

Strategic Brownfield Sites Study

Greater Exeter Strategic Plan
January 2018

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January 2018

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Version: 1.2

Version date: 17/01/2018

Comment Final Report

This document has been prepared and checked in accordance with ISO 9001:2008.

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1.0 Introduction

1.1. Introduction

This report has been prepared by LDA Design in response to an instruction by the Greater Exeter Strategic Plan (GESP) partners¹ to undertake a Strategic Brownfield Sites Study for the Exeter City Council (ECC) administrative area. The study provides high-level assessments of potential strategic brownfield sites across the city to determine their suitability and capacity in helping to meet the housing targets of the emerging GESP in the period to 2040.

1.2. Study objectives

The objectives of this study, as set out in the brief, are to:

1. Provide constraints assessments, capacity testing and deliverability advice for each of the strategic brownfield sites identified by the GESP partners;
2. Undertake a comprehensive and reasoned search for additional strategic brownfield sites in Exeter, each capable of delivering a net gain of at least 100 dwellings within the period to 2040; and
3. Agree with the GESP Authorities a list of additional sites identified through the objective 2 search process and provide constraints assessments, capacity testing and deliverability assessments for those sites.

The study will be repeated in 2018.

1.3. Report structure

The following chapters set out:

- An overview of the strategic context for the study;
- A summary of the method approach taken;
- The summary findings of the site assessments; and
- A conclusion that draws together the potential yield that could be achieved from the sites.

¹ The GESP partners are East Devon District Council, Exeter City Council, Mid Devon District Council, Teignbridge District Council, working in partnership with Devon County Council.

2.0 Strategic Context

The reuse of brownfield, or previously developed land, for housing has been a major policy objective in England since the late 1990s, aimed at reducing urban sprawl and greenfield development, as well as contributing to a more compact form of urban development. This priority is fed down from national policy to planning at a local level.

The following sections provide an overview of:

- Key documents that guide the plan making process at a local level;
- The Exeter Development Plan and the emerging priorities of the GESP.

2.1. The National Planning Policy Framework (2012)

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.

Paragraph 14 of the NPPF sets out that a presumption in favour of sustainable development should be seen as a golden thread running through both plan making and decision making. For plan making this means that local planning authorities (LPAs) should positively seek opportunities to meet the objectively assessed needs of their area.

In this regard, LPAs should plan positively for the development and infrastructure required in their area to meet the objectives, principles and policies of the NPPF. This involves allocating sites to promote development and flexible use of land, bringing forward new land where necessary, and providing detail on form, scale, access and quantum of development where appropriate.

With regard to allocating sites, paragraph 17 identifies the importance of encouraging the effective use of previously developed land (i.e. brownfield), providing that it is not of high environmental value, as one of 12 land use planning principles underpinning both plan making and decision-taking.

2.2. Fixing our Broken Housing Market White Paper (2017)

One of the White Paper's key proposals for boosting housing supply is to make more land available for homes in the right places, by maximising the contribution from brownfield and surplus public land, and regenerating estates. Furthermore, it sets out the aim of making better use of land for housing by encouraging higher densities, where appropriate, such as in urban locations where there is high housing demand, and by reviewing space standards.

The Government's proposals are to make as much use as possible of brownfield land for homes. It recommends applying a presumption that such sites are suitable for housing, unless there are clear and specific reasons to the contrary. As such, amendments to the NPPF will say that great weight should be attached to the value of using suitable brownfield land within settlements for homes.

2.3. The Housing and Planning Act (2016)

The Act received Royal Assent on 13th May 2016 and brings about changes to the Planning system in England aimed at boosting the supply of homes and speeding up and simplifying the planning process. Brownfield Land Registers (BLR) and Permission in Principle (PIP) are identified as key mechanisms for achieving these goals. In combination, these mechanisms provide an alternative route for developers to gain planning consent on brownfield sites.

Following on from the Act, the Government has now published the Town and Country Planning (Brownfield Land Register) Regulations 2017 and the Town and Country Planning (Permission in Principle) Order 2017. The new regulations mean that all LPAs must publish a BLR that lists all previously developed sites, subject to some exemptions, that are 0.25 ha or above and are suitable, achievable and available.

If a site passes these tests, the LPA can choose to put it forward for PIP under Part 2 of the BLR. A PIP will automatically be granted for 5 years for development land identified in Part 2 of the BLR, subject to some exceptions. Once PIP is granted, technical detailed consent will be needed to implement it and conditions may be attached. Technical details, which will be identified against the standard validation checklist, can include matters such as the design of buildings, development layout and landscaping schemes. Once a valid application for technical details consent has been received, the LPA will be targeted with determining the application within the statutory time limits (10 weeks for major development and 5 weeks for minor development). The LPA must determine the application for technical details consent in accordance with the PIP. Together, the PIP and technical details consent amount to a full planning permission for the development of the brownfield land.

