

Newcourt Masterplanning Study

Contents

VOLUME I

EXECUTIVE SUMMARY	7
INTRODUCTION	11
SITE INVESTIGATIONS & APPRAISAL	13
CONCEPT DEVELOPMENT	33
MASTERPLAN CONCEPT PLANS	47

VOLUME II

TRANSPORTATION TECHNICAL REPORT
STRATEGIC AIR QUALITY ASSESSMENT
WATER QUALITY IMPACT ASSESSMENT
IMPLEMENTATION PLAN
DRAFT SUSTAINABILITY APPRAISAL



The Masterplan concept promotes a balanced mix of residential, employment and community uses with open spaces, green corridors and transport infrastructure.



Executive Summary

This Masterplanning Study provides a framework for the holistic development of the Newcourt area and is based on a set of guiding principles developed through a careful analysis of the site and its context, historic development and landscape setting in order to promote a sustainable, responsive and sensitive design of proposed new development.

The Study assesses the potential for developing the Newcourt area as a mixed-use Urban Extension. Two options have been investigated to assess whether 3200 or more new dwellings (including commitments of 1176 dwellings), along with 20 hectares of employment development could be accommodated within the study area.

There is potential to accommodate 3554 dwellings (including commitments of 1176 dwellings at varying densities) at an average 50 dwellings per hectare thus meeting the requirements for Option 1 and to some extent Option 2. In order to assess the possibility of a considerably higher number of dwellings as required by Option 2, the only feasible approach was to increase densities on certain sites where appropriate. By increasing densities on some sites to 65 dwellings per hectare the maximum number of dwellings the study area could accommodate in meeting Option 2 is 3677, including commitments of 1176 dwellings at varying densities. In total, 21.4 hectares of employment land has been achieved for in both Option 1 and 2.

In meeting the requirements for both Option 1 and Option 2, careful consideration has been given to the study area's context in terms of the existing landscape and surrounding development, effect on water and air quality, traffic impacts and the potential implementation phasing.

The transport assessment concludes that good public transport, cycleways and footways will enable development within the study area to be delivered. In order to ensure that transport infrastructure within the study area functions successfully, Travel Plan commitments will be required as part of the development. In addition, bus routes, high quality public transport routes and a central transport hub will be important to the success of the proposals. In response to these findings, a network of sustainable transport routes is proposed through the site for pedestrians, cyclists and buses with the aim of encouraging the use of alternative transport modes and discouraging car use where appropriate. A transport hub is proposed at the heart of the site providing choice and accessibility for a range of transport modes.

Through the use of Sustainable Urban Drainage Systems (SUDS), restricted runoff and surface water management, any potential impact on water quality arising from the development can be mitigated. The impact of the development on air quality has been assessed and concluded to be "negligible". Increased traffic arising from the development would not lead to a significant increase in emissions.

Overall, the Masterplan concept promotes a balanced mix of residential, employment and community use with open spaces, green corridors and transport infrastructure. The Masterplan enables strong links and integration between each of the proposed land uses.

Existing historic buildings and parkland have been integrated into the Masterplan giving the new community a strong identification with its past and providing focal points and links with new development. New healthcare, school and community facilities will be located close to residential development and transport routes providing easily accessible services to the new community at Newcourt.

In terms of implementation, the study has identified that development could most feasibly be carried out in four phases. Phase 1 would involve the development of land already with planning permission, and the delivery of the main transport infrastructure within the study area. Phase 2 would involve development of community and healthcare facilities, the transport hub and land being promoted for development by land owners. Phase 3 would involve employment and residential development to the south of the A379 and Phase 4 employment and residential development east of the railway. The Implementation Study identifies that the fragmented ownership of the site presents particular difficulties with regard to delivering development in a phased, sequential manner. Negotiation with and buy-in from land owners will be essential to the delivery of the development proposed within this Masterplanning Study.

01

Introduction

Introduction

This Masterplanning Study is intended to provide an early design framework and set out the broad principles to guide development of an urban extension at Newcourt for at least 3200 dwellings and 20 hectares of employment land. The area has been identified as a result of the draft Regional Spatial Strategy's projected housing figures and proposed Area of Search to the south and east of the city. At a local level, the emerging Core Strategy of the Exeter Local Development Framework proposes major development to the east of the City's outer bypass. The Masterplanning Study will form part of the evidence base for this and future Development Plan Documents.

The intention is to promote development of the site for major mixed-use development comprising residential, employment opportunities, local community and local retail facilities. Two Masterplan options have been identified. Option 1 seeks to deliver 3200 dwellings as a minimum (including existing commitments) along with 20 hectares of employment land. Option 2 seeks to deliver significantly above 3200 dwellings (including existing commitments) along with 20 hectares of employment land.

The Masterplanning Study demonstrates how a sustainable urban extension in the Newcourt Study Area can be provided. The Study sets out the broad principles and form that will guide the proposed comprehensive development of the area. It outlines the analysis that has been undertaken and also the principles that are proposed to guide the site's development.

The study area is in multiple-ownership and is mostly undeveloped land albeit with a number of areas of development including sites comprising the former Royal Naval Stores Depot (RNSD) in the south, Sandy Park rugby ground in the north and sporadic development along Old Rydon Lane that passes through the centre. The RNSD sites have been acquired by developers and have recently received planning permission for residential development, subject to the completion of Section 106 Agreements.

Due to the scale and complexity of the study area, multiple-ownership and the likelihood that it will be developed over a number of years, it is likely that more detailed work will be required as sites become available. Inevitably the Masterplanning Study proposals will need to be modified and developed over time as more detailed work is carried out.

Given the size and impact that this development will have on the City, Exeter City Council considers that it should be an exemplar development in terms of design, sustainability, economic growth and employment, modern energy efficient housing and accessibility. The principles of the Local Plan, emerging Local Development Framework and this Masterplanning Study should aid the project in meeting these aims. As part of the promotion of a sustainable urban extension at Newcourt this document sets out:

- Illustrative Masterplans considering two options, the first option investigating medium residential densities and the second option at higher residential densities where appropriate, along with employment development showing how the site may be developed over time.
- The strategic principles and physical parameters within which the development may take place.

Accompanying this Masterplanning Study are technical reports covering:

- Transportation
- Air Quality
- Water Quality
- Implementation Strategy
- Preliminary Sustainability Appraisal

It is important to refer to these for additional detail where necessary. The primary aim is to guide and inform the physical aspects of the development to bring about a high quality cohesive place that will be perceived as a carefully considered whole, rather than an isolated development. Ultimately the document aims to:

- Provide a coherent planning context.
- Promote the sustainability objectives as set out in regional and national policy, the Local Plan and emerging Local Development Framework.
- Present a vision for Newcourt that is highly illustrative, user friendly and informative.
- Provide a flexible framework that is capable of responding to socio-economic and lifestyle changes whilst not constraining the viability of the project.
- Guide developers and their designers.
- Identify the broad physical characteristics.

This document recognises that the development will take a number of years to complete. Consequently, this document is not intended to be viewed as being the end of the design process.

02

Site Investigations & Appraisal

Site Location and Context

Site Location and Context

Fig. No 1.0

Exeter has a population of around 120,000 and lies in a strategic position within the South West region on the intersection of a number of key routes. It is a major regional centre for services, retail and culture. With strong economic growth, an international airport, the University and Met Office, Exeter is a key area for growth and development.

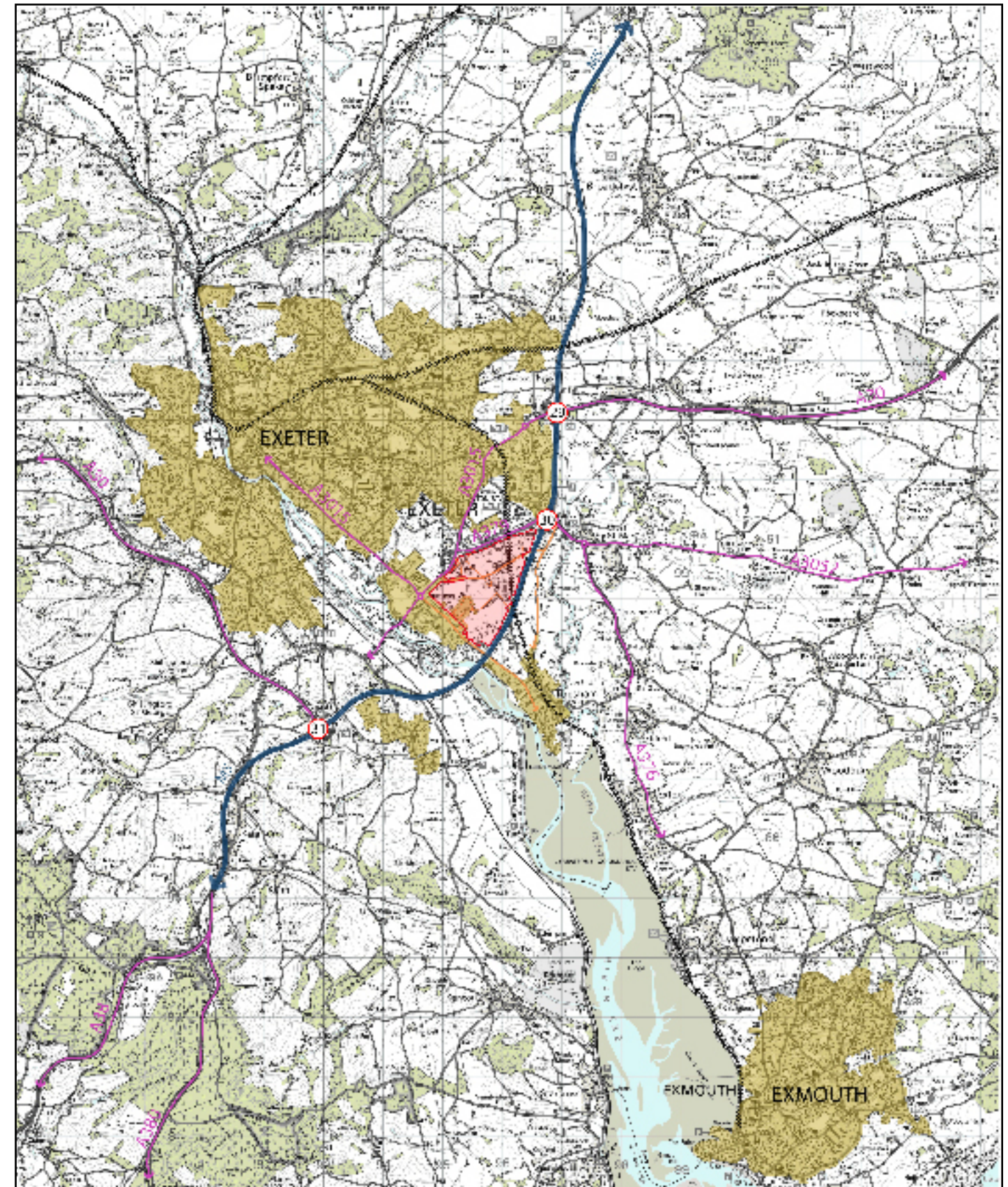
Scope for the expansion of Exeter to the north, west and south is very limited as a result of the topography, floodplains and environmental factors. The Cranbrook New Community, Exeter Science Park, Skypark and an Intermodal Terminal are all proposed to the east of the City, in East Devon. The Proposed Changes to the draft Regional Spatial Strategy (draft RSS) also proposes sustainable new growth in a belt along the eastern perimeter of Exeter, along the M5 corridor. This includes the Newcourt study area, comprising a triangle of land bounded by the M5, A379 dual carriageway and Topsham Road.

The Newcourt study area lies to the south east of Exeter City and covers about 215 hectares. The study area falls within the Local Plan Area Boundary and is enclosed by the A379 along the north-western boundary, the M5 on the south-eastern boundary and Topsham Road to the south west. The Exmouth rail link crosses the site from north to south on the eastern side of the study area. To the north of the site beyond the A379 lies residential, retail, commercial

and office development, at Pynes Hill and the former Digby Hospital site on Rydon Lane.

Beyond the M5 to the south the surrounding area is less built up and is characterised by open fields with some residential development along Newcourt Road, while areas of residential development lie along Topsham Road. Countess Wear Community School lies to the south west of the site beyond Topsham Road on Glasshouse Lane.

The study area itself is characterised largely by open land including a golf course, arable and pasture land. Old Rydon Lane runs from east to west across the middle of the site. Linear residential development runs along the southern side of Old Rydon Lane, at its western end. This development then continues along the eastern side of the A379 and the northern side of Topsham Road.



Scale
1:86300



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Site Investigations & Appraisal

Historic Development

Historic Development
Fig. No. 2.0

The maps in Figure 2 demonstrate how the Newcourt area has developed over time and illustrate the speed of development and change in morphology, particularly following World War II. Prior to this, Newcourt and the surrounding area experienced little built development and the landscape remained relatively unchanged.

Prior to the growth shown in Figure 2 the area surrounding Newcourt experienced development during the Roman era. Topsham Road represents the line of the Roman Road from the South Gate at Exeter, which is believed to have led to a port at Topsham. Old Rydon Lane running through the middle of the site from east to west is an early feature and followed for most of its length the ecclesiastical parish boundary between Topsham and Heavitree.

Most of the study area is characterised by a field system with multiple axes; this land pattern probably dates from the Roman era. Old Rydon Lane appears to deflect around some of these fields, suggesting an early origin.

In the mid-19th century, the landscape around Newcourt was characterised by enclosed fields, with numerous trees and only sparse settlement. Newcourt and Weare (now the main building for the Exeter Golf and Country Club) being the major sites. These properties were surrounded by parkland with some plantations. The major route was Topsham Road, reflecting the primary

movement of traffic in an east to west direction. Old Rydon Lane probably formed an established local route through the study area.

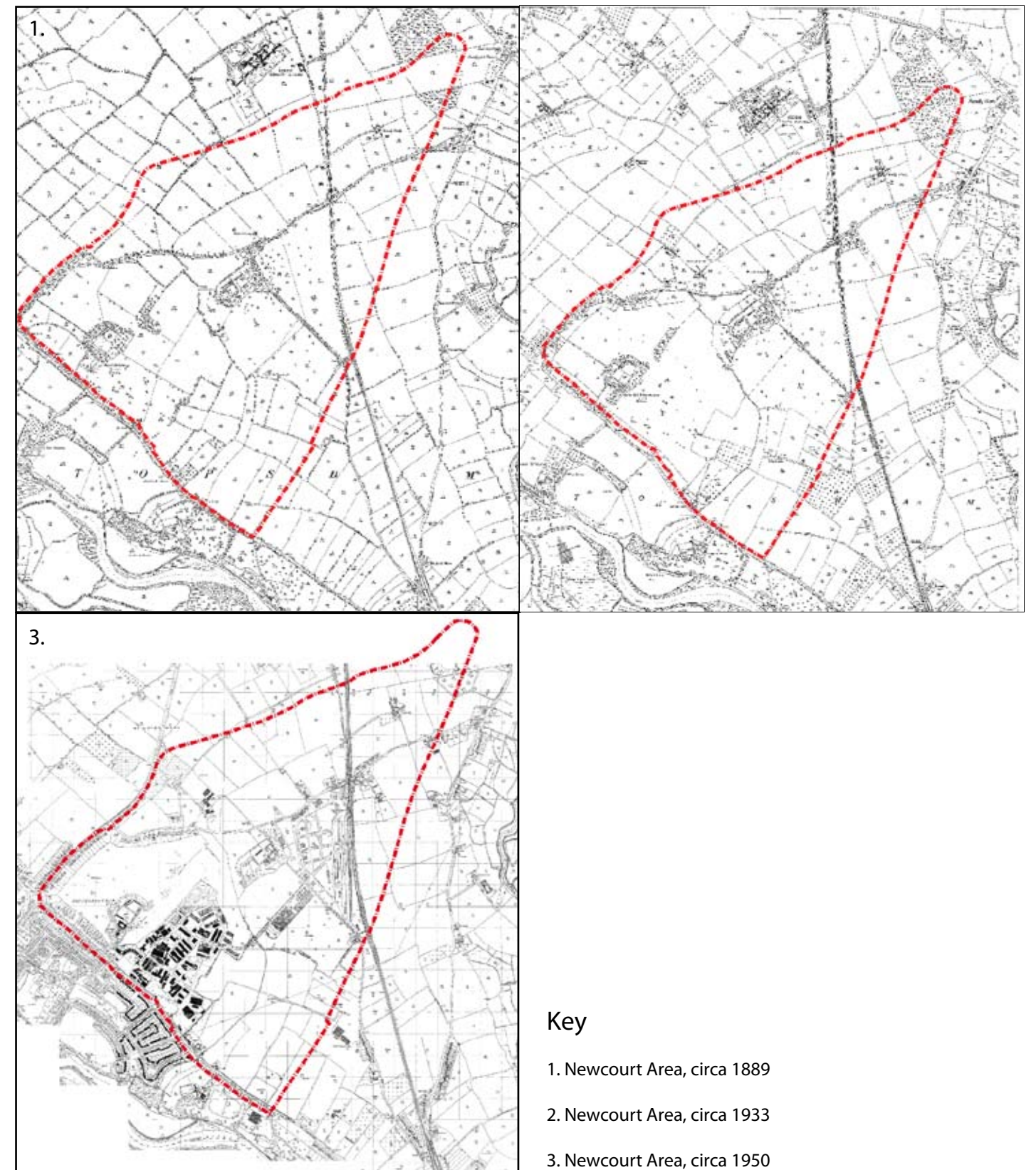
The Exeter to Exmouth branch railway was opened in 1861, cutting through the study area from north to south (see map 1.). In the mid-1930s, the outer Exeter by-pass (now comprising the A379/A3015/B3181) was constructed. This provided a new north to south link between the routes into Exeter from the east (A30/A38) and the A38/A380 Plymouth and Torbay Roads. The A379 forms the boundary to the study area to the west and, at the time of its construction, cut through the alignment of the existing field system and local trackways (see map 2.).

The Exeter Golf and Country Club was established in 1929 and the golf course was built within the grounds of Wear House (formally Weare). The House itself became the clubhouse.

During the 1930s residential development began taking place along Rydon Lane and Old Rydon Lane from Topsham Road. During the Second World War a significant part of the central south-western part of the site was used for military purposes. Bases were established on land adjoining Newcourt and alongside Countess Wear Road and Topsham Road (see map 3.).

In 1977 the stretch of the M5 motorway that forms the eastern boundary of the

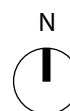
site was opened. Around this time the A379 link to the Exeter Bypass was also completed. The motorway and A379 link formed a scheme that included the construction of the roundabout at Sandygate and the slip-roads and associated landscaping at the Rydon Lane end of the A379.



Key

■ ■ ■ ■ ■ Site Boundary

Scale
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Site Investigations & Appraisal

Existing Site Circulation

Existing Site Circulation
Fig. No. 3.0

Overview

The Masterplanning Study area will have good access to the surrounding highway network, mainly through a consented new junction with the A379 dual carriageway to the north, and also with new signalised connections with Topsham Road to the south. These new access arrangements form part of recent planning consents for residential development.

There are four radial roads leading to the City from the east and south, with the B3212 Pinhoe Road allowing access from the north east although having no direct connection with the M5 motorway; B3183 Fore Street / Honiton Road leading to the city centre from M5 Jn 29 and the east; B3182 Topsham Road from the south east; and A377 Alphington Road from the A30(T) to the south of the city. In addition, the A379 leads from the M5 Junction 30 to the A3015 / A379 part ring road on the eastern side of the city where traffic to the city can join Topsham Road, or head north on the ring road to Honiton Road, or south across Bridge Road to Alphington Road.

Old Rydon Lane, which is an established lane through the site running from west to east between the dual carriageway ring road and Clyst Road to the east of the M5, is constrained by its limited movement junctions at either end of the site. To the south-east of the

area Newcourt Road runs northward from Topsham Road and crosses the motorway to an extended hammer head cul de sac which accesses local farm buildings to the south-east of the site.

Currently, a road is being constructed between Topsham Road and the A379 as part of planning consents for residential development on the land between Old Rydon Lane and the Golf Course.

Public Transport

There is public transport provision in close proximity to the area, with the Avocet Line (Exmouth railway line spur) bisecting the Masterplanning Study area. The nearest stop on the railway line is currently at the Digby and Sowton Park and Ride (bus and rail) less than 0.5 km from the northern boundary of the Masterplanning Study area, as well as at Topsham approximately 1 km from the south-eastern boundary. The rail service provides half hourly services to several stops leading towards the city centre which is 11 minutes away, as well as towards Exmouth which is 16 minutes away.

The capacity of the train service is determined by the number and type of carriages on the line. There are constraints on the frequency of trains because the route is single track over its 9 mile length from the junction with the main line to Exmouth. There is a

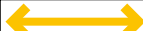
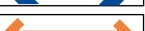
passing loop at Topsham station which is approximately half way between Exmouth and the main line junction. Currently up to four carriages are being used which have a capacity of 228 passengers, although different units / another carriage could be used to increase the capacity as the platform lengths at most stations could accommodate longer trains.

Bus services head radially into central Exeter on Topsham Road to the south of the site, as well as orbitally and radially into Exeter from Digby Drive to the north of the Study area boundary. The main service on Topsham Road is Service 57 which is operated by Stagecoach from Exmouth to Exeter by single (40 seat capacity) and double deck (74 seat capacity) vehicles at a 12 minute frequency. Additionally, service K (to Countess Wear) and T (to Topsham) operate on Topsham Road at a combined 10 minute frequency. These vary between large minibuses and single deckers.

