

Flood Risk  
The site is located in Flood Zone 1, with little or no risk of flooding. 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 is not in close proximity to any Listed Buildings.  

Impact on Landscape Character  
The Exeter Local Plan First Review defines the site, together with the rest of the Alphington Strategic Allocation, as part of the City’s ‘landscape setting’. However, this designation is effectively superseded by the designation for development of the Alphington Strategic Allocation in the Core Strategy. Therefore the site is not discounted on grounds of impact on landscape character.
Mineral Resources
The site is not in a Minerals Consultation Area.

Air Quality
This site is not adjacent to 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.

Access to Services/Facilities
The site is 0.6 km from a GP surgery and 1 km from a local foodstore and post office. A primary school is 1 km away and the closest secondary is around 1.8 km distant. The site is therefore within relatively easy walking/cycling distance of a range of existing services and facilities.

Land Status
The site is greenfield

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

The site is close to the A30. 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.

A public foul sewer is available, plus a public surface water sewer subject to capacity. SUDs may not be feasible.

The site adjoins a scheduled prehistoric barrow cemetery and other remains to the south. There is therefore a high potential for the site to contain remains, which may affect its capacity for development and potential layout. Preliminary work would be required to identify and clarify the constraints at an early stage in the planning process, with the results reflected 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
In addition to strategic green infrastructure, development could be expected to contribute towards the provision and/or enhancement of open space, in accordance with the Council’s adopted Local Plan (or superseding) standards.

Highways Access
Devon County Highways advise that vehicular access is feasible in principle.

Development of Sites 18a-c, 19 and 20 together could have a significant impact upon the SRN junction at the Ide Interchange, which currently has congestion issues and is an accident cluster site. Infrastructure improvements could be required to mitigate the combined vehicular impact of traffic generated by the sites. Any planning application would need to be accompanied by a Transport Assessment and Travel Plan, which should take account of the cumulative impact of the sites on the SRN.
Pedestrian and Cycle Links
Existing links are poor. There are no dedicated cycle routes serving the site, but development could help to fund improvements. The site is served by existing footways giving access to facilities in Alphington.

Compatibility
Comprehensive development of this site together with other sites in the Alphington Strategic Allocation would help to maximise compatibility with surrounding land uses. It is also more likely to deliver the infrastructure required to support development.

Site Availability
The agent acting for the landowner advises that the site is immediately available for development, but 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 description
This site comprises land in agricultural use, bound and divided into four fields by hedgerows. It lies on the southern fringe of the City and slopes gently uphill towards a ridge running along the southern boundary. The ridge contains the City from views from the south. Residential development abuts to north, but otherwise the site is surrounded by undulating countryside. Sites 18a, 18b, 19 and 20 lie to the west.

The site forms part of the Alphington Strategic Allocation in the Core Strategy and is proposed for the development of up to 500 dwellings. A further 2,000 dwellings are proposed across the border in Teignbridge District, as part of a larger urban extension. A Masterplan for the urban extension has been prepared by consultants, indicating how the area could be developed. The Masterplan gives an indicative yield and a range of gross development densities across the site, all being departures from the SHLAA standard. The conclusions of the Masterplan are reflected above.

A Development Brief for sites 18a-c, 19 and 20 is being prepared by the City Council.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies six strategic locations for growth at Exeter, including the Alphington Strategic Allocation of which this site forms part. In principle, the site’s development for housing therefore 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 located 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. The setting of nearby 76 Chudleigh Road, which is Grade II Listed, should be preserved.

Impact on Landscape Character
The Exeter Local Plan First Review defines the site, together with the rest of the Alphington Strategic Allocation, as part of the City’s ‘landscape setting’. However, this designation is effectively superseded by the designation for development of the Alphington Strategic Allocation in the Core Strategy. Therefore the site is not discounted on grounds of impact on landscape character.

Mineral Resources
The site is not in a Minerals Consultation Area.
Air Quality
This site is not adjacent to 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.