2.4. The Exeter Development Plan and emerging GESP

At the time of reporting, the Exeter Development Plan comprises the following adopted documents:

- Core Strategy DPD (adopted 2012);
- The saved policies of the Exeter Local Plan First Review 1995-2011;
- Devon Minerals (adopted 2017) and Waste Plans (adopted 2014); and
- Exeter St James Neighbourhood Plan (adopted 2013).

In addition, the Draft Development Plan DPD is at publication stage.

The policies set out in these development plan documents, and the evidence base documents underpinning them, have been used to guide the site appraisals with regard to establishing suitability, net developable areas and densities.

The findings of this study will inform the policies and allocations of the emerging GESP, alongside a suite of other evidence base documents including a Housing and Economic Land Availability Assessment covering the GESP area and a Strategic Housing Market Assessment. The GESP is being prepared by planning officers from the four LPAs of East Devon, Exeter, Mid Devon and Teignbridge, in partnership with Devon County Council.

The GESP will be a formal statutory document, setting out the overall spatial strategy and level of housing and employment land to be provided in the period to 2040. The document will provide the high level strategic planning policy framework for the area.

When adopted, it will sit above Local Plans for each area which will continue to be prepared to consider local level issues. Neighbourhood Plans will continue to allow communities to be empowered to make the detailed planning decisions for the benefit of their area.

The Regulation 18 Consultation document issued in February 2017 sets out proposals that the GESP will include:

- Vision and objectives;
- Strategy (covering the overarching direction of the area, the function of places, housing, economy, connectivity, environment, healthy and resilient communities);

- Strategic policies;
- Development policies;
- Strategic proposals and allocations (development and infrastructure);
- Delivery policies; and
- Monitoring indicators.

The Regulation 18 Consultation report highlights the importance of Exeter to the wider sub-region and beyond and encompasses the growth aspirations for the city in the draft vision:

‘The unique benefits of having a thriving, historic, University City situated within a vibrant network of rural towns and villages are maximised. The needs of Greater Exeter’s communities are embraced, with economic successes built upon and new growth opportunities realised. Our exceptional coastal and rural environments are maintained and enhanced, supporting the healthy lifestyles of our communities. The area is a global leader at addressing the economic and environmental challenges associated with low carbon, energy, climate change and transport and Greater Exeter is established as a leading location for innovative, data-driven and knowledge-led businesses. Growth is sustainable, resilient and proactively managed to benefit both urban and rural communities’.

2.5. Summary

The Government recognises the need to increase the rate of house building across the country and has tasked LPAs to meet as much of their objectively assessed need as possible on brownfield sites in sustainable locations. It recommends applying a presumption that such sites are suitable for housing, unless there are clear and specific reasons to the contrary. Furthermore, the Government has set out its aim of making better use of land for housing by encouraging higher densities.

These aims and principles guide the approach that has been taken to appraising the potential dwelling capacity of sites identified in this study. The study will inform the identification of strategic brownfield allocations across Exeter, the development of which is important to achieving the overall growth aspirations for the city and wider sub-region, as set out in the emerging GESP.

3.0 Methodology

This chapter explains the approach that has been taken to identifying and appraising strategic brownfield sites in Exeter. It also sets out the process that has been adopted to identify new sites.

Before setting out the approach taken it is important to first highlight the definitions that have been used for 'brownfield' and 'strategic':

- Brownfield is defined as land which is or was occupied by a permanent structure, including the curtilage of the developed land. It includes land currently in residential, commercial or other uses, but excludes public open space and allotments; and
- Strategic sites are defined as individual or groups of sites with the capacity to deliver a net gain of at least 100 dwellings.

3.1. Site appraisals

The GESP partners initially identified 15 sites across Exeter for appraisal. These sites were identified from a number of sources including the emerging GESP Housing and Economic Land Availability Assessment (HELAA), the 2015 Exeter Strategic Housing Land Availability Assessment (SHLAA), the 2008 Exeter Employment Land Review, lapsed or stalled planning consents for residential development and stalled allocations in the Development Plan. The appraisals have been undertaken using a bespoke template developed by LDA Design and agreed with the GESP partners at the start of the study.