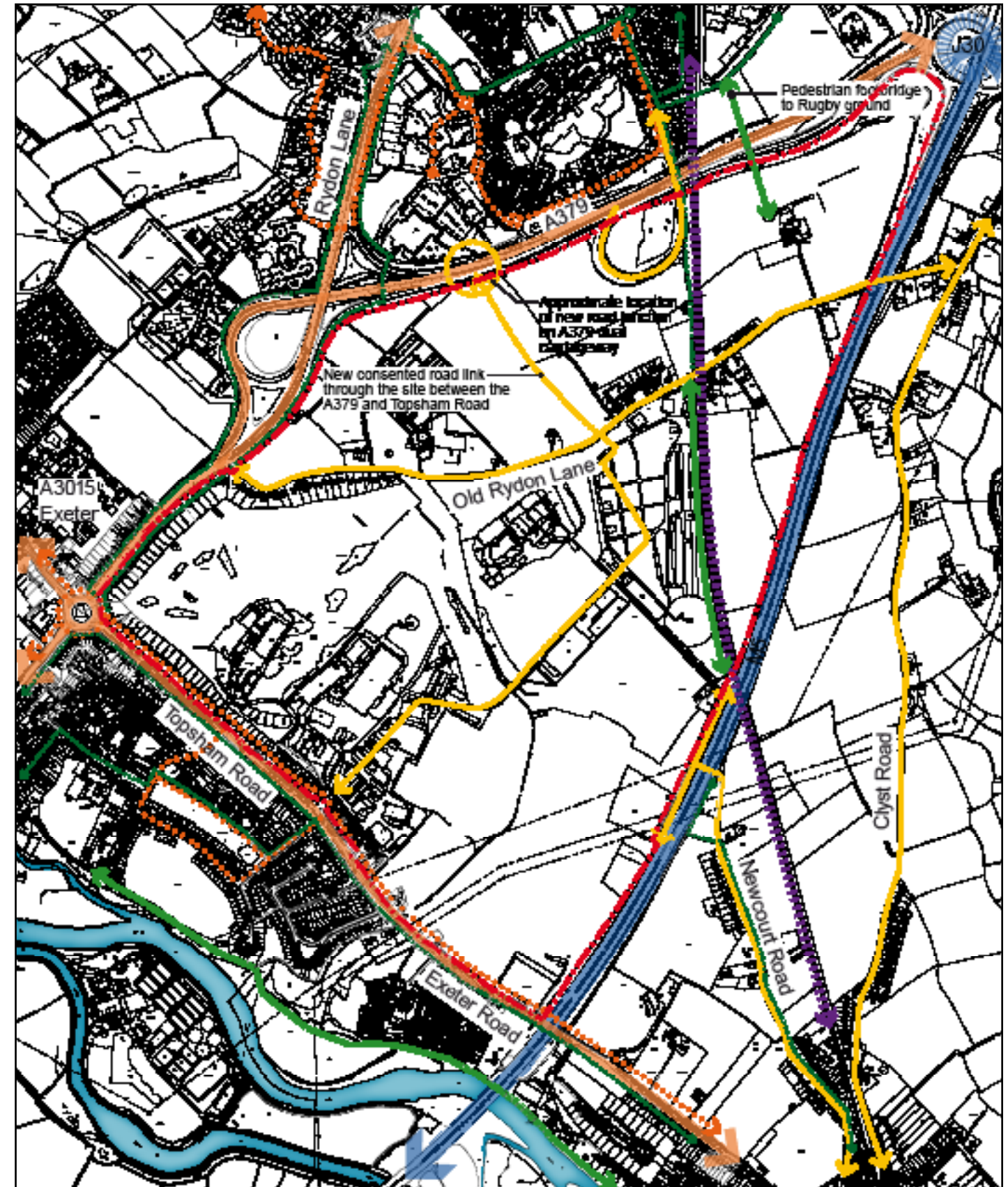
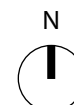
Walking and Cycling

There is a network of cycleways along Topsham Road and either side of Rydon Lane to the east of the site. In addition there is a combined walk and cycle way along the railway from Digby Sowton and to the east of the railway across the pedestrian bridge to the rugby stadium to the north-east of the Study area.

Key

	Site Boundary		Tertiary Road		Cycle Route
	Primary Road		Rail		Bus Route
	Secondary Road		Footpath		Proposed Road/ Under Construction
					April 2008

Scale
1:13250



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Site Investigations & Appraisal

Land Ownership and Owner Aspirations

Land Ownership
Fig. No. 4.0

Exeter Golf and Country Club, Topsham Road

Site Area: 43.3 hectares in separate plots of 8.3 & 35 hectares

The Exeter Golf and Country Club spans the width of the study area. The main focus to the west of the site is the clubhouse, a Grade II Listed building. EGCC is owned by its members and at this stage the Club has no plans to relocate.

A well-located site with good drainage and favourable topography, to which the Club might relocate, is difficult to find. Many golf courses are unusable during winter due to poor drainage, especially where they are located over clay. EGCC is on a sandy, well drained and gently sloping site, making it ideal for a golf course.

The club has an established membership and is well located in terms of public transport, residential areas and the road network. It is in good proximity to the City centre and many of its members live close by.

Proposals to release any EGCC land for development would first require the support of at least 60% of the Club's members. Members' current view is that the Practice Ground and a strip of adjoining land should be considered for development.

St. Bridget Nurseries, Old Rydon Lane

Site area: 13.4 hectares

St. Bridget Nurseries lies to the north west of the site south of the A379. The site comprises a long established commercial nursery and retail garden centre. The site has previously been investigated for housing by Exeter City Council but was not required to meet Structure Plan housing requirements at the time and other land within the study area was more readily available. The nursery site was therefore not included in the Adopted Local Plan.

St. Bridget Nurseries have no objection in principle to their site being included in the Masterplanning Study area for development but they have not actively sought to promote the residential potential of the site. The primary concern of the business has been and continues to be the successful operation of the nursery. Relocation would be a substantial undertaking and it is unlikely that any or part of the site would be available within the next 5 to 10 years. However in principle, it is possible that land could be released for residential development.

Tesco Land, south of A379

Site Area: 9.9 hectares

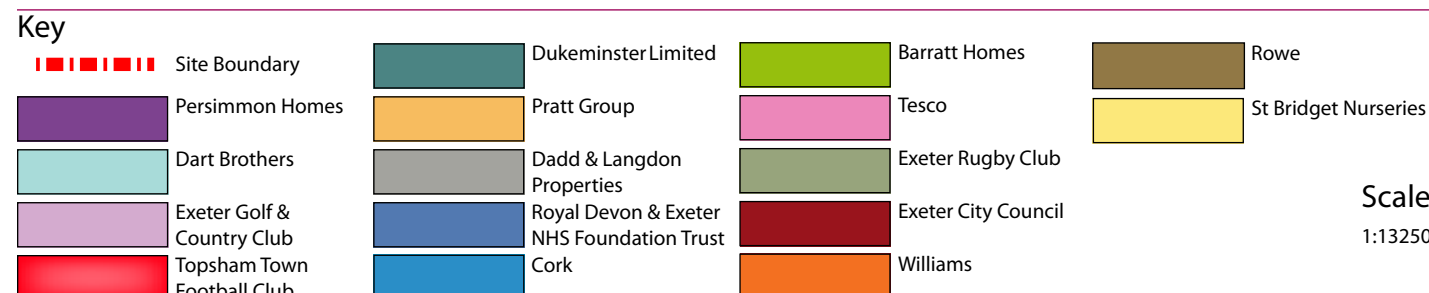
Tesco owns the area of land to the north of the study area adjacent to the A379 to the north and the railway to the east. The highway 'loop' slip road from the A379 takes up a large area of this site. The

site is allocated for employment use in the Local Plan and has previously been considered as a potential site for the Exeter University Science Park. Tesco does not support this allocation and would not be in favour of the site being allocated for employment in the emerging Local Development Framework. Tesco has proposed residential development as appropriate for the site.

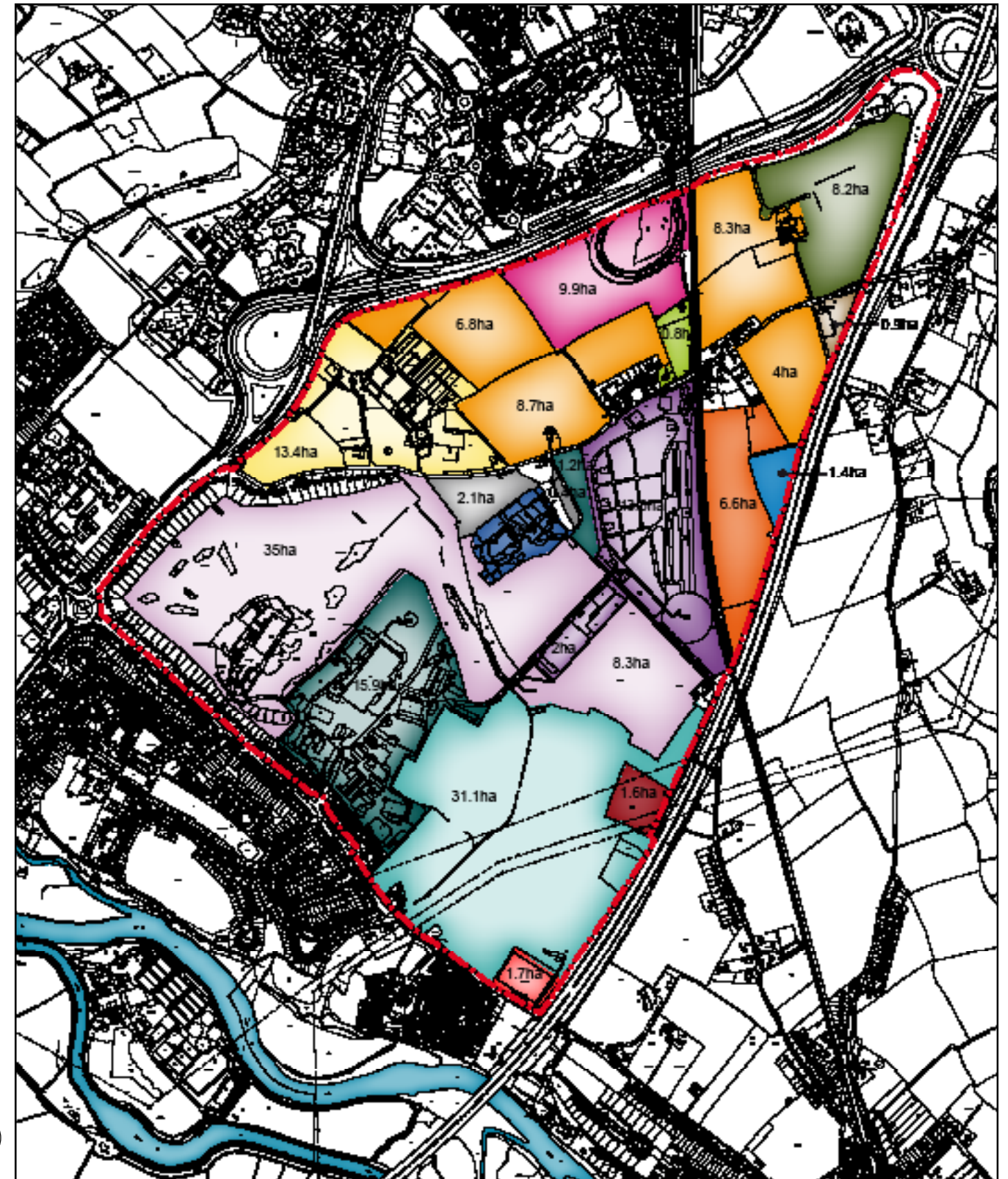
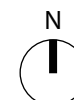
Tesco initially acquired the Digby Hospital site to the north of Newcourt with the intention of developing a sub-regional shopping centre. However, with the publication of PPG6 and the move away from out of town shopping developments, the majority of land was sold off for housing development. Subsequently, Tesco developed its current store to the north of the A379.

Tesco has indicated that they have considered their Newcourt site for development of a new store. They are currently examining the potential for relocating their existing Digby store and believe the land to the south of the A379 is capable of accommodating a larger format store. Tesco would then promote the current store site for residential development.

The Digby Park and Ride which, since its construction, has been surrounded by residential development is owned by Tesco. The site is leased to Devon County Council for the purpose of operating city centre Park and Ride services. City centre services have never



Scale
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Site Investigations & Appraisal

Land Ownership and Owner Aspirations (continued)

operated from the site and it is currently being used by the Royal Devon and Exeter NHS Foundation Trust for the hospital Park and Ride service and by the Exeter Chiefs for match day parking. Tesco has indicated that they are considering promoting the Digby P&R site for residential development. Taking these factors into consideration, a new location for the Digby P&R may need to be identified.

Royal Devon and Exeter NHS Foundation Trust, Newcourt House

Site Area: 2.8 hectares

Newcourt House is currently the administrative hub for the Royal Devon and Exeter NHS Foundation Trust. The house is located at the centre of the study area and is Grade II Listed.

The Trust's main concern is that adequate healthcare provision is made for the increased population as a result of the proposed development. The Devon Primary Care Trust has estimated that based on 2.2 people per household 4 additional full time GPs would be needed to serve the 3200 proposed households within the study area. In Devon, an individual full time GP will have between 1500 – 1800 registered patients.

The national agenda regarding premises strategies in primary care follows the outcomes from the Darzi review on the development of polyclinics potentially containing one

or more large GP practices. They may also include a range of diagnostic services and treatment facilities, space for community nursing services such as health visitors, health and social care teams for older people and potentially other services like dentists, a pharmacy, podiatrist and optometrist. There could also be space for group meetings for the public, patients and professionals, a community café or similar facility and voluntary sector advice services.

The PCT has recognised that the potential for such a large new patient population in the Newcourt area, in addition to the good access links that the area is likely to have, may mean the PCT would wish to consider the development of a polyclinic-type practice on this site, potentially bringing together some of the smaller practices in the city under one roof. A number of practices, where there are issues around the suitability of their current premises, have expressed an interest in this type of model. Any development of this type would need to go through a thorough feasibility study, and consultation process.

Persimmon Homes, Old Rydon Lane

Site area: 15.8 hectares in separate plots of 2.0 and 13.8 hectares

The Persimmon site is located to the south of Old Rydon Lane and adjacent to the railway line. The main 13.8 ha part of the site shown in figure 4.0 has

full planning permission for around 400 dwellings, open space, 1626 sq ms of commercial floorspace and 764 sq ms of retail floorspace, plus outline permission for a primary school and community centre. No development has been proposed on the smaller 2.0 ha part of the site to the south-west.

Persimmon has divided the main site into four parcels. Their first stage of construction will be on the north-west parcel, adjacent to Langdon Properties' land. Charles Church, Persimmon's luxury home developer, will develop the north-east parcel. The southern parcel was to be sold at the end of 2007, but the potential buyer pulled out due to the economic downturn.

The fourth parcel, in the south-western part of the site, is the area with outline permission for a school and community centre. A reserved matters planning application has yet to be submitted.

Persimmon has started to develop the infrastructure to provide an access road through their site, from Topsham Road to Old Rydon Lane. However, this is currently delayed due to the potential for a competing route across Tesco's land to the east, which has recently been granted permission on appeal.

Dart Brothers, Topsham Road

Site area: 31.1 hectares

Part of the Dart Brothers' site is set into the eastern boundary of the Dukeminster site and is a housing allocation in the Local Plan. Consultants representing the Dart Brothers have prepared a 'Planning Framework' for the whole of the site, promoting it for residential development.

The site has electricity pylons running through it from south west to northeast. The Consultant's current proposal suggests leaving the strip of land below the power lines as open space. There are potential contaminated land issues due to a previous inert landfill area adjacent to the stream running through the site. Considerable tree planting has been undertaken throughout the site.

The landowners lease a part of the site on the south-eastern boundary for various light industrial uses including a builder's yard and a motor/boat workshop. This would be included in the development plot. An access track that runs alongside the railway track and then halfway along the south-eastern boundary of the site could be extended to provide access or a cycle route linking up with Topsham Road.

Dukeminster, Topsham Road

Site area: 15.9 hectares

The eastern part of this site is allocated in the Local Plan for housing. Planning permission has been granted for development of the whole site, subject to the completion of a Section 106 Agreement. The permission is for 446 dwellings including a mix of terraced, semi-detached, detached and town houses, flats and studios, along with open space. It forms part of a joint permission with the Pratt Group for land to the north of Old Rydon Lane and additional land owned by Dukeminster to the east of Newcourt House.

Dukeminster, Old Rydon Lane

Site area: 1.2 hectares

The Dukeminster site lies to the south of Old Rydon Lane, east of Newcourt House. The site forms part of an area allocated for housing in the Local Plan. Planning permission for 47 dwellings of a similar mix to the 8.7ha site owned by the Pratt Group, plus open space, has been granted subject to the completion of a Section 106 Agreement. The permission is joint with the Pratt Group's site and land owned by Dukeminster to the north of Topsham Road.

Pratt Group, Old Rydon Lane

Site area: 27.8 hectares, in separate plots of 6.8, 8.7, 8.3 & 4.0 hectares

The Pratt Group owns a number of sites covering a total of 27.8 hectares. The 8.7 ha site to the north of Old Rydon Lane is allocated in the Local Plan for housing and has recently received planning permission for 285 dwellings, subject to the completion of a Section 106 Agreement. The scheme includes a mix of terraced, semi-detached and detached dwellings, flats and open space. The permission is joint with Dukeminster's land to the north of Topsham Road and to the east of Newcourt House.

The 6.8 ha site, to the south of the A379, forms part of an area allocated in the Local Plan for development as a Science Park. As this facility is now being provided in East Devon, on land adjoining Exeter's boundary, the Council regard the site as an employment allocation.

The other sites owned by the Pratt Group have no allocation and no proposals have been put forward for their development at present.

Land Ownership (continued)

Barratt Homes, Old Rydon Lane
Site area: 0.8 hectares

The eastern end of the Local Plan housing allocation to the north of Old Rydon Lane is owned by Barratt. Planning permission for residential development was sought in 2005 but dismissed on appeal, on grounds that development on this site alone would be piecemeal. The grounds for refusal deemed that instead the site should come forward as part of a comprehensive development scheme for the wider Newcourt area.

Exeter Rugby Club, Sandy Park
Site area: 8.2 hectares

Land at the north-eastern corner of the study area, close to the intersection of the A379 and M5, is owned by Exeter Rugby Club. The stadium was recently completed on the site and the site will not be available for residential or employment development. A strip of land to the north of the stadium and south of the A379 has planning permission for a proposed tennis centre.

Football Ground, Topsham Road
Site area: 1.7 hectares

This site lies in the south of the study area and adjoins the Dart Brothers' land. The landowner currently has no development proposals for the site.

Exeter City Council, Millennium Woodland
Site area: 1.6 hectares

This area of land is owned by Exeter City Council. It has been planted with native tree species as a Millennium Woodland, to commemorate the turn of the century. There are no development proposals for the site.

Rowe
Site area: 0.9

This small triangular plot lies to the south of Rydon Lane and west of the M5. Currently the site is agricultural land and there is no development proposed.

Cork
Site area: 1.4 hectares

The site is agricultural land located west of the M5 and currently has no development proposed on it.

Williams
Site area: 6.6 hectares

This site lies between the railway line to west and the M5 to the east. Currently, the site is open agricultural land with no development proposed.

Dadd & Langdon
Site area: 2.1 & 0.4 hectares.

This plot of land lies to the north of Newcourt House and south of Old Rydon Lane. Currently the land owners wish to see residential units developed although no proposal has been submitted for planning.

Existing Land Use and Buildings

Existing Land Use and Buildings
Fig. No. 5.0

The Newcourt study area is characterised by a mix of farmland, brownfield sites, sporadic areas of residential development and a golf course. The area is predominantly undeveloped with dispersed clusters of development. Farmland in the form of arable and pasture is located to the north and south of the site.

Historically, the main development that has taken place is military related with three Royal Naval Stores Depot sites located to the south west of the site and further north off Old Rydon Lane. These sites no longer operate and have been cleared in preparation for development.

St Bridget Nurseries lies to the north west of the site adjacent to the A379 and includes a number of glass houses and storage buildings ancillary to the horticultural use of the site. The site also includes a garden centre for the sale of plants and horticultural goods.

To the south of Old Rydon Lane lies Newcourt House. The Grade II Listed building currently accommodates the Royal Devon and Exeter NHS Trust administrative operations. The house sits within parkland and formal gardens at the centre of the study area.

The golf course stretches across the middle of the site from east to west and is one of the predominant land uses within the study area. The clubhouse located to the west of the area is

accommodated within a Grade II Listed building.