Access to Services/Facilities
The site is 0.6 km from a GP surgery and 1 km from a local foodstore and post office. A primary school is 1 km away and the closest secondary is 1.8 km distant. The site is therefore within relatively easy walking/cycling distance of a range of existing services and facilities.

Land Status
The site is greenfield

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

A public foul sewer is available, but a sewage pumping station would be needed. There is no public surface water sewer available. A requisition sewer would be required.

The site adjoins a scheduled prehistoric barrow cemetery and other remains to the south. There is therefore a high potential for the site to contain remains, which may affect its capacity for development and potential layout. Preliminary work would be required to identify and clarify these constraints at an early stage in the planning process, with the results being reflected 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
In addition to strategic green infrastructure, development could be expected to contribute towards the provision and/or enhancement of open space, in accordance with the Council’s adopted Local Plan (or superseding) standards.

Highways Access
Devon County Highways advises that vehicular access is feasible in principle.

Development of Sites 18a-c, 19 and 20 together could have a significant impact upon the SRN junction at the Ide Interchange, which currently has congestion issues and is an accident cluster site. Infrastructure improvements could be required to mitigate the combined vehicular impact of traffic generated by development of the sites. Any planning application would also need to be accompanied by a Transport Assessment and Travel Plan, which should take account of the cumulative impact of the sites on the SRN.

Pedestrian and Cycle Links
Existing links are poor. There are no dedicated cycle routes serving the site, but development could help to fund improvements. The site is served by existing footways giving pedestrian access to facilities in Alphington.
Compatibility
Comprehensive development of this site together with other sites in the Alphington Strategic Allocation would help to ensure maximum compatibility with surrounding land uses. It is also more likely to deliver the infrastructure required to support development.

Site Availability
The agent acting for the landowner advises that the site is immediately available for development, but 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 Ref:  19  
Address: Land north of Markham Lane, Exeter  
Gross site area:  1.91 ha  
Net developable area:  N/A  
Density range: Departure from standard  
Min yield:  66  
Max yield:  89  
Potential land uses: Promoted for residential use

**Site description**
This site comprises a field in agricultural use. It is located on the southern fringe of the City and slopes gently uphill towards a ridgeline running along the southern boundary. The ridgeline contains the City from views from the south. Residential development abuts to the north, but otherwise the site is surrounded by undulating countryside. The site is sandwiched between Sites 18b and 20.

The site forms part of the Alphington Strategic Allocation in the Core Strategy and is proposed for the development of up to 500 dwellings. A further 2,000 dwellings are proposed across the border in Teignbridge District, as part of a larger urban extension. A Masterplan for the urban extension has been prepared by consultants, indicating how the area could be developed. The Masterplan gives an indicative yield and a range of gross development densities across the site, all being departures from the SHLAA standard. The conclusions of the Masterplan are reflected above.

A Development Brief for sites 18a-c, 19 and 20 is being prepared by the City Council.

**Site Suitability: Stage A**

**Strategic Planning Policy**
Policy CP3 of the Core Strategy identifies six strategic locations for growth at Exeter, including the Alphington Strategic Allocation of which this site forms part. In principle, the site's development for housing therefore accords with strategic planning policy.

**Biodiversity & Geodiversity**
The site's southern boundary forms part of a SLINC, as defined in the Exeter Local Plan First Review. The site is therefore of known biodiversity value and development proposals 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 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. The setting of nearby 76 Chudleigh Road, which is Grade II Listed, would be need to be preserved.

**Impact on Landscape Character**
The Exeter Local Plan First Review defines the site, together with the rest of the Alphington Strategic Allocation, as part of the City's 'landscape setting'. However, this designation is effectively superseded by the designation for development of the Alphington Strategic Allocation in the Core Strategy. Therefore the site is not discounted on grounds of impact on landscape character.
Mineral Resources
The site is not in a Minerals Consultation Area.

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

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

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 of agricultural land by fuel spills, flytipping etc may have occurred and therefore the need for remediation cannot be ruled out.