The approach to appraising the suitability, capacity and deliverability of these sites for accommodating housing involved the following tasks:

1. Environmental and policy constraints assessment: constraints checks for each site and its wider context have been undertaken against each of the following categories using the listed sources:
 - a. Flood risk – sources used: Environment Agency Flood Risk maps and the Exeter Strategic Flood Risk Assessment;
 - b. Heritage – sources used: Natural England Magic website, the Devon Historic Environment Record and ECC Conservation Area Appraisals;
 - c. Environmental designations/ecology – sources used: Natural England Magic website and the ECC Local Plan allocations map;
 - d. Air quality – sources used: DEFRA Air Quality Management Area (AQMA) Interactive Map;
 - e. Ground conditions - assumptions made by LDA Design based on existing and former uses on site;
 - f. Planning policy compliance – an assessment based on a review of planning policies set out in the adopted Local Plan, Exeter Core Strategy, associated Supplementary Planning Documents, the publication version of the Development Delivery DPD, Exeter St James Neighbourhood Plan and the Devon Minerals and Waste Plan.
2. Site visits: visual inspections of each of the sites has been undertaken to observe existing uses both on and around the site, surrounding densities, accessibility and potential abnormalities, including ground conditions and utilities.

3. Capacity testing: The approach to identifying a potential yield for each site has been informed by the findings of tasks 1 and 2, the high density aspirations of the Housing White Paper and the Exeter HMA HELAA Methodology (April 2017). The HELAA Methodology sets out an approach for calculating the gross and net developable areas, as well as providing guidance on the appropriate housing density ranges for the city centre and the wider urban area. It was agreed with the GESP partners at the start of the study that, due to the potential of some sites to incorporate a range of different dwelling types and uses, density ranges should be applied to each site to allow for a degree of flexibility. Indicative capacity plans have been developed for each of the sites to illustrate factors that have been taken into account, as well as indicative design aspirations.
4. Deliverability: the assessment of site deliverability has been informed by high level due diligence assessments on transport and access undertaken by Hydrock. The assessments look at the potential of existing access arrangements, proposing solutions where necessary, and look at potential implications of development on the wider road network. Alongside this, high level utilities checks have been undertaken on surface car parks and cleared sites in order to identify potential issues in terms of either linking in with existing networks and/or constraints on development i.e. easements that have to be observed. In addition, the appraisals discuss potential delivery mechanisms, taking into account infrastructure requirements, mitigation measures and land ownership details.

It is important to emphasise that the site appraisals are high level to inform the GESP partners of each site's development potential. Any development proposals for the sites will need to be informed by a range of detailed technical and viability assessments.

3.2. Identifying new sites

As part of the brief, LDA Design have also been tasked with searching for additional strategic brownfield sites that are either available or could deliver a net additional yield of greater than 100 dwellings through redevelopment and/or intensification of uses. The process for identifying new sites encompassed the following tasks:

1. Review of the Local Plan and emerging GESP evidence bases: a review of key evidence base documents including the Strategic Housing Land Availability Assessment (SHLAA) and HELAA to assess whether any sites, either on their own or in combination, have the potential to deliver 100 net additional dwellings or more;
2. Consultation with ECC officers: telephone consultations and meetings with planning and development officers to discuss potential sites, as well as those that are at pre-application stage;
3. Consultation with estate managers: searches of public sector site disposal lists and follow-up telephone consultations with key estate managers for the following organisations:
 - o Defence Estates;
 - o Exeter University;
 - o NHS;
 - o Devon and Cornwall Police;
 - o Devon County Council;
 - o Network Rail; and
 - o HM Prison Service.

4. Consultation with commercial agents: searches of key commercial agent websites and follow-up telephone interviews in order to identify and gain details on any private sector owned sites that may be available for development; and
5. Meeting with the GESP study team: to discuss each of the additional sites identified through tasks 1 to 4. The meeting was used to identify a shortlist of additional sites that should also be appraised for their potential.

This approach will be repeated in 2018 in order to ensure that new sites that have become available are captured in the GESP preparation process.

4.0 Site appraisals

This chapter summarises the findings of the site appraisals undertaken on sites already identified by the GESP partners. It also sets out the findings of appraisals undertaken for additional sites identified by LDA Design and agreed by the GESP partners as being suitable for further investigation.

The tables in this chapter set out the potential yields and delivery timelines for each of the sites. The full appraisals for each of the sites are included in Appendices 1 and 2.