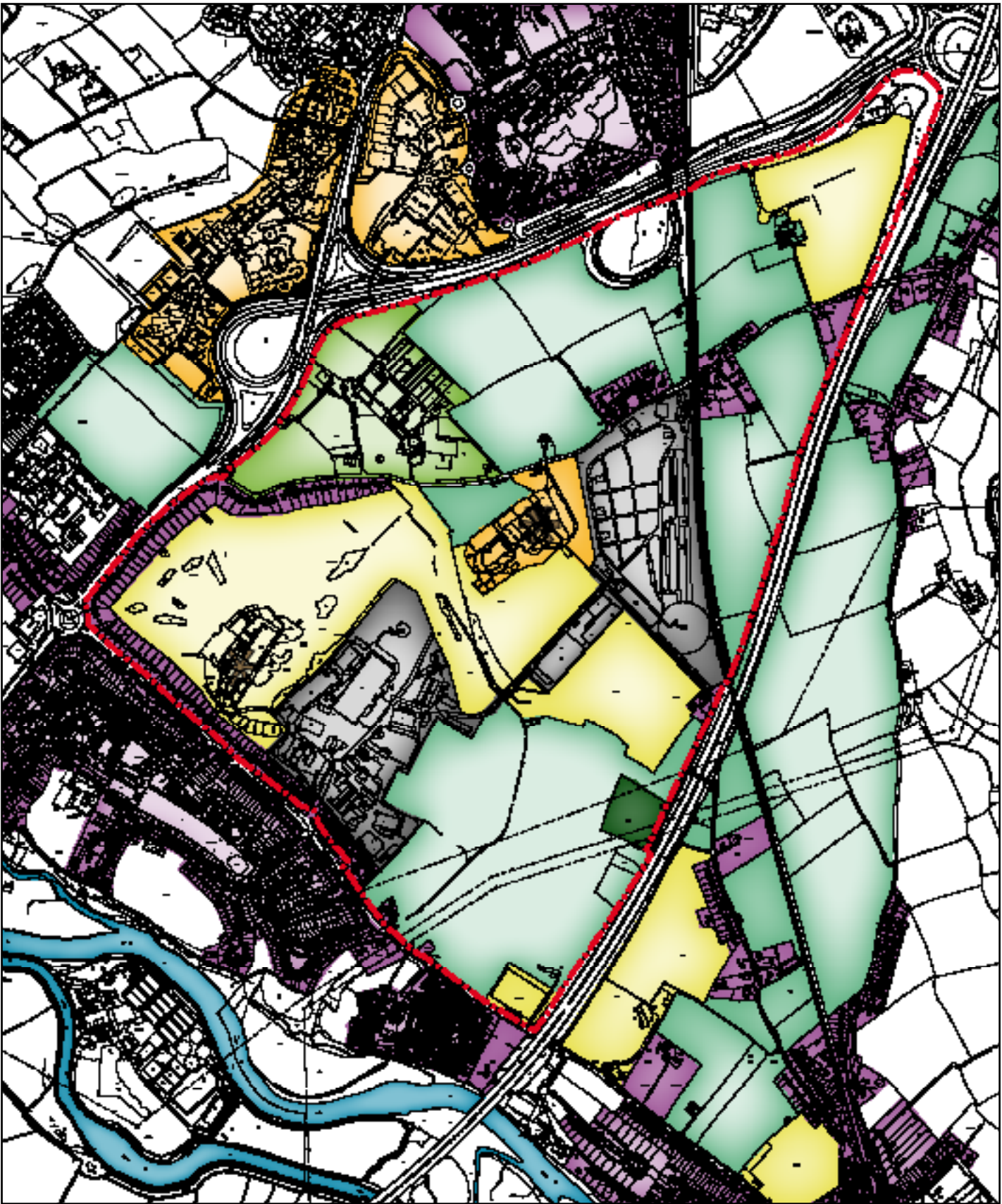
The Exeter Rugby Club stadium is situated in the north-eastern corner of the study area and comprises of a main pitch and stadium, a practice pitch and an all weather pitch with some associated parking. An adjacent site on the A379 frontage has planning permission for a tennis centre but is currently undeveloped. The site is accessed from the A379 via a 'left-in, left-out' access road. A football pitch in use by a local club is located in the southern corner of the study area.

Residential development is confined to areas on Old Rydon Lane and Topsham Road with frontages facing on to the highway and rear gardens backing onto the study area. This band of existing residential use forms a robust defensible edge to the site from the south. Through-views into and out of the site are heavily restricted.

Key

	Site Boundary		Residential		Horticulture
	Formal Recreation/ Green Open Space		Office & Commercial		Millennium Woodland
	Agriculture		Cleared Land for Development		Listed Buildings (Grade II)

Scale
1:13250



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Landscape Character, Site Features & Designations

National Context - Countryside Commission:

Character Area 148 - Devon Redlands

The study area lies within the Devon Redlands Joint Character Area as defined by the Countryside Commission. The key characteristics of the character area include;

- Soils derived from red Permo-Triassic sandstone and red-tinged cob buildings which give the name to this character area.
- Hilly landscape of villages, hamlets, farmsteads, hedgebanks and winding lanes, cut through by steep sided valleys with wide floodplains.
- Large woodlands confined mainly to steep valley sides with small, irregular broad leafed woods.
- Cob and thatch rural buildings.
- Extensive urban development, roads and railways on the lower valleys and coast.
- Open flood meadows with little tree cover in the lower valleys, extending to open salt marsh on the coast.
- Large parks and manor houses near the towns

County Wide Landscape Character Assessment:

The Devon Landscape - An Appraisal of Devon's Landscape at the Beginning of the 21st Century (Devon County Council)

The study area falls within the Exeter and Estuary Fringe Zone defined in the above appraisal, which encompasses the City of Exeter, including the immediate surroundings and the Exe Estuary. The key characteristics of the character area are defined as:

- Internationally important estuary for waders, wildfowl and sea birds
- Intensively farmed landscape with good quality soils and large fields
- Few hedgerow trees, farm, woods or shelter-belts
- Glimpsed views of estuary or city of Exeter
- Historic settlements associated with the estuary
- Parkland and estate planting
- The historic city of Exeter, marked by green corridors and inter-relationship with its countryside, especially along the Exe corridor.

Local Context - Exeter Fringes Landscape Sensitivity and Capacity Study.

This study was carried out by Diacono Associates and White Consultants for Exeter City Council in 2007. The study assesses the landscape sensitivity of the greenfield fringes of the city and their capacity (or otherwise) to accommodate housing and employment development. The study considered individual sites in isolation assuming surrounding plots would not be developed at the same time. 44 landscape zones are identified in the study and five of these fall within the Newcourt study area. They are outlined in figure 6.0.

The Landscape Sensitivity and Capacity for each zone was summarised in the study as follows;

Landscape Area 15:
Landscape Sensitivity: Medium
Housing Capacity: Medium
Employment Capacity: Medium/Low

‘The well vegetated boundaries with trees and other vegetation are of some intrinsic value and provide a positive setting to adjacent areas. However, the area is not generally visible and has a low intrinsic sensitivity, although has value as a green corridor. It could accommodate some small scale employment, possibly in the longer term, but only adjacent to the existing employment area whilst retaining its function as a green corridor.’

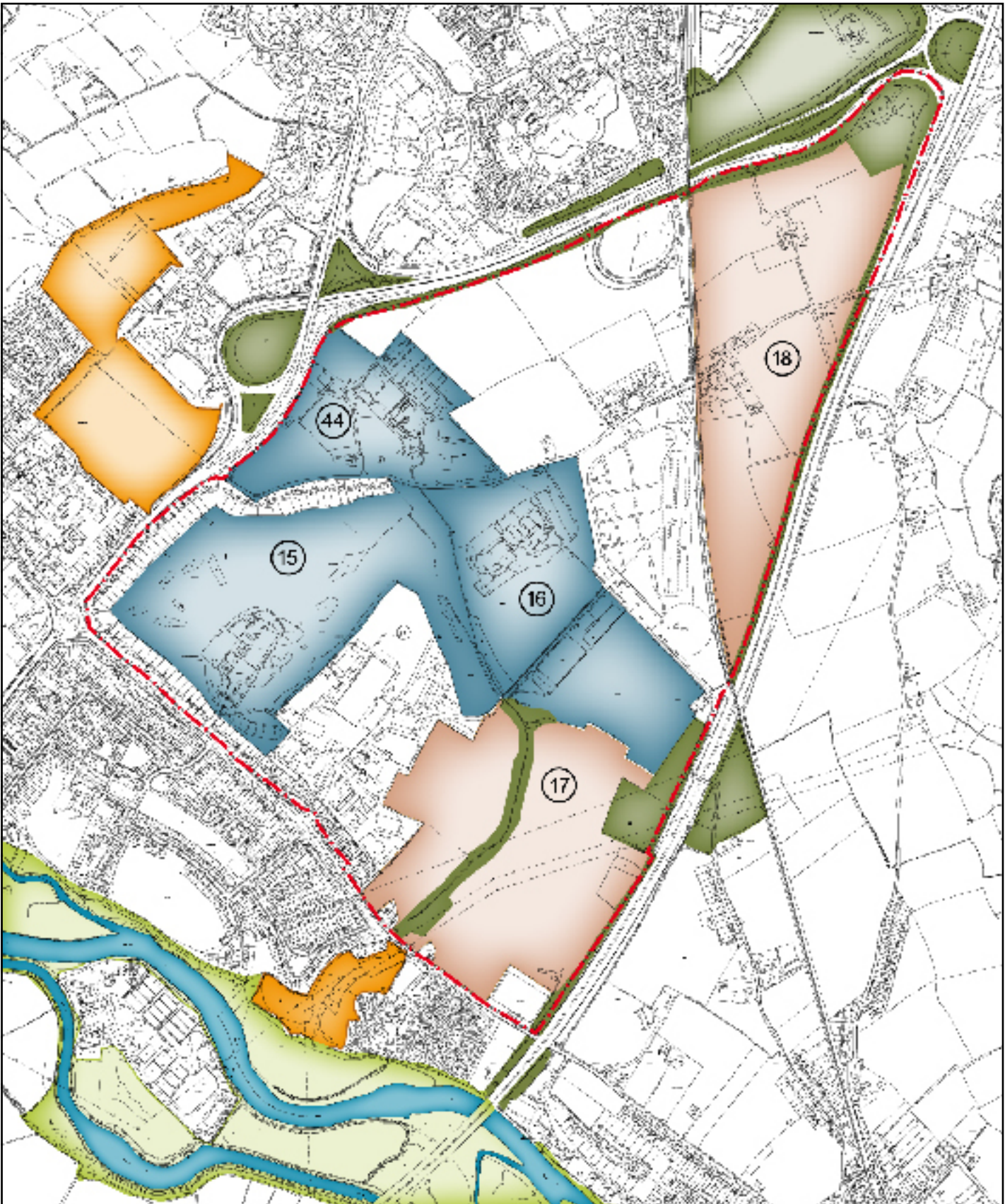
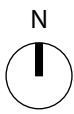
Key

- ■ ■ ■ ■ Site Boundary
- SSSI, SPA, RAMSAR
- Site of Nature Conservation Importance

- Site of Local Interest for Nature Conservation
- Low to Medium Landscape Sensitivity
- Medium Landscape Sensitivity

15 Landscape Area tag derived from Exeter Fringes Landscape Study

Scale
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Landscape Character, Site Features & Designations (continued)

Landscape Area 16:
Landscape Sensitivity: Medium
Housing Capacity: Medium
Employment Capacity: Medium/Low

‘Attractive area and house, although well screened from adjacent uses with no wider public functional use. The zone forms part of a green corridor into the city. The area may have some housing capacity due to its generally well screened character, although the setting of the house is a consideration and its role as a green corridor should be retained. The area has limited employment capacity due to the setting of the house.’

Landscape Area 17:
Landscape Sensitivity: Medium/Low
Housing Capacity: High/Medium
Employment Capacity: High/Medium

‘The area is low lying fallow arable land, with a few field boundaries and a small watercourse with some riparian vegetation. A football ground lies in the southern corner, which is a minor detractor. The watercourse and the millennium woodland are the most sensitive features. The area is dominated by the adjacent M5 which is mainly on an embankment and overlooks the area, acting as a detractor. The area therefore lacks tranquillity. Intrinsically the area has limited sensitivity, but acts as a green wedge separating Exeter from Topsham, maintaining the latter’s identity and integrity. The area has some capacity for housing

and employment, preferably providing it does not diminish the gap between Exeter and Topsham.’

Landscape Area 18:
Landscape Sensitivity: Medium / Low
Housing Capacity: High/Medium
Employment Capacity: Medium

‘The area has medium/low sensitivity intrinsically, as it is arable with poor hedgerows and a poor settlement edge with detractors and low tranquillity. It does form part of the setting of the Clyst Valley and Exeter when viewed from the M5.

The area has capacity for housing. The area to the north of the road has higher capacity as it is less visible from the M5 and is partially screened by sports pitches. The area to the south, though intrinsically the same, is more visible from the M5 and forms a more visible and obvious part of the valley. The area has some capacity for employment, dependent on location. The proximity of existing semi-rural housing may make part of the area unsuitable for employment use. The area to the north may be more appropriate if at all.’

Landscape Area 44:
Landscape Sensitivity: Medium
Housing Capacity: Medium
Employment Capacity: Medium/Low

‘A pleasant plant nursery, which though built-up in parts, has attractive fields interspersing structures. The area is

generally well screened from adjacent uses with no wider public functional use. The zone forms part of a green corridor into the City.

The area may have some capacity for housing due to its well screened character. Its role contributing to a green corridor should be retained. The area has very limited capacity for employment due to its small scale grain, particularly to the west. Small scale commercial may be possible, but only in the main nursery glass house area.’

Designations

The Exe Estuary lies to the south west of the site, and is recognised as an internationally important wetland area under the RAMSAR Convention on Wetlands and also as a Special Protection Area under the EC Birds Directive. The Conservation (Natural Habitats etc) Regulations 1994 apply to such sites.

The Exe estuary is also designated as a Site of Special Scientific Interest (SSSI) as notified under the Wildlife and Countryside Act 1981, which defines areas as the best examples of our natural heritage of wildlife habitats, geological features and landforms.

Ludwell Valley Park lies to the north of the site beyond the A379 and is recognised under local designations as both a Site of Nature Conservation Importance (SNCI) and a Site for Local Interest for Nature

Conservation (SLINC). These sites are valued at a Regional or City level.

SNCI is a composite term for non-statutory second tier sites (below Sites of Special Scientific Interest). These generally include County Wildlife Sites, County Geological Sites, RIG Sites and can also include third tier sites which are designated by some district councils.

SLINC’s are derived from a combination of wildlife interest and the community value of the site. The importance of such sites is influenced by the proximity of residential settlements or community facilities and their accessibility to people.

Study Area Assessment

The study area is situated on the fringe of Exeter’s eastern suburbs and is predominantly characterised by the presence of the M5 running north south and the green corridor forged by the agricultural areas and golf course linking into the wider landscape.

These elements act as a physical and psychological demarcation to the transition between the urban development north, west and south of Newcourt and the rural east beyond the motorway.

The site’s landform is gently undulating which reduces the visual intrusion of the scattered dwellings across the site such as dwellings located along the

Old Rydon Lane and the Grade 2 listed building; Newcourt House.

The central area of the site is characterised by well established vegetation, screening it from surrounding areas. Situated within this area is Newcourt House. Its remnant elements of parkland garden are a contributory factor to this setting and the sense of enclosure of the area and separation from the nearby urban areas.

The north area of the site is characterised by large open fields which, having been intensively farmed, has led to neglected field boundaries comprising fragmented hedges and intermittent hedgerow trees. The grandstand stadium of the Rugby Club and associated floodlights are highly visible in this area and further reduce its rural tranquillity.

The north-western area of the site is occupied by a plant nursery and associated small scale horticultural structures. Although this area is bounded to the north and west by the A379, it is generally well screened by vegetation and local undulating landform.

A rail line is positioned within the eastern extent of the study area. The M5 motorway runs along the study area’s eastern perimeter. Both have limited vegetative cover to integrate them into the site and are distracting features.

The south-eastern area of the site is characterised by fallow arable land and

Landscape Character, Site Features & Designations (continued)

a small stream flanked by established riparian vegetation. This area is dominated by the M5 on the eastern boundary and the pylons in the south east which are landscape detractors.

The character of the south and western area of the site is dominated by the golf course and the associated Golf and Country Club facilities and buildings and is generally well enclosed by established trees. The edges to this area are defined by residential dwellings with well-vegetated gardens facing the site. The site is bounded to the south by Topsham Road. The boundary hedgerows and fragmented settlements along the route screen the site from the adjacent areas although vehicle noise from the M5 and to a lesser extent Topsham Road and the A379 do intrude.



Site Topography and Long Distance Views

Site Topography and Views
Fig. No. 7.0

From the north of the site, adjacent to the A379 Russell Way and A3015 Rydon Lane interchange, there are expansive views to the south and south west overlooking the M5 towards the Clyst Valley. Views are also present towards the Lower Wear area and the River Exe to the south. Beyond the site, elevated views from Pyne's Hill and Woodwater Beacon look across the Newcourt site.

Due to the topography of the site and highway cuttings, views from the A379 are limited as are views into the site from the A3015 which are screened by residential buildings along the boundary of the site. Short and medium views into the site from the existing one-way vehicle bridge crossing leading north towards Digby (see photographic viewpoint 1) are relatively prominent, though medium and long views are screened by existing trees.

In general, views within the northern boundary between the A379 and Old Rydon Lane are obscured by dense existing vegetation and by the relatively flat nature of the landform in this area. The exception to this is a view from the southern boundary of the St Bridget Nurseries' land (see photographic viewpoint 2) where views towards Wyland's Cottages (within the Newcourt site) and long views to Woodbury Common to the south east are present.

Views from Newcourt House at the centre of the site extend south across open countryside where native tree and shrub species proliferate.

A Royal Naval Stores Depot was previously located to the east of Newcourt House and internal road connections remain though all buildings have been removed. The residential development on this land already granted permission, will have a strong visual impact from the south-eastern aspect of Newcourt House (see photographic viewpoint 3).

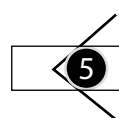
The eastern boundary of the site is flanked by the M5. Beyond the existing rail line and road crossing, the motorway is constructed above site levels, to ensure sufficient height to cross the River Exe further south. Though the M5 is elevated here, views into the site have been screened by both impermeable acoustic fencing and dense vegetation screening within the site boundary. Though noise levels increase in this area the visual impact of moving traffic and overlooking is minimised.

To the north of the existing rail line crossing toward Exeter Rugby Club, the topography of the site changes and the M5 is in cutting. There are no long views into the site from here apart from views across the triangle of land between the M5, Old Rydon Lane and the railway, as the landform rises to the former rail sidings.

Long, sweeping views across predominantly arable land are present from the northern boundary of the land owned by Dart brothers land, south of the easterly section of Exeter Golf and Country Club. Though interrupted by occasional existing hedgerow and tree lines, long views are present through to Topsham Road and Topsham Football Club in the south. The Exeter City Council-owned 'Millennium Woodland' is also visible from this location.

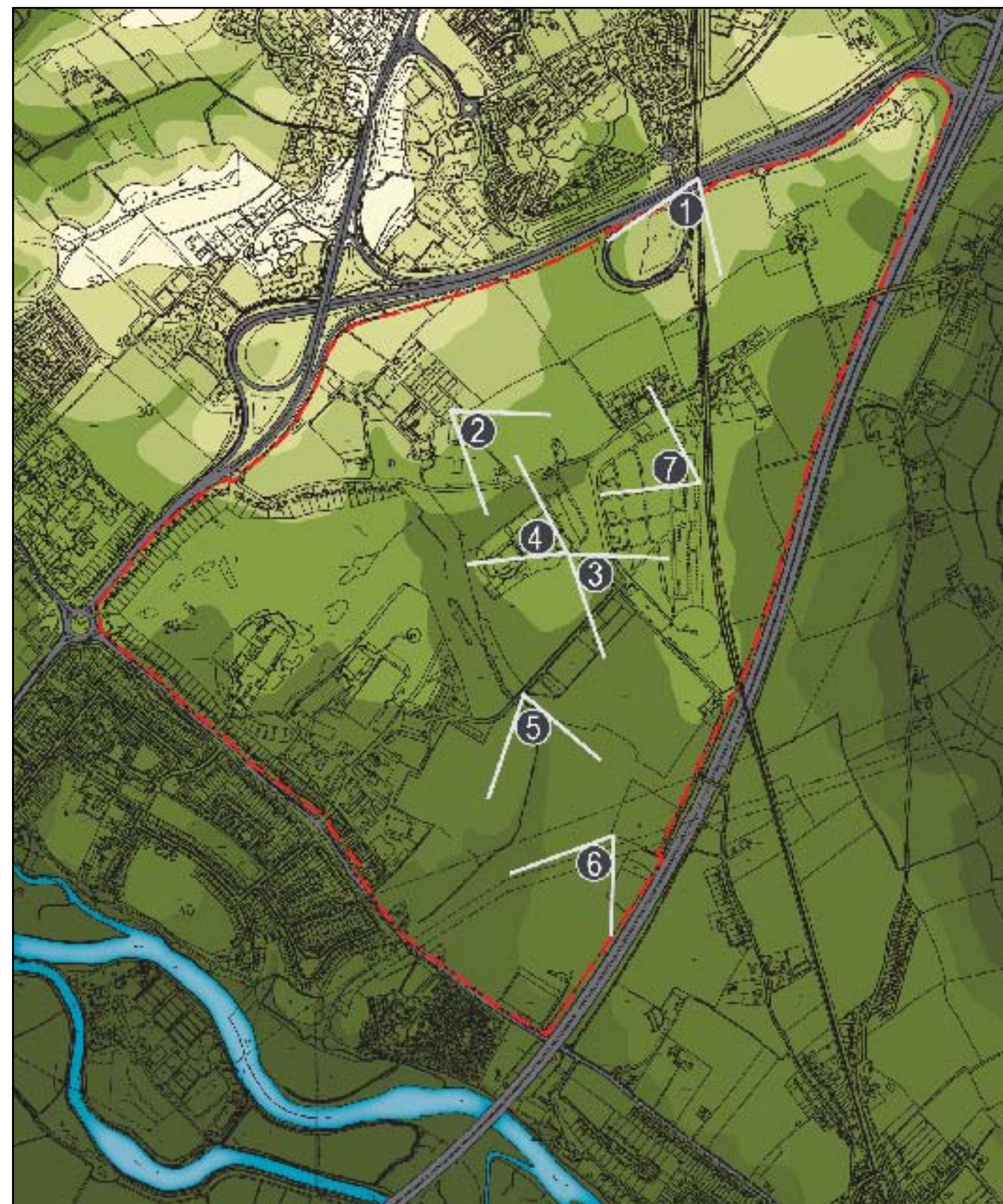
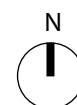
Key

Site Boundary



Photographic Viewpoint:
Refer to Figures 8.0 and
9.0

Scale
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Site Investigations & Appraisal

Photographic Viewpoints

Photographic Viewpoints
Fig. No. 8.0



VIEW 1 : View towards the Newcourt site across the A379 to Exeter.