Public foul and surface water systems are available in Chudleigh Road, subject to capacity. Requisition sewers may be required across third party land. Surface water flow would be restricted to greenfield runoff.

The site adjoins a scheduled prehistoric barrow cemetery and other remains to the south. There is therefore a high potential for the site itself to contain remains, which may affect its capacity for development and potential layout. Preliminary work would be required to identify and clarify these constraints at an early stage in the design process, with the results being reflected in any proposed development.

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

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

Green Infrastructure
In addition to strategic green infrastructure, development could be expected to contribute towards the provision and/or enhancement of open space, in accordance with the Council’s adopted Local Plan (or superseding) standards.

Highways Access
Devon County Highways advise that vehicular access is feasible in principle, although it is reliant upon the development of Sites 18a and/or 20.

Development of Sites 18a-c, 19 and 20 together could have a significant impact upon the SRN junction at the Ide Interchange, which currently has congestion issues and is an accident cluster site. Infrastructure improvements could be required to mitigate the combined vehicular impact of traffic generated by development of the sites. Any planning applications would need to be accompanied by a Transport Assessment and Travel Plan, which should take account of the cumulative impact of the sites on the SRN.
Pedestrian and Cycle Links
There are no dedicated cycle routes or public footpaths serving the site. However, development of this site and adjoining land (Sites 18a-c and 20) could help to fund improvements.

Compatibility
Comprehensive development of this site together with Sites 18a-c and 20 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 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 11-15, given that highways access is reliant upon the development of adjoining land.

Conclusion
The site is suitable and available for potential residential development. Development of the site could commence in Years 11-15.
Site Ref: 20
Address: Land west of Chudleigh Road, Exeter
Gross site area: 1.9 ha
Net developable area: N/A
Density range: Departure from standard
Min yield: 43
Max yield: 55
Potential land uses: Proposed for residential use

Site description
This site comprises a field in agricultural use. It is located on the southern fringe of the City and slopes gently uphill towards a ridgeline running along the southern boundary. The ridgeline contains the City from views from the south. Residential development abuts the site to the north, with a further three dwellings (including a large 2 storey house with outbuildings) lying between the eastern boundary and Chudleigh Road. Undulating countryside lies to the south and west (including Sites 18a-c and 19).

The site forms part of the Alphington Strategic Allocation in the Core Strategy and is proposed for the development of up to 500 dwellings. A further 2,000 dwellings are proposed across the border in Teignbridge District, as part of a larger urban extension. A Masterplan for the urban extension has been prepared by consultants, indicating how the area could be developed. The Masterplan gives an indicative yield and a range of gross development densities across the site, all being departures from the SHLAA standard. The Masterplan’s conclusions are reflected above.

A Development Brief for sites 18a-c, 19 and 20 is being prepared by the City Council.

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies six strategic locations for growth at Exeter, including the Alphington Strategic Allocation of which this site forms part. In principle, the site’s development for housing therefore accords with strategic planning policy.

Biodiversity & Geodiversity
The site’s southern boundary forms part of a SLINC, as defined in the Exeter Local Plan First Review. The site is therefore of known biodiversity value and development proposals would need to include an ecological survey. If planning permission were 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. The setting of nearby 76 Chudleigh Road, a Grade II Listed Building, would need to be preserved.

Impact on Landscape Character
The Exeter Local Plan First Review defines the site, together with the rest of the Alphington Strategic Allocation, as part of the City’s ‘landscape setting’. However, this designation is effectively superseded by the designation for development of the Alphington Strategic Allocation in the Core Strategy. Therefore the site is not discounted on grounds of impact on landscape character.
Mineral Resources
The site is not in a Minerals Consultation Area.

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

Access to Services/Facilities
The site is around 0.2 km from a GP surgery, 0.5 km from a local foodstore and 1.1 km from a post office. It is 1 km from a primary school and 1.7 km from a secondary school. The site is therefore within relatively easy walking/cycling distance of 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 of agricultural land by fuel spills, flytipping etc may have occurred. Therefore the need for remediation cannot be ruled out.