4.1. Existing sites

The GESP partners identified the following sites for appraisal at the outset of the commission:

- Water Lane Regeneration Area;
- Harlequins Shopping Centre;
- Land adjacent to St.David's Station;
- Howell Road Car Park;
- Exmouth Junction, Prince Charles Road;
- Former St.Luke's High School, Ringswell Avenue;
- St. Bridget Nurseries, Old Rydon Lane;
- Royal Devon and Exeter Hospital, Heavitree Campus;
- Heavitree Police Station;
- Grecian Quarter;
- Triangle Car Park/Clarendon House;
- Magdalen Road Car Park; and
- Cathedral and Quay Car Park.

Site location plans for each of these sites are included in Appendix 1.

It should be noted that, following consultations undertaken by LDA Design as part of the additional site identification process, the initial site areas of three of the sites listed above have been extended to include land that is, or could become, available during the Plan period. These sites are:

- Land adjacent to St.David's Station – this land has been extended to incorporate Exeter University owned land to the south;
- Triangle Car Park, Russell Street – the site area has been extended across Heavitree Road to incorporate Pyramids Leisure Centre and Eaton House (owned by the Guinness Trust); and
- Cathedral and Quay Car Park and bottom of South Street – this site area has been extended to include Magdalen Street Car Park.

4.2. Additional sites

In addition to the sites listed in section 4.1, a further five sites have been identified through consultation with a range of public and private sector stakeholders and have been agreed as warranting further investigation by the GESP partners.

The additional sites are:

- Clifton Hill Leisure Centre;
- Middlemoor Police Station (north section);
- Top of South Street/Market Street;
- Whipton Barton House, Vaughan Road, Whipton; and
- Pinhoe Trading Estate.

Figure 4.1 identifies each of the existing and additional brownfield sites that have been appraised during the course of the study.

4.3. Indicative yield from combined site areas

Should all the sites listed in sections 4.1 and 4.2 come forward for development during the course of the GESP period, it is estimated that they could deliver a yield of between 3,238 and 4,979 dwellings (see table 4.1).

Four of the sites; Former St.Luke's High School, Magdalen Road Car Park, Cathedral & Quay Car Park and Whipton Barton House, are not considered capable of accommodating 100 or more net additional dwellings and do not therefore meet the 'strategic site' definition set by the GESP partners. In addition, a further 4 sites are considered to be marginal as they are only considered capable of accommodating a net yield of more than 100 dwellings under the 'maximum yield' scenario. If the non-strategic and marginal sites are removed, the indicative combined yield that could be delivered falls to between 2,732 and 4,150 dwellings.

Although it is likely that a number of sites could come forward in the next 5 years, there is potential for a steady stream of housing to be delivered throughout the plan period and beyond.

It is important to note that the appraisals that have been undertaken are high level and the yields are therefore indicative. Each site will require more detailed technical assessments and viability testing to inform both planning applications and, in the case of the larger sites, comprehensive masterplanning exercises.

It is also important to note that some of the sites listed in section 4.1 are already allocated for mixed use redevelopment in existing Development Plan documents. As such, an element of the indicative yields set out above are already accounted for as commitments.

4.4. Recommended delivery mechanisms

The study has assessed the potential of a number of sites across the city that are either situated at strategically important gateways to the city centre or have the potential to form the basis around which urban villages can be created or enhanced. As such they are well placed to deliver not only a large number of dwellings, but also represent an opportunity to set a quality benchmark for the delivery of the wider aspirations for achieving sustainable growth, as set out in the emerging GESP.

Given the importance of the sites to the future growth of the city, the Development Delivery DPD should include a clear vision and spatial plan for the city to guide development. Whilst some of the sites will likely come forward prior to the adoption of the GESP through individual planning applications, key sites within or on the edge of the city centre will require more detailed masterplanning to outline their potential, set preferred delivery strategies and mechanisms, and guide design parameters. These sites include:

- Water Lane Regeneration Area;
- Grecian Quarter;
- Heavitree Road including the Triangle Car Park/Pyramids/Eaton House frontage;
- Cathedral and Quay Car Park;
- Harlequins Centre; and
- The surface car parks.

Whilst more detailed masterplanning exercises will be required on these sites it is important that they are considered as a whole within a wider framework or city centre vision. The vision should set out the long term aspirations for the city centre and, potentially, urban villages. It should be informed by strategic studies, including a long-term transport and parking assessment.

The GESP partners, working with wider public and private stakeholders, have a key role to play in driving forward a joined up approach to developing the strategic vision and delivering development on the key sites, either as developers or funding/delivery partners. In this regard, ECC, as landowners of a significant number of the sites, either as a whole or in part, have a unique opportunity to influence development that aligns with the vision. The planned creation of a Development Company to deliver development is a further step forward in the GESP partners ability to deliver schemes that align with GESP objectives and set a quality benchmark for other schemes to follow.