VIEW 2 : View towards Wyland's Cottages from the St Bridget's Nursery



VIEW 3 : View towards the Persimmon Homes site from the Newcourt House driveway.



VIEW 3 : Continued.



VIEW 4 : View to Newcourt House from the main entrance driveway.

NOTES :

Photographs taken in March 2008 with a Digital SLR camera at a 50mm apperture to represent the human eye field of view

Photographic Viewpoints (continued)

Photographic Viewpoints
Fig. No. 9.0



VIEW 5 : View from the northern extent of the Dart Brothers land looking south.



VIEW 6 : View south towards the M5 motorway and Topsham Football Club from the Darts Brothers land.



VIEW 6 : Continued.



VIEW 7 : View across the undeveloped Persimmon Homes land.

NOTES :

Photographs taken in March 2008 with a Digital SLR camera at a 50mm apperture to represent the human eye field of view

Site Drainage & Surface Water Management

Existing Situation

Greenfield land in the Newcourt area is relatively pervious and has a general slope to the south, though surface water run off from land east of the railway line is towards the M5, whereas south of Old Rydon Lane and west of the railway runoff is towards the Seabrook watercourse.

A large public surface water sewer which serves Clyst Heath and some existing development in the Newcourt area also discharges to Seabrook, which runs initially south then west under the Topsham Road to join the Exe Estuary.

The Newcourt area lies on a Minor Aquifer but groundwater is not assessed as very highly sensitive to pollution because the area is not in a source protection zone for a public potable abstraction. There are no private water supplies for potable water, though groundwater is used for irrigation.

The Seabrook and Exe Estuary are sensitive receptors, a water quality target of "River Ecosystem Classification RE2 water of good quality suitable for all fish species" being applicable for natural watercourses in the area.

The area is not at risk of flooding from a watercourse or the sea, though the lower length of the Seabrook is Flood Zone 3b i.e. functional floodplain where water has to flow or be stored in times of flood.

Consultation with the Environment Agency indicates that new developments should drain to the Seabrook and not under the M5 motorway.

New development proposals will need Flood Risk Assessments and their drainage will need to conform with the principles of SUDS (Sustainable Urban Drainage Systems) and restrict runoff to greenfield runoff rates up to and including the 1 in 100 year rainstorm with an allowance for predicted climate change.

Consultation with South West Water has confirmed that foul effluent from new development in the Newcourt area will be treated at its Countess Weir STP. SWW is anticipating up to 2000 new houses in the area by 2016 for which its existing sewerage network will require improvements.

Implications of Development

- Increased run off which may contain pollutants from urban surfaces.
- Impact to water quality from run off discharged to ground via infiltration drainage or the Seabrook and Exe Estuary.
- Risks dependent on the composition of development but will be compounded due to the large area and possible piecemeal development.
- Risk to the ecosystem and hydrology of Seabrook.

- Residual risk of unforeseen impacts from extreme rainfall events.

Way Forward

Development proposals will benefit from overarching surface water management planning and guidance including strategic evaluation of the Seabrook and a strategic drainage system.

The planning should be cognisant of Exeter's Strategic Flood Risk Assessment and align with the Government's emerging guidance for Surface Water Management Plans.

Surface Water Management Plan - Outline Drainage Strategy

This should have several aims:

- Optimising development of the area by support with a viable drainage infrastructure.
- Identification of the strategic drainage requirements for each parcel of new land development.
- Evaluation and enhancement of the ecosystem and hydraulic capability of the Seabrook including its outfall.
- Provision of a strategic network of open channels and ponds into which developments can discharge attenuated surface water at prescribed rates.

Key

Site Boundary

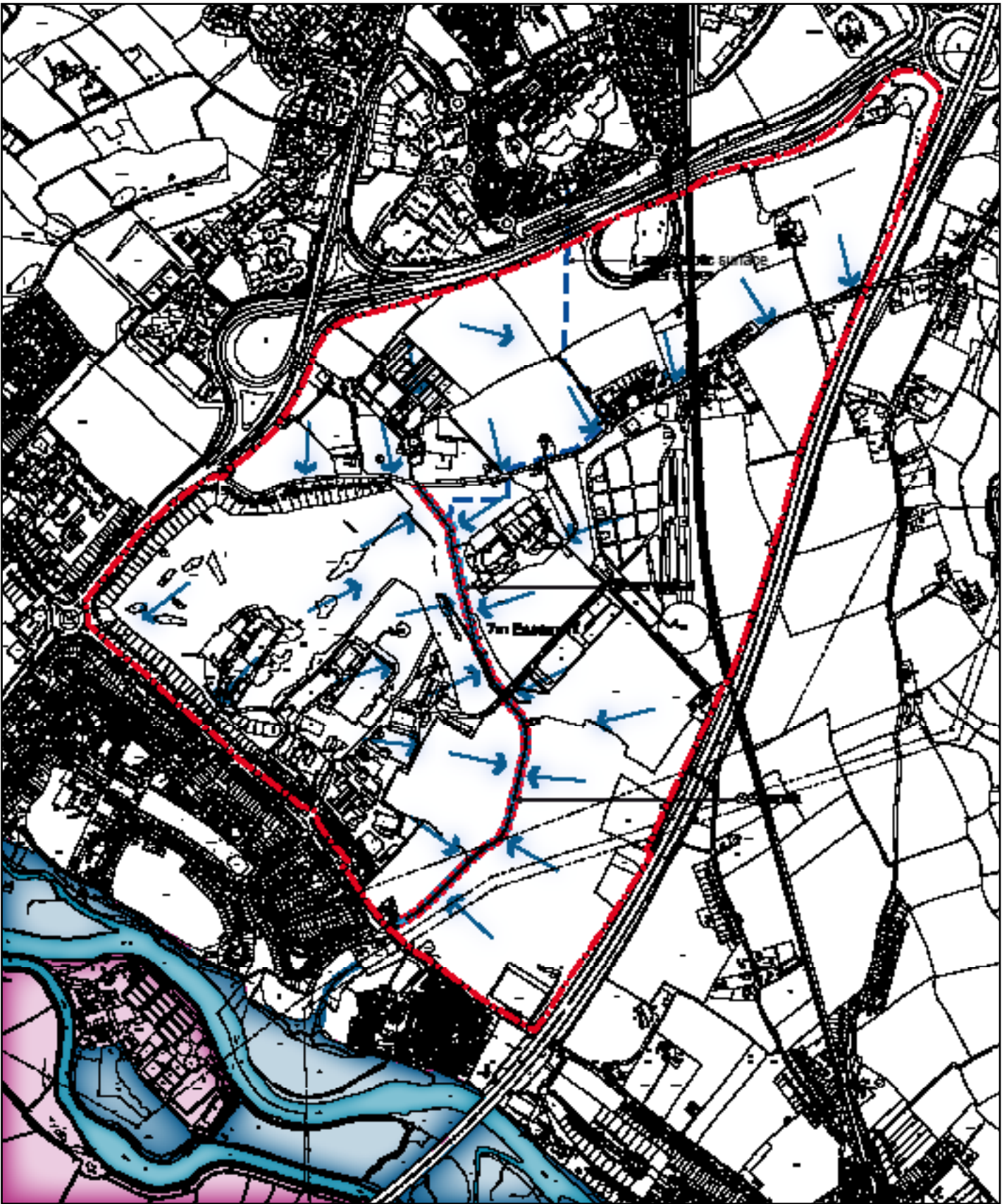
Environment Agency Flood Zone 3a

Environment Agency Flood Zone 3b

7m Easement to Existing Waterway

Existing Drainage Flows

Scale
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Site Drainage & Surface Water Management (continued)

- Clarification of the responsibilities for ownership, adoption and funding of sustainable drainage systems (SUDS) in the area.
- Application of a consistent allowance for climate change.
- A preference for use of rainwater harvesting.
- A consistent design methodology for infiltration drainage.
- Minimum distances from soakaways to structures, water courses and other features that may be impacted by increased infiltration.
- Underground soakaways to be utilised for the cleanest run off only (i.e. off roofs), unless prior treatment is provided, and to be avoided where the land quality is not suitable or if they could cause problems at lower elevations in the catchment.
- Application of one or preferably more SUDS treatment methods to surface water discharges other than off roofs.
- Application of a consistent greenfield run off rate appropriate to the Seabrook catchment and Newcourt area as a whole.
- New development drainage plans to include details of probable surface water overland flow routes during unexpected flooding.
- Monitoring of Seabrook to ensure water quality objectives are maintained.
- Identify maintenance requirements and any health and safety issues, such as ponds/deep water, e.g. fencing and signage.
- Development phasing will need to provide for possible interim systems, in the event that upstream areas are developed before downstream systems have been installed.

Strategic Air Quality Assessment

The site is close to the City’s Air Quality Management Area and the potential air quality impact from traffic and due to the development e.g. CO² from boilers, has been assessed. The assessment is based on a “worst case scenario” and therefore goes beyond the requirements for both Option 1 and 2.

Due to Development Traffic

The local air quality data and air quality management area and studies for existing proposals have been appraised.

In particular, the “Local Air Quality Assessment (LAQA) for Newcourt Exeter,” prepared by WSP Environmental Ltd as part of the planning application (now permitted subject to the completion of a S106 Agreement) to redevelop land to the north of Old Rydon Lane, east of Newcourt House and north of Topsham Road for residential use, has been reviewed.

That LAQA included detailed air quality dispersion modelling for existing baseline traffic flows and predicted future traffic flows. For that modelling the proportion of HGVs within the traffic was assumed to be 10% for all roads. That is higher than the national average for local roads and hence is not likely to reflect the local situation.

The potential impact on air quality from traffic has been evaluated by following the Highways Agency Design Manual

for Roads and Bridges (DMRB) Volume 11 Environmental Assessment Section 3 Part 1 Air Quality. The Manual details a screening methodology that uses a spreadsheet model. The spreadsheet model only provides predictions up to 2025 hence that year has been taken as completion of the developments.

The TRICS computerised databased and trip rate analysis package has been used to predict possible ‘trips’ (i.e. new traffic) under Option 1.

The assessment is based on the average number of trips predicted for Option 1, plus a further 40%, to give a worst case prediction of trips. This exceeds the number of trips that would occur under Option 2. Fewer trips would be likely with good public transport provision etc. The assessment also includes a -26% increase in existing traffic over the period, based on regional growth forecasts, which has been distributed to the local road network to indicate a worst case impact on air quality. It would result in an 80-100% increase in traffic flows on some local roads.

It has been assumed that the national average proportion of HGVs i.e. 13% for the M5, and 5% for all other roads is representative and the applicable road speed limits have been utilised, though sensitivity analysis for potentially lower vehicle speeds on average has been carried out. A check comparison of the DMRB spreadsheet model output to the dispersion model results determined by

the WSP Environmental study has also been completed.

The results have been compared to the National Air Quality standards and objectives, and the National Society for Clean Air (NSCA) (now Environmental Protection UK) guidance published in 2006 which gives significance criteria.

With regard to the development traffic implications on air quality and the NSCA criteria the development proposals are assessed to have “negligible adverse effects” and air quality will be a low priority consideration.

That means the predicted traffic generated by the development will not lead to a significant increase in emissions, degradation in air quality or increase in exposure, affect the AQMA or the local air quality strategy or breach of an AQ Objective.

Due to Construction Traffic

This has not been assessed in detail because the potential impacts can be mitigated by good construction practice and are invariably transient.

However the soils within the development area are likely to have a propensity to generate dust so there is likely to be a requirement to ensure application of proposed dust mitigation measures or management plans.

Due to the Development

The assessment suggests there could be 14614-27402 tonnes of CO² emitted from domestic sources, more than four times as much as that due to the traffic generated by the development. However that only equates to emissions from the existing traffic on about 3.5km of the M5 motorway, and a reduction of the predicted CO² emissions is likely to be through technological improvements.

Existing Vegetation

Existing Vegetation
Fig. No. 11.0

The existing site vegetation is predominantly agricultural land and mainly arable and some pasture farmland. Established native hedgerows with intermittent mature broad-leaved tree belts bound the varied agricultural field network and act as a valuable green framework although many of these are in poor condition. These hedgerows act to connect the site with the adjoining field networks and green spaces in the wider landscape, including areas to the east of the site and the green corridors formed by the vegetated embankments of the M5 and rail transport routes which traverse the site on a roughly north-south alignment.

The areas of land to the north west of the site including that around the St Bridget Nurseries area also contribute to a valuable green corridor linking to the wider landscape to the west beyond the site boundary. In particular, the Ludwell Valley Park forms a key green lung extending north from the A379 immediately west of the junction with Old Rydon Lane.

The established tree belts, small copses and grassland which adjoin the A379 also represent a valuable vegetated corridor and landscape buffer along the northern edge of the site boundary. They comprise a matrix of species rich grassland, native broad-leaved woodland and copses, which create a broad swathe of connective habitat. They also offer the further function of

providing an acoustic buffer and visual screen between the site and the A379.

The area of grass sward within the loop of the one-way slip road off the A379 before it crosses back over the dual carriageway on an over-bridge has developed interest as a grassland and wildflower community.

Adjacent land in the centre of the study area, which was previously occupied by the Royal Naval Stores Depot, has been cleared in preparation for development. Much of the vegetation has been cleared or stripped and provides very little in the way of valuable vegetative cover.

Newcourt House, positioned at the centre of the study area, comprises formal landscaped gardens enclosed by established ornamental shrub and tree cover, which afford an important setting to the Grade II listed property and provides a valuable connection with the boundary vegetation of the nearby Golf and Country Club.

The Exeter Golf and Country Club influences the vegetated land cover to the south-western area of the site. The majority of this area is intensely managed amenity grassland with species rich grassland swards to the outfield areas adjoining the fairways and tees, interspersed by stands of mature trees. These provide valuable visual and habitat areas connecting with adjacent domestic properties, which are diverse

in their numerous plant content and provide rich amenity value through established boundary trees dominating the site boundary within this area.

An area set aside and planted as a 'Millennium Woodland' occupies a small area to the east of the site, adjacent to the M5 and also provides a valuable habitat resource.

An established belt of tree and scrub vegetation to the south of the study area further acts as a valuable green corridor connection into the site as it follows the small stream corridor connecting the locally valued Lower Clyst Valley and Lower Exe and Estuary to the south beyond the study area boundary.

Key

Site Boundary

Transport Corridor Screen/buffer

Amenity Grassland

Agriculture (Arable/ Pasture)

Domestic Garden

Tree belt and scrub

Field boundary with intermittent trees

Scale
1:13250



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SWOT Analysis for Development Potential

SWOT Analysis
Fig. No. 12.0

Strengths

- Well situated, close to main transport networks – Rail, M5, A379, Bus and cycle routes.
- Well related to surrounding buildings and open space - residential dwellings, businesses, Ludwell Valley Park, Exe Estuary.
- Existing employment and residential development allocations and planning consents for housing and employment within study area provide impetus for the wider study area.
- Extensive open land and vegetation within study area can be modelled to form context for new development.
- Existing Grade II Listed Buildings set historic context and give a strong identity to the area which can be woven into proposals for new development.
- Limited extent of existing development within the site means a new, distinct identity for the area can be developed whilst complementing the site's surrounding and existing development.

Weaknesses

- Overhead wires and electricity pylons restrict areas for development to the south-eastern corner of the site.
- The railway line through the site splits the area in two and forms a barrier to movement.
- Current proposals have been designed as 'stand-alone' developments with little consideration to future surrounding development making it difficult to integrate them into the wider context.
- Existing development within the study area poses a challenge with regards to integrating this into the new development.
- Multiple ownership risks a fragmented development and delays in sites coming forward.
- The site is affected by the noise of the M5 to the eastern boundary.

Opportunities

- The Masterplanning Study allows a holistic approach to be adopted with the opportunity for a sensitively designed, well balanced mix of uses.
- The creation of a new community that knits into the existing built form surrounding Newcourt and within the study area.
- The rail link offers potential for a rail stop within the site forming a hub with bus, cycle and pedestrian routes.
- There is potential for dedicated bus, cycle and pedestrian routes throughout the site as well as extensive shared space.
- Well positioned, accessible green open space and play areas can be provided, complimenting and integrating with the built environment.
- Rydon Lane could be used to form a strategic link across the M5 from the east.

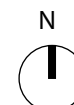
Threats

- Site owners' aspirations for the type of development they wish to see take place on their land risks restricting the mix of uses, potential for long negotiations and delays to the development process.
- The high number of dwellings required puts pressure on the area.
- Close proximity of existing transport routes risks isolating the new development from surrounding development.
- The existing roads, rail and the M5 corridor risk generating noise intrusion.
- Key nodes on the transport network, such as M5 junction 30 and Countess Wear roundabout are at or over capacity in peak periods.

Key



Scale
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Site Investigations & Appraisal

03

Concept Development

Concept Development - Spatial Massing

To achieve a coherent Masterplan arrangement, a series of components need to be incorporated into the site in a way which integrates the requirements of each of these components. The pattern of the Masterplan proposals should form a series of connections and interfaces between the primary components.

The highway infrastructure arrangement of the scheme must work not only within the site itself but also with the local highway network which has a direct interface with the site and beyond. In addition, the infrastructure will set the scene for the placement of the primary components including employment provision, residential capacity and a framework for green open space. Figure 13 shows how the highways infrastructure and connections to adjacent green spaces influence the arrangement of the Masterplan design.

There is good public transport potential with the railway line passing through the site which offers an opportunity for a new halt, and/or to improve links to the two nearby halts at Digby and Sowton and at Topsham Road. This would offer fast and reliable journeys into Exeter City Centre and other local stops creating a new transport hub and rail halt within the site. This hub should be developed as being a strong physical focal point which influences the arrangement of the spaces around it. In addition new bus routes including use of the potentially redundant bridge across the A379,

from the Topsham Road frontage and across the M5 on Newcourt Road, will be needed to enable a significant shift to public transport use.

Newcourt House offers the potential to act as an anchor with links to community facilities in an area that is easy to access from all surrounding areas including current development proposals with planning permission. Newcourt House has the potential to extend its existing role as an administrative centre for the Devon Primary Care Trust to include GP services and a health centre. This could provide a strong link with local shops, community facilities, and a local primary school to be located to the east of Newcourt House, as provided for by Persimmon's planning permission.