Public foul and surface water systems are available in Chudleigh Road, subject to capacity. Surface water flow would be restricted to greenfield runoff.

The site adjoins a scheduled prehistoric barrow cemetery and other remains to the south. There is therefore a high potential for the site to contain remains, which may affect its capacity for development and potential layout. Preliminary work would be required to identify and clarify these constraints at an early stage, with the results reflected in any proposed development.

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

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

Green Infrastructure
In addition to strategic green infrastructure, development could be expected to contribute towards the provision and/or enhancement of open space, in accordance with the Council’s adopted Local Plan (or superseding) standards.

Highways Access
Devon County Highways advise that vehicular access is feasible in principle.

Development of Sites 18a-c, 19 and 20 together could have a significant impact upon the SRN junction at the Ide Interchange, which currently has congestion issues and is an accident cluster site. Infrastructure improvements could be required to mitigate the vehicular impact of traffic generated by development of the sites. Any planning applications would also need to be accompanied by a Transport Assessment and Travel Plan, which should take account of the cumulative impact of the sites on the SRN.

Pedestrian and Cycle Links
Existing links are poor. There are no dedicated cycle routes serving the site. However, development of this site and adjoining land (Sites 18a-c and 19) could help to fund improvements. Existing footways provide pedestrian access to facilities in Alphington.
Compatibility
Comprehensive development of this site together with Sites 18a-c and 19 would help to ensure maximum compatibility with surrounding land uses. It is also more likely to deliver the necessary infrastructure requirements to support development.

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

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

Conclusion
The site is suitable and available for potential residential development. Development of the site could commence in Years 1-5.
Site description
This site lies on the northern side of the City, outside the main-built up area, on land which slopes uphill northwards. The site comprises three fields, separated and bound by hedgerows and mature trees. A mobile phone mast is located at the site’s northern tip, with a second on the north-west boundary. A dwelling lies close to this boundary. The site is north of an area of woodland (part of Mincinglake Valley Park). Apart from a small number of scattered dwellings to the north, the site is surrounded by undulating open countryside. Its character and appearance is rural.

Site Suitability: Stage A

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

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

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

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

Site has been developed for residential use.
Site Ref: 23
Address: Exmouth Junction, Prince Charles Road, Exeter
Gross site area: 6.13 ha
Net developable area: 4.3 ha
Density range: Departure from standard
Min yield: 104
Max yield: 147
Potential land uses: Promoted for residential and bus depot development

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

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

A masterplanning exercise for the site has been carried out on behalf of the owner. This sets out three development options, each including a bus depot on 1.8 hectares and then either comprising (i) a wholly residential layout with 104 dwellings; (ii) a mixed residential layout with 74 dwellings and a block of student accommodation of around 44 cluster flats (264 en-suite rooms), totalling 118 dwellings; and (iii) a wholly student scheme of around 147 cluster flats (882 en-suite rooms). These figures are reflected above. For purposes of the SHLAA schedules, a build-out based on the mid-range scheme is used.

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. The site lies within the existing urban area. In principle, the site’s development for housing therefore accords with strategic planning policy.

Biodiversity & Geodiversity
Although not shown on the Exeter Local Plan First Review Proposals Map, the railway running through the site is part of a wildlife corridor. Badgers (legally protected) have also been noted on the site, together with slow worms and common lizards. The site is therefore of biodiversity value and development proposals would be required to include an ecological survey. Planning permission could be subject to a condition or planning obligations seeking to minimise impact and secure effective mitigation and compensatory measures.

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

Flood Risk
The site is in Flood Zone 1, with little or no risk of flooding. Development proposals would need 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. A former water tower located within the site is a Building of Local Importance. Its historic and architectural value should be safeguarded.
Impact on Landscape Character
The site is not within the area of 'landscape setting' defined in either the Exeter Local Plan First Review or the proposed Development Delivery DPD.