This study will be repeated in 2018. This provides an opportunity to revisit the site appraisals, most notably the recommended densities and indicative yields, once the vision for the city has been developed. This vision could include the designation of urban villages, focussed on intensifying uses around key services and/or transport hubs. Pursuing the concept of urban villages across the city, either through redevelopment or intensifying existing uses, may therefore lead to the identification of additional sites for appraisal in 2018.

Figure 4.1 Potential brownfield sites across Exeter



Table 4.1 Indicative yield and delivery timescales

Site ref	Site name	Site area (ha)	GDA (ha)	NDA (ha)	Indicative density range	Min yield (net)	Max yield (net)	Indicative delivery timescale		
								Short	Medium	Long
1	Water Lane Regeneration Area	25.97	18.26	14.58	75-100 dph	1,094	1,458		✓	✓
2	Harlequins Shopping Centre	0.85	0.73	0.73	100-175 dph	73	127	✓	✓	
3	Land adjacent to St.David's Station	3.49	2.04	2.04	100-175 dph	166	319		✓	✓
4	Howell Road Car Park	0.94	0.53	0.53	150-200 dph	79	106		✓	
5	Exmouth Junction, Prince Charles Road	6.17	4.07	2.44	75-125 dph	183	305	✓		
6	Former St.Luke's High School, Ringswell Avenue	3.73	3.33	1.99	30-50 dph	59	99	✓		
7	St.Bridget Nurseries, Old Rydon Lane	13.77	13.12	7.87	35-50 dph	275	393		✓	✓
8	Royal Devon and Exeter Hospital, Heavitree Campus	2.50	2.24	2.24	75-125 dph	168	280	✓	✓	
9	Heavitree Police Station	1.29	1.22	1.22	75-125 dph	91	152	✓		
10	Grecian Quarter	7.55	2.77	2.47	125-175 dph	198	322	✓	✓	
11	Triangle Car Park/Clarendon House – Pyramids/Eaton House	2.89	1.81	1.81	125-175 dph	158	248	✓	✓	
12	Magdalen Road Car Park	0.75	0.4	0.4	100-150 dph	40	60		✓	✓
13	Cathedral and Quay Car Park	2.03	0.48	0.48	100-150 dph	48	72		✓	✓
14	Clifton Hill Leisure Centre	4.08	3.55	3.55	50-100 dph	177	355		✓	✓
15	Middlemoor Police Station (north section)	7.12	4.89	2.93	40-60 dph	117	175	✓	✓	
16	Top of South Street/Market Street	1.37	1.23	1.23	125-175 dph	75	137		✓	✓
17	Whipton Barton House, Vaughan Road	0.71	0.71	0.71	75-125 dph	41	76	✓		
18	Pinhoe Trading Estate	9.32	4.92	4.92	40-60 dph	196	295			✓
Total		94.53	66.30	52.14	n/a	3,238	4,979	n/a	n/a	n/a

5.0 Conclusions

This study has assessed the potential of brownfield sites across Exeter in helping to meet the housing requirements of the GESP area to 2040.

Delivering as many dwellings as possible on brownfield land in sustainable locations is a government priority, as set out in the NPPF and the recent 'Fixing Our Broken Housing Market' White Paper.

Through the course of the study a total of 18 existing and newly identified sites have been assessed for availability, suitability, capacity and deliverability.

Should existing environmental, utilities, ownership and other constraints be overcome through design solutions, mitigation and land assembly options, it is considered that the sites could deliver a combined yield of between 3,238 and 4,979 net additional dwellings.

Given the importance of some of the larger sites to future growth, it is important that an agreed vision and spatial plan for the city is produced to guide development. Whilst some of the sites will likely come forward prior to the adoption of the GESP through individual planning applications, key sites within or on the edge of the city centre will require more detailed masterplanning to outline their potential, set preferred delivery strategies and mechanisms, and guide design parameters. These sites include:

- Water Lane Regeneration Area;
- Grecian Quarter;
- Heavitree Road including the Triangle Car Park/Pyramids/Eaton House frontage;
- Cathedral and Quay Car Park and South Street;
- Harlequins Centre; and
- The surface car parks.

Whilst more detailed masterplanning exercises will be required on these sites, it is important that they are considered as a whole within a wider framework or city centre vision. The vision should set out the long term aspirations for the city centre and urban villages and should be informed by strategic studies, including a long term transport and parking assessment.