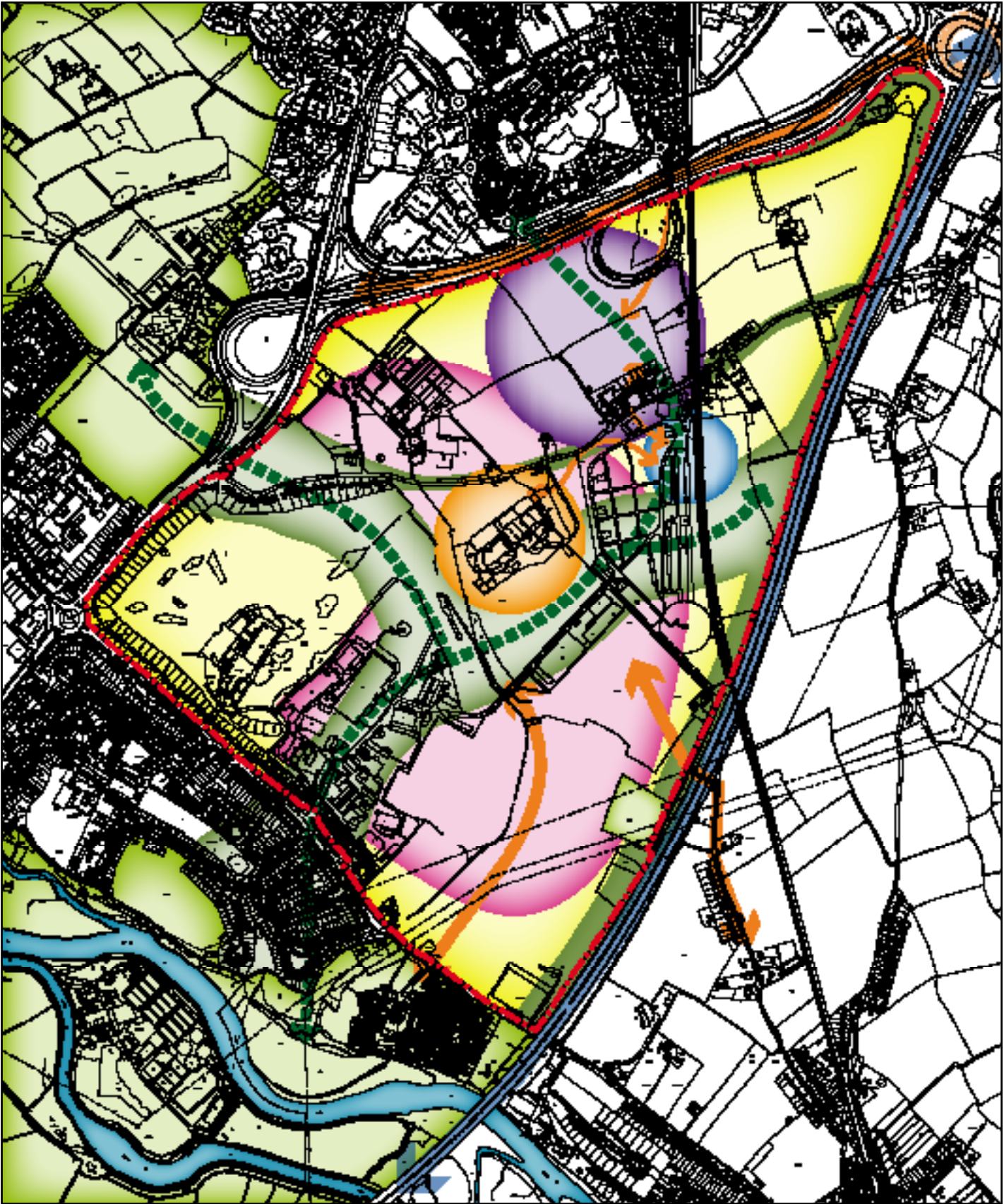
The creation of a transport and community heart linked to Newcourt House allows the residential and green space infrastructure to radiate from this central zone while creating the shortest routes into this heart space. All dwellings can therefore have easy access into this area, reducing journey times and distances. Residential densities will need to vary at proposed locations throughout the scheme with the highest density generally located within the central areas and lowest densities at the periphery of the site.

The Local Plan identifies an employment area on land to the south of the A379. However, further provision is needed

to meet the employment requirements for the Newcourt area. One possibility is to extend the existing employment allocation eastwards, towards the Rugby Stadium, which could be serviced by direct infrastructure links.

The existing Golf and Country Club provides an important green open space component that offers good visual and wildlife corridor links to surrounding green spaces including links to the Exe Valley Riverside Park to the south and Ludwell Valley Park to the west. The site is also bounded on the northern and eastern edges by green buffer zones which act as habitat links and also green links to local surrounding areas.

Rydon Lane has been identified as a potential green corridor, presenting an opportunity to strengthen wildlife links through the site. The residential development proposed on land owned by Pratt and Langdon includes significant strips of green open space along site frontages adjoining Rydon Lane. New development proposed within the Masterplanning Study area on sites adjoining Rydon Lane should continue to strengthen this green corridor. Buildings should be set back from the carriageway, providing green open space along the frontage with Rydon Lane.



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Planning Policy Requirements

Currently, the statutory development plan for the Newcourt area is the adopted Devon Structure Plan and Exeter Local Plan (First Review). These will eventually be replaced by the emerging Regional Spatial Strategy (RSS) and Local Development Framework (LDF) for Exeter. The LDF Core Strategy is moving towards submission to the Secretary of State

The Draft Regional Spatial Strategy

The RSS Proposed Changes state that Exeter should be a focus for further strategic economic development to realise its potential, while also increasing levels of housing provision to secure more balanced growth. Exeter is identified as one of the South West's 'Strategically Significant City and Towns' (SSCT).

Policy HMA4 of the RSS Proposed Changes requires 15,000 dwellings and 160 hectares of employment land to be provided in Exeter. The existing urban area is identified as the focus for development, with land to the east (including Newcourt) and south-west of the City also earmarked for sustainable housing and employment growth. Taking into account commitments and capacity in the rest of the City, the Newcourt area will have to accommodate over 3,000 dwellings and around 20 hectares of employment land.'

Policy H2 of the RSS Proposed Changes states that local planning authorities should promote net densities of 50 dwellings per hectare or more overall in planned urban extensions to SSCTs. As Newcourt would be an urban extension to Exeter, the Masterplanning Study needs to take this into account.

Policy GT1 of the RSS Proposed Changes requires local authorities to make provision for Gypsy and Traveller sites in their Development Plan Documents. Within Exeter, there is an identified need to provide 12 residential pitches by 2011 and potentially a further 6 residential pitches by 2026 together with 5 transit sites. The potential to accommodate all or some of these requirements at Newcourt must be considered by the Masterplanning Study.

Exeter Local Plan

Land in the Newcourt Area

Policy KP8 of the Local Plan recognises that there is an opportunity to create an attractive working and living environment at Newcourt based around a central focus which should include a primary school, local shops, open space and community facilities. The plan seeks to ensure maximum provision for public transport, pedestrians and cyclists and this will be essential in managing traffic impacts. Development proposals are required to take an integrated approach

in terms of urban and landscape design in order to create residential layouts with a distinct identity and sense of place to avoid car and highway dominated developments.

The Local Plan's guidance for development at Newcourt is embodied in the rationale of the Masterplanning Study.

Design

Policy DG1 of the Local Plan sets out the key design issues to be addressed by new development. It recognises the need for new development to be compatible with the urban structure of the city, connecting with existing routes and spaces. Development should ensure that the pattern of street blocks, plots and their buildings promote the urban character of Exeter. DG1 seeks to ensure that development fully integrates landscape design into the proposal and in particular integrates into the existing landscape of the City. The density of development should promote Exeter's urban character and support urban services.

Local Plan Policy DG1 seeks to promote the development of vital and viable places that reinforce local distinctiveness through a compatible mix of uses, building heights, massing and materials appropriate to the surrounding townscape, adjoining buildings and spaces.

Policy DG6 of the Adopted Local Plan relates to vehicle circulation and car parking in new residential development. The aim of the policy is to ensure that residential streets are not car dominated.

Policy DG7 of the Local Plan relates to the design of development to achieve a safe and secure environment. To achieve this, pedestrian routes and public spaces should be overlooked and subject to natural surveillance. Properties should be enclosed, private spaces well defined creating defensible space. Lighting should be designed and located so as to deter and reduce the fear of crime. Landscaping and other measures can be used to deter criminal and anti-social behaviour.

Housing

Policy H3 of the Local Plan allocates a number of sites within the study area for housing development. These sites are as follows:

- RNSD Upper Site/land adjoining Newcourt House. 15.05ha allocated for 315-380 dwellings;
- RNSD Lower Site/land adjoining to the east. 9.32 hectares allocated for 250 dwellings; and
- North of Old Rydon Lane. 9.30 hectares allocated for 300 dwellings.

The Masterplanning Study takes these existing commitments into account in its proposals for Newcourt.

In addition to Local Plan considerations, the City Council is currently preparing a Strategic Housing Land Availability Assessment for Exeter, which uses developable area standards of 100% for sites measuring up to 1 hectare and 80% for sites measuring 1 hectare or more. For consistency, these standards are used in the Masterplanning Study to determine the development capacity of individual sites that have potential to be developed for housing.

Development Capacity

Policy DG4 seeks to guide residential development by encouraging maximum feasible density taking into account site constraints and the impact on the local area. Amenity should be of a standard which allows residents to feel at ease in their homes and gardens. Boundaries of rear gardens facing public places should be designed to make a positive contribution to the townscape. Front gardens should be enclosed to provide defensible space.

Policy DG5 of the Adopted Local Plan addresses the issue of open space within housing developments for family homes. In such cases 10% of the gross developable area should be provided for level open space, including equipped children's play space where no appropriate play space is provided within the vicinity of the development.

Employment

Within the Exeter Housing Market Area, there is a predicted growth of 40,600 jobs. The RSS Proposed Changes indicates that 28,500 of these jobs are expected within the Exeter Travel To Work Area (TTWA). Much of this growth will be generated by existing activities such as the University and the Airport and the planning of the Exeter area should reflect the needs of these organisations.

The Adopted Local Plan designates an area of employment land to the north of the study area for employment use. This area covers 12.4 hectares and in the Local Plan has been identified as a location for science and technology development through policy E1. However, the plan also recognises that the Structure Plan 2001-2016 proposes a science park site on the boundary of the City with East Devon and this is now being brought forward. The Newcourt site is therefore not likely to be required for this particular type of development.

Policy DG3 deals with the design of commercial buildings. It seeks to ensure new development faces the main elevations, ancillary uses and entrances of buildings onto the public realm. Car parking layouts and surface materials should give priority to pedestrians.

Planning Policy Requirements (continued)

The Exeter Employment Study (EES) provides advice on employment land and floorspace requirements in response to anticipated economic growth and job creation in the Exeter area up to 2026, particularly in light of the draft RSS for employment growth in the Exeter travel to work area (TTWA) and to provide detailed advice on the planning and economic development implications for the City and surrounding area.

In terms of the Newcourt area, the EES recognises the Local Plan employment allocation to the north of the site, south of the A379 as being capable of potentially attracting major inward investment. The EES notes that the potential of the site for employment is identified in the Core Strategy development options.

The EES points out the need to address a shortfall in employment land supply and that consideration needs to be given to the potential for identifying a significant component of employment land provision. The site to the south of the A379 is recognised by the study as being an important site in this regard. The study recommends enabling the early development of key sites for employment generation in order to stem the increasingly acute shortfall in good quality employment land supply. This objective should be met through delivery of the consented new access into the area from the A379.

The EES also recommends the potential for identifying new employment allocations in addition to those identified as options within the Core Strategy.

Overall, the EES concludes that the existing supply of employment land is insufficient to meet identified demand and that only a small proportion is likely to be available over the next two or three years. The EES indicates that in the period up to 2026, approximately 3,700 new jobs would be generated in the TTWA in science and related knowledge-based industries, requiring approximately 27 hectares of employment land.

Response to Planning Policy

Design

Good design principles will be the basis for the layout, built form, road infrastructure, open space, energy provision and local facilities within the Masterplanning Study area. The Local Plan along with other guidance at regional and national level sets out the principles for good design. Newcourt seeks to be an exemplar development that embodies these principles.

Development Capacity

Provision of good quality open space, community and local facilities, the landscape, historic setting and existing built form will be key factors

in determining the most appropriate densities across the Study area.

The study area covers over 215 hectares. The gross area likely to be suitable for any kind of development covers 123 hectares. Of this, 109 hectares has been identified as being potentially suitable for housing development, including areas already committed or put forward for consideration by land owners.

These areas are based on developable areas of 100% on sites of 1 hectare or below and 80% on sites over 1 hectare allowing 20% for internal access, strategic open space and landscaping on larger sites. The assumptions are consistent with the draft Strategic Housing Land Availability Assessment (SHLAA).

The consideration of sites suitable for residential development has been based on discussions with land owners, consideration of existing Local Plan designations and site analysis. The majority of site owners who were approached indicated that in the long term they were in favour of their sites being included in the Masterplanning Study for development.

Based on the above considerations, Newcourt has the potential to deliver dwellings at between 50-65 dwellings per hectare (dph) and without any adjustment to current commitments.

This would accommodate a mix of dwelling types and variable densities across the area.

In reality, it is likely that a variation in density figures will be achieved dependent on the individual plot constraints, location and surrounding context. For example, areas of the site may conceivably be suitable for densities of beyond 50 dph over several floors through higher rise apartments and town houses. Current indications, however are that the market for flats and apartments needed to achieve the highest densities has been saturated. Therefore an emphasis on traditional housing types may be more robust and deliverable.

A number of development sites lie adjacent to the railway and M5, in particular the sites owned by the Pratt Group to the east of the railway and west of the M5, the Dart Brothers site to the south and the Persimmon site. Proposed development in the vicinity of the railway and M5 motorway corridor may require a degree of noise attenuation. Measures in the form of acoustic barriers may be appropriate depending on the type and proximity of the proposed development. Alternatively, the design and orientation of buildings themselves can deliver accommodation shielded from road noise.

Employment

New employment opportunities in line with policies in the Local Plan, emerging Local Development Framework (LDF) and draft Regional Spatial Strategy offer themselves within the Newcourt study area. As a regional capital, Exeter must be able to provide prestige sites in a high quality setting. The study area presents an opportunity to provide high quality employment sites.

In order to fulfil the requirement set out in Option 1 of the brief, a further 8 hectares of employment land needs to be identified. The existing looped off-slip from the A379 to the east of the employment designation, if reconfigured as part of the overall road infrastructure serving the site, offers potential for a further 3.4 hectares of employment land contiguous with the existing allocation. Land adjacent to the M5 and west of the Rugby stadium offer the potential for further employment development.

Existing Planning Permissions

Existing Site Proposals
Fig. No. 15.0

In line with Local Plan Policies KP8 and H3, a number of planning applications have been submitted to the City Council for approval. One site in the study area has recently been granted planning permission, whilst others have permission subject to the completion of a Section 106 Agreement. These commitments provide for a total of 1176 dwellings.

RNSD Upper Site

Persimmon Homes has planning permission to redevelop the RNSD Upper Site, which covers an area of 13.8 hectares, to provide 398 dwellings, open space, offices, shops, a primary school and community facilities.

RNSD Lower Site

The RNSD Lower Site covers an area of 15.9 hectares and is owned by Dukeminster. Planning permission subject to completion of a Section 106 Agreement has been granted for 446 dwellings to be provided on this site. The dwellings comprise a mix of terraced, semi-detached, detached and town houses, flats and studios, along with open space provision.

Land North of Old Rydon Lane

This 8.7 hectare site is owned by the Pratt Group. Planning permission subject to the completion of a Section 106 Agreement has been granted for

285 dwellings to be provided on the site. The scheme comprises a mix of terraced, detached and semi-detached houses and flats, together with open space.

Land East of Newcourt House

This 1.2ha site is owned by Dukeminster. Planning permission subject to the completion of a Section 106 Agreement has been granted for 47 dwellings and open space to be provided on the site.

Land North of Topsham Road

The Dart Brothers have put forward proposals to develop up to 660 dwellings on their land in the south of the study area (see Fig.4.0). However, only a proportion of this land is allocated for housing in the Local Plan and a planning application has not been submitted to date.

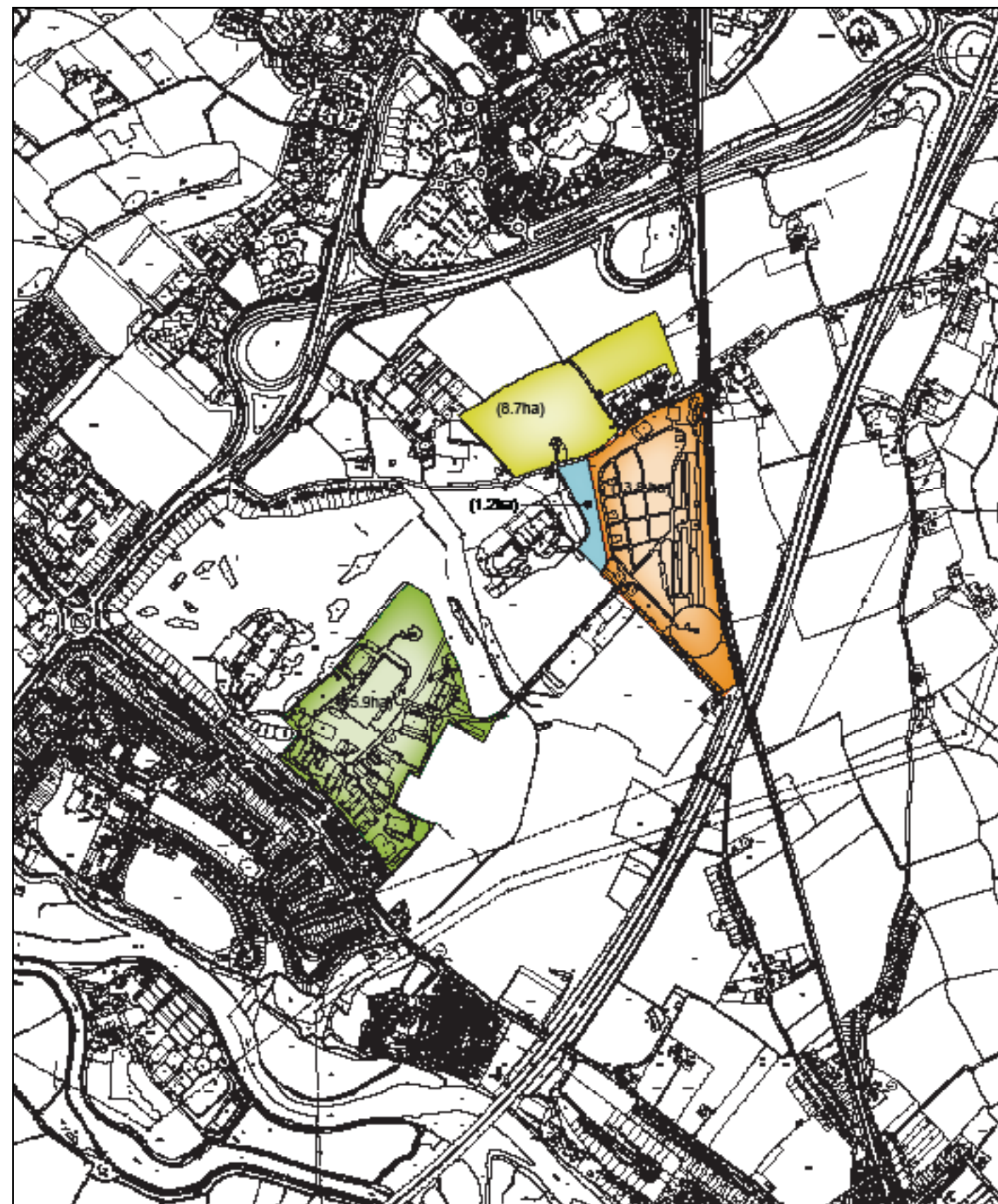
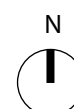
Key

Planning Consent (Residential Development)

- ■ ■ ■ ■ Site Boundary
- RNSD Upper Site
- RNSD Lower Site

- Land North of Old Rydon Lane
- Land East of Newcourt House

Scale
1:13250



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Concept Development

Strategic Transport Infrastructure Framework

Strategic Site Infrastructure Framework
Fig. No. 16.0

Overview

Exeter currently experiences traffic congestion in peak periods in its centre and at some key junctions, including Countess Wear and junction 30 of the M5. The Local Transport Plan proposes improvements through its Principal Urban Area bid as well as other policies to improve the modal share of public transport and reduce the modal share of single occupancy car drivers. The proposed scheme aims to improve public transport as well as offer extra highway capacity at congestion hotspots and include park and ride schemes to the east of the M5 and to the south of the A30; bus priority schemes on radial routes into Exeter, and highway capacity improvements on the orbital route to the east and south of the City. Improvements are in progress at Junction 30 of the M5.

Accessibility for consented and proposed schemes around the City, and especially the Science Park and associated development to the east of the M5 will be improved through these schemes. However, the amount of traffic potentially generated is likely to force driver change to other modes and other time periods as a result of peak congestion, or may suppress some travel movements.

Demand Restraint

Devon County Council use a "SATURN" strategic traffic simulation model to

assess the future year (2026) scenarios based on consented and policy proposed development, including residential allocations. This shows that the highway network will only work operationally if a forced change happens in a proportion of journey behaviour. The amount of predicted (unrestrained) traffic demand on the surrounding highway in 2026 for the morning and evening peak hours is not capable of being accommodated on the highway network as it exists because of capacity constraints. The highway network includes improvements to junction 30 of the M5 motorway as well as other potential improvements to highway network as part of the PUA work. Further improvements to the M5 Junction 30 and Countess Wear are unlikely.

The degree of constraint varies both around the network and between morning and afternoon peak, with higher levels of restraint closer to the city centre. In terms of the area surrounding the Masterplanning Study site, Topsham Road is the most affected road with between 25% and 39% of its two-way demand not accommodated in the peak hour.

At peak hours impact is directionally effected, resulting from traffic entering the city centre in the mornings, and leaving the city centre in the evenings. Further away from the Masterplanning Study area the constraint is less severe with between 10% and 19% of its two-

way demand forced to switch modes, alter time periods, or not travel.

The dual carriageway on Rydon Lane to the north of the site shows between 13% and 15% of its demand not being accommodated, and the A379 to the west of the site shows a constraint of between 21% and 25% of its two-way traffic flows.

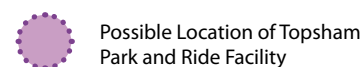
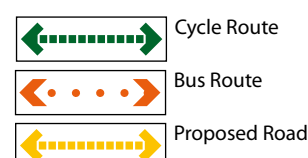
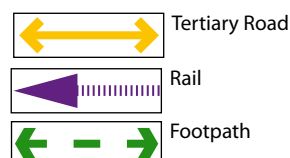
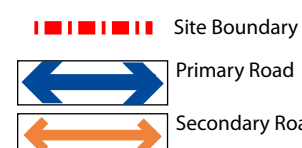
The modelled effect of the proposed Masterplan is subtle as there are no noteworthy changes to the levels of constraint, with approximately the same amount of traffic centering the surrounding network as before, implying a ripple effect to the wider highway network: i.e. the traffic generated by the Masterplan will push some other traffic to further a-field route options.