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

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

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

Land Status
The site is brownfield.

Constraints To Delivery
It is highly likely that those parts of the site occupied by rail lines (around 4.0 ha) will be required for rail use during the Plan period. These parts of the site are discounted from having residential development potential. This is taken into account in the site yields above.

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

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

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

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

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

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

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

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

**Highways Access**
Access is available from Mount Pleasant Road to the west and from a new roundabout at the eastern end of the site, shared with the adjoining supermarket. Issues relating to traffic, cyclist and pedestrian safety at the ‘Stoke Arms’ roundabout to the north-west would also need to be addressed before development could take place.

**Pedestrian and Cycle Links**
A cycle route along Prince Charles Road provides access to the eastern side of the City, but not into the City centre. Development could be expected to help fund improved linkages.

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

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

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

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

Site has planning permission for residential use.
Site Ref:  25
Address:   Nos. 35-39 Summer Lane, Exeter
Gross site area:  0.44ha
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 one detached and two semi-detached mid-20th Century dwellings. The gardens to the dwellings contain a number of mature trees. The site lies immediately south of a railway line, which is slightly elevated above ground level. Summer Lane adjoins the east. The surrounding area comprises primarily low to medium density residential development.

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

**Site Suitability: Stage A**

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

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

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

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

**Site Suitability: Stage B**

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

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

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

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

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

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

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

Public foul and surface water sewerage are available.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies 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
Whilst the site does not include areas formally designated for their biodiversity or geodiversity value, it consists of Green Spaces Tier B (see Exeter Biodiversity Reference Map).

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

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

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

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

Site Suitability: Stage A

Strategic Planning Policy
Policy CP3 of the Core Strategy identifies 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
Whilst the site does not include areas formally designated for their biodiversity or geodiversity value, it consists of Green Spaces Tier B and includes Habitats of Principle Importance. (see Exeter Biodiversity Reference Map).

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

Conclusion
Site 32 is unsuitable for housing, having failed the Stage A suitability test on strategic planning policy grounds. The Stage B suitability test and assessments of availability and achievability are not required.
Site Ref: 33
Address: Land adjacent no. 3 Pinn Lane, Exeter
Gross site area: 0.12 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 land-locked flat site comprises an area of overgrown garden and lies immediately south of the main rail line to London. It is otherwise surrounded by dwellings of various age and size.

Site Suitability: Stage A

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

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

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

Site Suitability: Stage B

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

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

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

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

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

Land Status
The site is greenfield.

Constraints To Delivery
The site has not believed to have been occupied by a potentially contaminative land use. However contamination by fuel spills, flytipping etc may have occurred and therefore the need for remediation cannot be ruled out.
Noise from the adjoining rail line could affect the amenity and health of any future residents. Any scheme would therefore need to include technically and economically viable measures to resolve any noise issues, to afford a satisfactory standard of amenity to residents, with no unacceptable risks to human health.

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

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

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

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

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

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

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

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

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

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

Site has outline planning permission for residential development subject to completion of S106 agreement (12/0802/01).
Site description
This site lies on the eastern fringe of Exeter, immediately to the south of Monkerton. It slopes gently uphill in an easterly direction and comprises an overgrown field with mature trees along its boundaries. Tithebarn Lane runs along the northern boundary and Gipsy Lane, a narrow sunken track, adjoins to the east. Land to the east, south and west is sparsely developed and largely greenfield. Dwellings lie to the north and west, open fields to the east and an old nursery abuts to the south (Site 37a).

The site forms part of the Monkerton/Hill Barton Strategic Allocation in the Core Strategy. 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. 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 defines Gipsy Lane and Tithebarn Lane as SLINCs. 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 minimise impact and secure effective mitigation and compensatory measures.

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

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

Site Suitability: Stage B

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

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

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

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

Land Status
The site is greenfield.

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

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

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

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

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

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

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

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

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

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

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

**Site Availability**

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

**Site Achievability**

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

**Conclusion**

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