The GESP partners, working with wider public and private stakeholders, have a key role to play in driving forward a joined up approach to developing the strategic vision and delivering development on the key sites, either as developers or funding/delivery partners. In this regard, ECC, as landowners of a significant number of the sites, either as a whole or in part, have a unique opportunity to influence development that aligns with the vision. The planned creation of a Development Company to deliver development is a further step forward in the GESP partners ability to deliver schemes that align with GESP objectives.

Appendix 1 – Existing site appraisals

Site Name: Water Lane Regeneration Area

Site ID: I

Site Location and Description	
Location	
Easting (X)	292409
Northing (Y)	091027
Longitude	50.724132
Latitude	-3.5172493
Postal address or location	N/A
Description	
Area (ha)	25.97 ha
Existing Use(s)	The Water Lane Regeneration Area (WLRA) is a large predominantly industrial site in Alphington ward. Pockets of industry remain at: - The Vulcan Works, south of Water Lane/east of Tan Lane – there are 10 units on this estate, with a variety of traditional warehouse and workshop premises, some of which are vacant; - City Industrial Estate, north of Water Lane – this estate offers 24 industrial and warehouse units and the Boatshed. These are in relatively good condition and are attractive to small businesses; - Witchita Works – this area, south of Water Lane is dominated by untidy, low intensity uses, including scaffolding hire, roofing contractors, vehicle hire and outdoor storage; - Units 1, 2 and 3 Gabriels Wharf – these modern warehouse units are leased and occupied by Exeter Maritime Services and their sister company, Exeter Fabrication; - SecAnim – a large animal rendering plant situated at the end of Water Lane between the Canal and the railway; - The Colas site, Tan Lane – occupied by a business providing bitumen products; and - Smith Court/Crocker Court – there are 4 small industrial units adjoining the railway embankment, as well as areas used for car storage. An ECC compost recycling yard and a new gas power station (20mW) lie to the south of the SecAnim site. Other uses on site include an electricity sub-station and two large vacant sites, previously occupied

	by a power station and a gas works. There is a social club in the north western part of the site (Willey's Social Club). The southern section of the site, adjoining Clapperbrook Lane, is taken up by a large public open space called 'Grace Road Playing Fields'.
Previous uses	The area was previously heavily industrialised. In the past it was part of a larger area of employment east of the railway which included Willey's Foundry (demolished in 1991), Garton and King Exeter Foundry, Esso and Texaco oil depots, and the former Exeter Gas and Coke Company gasworks (demolished in 2015).
Planning Status/History	The majority of the site is allocated for comprehensive mixed use redevelopment under Policy KP6 of the Local Plan First Review. Previous applications for residential uses on parts of the site (05/1176/OUT and 99/1075/FUL) have been refused on the basis that, in the absence of a comprehensive masterplan incorporating adjoining sites, the schemes would not achieve the quality of amenity and environment conducive to producing a desirable standard of residential accommodation.
Notable structures/features	There are a number of utilities structures on site. There is a large, air-insulated electricity sub-station (132 kV) located centrally within the WLRA on a 2 ha site. 132 kV overhead lines (OHLs) feed into the sub-station, although only one pylon is located within the regeneration area, adjacent to Clapperbrook Lane.
Site boundaries and surrounding land uses	The site lies between the Canal and the railway line. Marsh Barton employment area lies to the west of the site (beyond the railway line) and residential uses border the site to the north. An Energy Recovery Facility and a 120.2 mWth gas turbine power station lie immediately adjacent to the railway line within the Marsh Barton employment area.
Constraints	
Environmental	
- Flood Risk – Large parts of the WLRA lie in Flood Zone 3a (1 in 100 years). Much of the area in Flood Zone 3a will benefit from the flood alleviation works currently under construction on the River Exe, which will improve defences to give a flood protection standard of 1 in 100 years with an additional allowance for climate change. However, the Grace Road playing fields in the southern section of the site are immediately adjacent to the floodplain of the Alphin Brook and so will not directly benefit from the River Exe flood alleviation works. Flood Risk Assessments would be required in support of planning applications and appropriate mitigation responses would need to be built into the design layout of any proposals. - Ecology – Despite the former and existing uses across the site, its large vacant areas, redundant premises and proximity to the Canal and Riverside Park are likely to make it attractive to a variety of species. The southern parts of the site lie within the Coastal and Floodplain Grazing Marsh Habitat Inventory for England and the site is close to the Exe Estuary SPA. Therefore, extensive bat, Great Crested Newt, bird and reptile surveys will be required in support of planning applications across the site.	