Option 1 Technical Analyses

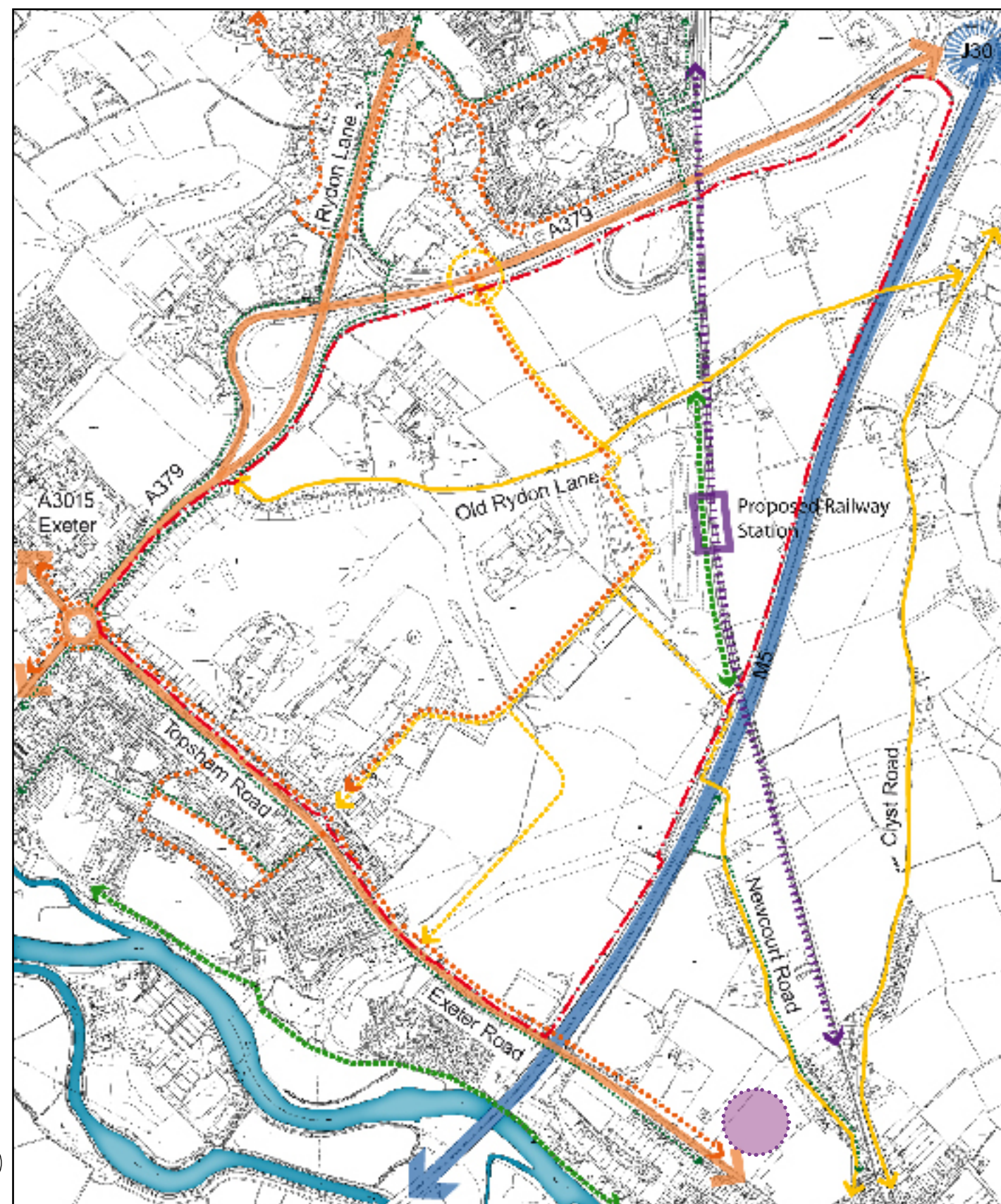
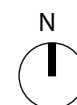
Two scenarios were considered for rigorous technical analyses for the schedule of uses in Option 1 which is for up to 3,200 residences within the Masterplanning Study Area.

The first was for a markedly improved provision and uptake of public transport for the area, the second was a more traditional average modal share based generation of journeys as is currently observed in many locations around the UK.

Key



Scale
1:13250



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Concept Development

Strategic Transport Infrastructure Framework (continued)

The accompanying Transport Technical Report should be referred to for the detailed transport analysis.

Scenario 1 - Optimistic Public Transport Usage

By improving the public transport availability and proximity, as well as new pedestrian and cycle routes, together with nearby employment and retail development, journeys by car can be reduced.

Traffic generation based on sites with good public transport showed potentially up to half of the journeys could be made by other modes. Immediate junctions onto the surrounding network were assessed in terms of capacity and delay and showed them to operate well with all background demand traffic. The wider issue of capacity constraints at Countess Wear and M5 Junction 30, as well as into the city centre was not technically assessed in detail.

Public Transport Proposals

New Rail Halt

The railway passing through the site creates a strong opportunity for a new railway halt. This would offer fast and reliable journeys into the City Centre as well as to other stops and should not disrupt the operation of the service between Exeter and Exmouth.

The existing rail spur to Exmouth is relatively well used and forms an important part of travel management plans for trips between Exmouth and Exeter. The link has potential for more intensive use; currently peak hour trains are a mixture of two and four carriages and there is the potential to increase all services to four carriages at modest operational cost and with no effect on service frequencies.

There are currently plans by First Great Western to run two units (four coaches) together at peak periods in order to increase capacity on the line. Passenger numbers have increased at Digby and Sowton Station from 2,580 per week in 2004/5 to 2,980 in 2005/6 (based on figures from the Office of Rail Regulator) and the Newcourt development area has the potential to introduce significant new passenger demand.

The provision of a new rail halt within the Newcourt development would slow journey times between Exeter and Exmouth to a degree although it is considered that the frequency of the service could accommodate this extra stop without significantly affecting service standards or attractiveness. The line already functions akin to a tram service with potentially eight halts on its 11 mile route.

One issue in providing a new stop at Newcourt would be the ability of the existing rolling stock to respond to the necessary deceleration and acceleration demands needed to minimise effects on waiting times. However, there are various measures that could in principle be adopted including replacement of rolling stock, timetable changes or other infrastructure investment to enhance the level of service.

First Great Western believes that there is potential for a new rail halt to serve the 3,200+ population that will be created. However, this will need a detailed study of the technical and commercial issues involved before it would be possible to reach a conclusion on feasibility/viability.

It is likely that the potential will need to be examined in the context of the current Network Rail 'Route Utilisation Strategy' that is examining future demand levels and how these can be accommodated. It may be noted that, even were large scale development at Newcourt not to take place, the existing rail route may be facing growth in travel demand that the current timetable structure may not be able to address.

Eastern Fringe Bus Route

The Local Plan for Exeter shows that the consented road through the Masterplanning Study site, linking the A379 dual carriageway to the north

of the Masterplanning Study area and Topsham Road to the south will form a part of the "Eastern Fringe Bus Route". The route is proposed to connect the employment areas around Digby with the City Centre via the Newcourt mainly residential site.

Topsham Bus Route and Potential Park and Ride

There is potential to add a further bus service from Topsham Road, along Newcourt Road and into the site to join the new highway infrastructure within the site, which twinned with the eastern fringe and railway routes should offer good public transport alternatives to the car.

A new Park and Ride at Topsham could encourage car drivers to change mode before entering Exeter, which would reduce traffic growth and potentially traffic levels on Topsham Road, Countess Wear and further in to town. Although P&R would lie outside the Study area, it would be beneficial to the site as well as to Exeter in general.

Walking and Cycling Proposals

The residential design will include footways and paths to make the area as accessible as possible.

Further connections to the existing cycle routes in the area will be needed to encourage this mode of travel.

Central Exeter as well as the business parks and industrial parks surrounding the city are within a reasonable distance for cycling.

Scenario 2 - Average Public Transport Usage

In highway terms, the immediate access junctions can manage the unconstrained external demand traffic of 2026, with the average rate traffic generation for 3,200 houses etc. This average rate allows for limited public transport use.

However, other network constraints (including Countess Wear and M5 Junction 30 roundabouts, as well as much of the highway network within the ring road) do not offer sufficient highway capacity for all of the background traffic, or all of the development increase to be realised.

To alleviate this highway based network constraint there are time based and modal based solutions, as no economically viable and environmentally acceptable solutions are likely to be possible at Countess Wear or for traffic diversions from M5 Junction 30. Although this scenario can work from a localised perspective, the wider issues require a modal change.

Conclusions

It is concluded that good public transport, cycleways and footways will be required to enable both Option 1 and 2 to be delivered successfully. In addition, Travel Plan commitments will be needed as part of all development at Newcourt. Relevant measures could include home working and flexitime initiatives; local facilities and employment to reduce travel distance, and the need to travel.

The Newcourt area occupies a potentially strategic location in relation to the pattern of movement between Exeter city centre/other employment areas of the city and the growth locations in East Devon together with existing centres such as Exmouth. As a result it will be important that development of the area provides for through bus routes, high quality public transport routes and the transport hub in the context of this wider setting, as well as optimising public transport opportunities for the site itself.

A further strategic consideration is the future role of Old Rydon Lane which is an important landscape component at Newcourt and forms part of the proposed local distributor network for the development area.

It has been suggested that Old Rydon Lane could be improved through widening and alignment and new

Strategic Transport Infrastructure Framework (continued)

junction arrangements to function as a link between the A376 east of the M5 and Rydon Lane/routes to the city centre. The concept is that the road would take a proportion of traffic out of the stressed junction 30.

Traffic modelling suggests that benefits could accrue to junction 30 but there could be potentially major disadvantages for development of Newcourt, and for the transport network to the west into the city.

In principle, Old Rydon Lane which passes through the centre of the Newcourt development area might form the basis of an improved vehicular corridor and strategic route through the Newcourt area, taking advantage of the existing M5 overbridge and forming an additional route toward the important growth areas to the east of the M5 along the A30 corridor including the new community(ies). Key issues that would need to be addressed in creating a more intensive transport role for Old Rydon Lane include:

- the arrangement and functioning of the junction of Clyst Road with the A376 immediately east of M5 Junction 30, in order to avoid putting additional traffic through Junction 30 and to maintain existing junction capacity;
- the movement of traffic eastward of the motorway and the ability to connect the A3052 Sidmouth

Road corridor with the A30 corridor along which a significant proportion of the demand for connections into Exeter arises - and therefore achieve the strategic benefits needed in using the Old Rydon Lane M5 crossing;

- the need to widen the brick arch bridge where Old Rydon Lane passes beneath the railway;
- the need to widen and align the road in the context of housing adjacent to the carriageway;
- the pattern of a junction with Rydon Lane, although there is substantial highway land here and so this is unlikely to be a major problem;
- the management of traffic travelling toward Exeter centre once it is beyond Rydon Lane which would need to use routes subject to peak period congestion;
- the impact of creating a more intensive and much more heavily trafficked road corridor through the area in the context of proposed comprehensive residential development at Newcourt with its pattern of distributor roads, and current policy objectives to enhance Old Rydon Lane as a green corridor within the Green Infrastructure of this area of the city.

Strategic Open Space & Green Corridor Framework

Open space within the study area will play an important role. The development of Newcourt will need to respond to the existing landscape setting with a sensitive composition between the built and natural form. Existing trees and important landscape features will be designed into the final scheme where possible to produce a well balanced and harmonious whole.

A large area of the site is designated as a Landscape Setting under policy LS1. The policy seeks to protect the landscape setting of the City in order to maintain local distinctiveness and character and any proposed developments should relate to agriculture, forestry and provision of outdoor recreation. This designation covers an area to the south of the site and also the golf course to the west.

A stream at the southern end of the site and an area of woodland on the eastern boundary adjacent to the motorway are recognised as Sites of Local Interest for Nature Conservation within the Newcourt study area. Policy LS4 states that development that would harm these sites will only be permitted where the need for the development is sufficient to outweigh nature conservation considerations and where any impact is kept to a minimum and mitigated. The Masterplanning Study approach should be that these features are integrated into the design. The woodland area will form part of a tree planting belt along the motorway corridor to the east of the site

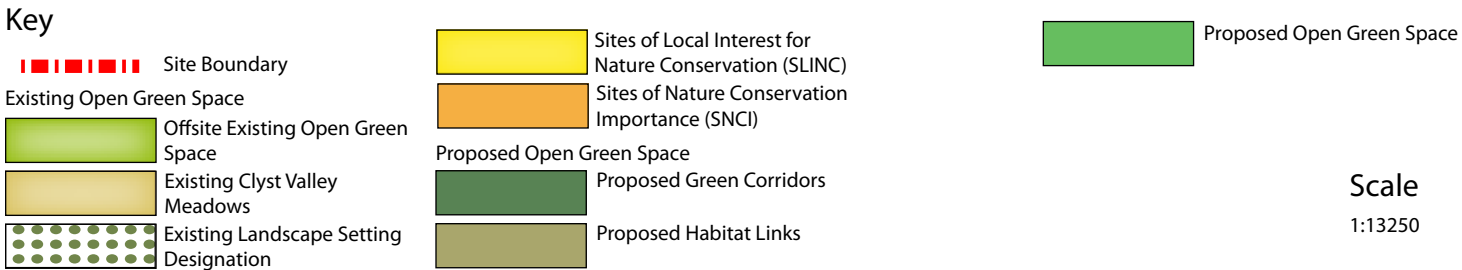
and the stream will fall within the green open space proposed for the area.

The emerging Green Infrastructure Strategy (GIS) that is being prepared for Exeter City Council, East Devon District Council, Teignbridge District Council and Natural England by consultants identifies the Lower Clyst Valley and Lower Exe and Estuary as habitat reservoirs, on account of the extent of existing connected habitat and habitat potential. Tree belts, small copses and grassland along the A379 represent a potential habitat corridor, linking the Clyst and Exe habitat reservoirs, via open space at Ludwell Valley Park/ Pynes Hill.

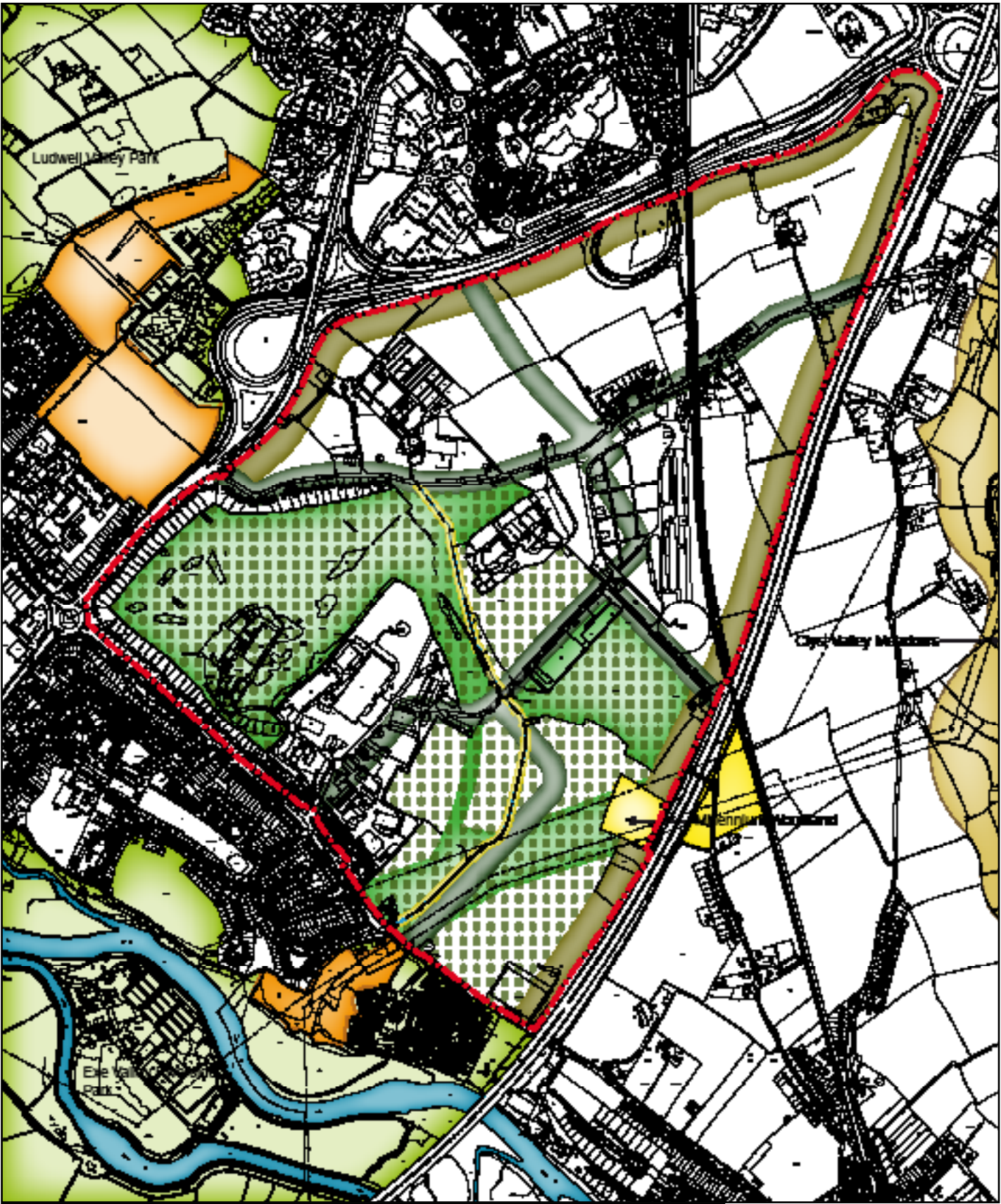
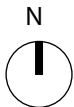
A landscape buffer along the A379 to the north of the Masterplanning Study area, comprising a matrix of species rich grassland, native broad-leaved woodland and copses would supplement existing habitat along the A379 and create a broad swathe of connective habitat. This offers the potential to serve as a further function in providing an acoustic/ visual screen between development and the A379.

The GIS recognises that connective habitat and green space opportunities are presented at the point where pylons cross Topsham Road to the south of the Masterplanning Study area. A local green space/ habitat connector between the site and Exe valley is in evidence.

A connective area of grassland, scrub or parkland habitat, extending outwards to a richer matrix of trees and copses, may be appropriate beneath the pylons. A tree belt and species rich grasslands along the M5 corridor along the eastern site boundary would act as a buffer to noise and visible movement along the corridor from the development site.



Scale
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Concept Development

Conceptual Spatial Massing

The Masterplanning Study seeks to establish a balance of buildings, open spaces and densities across the area that harmonise with the built and natural form both within and outside the site.

The spatial massing has been established around existing development and infrastructure in the study area, together with development and infrastructure that has recently been granted planning permission or permitted subject to S106 Agreement.

The proposed Masterplan is focused around three broad elements:

- 1. New development including employment and residential.
- 2. The existing Newcourt House and surrounding estate.
- 3. Green corridor and open space networks.

The predominant land use within the Masterplan will be residential development. The need to provide at least 3,200 new dwellings within the study area has been the key factor in developing the Masterplan concepts. The Masterplanning Study promotes a varied mix of densities throughout the study area which will respond to the context of the locality.

The Masterplanning Study recommends that distinct neighbourhoods with their own identity be developed, complementing and linking to one

another. Higher densities and higher rise development are promoted close to the local centre, helping to reinforce its prominence and focus in the new community. Away from the centre, lower density development is promoted.

Following residential, employment land provision will be the second largest land use. Around 20 hectares of employment land, including some of the land already allocated through Local Plan designations to the south of and adjacent to the A379 will be provided. Other sites offer employment potential including sites west of the Rugby stadium and adjacent to the M5.

Newcourt House should form the key central focus to the study area, its parkland setting providing a link to open space and the golf course to the south-west and south-east. The historic setting and architectural importance of the house and its gardens should be enhanced and reinforced through sensitive design of the surrounding natural and built environment. Newcourt House's central location within the study area lends itself to forming a link to a local centre comprising community facilities and local shops.

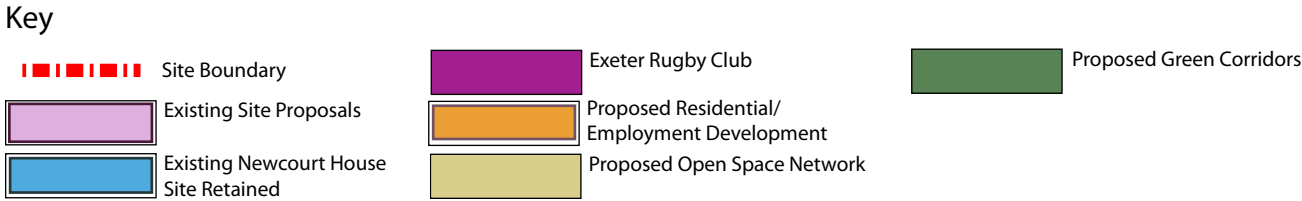
The Primary Care Trust have indicated that the new community will require additional GP provision and would consider the provision of a Polyclinic including a range of treatment facilities, a dentist, pharmacy and community café on the site. There is potential to

amalgamate the PCT's administrative function at Newcourt House with a new health facility.