- **Heritage/Archaeology** – The northern sections of the site lie adjacent to Riverside Conservation Area. The nearest listed buildings to the site are located at the Canal basin, Quay and Trews Weir. Sensitive redevelopment of the site could significantly improve the setting of Exeter Ship Canal, recognised as being one of the oldest artificial waterways in the UK.
- **Air Quality** – The main access to the WLRA site is from the west via Alphington Street, using the junctions at the western ends of Haven Road and Willey's Avenue. Alphington Street and Alphington Road are congested, particularly at peak morning and evening rush hour. These two roads are part of the Alphington corridor, one of the main traffic routes in the City now covered by a single AQMA. Within the WLRA site itself, heavy vehicle movements, particularly associated with the SecAnim and bitumen supplier operations, may be unsuitable for a residential area.
- **Noise** – The Viridor Energy from Waste Incinerator acts as a major constraint on the development potential of the southern parts of the site. A 500m Waste Consultation Zone surrounds the facility and the site was granted its environmental permits on the basis that there were no sensitive receptors (i.e. housing) close to it. This is largely because the facility operates 24 hours a day and can be noisy. Apart from existing industrial uses and the energy from waste incinerator, the main noise emitter is the railway immediately adjacent to the site. The railway is the mainline route to Plymouth and planning permission is in place for a new station at the southern end of the WLRA. As a result of these constraints, noise assessments will be required in support of planning applications, with appropriate mitigation responses built into design layouts.
- **Ground Conditions** – There is a history of ground contamination within the WLRA, associated with former and current activities. Although some sites, including the former gasworks site, have already been remediated as part of their decommissioning, large areas of historical contamination remain. The cost of remediation will be significant and will need appropriate consideration in viability assessments for the WLRA.

Access and Utilities

Access – The main internal distributor roads within the site are Water Lane and Haven Road. The following roads provide access to the site from the surrounding area including the key arterial route of Alphington Road within the vicinity of the site:

- Willeys Avenue;
- Haven Road;
- Water Lane;
- Clapperbrook Lane East; and
- Tan Lane.

The majority of the local highway network within the north-western sector of the site is adopted with the exception of Tan Lane, which accesses the site by passing under the railway bridge. The south-eastern sector of the site is also generally not adopted with the exception of Clapperbrook Lane East up to the Exeter canal.

The northern access route provides suitable access opportunities in terms of geometry and layout. However, any development would be constrained to generating vehicle trips at a similar level to that which currently occurs or would be subject to a detailed study and potential contributions to costly improvements along the Alphington Road corridor.

Water Lane currently routes through the site and could be used as an internal access road for around two-thirds of the site (northern section).

Tan Lane is subject to access restrictions. It is considered appropriate to retain restrictions on access via this route, such as limiting the use of Tan Lane to light vehicles (and Park and Ride) in the southbound direction only.

The land to the south of Clapperbrook Lane East is extremely difficult to access via Clapperbrook Lane East and, as such, development may not be feasible / viable without extending Water Lane through the entire site from the north. This could present its own issues, as the site would effectively be served from one point of access (egress from the site) to the north at the A377 / Haven Road junction. This is not considered suitable to accommodate 1,000 dwellings and would likely restrict the ability to deliver the entire site for housing.

To deliver a suitable second point of access from Clapperbrook Lane East would require improvements to the existing railway bridge, extending the width of Clapperbrook Lane itself to allow two-way movements and a footway. The adopted highway boundary is also narrow at this point, although DCC own land to the south of Clapperbrook Lane East to the west of the railway lines. There are also significant level differences which would cause issues with construction. A new railway bridge would require extensive liaison with Network Rail and would be a significant cost.

Traffic impact:

The Alphington Road corridor currently suffers from significant congestion during the peak periods. The Exeter Strategic Plan as set out in the Local Development Framework (LDF) and Local Transport Plan (LTP) considers the potential widening of the carriageway along the Alphington Road corridor as well as the rationalisation of signal timings. However, the width of the carriageway is constrained to two-lanes at the railway underbridge directly to the south of Willeys Avenue and the two bridges over the river Exe to the north of Haven Road.

The key junctions within the vicinity of the site, on which the impact of any development may have to be investigated, to ensure efficiencies are maintained, include the following:

- Alphington Street / Haven Road signalised crossroads;
- Exe Bridge Gyratory; and
- Alphington Road / Marsh Barton Road signalised junction - Depending upon the mix and location of different land uses within the site, it would also be expected that the Local Highway Authority would require assessment of key roundabout junctions within the Marsh Barton estate, as well as the Alphin Brook Road / Church Road and Church Road / Alphington Road junctions. Highways England will likely require consideration to be given to the A30(T) Ide Interchange.