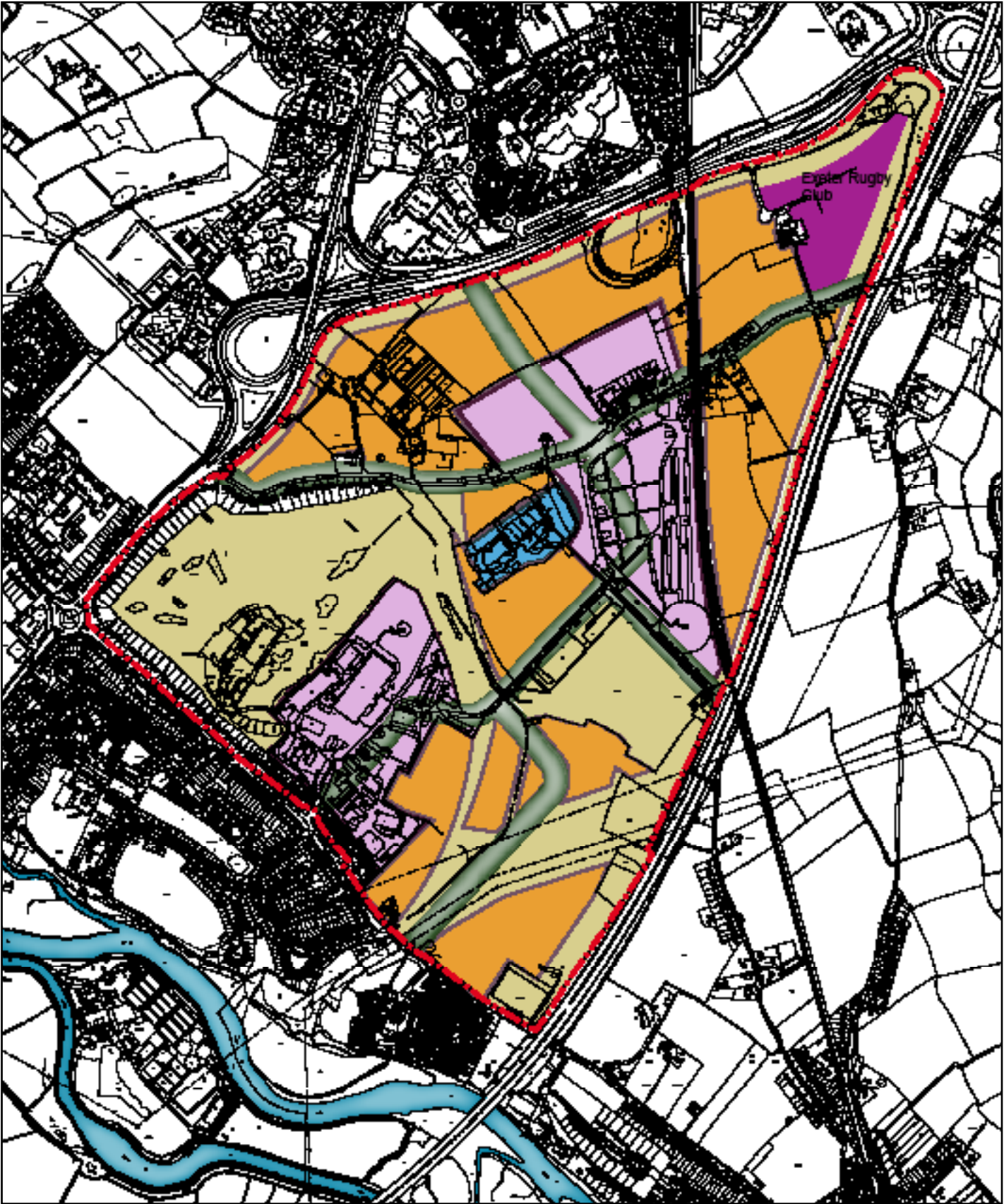
Linked to and in close proximity to the local centre should be a hub providing a focus for transport links. The hub should provide a gateway for the whole area with footbridge links over the railway to the eastern part of the site and pedestrian, bus and cycle links to the north and south. The hub should comprise a bus and new rail halt interchange allowing direct links to the City and wider area through a choice of transport modes.

The green corridor and open space networks throughout the site should form buffers to the boundary edges, forming green connections between neighbourhoods within the study area. The green corridors should provide links for pedestrians and cyclists, enhancing the new community's network of sustainable transport routes. In the same way, open space throughout the site should provide accessible recreation and 'breathing spaces', with strong links between them and the built environment. Old Rydon Lane is proposed as a green corridor through the middle of the site and is identified as a key wildlife corridor in the Biodiversity Action Plan.

It is proposed that access to the areas either side of the railway to the north of Old Rydon Lane would be through a combination of new access routes. These would include a new route into the land east of the railway from the



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Concept Development

Conceptual Spatial Massing (continued)

Rugby Club access, and routes into the area west of the railway from the new signalised junction on the A379 and/or the existing slip road loop.

The triangle of land east of the railway and south of Old Rydon Lane would be accessed from Old Rydon Lane itself. It may be possible to deliver a new road crossing of the railway within the site, but this would be costly and reliant on development contributions. The proposed arrangement is considered deliverable and cost effective.

Following discussions with Devon County Council's Education Department, it has been confirmed that the Newcourt study area would require two new primary schools in order to service the proposed development. This is based on an assumption of 0.25 pupils per dwelling, an average school size of 239 pupils and the likelihood that existing primary schools in the vicinity will be able to provide for the additional requirements over and above what two new primary schools could cater for. Contributions have been secured for one primary school within the study area via a Section 106 agreement on the Persimmon Homes development south of Old Rydon Lane. A parcel of land within this development on its western boundary is shown undeveloped and offers potential for development of a primary school.

A second primary school would need to be provided and the most suitable

location in terms of available sites and proximity to existing schools is likely to be in the south or the north of the study area. A Section 106 agreement with the relevant land owner would need to be reached in order to secure provision for a second primary school.

Sustainability Strategy

The Newcourt Masterplanning Study seeks to promote high quality, sustainable development within this key area of growth for Exeter. In order to achieve the aims of sustainability, a series of standards are required to guide developers in delivering the sustainable communities aspired to in national, regional and local guidance.

The proposed residential development at Newcourt should be expected to meet the Code for Sustainable Homes level 3 for proposals of below 10 dwellings and level 5 for proposals of 10 or more dwellings.

The standards for meeting the Code for Sustainable Homes requirements and delivering a sustainable built environment at Newcourt are set out below.

Ensure Efficient and Responsible Use of Resources

Resource use covers a range of issues, and can cover almost all consumables within society. In this Strategy resource use means:

- Water,
- Materials,
- Energy
- Waste.

Responsible and efficient resource use not only has environmental benefits but also economic benefits

(as less usage often means less cost) and social benefits (as the efficient use of resources often means using local resources).

Water

Water is becoming an increasingly important issue to address demonstrated by drought warnings throughout the country and predicted changes in rainfall owing to climate change. The current groundwater level in the southwest is slightly below the long term average with a slight downwards trend. Even without the potential reduction in rainfall, there are good reasons for managing water, including reductions in processing costs (both monetary and environmental), flooding risks and infrastructure requirements.

Water efficiency

It is recommended that all buildings within the Study area that are not already subject to planning consents should be required to achieve the performance levels below:

- Residential: 100l/person/day
- Commercial: 40l/person/day

To achieve this, any appliances fitted as part of development are required to have low water usage. These should include wc's, taps, dishwashers, washing machines and showers. In specifying all water appliances care

should be taken to ensure that the appliance still meets users' needs and aspirations. An example of where this can fall short is the specification of low flow showers, where the performance of the shower does not meet user requirements and is soon replaced by a less water efficient shower.

All buildings should be fitted with a water meter.

Rainwater and grey water systems

Rainwater harvesting or recycling means the collection of rainwater from the roof or other appropriate surfaces, and using that for landscape watering as a minimum. It is proposed that wc flushing and washing machines should also be able to use harvested rainwater in order to maximise opportunities to cut potable water consumption while also attenuating surface water runoff from the site. Resource savings of this sort reduce costs for the occupier as well as reducing processing requirements.

To achieve the water usage targets above, rainwater harvesting and/or grey water recycling should be required. Rainwater recycling can provide 70% of the water for wc flushing, providing an appropriate way of reducing the need for potable water on site.

Grey water recycling is the recycling of water from baths and sinks within

the dwelling, and processing this so that it can then be used in the wc to reduce the need for potable water used for flushing. Grey water recycling should be considered for all residential development at Newcourt. However this is with the proviso that appropriate systems can be identified, with demonstrable reliability and safety, which are easy to use and maintain, and which have a fail-safe mechanism. In the absence of such satisfactory systems, only rainwater harvesting and water efficiency measures should be required.

The development programme of up to 2026 should allow significant advances in water use technology to the extent that these measures should be regarded as the minimum standard required beyond the first phases of development.

Sustainable drainage systems

The aspiration for Newcourt is to ensure that drainage requirements are provided in the most sustainable way possible. The proposed solutions are:

- Rainwater harvesting facilities for individual dwellings. As a minimum, simple water butts for external use, and where possible more sophisticated systems as referred to above in respect of water consumption;
- Soakaways in courtyard areas and

other appropriate development areas;

- Permeable paving through the use of paviers and porous asphalt;
- Wetland swales and/or ponds in the watercourse corridor that runs through the golf course and then to Topsham Road. These will function as detention basins to attenuate peak storm flows.

The site is situated on sand deposits that have been worked in the vicinity of Sandygate and which give that southern part of the study area its name. As a result permeability of the substrate is excellent and the site is appropriate for a SUDS based approach to surface water management.

Materials

The second aspect of the responsible use of resources relates to building materials. The use of such materials will have a significant bearing on the sustainability performance of development within the Newcourt Masterplanning Study area, not only in terms of the aesthetics of the development, but also in terms of the environmental impact.

Materials should be considered to ensure that they meet sustainability requirements, and developers are required to consider:

- Use of local materials and suppliers

where possible in order to minimise transport impacts of materials;

- Materials with low environmental impact in principle;
- Use of reclaimed materials;
- Durable materials.

For those materials which are not constrained by aesthetic qualities the criterion for selection should be the environmental credentials of the materials.

Use of local materials and suppliers

In choosing materials to be used in this project care should be taken to understand whether or not they can be sourced in Devon and discussions with potential suppliers explored to ascertain whether there are ranges of materials which will meet the aesthetic and environmental requirements of the project. When sourcing local materials preference should be encouraged in the following order:

- Devon
- South West
- UK
- Europe
- Worldwide

Developers who can demonstrate their sourcing of materials and supplies from the local area should be encouraged.

Sustainability Strategy (continued)

Materials with low environmental impact

All materials specified should be required to achieve an A rating in BRE’s Green Guide for Specification (either for housing or commercial depending on the building type).

The specifications chosen should be appropriate for all building types in the first stage of the development. As other building types are included in the development, if the required specifications are not included in either the Green Guide, further advice should be sought.

Use of reclaimed materials

Appropriately sourced reclaimed materials should be encouraged. Reclaimed materials have an inherently lower environmental impact than new material as the materials have already been used. There are, however, a number of questions that need to be addressed in specifying reclaimed materials such as the distance from the development and the provenance of the supply.

For materials with a low environmental impact when manufactured using reclaimed material is only a sensible solution if located within approximately 30 miles. An example of this is crushed aggregates. However if the virgin material is sourced from further afield than the reclaimed material then

the latter will generally be a better option. For all reclaimed materials the provenance needs to be determined to ensure that it really is at the end of its current use and should not be removed from a building capable of sustainable or continued use.

Durable materials

When constructing buildings it is important to choose materials appropriate to the likely lifespan of the building. For instance if a temporary building with a required life of 5 years is built it is better to use materials which are designed for the intended lifespan.

Within the Newcourt Masterplanning Study area buildings should be designed to be flexible and to have a projected minimum 50 year lifespan. Therefore durable structural and cladding materials should be chosen. Internal fittings and fixtures need to be chosen which reflect the predicted refurbishment rate. In determining the refurbishment rate, consideration needs to be given to current practices of refurbishment and whether a trend is emerging for more sustainable use of resources, increasing the interval between refurbishments.

Energy

The third aspect of responsible resource use is the efficient production of energy.

There is potential within the Study area for the development of a combined heat and power (CHP) system. CHP is the simultaneous generation of heat and power and is a highly efficient way to use both fossil and renewable fuels.

Combining a CHP or Community Heating Scheme with sustainable fuels such as Biomass and domestic Energy Saving measures, could provide low cost heating at Newcourt that has a minimal carbon footprint.

Waste

The fourth aspect of responsible resource use that needs to be considered is that related to waste. Here, there are two particular matters for consideration:

- Waste management and minimisation
- The use of off site construction

Waste management and minimisation

There are generally held to be four stages to good waste management:

- Reduce the amount of waste materials generated
- Reuse waste materials where practical
- Recycle materials which cannot be reused
- Dispose of any remaining waste in the best manner.

This approach is appropriate both for construction waste and for waste generated during the use of the buildings.

The development should be designed to allow for the collection of recyclable household waste with appropriate containers provided in the buildings and storage outside. Care should be taken to ensure that the outside storage does not have a poor visual impact on the development. The system should not depend on residents and occupiers behaving in an abnormally exemplary manner.

In addition, composting bins should be provided initially for all dwellings with gardens and allotment gardens.

Developers should be encouraged to work with the Local Authority to ensure that the provision of both normal refuse storage and recyclable materials storage meets their requirements and are practical for occupiers.

As part of normal requirements, individual applications for development parcels at within the Masterplanning Study area should be required to be accompanied by a construction waste management plan, and by a waste management plan for the operational phase of the development. This should allow the waste management proposals of the scheme to be highlighted and considered specifically in order to achieve the best possible outcome.

Use of off site construction

There are a number of benefits which may be achieved by off site construction;

- Reduced waste
- Improved quality of the product, and greater certainty of the quality
- Improved working conditions for personnel

There are, however, some disadvantages which also need to be considered. They are:

- Additional transport for materials being moved first to the manufacturing plant and then to the site.
- Potential to transport empty space, for instance with some bathroom pods where the whole bathroom is in a pod, and the majority of the space is air.
- Effect on local skilled labour, and potential reduction in such labour and therefore for training local people.

There is no specific requirement for off site construction. However, developers should be encouraged to consider this where appropriate and those using it should be looked on favourably. The types of off-site construction which should be preferred are:

- Simple elements, such as windows, particularly as high performance

- windows are required;
- Timber frames, where this type of construction is deemed appropriate
- Roof construction.

04

Masterplan Concept Plans

Masterplan Option 1 - Up to 50 dph

Masterplan Option 1
Fig. No. 19.0

The primary aim of the Masterplanning Study for Newcourt is to provide for a total of around 20 hectares of employment land and at least 3200 dwellings. These figures include some of the existing allocation of 12.4 hectares of employment land as outlined within the Exeter Local Plan and permissions for 1176 dwellings, meaning a requirement for additional provision of around 8 hectares of employment land and 2024 dwellings. The existing allocation for employment comprises land owned by Tesco and the Pratt Group. The existing permissions for 1176 dwellings include land ownership by Pratt Group, Persimmon Homes and Dukeminster Ltd.

In order to develop a robust Masterplan scheme which addresses the primary requirements of this development, the provision and density of both residential dwellings and employment facilities needs to be appropriate to the scheme.

In order to allow for the variations in the type, scale and density of proposals that are likely to be put forward by developers, we have assumed an average density of 50 dph for Masterplan Option 1. In reality, based on the average densities of schemes already permitted within Newcourt, proposals across the Study area are likely to vary from between 45 to 55 dwellings per hectare and therefore an average of 50 dph has been applied.

Taking into account the developable area standards set out in Exeter City Council's Strategic Housing Land Availability Assessment of 80% for sites of 1 hectare and over and 100% for sites under 1 hectare, the study area provides approximately 70 hectares of developable land. This includes sites already committed for development that are below 50 dph. Including current commitments, the study area has the potential to accommodate 3554 new dwellings at 50 dph, thus meeting the primary aim of providing at least 3200 dwellings.

Part of the Local Plan employment allocation on land owned by the Pratt Group, to the east of St. Bridget's Nurseries has been replaced by proposed residential development in order to meet the housing number requirements and in line with the land owners aspirations and likely release of land for development. The lost employment allocation has been compensated for by inclusion of additional sites. Masterplan Option 1 provides 21.4 hectares of employment land, thus meeting the Study requirements for both Option 1 and 2.

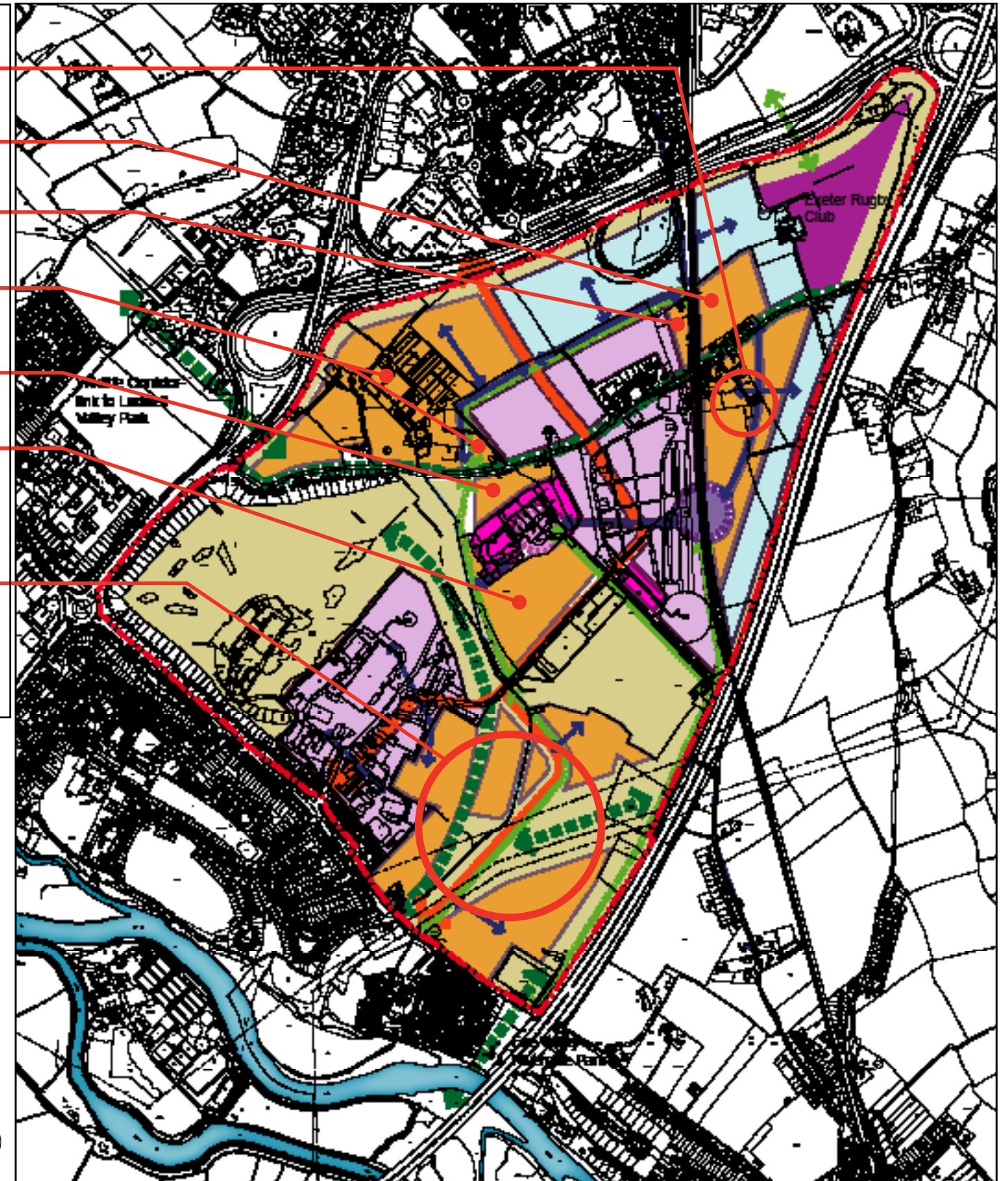
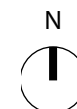
In order to achieve the additional 8 hectares for employment, it is proposed to extend the area of current provision east towards the Rugby Club and a strip of land fronting the M5. This grouping of employment use will restrict peak traffic movements to the north and east of the site and will utilise the proposed junction

Area: 6.5 ha
Dev. Area: 5.2 ha
Potential Dwellings@50 dph: 260
Area: 3.8 ha
Dev. Area: 3.0 ha
Potential Dwellings@50 dph: 152
Area: 0.6 ha
Dev. Area: 0.6 ha
Potential Dwellings@50 dph: 30
Area: 18.4 ha
Dev. Area: 14.7
Potential Dwellings@50 dph: 736
Area: 2.6 ha
Dev. Area: 2.1
Potential Dwellings@50 dph: 104
Area: 6.0 ha
Dev. Area: 4.8
Potential Dwellings@50 dph: 240
Area: 31.1 ha
Dev. Area: 17.11 ha
(developable area 55% due to increased open space requirement)
Potential Dwellings@50 dph: 855
Total Potential Dwellings: 2378
Existing Commitments: 1176
Total Potential Yield: 3554

onto the A379. Positioning the employment use here reinforces a defensible edge between the A379, M5 and the Study area. Additional residential zones are shown along the northern edge of Old Rydon Lane, with direct access to transport networks beyond the site.

Key

	Site Boundary		Proposed Residential		Primary Route
	Existing Proposals		Proposed Employment		Secondary Route
	Habitat Links and Green Space		Proposed Transport Hub		Cycle Route
	Community Facilities		Proposed Community Centre		Open Space/ Wildlife Links



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Masterplan Concept Plans

Masterplan Option 1 (continued)

Newcourt House has the potential to act as the focal point of the scheme. Not only does the listed building provide an historic setting, it is also strategically positioned in the centre of the site, providing links to proposed community facilities in an area that is easy to access from all surrounding areas including current development proposals already earmarked for development. It is proposed that Newcourt House should continue in its current role but extend its function to include a health centre and GP practice to serve the Newcourt area. Newcourt House will then form a strong link as a health facility with the local shops, community facilities and a primary school that comprise part of the planning permission relating to adjoining land to the south-east. This area will also have strong links to the proposed transport hub and rail halt at the existing rail line.

Provision of a second primary school is likely to be required as the study area is developed. Based on the spread of existing primary schools outside the study area and the likely location of the primary school secured via the approved development at the centre of the study area, it is envisaged that the most suitable location for a second school will be either to the north or south of the study area. This will be dependent on securing a Section 106 agreement with the relevant land owner.

Cycle links throughout the scheme will follow alignments of proposed and

existing roads while additional links are proposed both along the alignment of the existing railway line crossing the existing bridge into Digby and connecting the employment site in the north to Topsham Road in the south through the proposed 'Green Link'. A pedestrian and/or cycle link across the railway would form part of the development of the rail halt and transport hub.

Habitat links, open space and wildlife links would be provided across the site, connecting the proposed green space with existing green space and protecting and enhancing the existing wildlife habitats within the Study area.

The Masterplanning Study does not identify a specific site for gypsy and travellers at Newcourt, due to landowner constraints and the potential effect on land values and neighbouring development. However, in light of the RSS Proposed Changes' requirement set out earlier in the Masterplanning Study and Government guidance which stipulates that all significant development should consider making provision for gypsies and travellers, Newcourt merits further investigation by the City Council as a potential location for a gypsy and travellers site.

Masterplan Option 2 - Up to 65 dph

Masterplan Option 2
Fig. No. 20.0

A second Masterplan option has been evaluated with the aim of achieving a significantly higher housing capacity either through higher density or additional land allocated for development.

Given the relatively high densities already proposed for Option 1 as a result of the need to provide 3200 dwellings over a developable area of 70 hectares, the requirement of Option 2 to provide increased housing numbers presents a considerable challenge. Option 1 utilises all of the available developable land meaning that an alternative arrangement to achieve increased residential development could only be achieved through higher densities with a tighter layout, higher rise buildings, reducing amenity space or reduced employment land provision.

In order to preserve the integrity of the layout and liveability of any proposed development presented in Option 1, the "significantly higher" housing capacity required by Option 2 would be difficult to achieve. The Regional Spatial Strategy and Core Strategy Preferred Options suggest that 50 dwellings per hectare should be applied where appropriate. Option 1 suggests 50 dph and above would be required across the site in order to achieve 3200 dwellings. Option 2 fixes the majority of sites at 50 dph as this is likely to be the most acceptable density in the majority of areas. Higher densities are only likely to be appropriate and achievable in central locations or close to other higher

rise buildings where they will not have an overbearing impact.

In the case of Newcourt, very few locations would be appropriate for densities above 50 dph, or higher rise development. However, the land east of and adjacent to the railway, and the land west of the proposed employment development adjacent to the M5 offers potential for higher rise and thus higher density development. On these sites, development over 3-5 storeys might be achieved thus allowing densities of between 60-65 dph.

With development at 65 dph on these two sites, 50 dph on other sites and including the fixed numbers of dwellings on sites with planning permission, a total of 3677 dwellings could be achieved.

In conclusion, it is unlikely that the significantly higher dwelling numbers required by Option 2 will be achievable across the whole study area but some areas could support higher densities and thus a higher number of dwellings. On this basis it may be possible to achieve 3% more houses within the study area than in Masterplan Option 1 and 13% above the 3200 originally sought for in Option 1.

Consequently if the significantly higher numbers sought in response to the emerging RSS are to be achieved at the location it would be necessary to look beyond the study area boundary. The most obvious location to examine would

Area: 6.5 ha
Dev. Area: 5.2 ha
Potential Dwellings@65 dph:338

Area: 3.8 ha
Dev. Area: 3.0 ha
Potential Dwellings@65 dph:198

Area: 0.6 ha
Dev. Area: 0.6 ha
Potential Dwellings@50 dph: 30

Area:18.4 ha
Dev. Area: 14.7
Potential Dwellings@50 dph:736

Area: 2.6 ha
Dev. Area: 2.1
Potential Dwellings@50 dph:104

Area: 6.0 ha
Dev. Area: 4.8
Potential Dwellings@50 dph:240

Area: 31.1 ha
Dev. Area: 17.11 ha
(developable area 55% due to increased open space requirement)
Potential Dwellings@50 dph:855

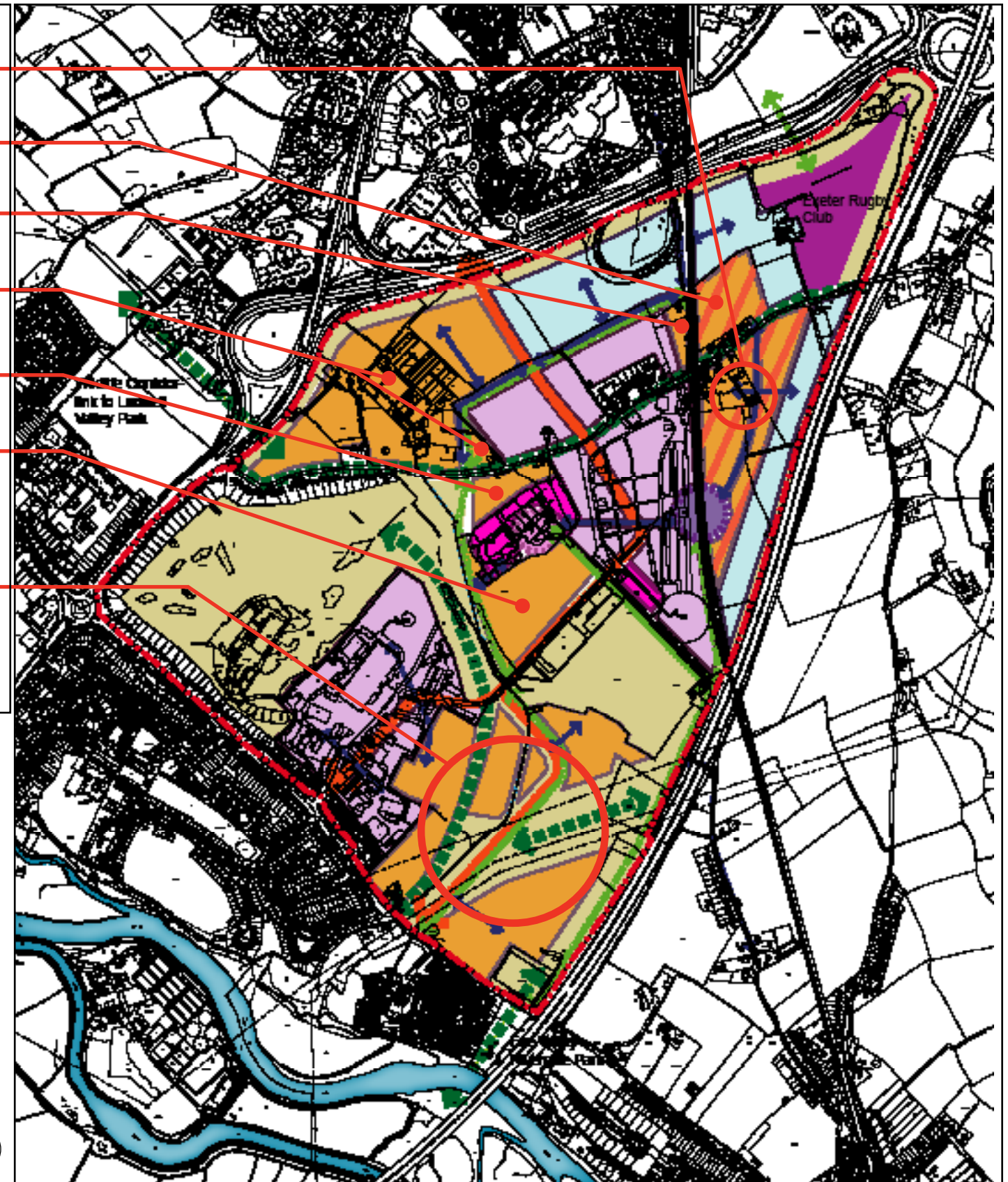
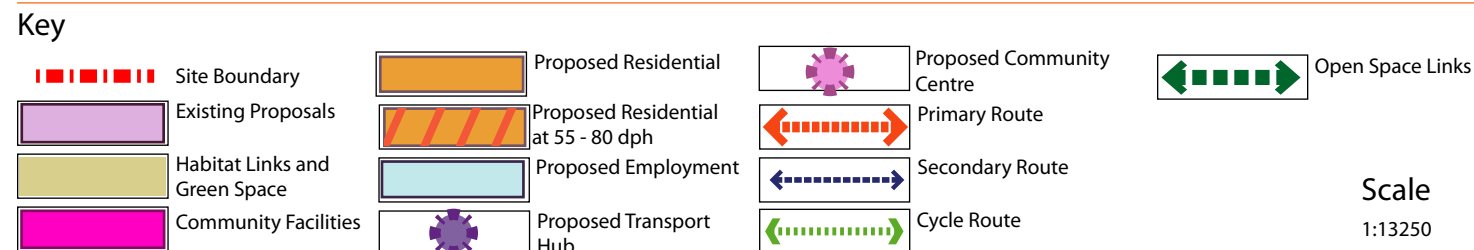
Total Potential Dwellings: 2501

Existing Commitments:1176

Total Potential Yield: 3677

be the triangle formed by the M5 railway and Topsham Road, to the south of the study area. This area has existing blocks of housing present along Newcourt Road and extends to about 11ha.

At 80% developable area and 50 dph this area could deliver in the order of a further 446 dwellings.



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Masterplan Concept Plans

Development Phasing

Land ownership in the study area is fragmented. Exeter City Council has very limited direct land control and the strategic and regional planning authorities have none. This will require a sensitive approach to the implementation of proposals.

Planning permissions for residential development in the study area, discussed on page 38, also require careful consideration in terms of their impact upon the Masterplanning Study's proposals.

Close partnership work with all landowners should be pursued at the earliest possible stage. It is recommended that steering groups be set up, on which they should be invited to sit.

A sensitive approach will be particularly important where landowners have land proposed for lower value end uses, particularly key elements of public infrastructure such as the transport hub, community facilities and open space, plus provision for gypsies and travellers. The provision of employment use on privately owned land may also meet with resistance from a commercial perspective, although market conditions may make this more attractive. In such cases, the landowners may object to the proposals, or simply not develop under the terms of the Masterplanning Study.

The landowners whose land is proposed for lower value, non-commercial end

uses, or where known tensions exist, are:

- Williams, Rowe, Cork and Pratt Group – Transport Hub (50%), Employment allocation
- Devon NHS: Primary Care Trust – Health Centre
- Tesco – Employment Allocation

The attitudes of these land owners as established through consultation associated with the Masterplanning Study is discussed below. This will allow identification of potential frustrations to implementation and where greater intervention or alternative implementation strategies may be required.

Notwithstanding the potential ownership and delivery conflicts, a realistic phasing pattern that reflects infrastructure timing is set out below. This relates to Fig 21 opposite.

Phase 1

Development sites with current planning permission or permission subject to the completion of a S106 Agreement is most likely to come forward first. The completion of the route linking the A379 to the north with Topsham Road to the south will form an essential part of this development phase. The route is also required as part of section 106 agreements for these proposed residential development sites. About 1200 homes would be delivered in phase 1.

Phase 2

The proposed second phase of development would involve provision of community and healthcare facilities for the new community at Newcourt. This phase will also include development of the transport hub including the rail halt which would provide access into and out of Newcourt from the surrounding areas and in particular provide links to the city centre. Well positioned public transport connections will be an essential precursor to development of employment sites at Newcourt.

This phase would involve development of the southern area including provision of greenspace and a second transport link to Topsham Road from the route proposed in phase 1. 855 dwellings could potentially be built in phase 2.

Due to the scale of development to be delivered after this phase it is anticipated that a tariff approach to developer contributions will be needed. This should allow advance delivery of the transport hub on the basis that development contributions can be secured from phases 3 and 4.

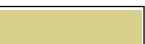
Phase 3

The proposed phase 3 would involve development of sites south of the A379 for residential and employment use. Employment provision will be important at this stage of the Masterplan development in order to provide job opportunities not only for the new

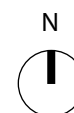
Development Phasing

Fig. No. 21.0

Key

	Site Boundary		Community Facilities		Proposed Transport Hub
	Existing Permissions		Proposed Residential		Proposed Primary Route
	Main Habitat Link		Proposed Employment		

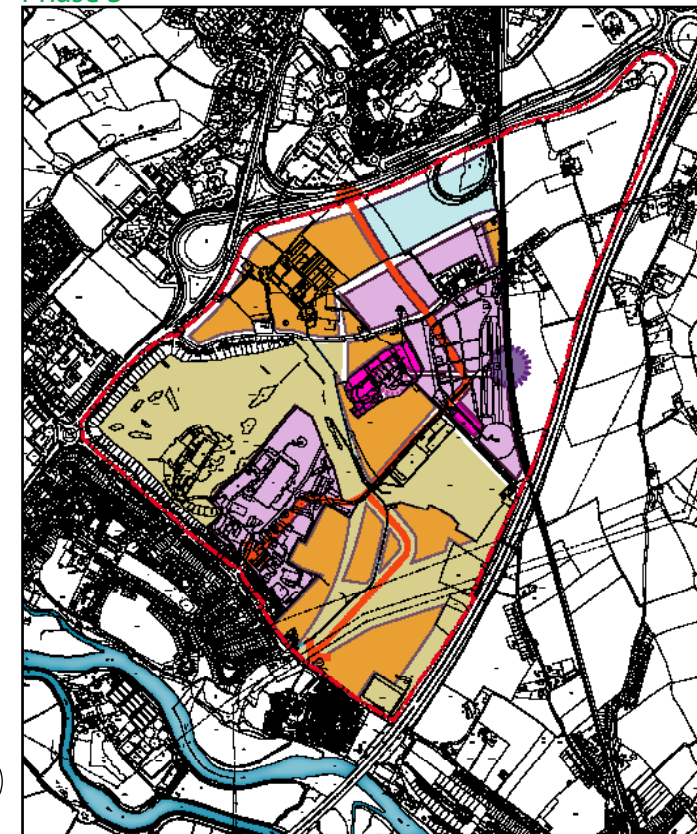
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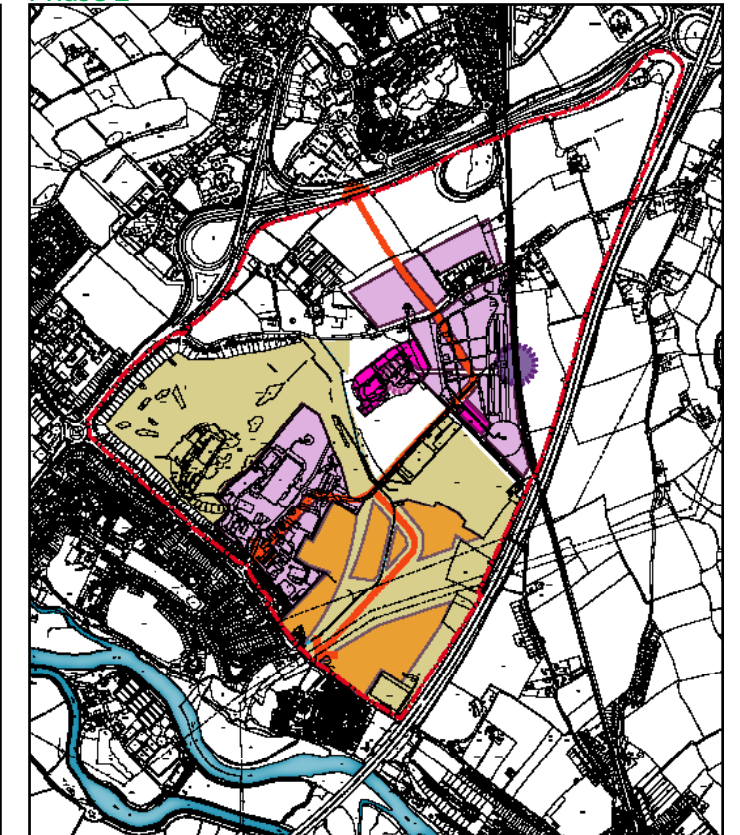
Phase 1



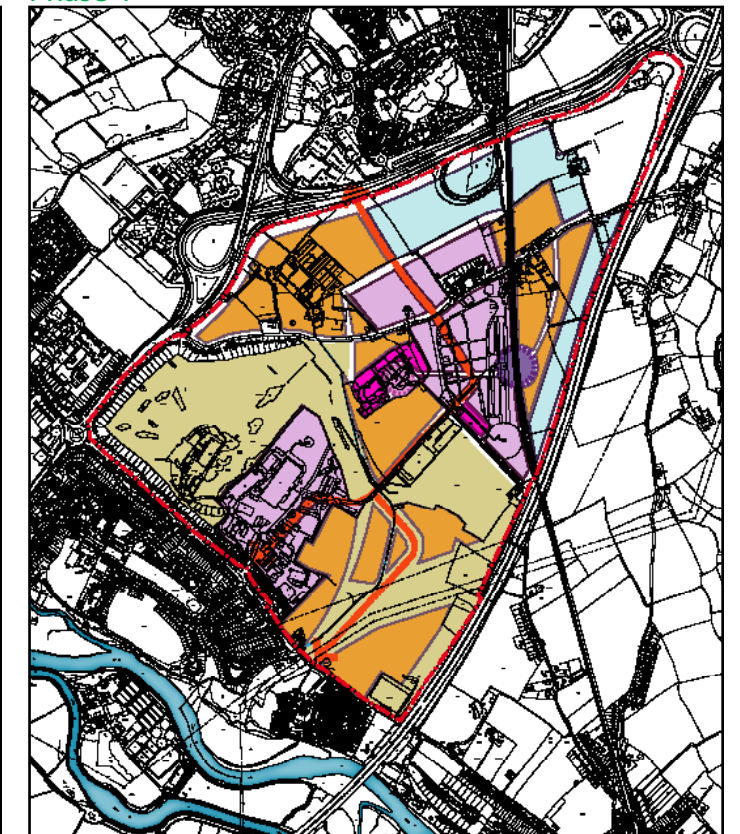
Phase 3



Phase 2



Phase 4



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Masterplan Concept Plans

Development Phasing (continued)

community at Newcourt but also for the whole of Exeter and the surrounding area and 15.8 ha would be brought forward

Phase 3 should also see longer term development sites coming forward for residential development, in particular on the site currently occupied by St. Bridget nurseries. In total, about 1000-1050 dwellings would be delivered in phase 3.

Phase 4

The proposed phase 4 would see development taking place to the east of the railway including residential and the second phase of employment provision west of the M5 and south of the A379. Residential development would come forward on sites to the north of Old Rydon Lane and adjacent to the railway line, and would account for up to around 400 dwellings. Due to their location close to the railway line and proposed employment sites, these sites could accommodate higher rise development thus achieving higher densities in line with Masterplan Option 2, with the potential to deliver about 530 dwellings.

Potential Land Ownership Implementation Issues

Williams, Rowe, Cork & Pratt Group

The Pratt Group control a substantial portion of the Masterplanning Study area, owning 27.8 Hectares. Masterplan

proposals indicate that significant proportions of land owned by the Pratt Group will be given over to supporting lower value land uses in the form of employment use. Employment use is also proposed on land owned by Rowe and Cork. Employment use and half the transport hub are proposed on land owned by Williams.

Devon NHS: Primary Care Trust

The Devon NHS Primary Care Trust own Newcourt House which has been integrated into the Masterplanning Study proposals. The NHS Trust's main concern is ensuring adequate and effective provision of Primary Care to Devon.

Recent investment in IT at the building means that remaining on site is an attractive option unless sufficient income can be generated to cover relocation costs. This indicates that the PCT's continued use of the building may be appropriate. This could be supplemented and modified to deliver some of the health facilities required by the scale of the residential development proposed.

Tesco

The 9.9 ha parcel of land located south of the A379 is proposed for employment land use both within the existing Exeter Local Plan and through the current Masterplanning Study proposals. Site analysis work has indicated that Tesco do not support this allocation and would

propose either residential development or the relocation of their current store north of the A379 to this site.

This parcel of land represents approximately 50% of the required employment development for the site and therefore the land owner resistance to proposals places a large degree of uncertainty on the ability to implement the Masterplanning Study proposals comprehensively and coherently. In particular the development of this land for alternative land uses may impact negatively upon sustainability of the Masterplanning Study area and affect traffic generation and highway capacity assumptions.

As a result, continuing dialogue with Tesco will be important together with an essentially flexible approach to delivering the overall mix of required development within the Masterplanning Study principles.