Pedestrian, cycle and public transport links:

Linkages with key pedestrian, cycle, bus and rail networks is key to delivering sustainable development across the site.

DCC have prepared an Access Strategy Plan for the Water Lane Regeneration Area. In view of the accessibility of the site to the City Centre, the Access Strategy seeks to encourage development that is not reliant on the car/promote car-free development for the site. A key element of the Access Strategy is a new pedestrian and cycle bridge over the river. There are currently a limited number of crossing points over the river and the current locations do not provide a particularly direct route to/from Water Lane. The Access Strategy presents three potential options for locating the bridge. Feasibility studies will be required to determine the exact position that a bridge could be located and the likely cost.

There is good footway provision on approach to the site on Willeys Avenue, Haven Road and Water Lane. On entry to the site footway provision along both Water Lane and Haven Road is intermittent. It is therefore likely that the development will need to accommodate a widening of Water Lane to accommodate better pedestrian (and potentially cycle) provision. A footpath runs along the western bank of the Exeter Canal which borders the eastern periphery of the site.

A shared use route, NCN Route 34, runs adjacent to the site along the eastern bank of the canal. However, this only connects with the site via a footbridge with Haven Road to the north and a bridge with Clapperbrook Lane East to

the south. Cycling access can also be achieved on-street with the surrounding local road considered suitable to accommodate cycling.

Furthermore, planning permission has been granted for the construction of a new railway station adjacent to the Viridor Energy from Waste incinerator.

Utilities – OHLs stretch across the southern parts of the site and cross the railway line to link to a 132kV sub-station on site. High pressure gas pipes run adjacent to the railway line, and link to the former gas works and existing gas power generation plants.

The costs associated with undergrounding OHLs and moving the high pressure gas pipes would be significant. The 132 kV sub-station within the WLRA supplies much of Exeter. Western Power Distribution advise that additional investment in off site conductors (wires) and pylons will be necessary to transmit the additional electricity supply to the site in order to support the wider Exeter growth plans. WPD advice regarding the potential to convert the sub-station to an enclosed facility is that it would require more land to build a gas insulated 132 kV board, with extensive rearrangement works. They advise that it would be easier to start fresh with a new, larger site close to the existing location. OHL diversion costs would be substantial.

National Grid Property Holdings Ltd and Wales and West Utilities Ltd, joint owners of the former Exeter Gas and Coke Company Gasworks site, have indicated that there are options to relocate the Pressure Regulating Station and associated pipeline on or off-site in order to facilitate development.

Planning Policy

Policy KP6 of the Local Plan First Review allocates the majority of the site for mixed-use redevelopment.

Policy CP17 of the Exeter Core Strategy DPD sets out that development in the WLRA will:

- Take a comprehensive approach to the delivery of development which ensures that new housing is compatible with other existing land uses in the area, particularly industry;
- Provide a mix of uses that encourage vitality and create a safe and secure environment;
- Include innovative modern design that respects the form and massing of existing development, to enhance the character of the area;
- Address the issue of flood risk through design and layout; and
- Aim to connect to a heat supply from the Marsh Barton EfW facility.

Policy CP4 of the Exeter Core Strategy states that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network.

With regard to the Social Club on Water Lane, Core Strategy Policy CP10 states, 'facilities that meet Exeter's community, social, health, welfare, education, spiritual, cultural, leisure and recreation needs will be protected'.

The southern sections of the site are protected by Local Plan First Review saved policies relating to:

- L1: Valley parks;
- LS1: Landscape setting;
- LS4: Local nature conservation designations; and
- L5: Playing fields (it should be noted that there is a reported shortfall of playing fields across the city).

The Devon Waste Management Plan identifies that a substantial section of the southern end of the site surrounding the Viridor Energy from Waste plant lies within a Waste Consultation Zone. DCC have stated that housing should not be permitted within the southern sections of the site and will need to be reassured that any proposals in the northern sections do not restrict the operation of existing waste management facilities.

Capacity	
Gross Developable Area (GDA)	18.26 ha – The GDA excludes the Grace Road playing fields adjacent to Clapperbrook Lane. This takes into account potential difficulties in terms of overcoming policy, utilities and access constraints in the southern sections of the site.
Net Developable Area (NDA)	14.58 ha - The HELAA Methodology indicates that a net developable area of 60% is appropriate on sites the size of the WLRA. However, given the extent of public open space provision within the adjacent Exe Valley Park and the proposed retention of the Grace Road playing field, a higher NDA of 80% may be justified.. It is assumed that industrial uses will be vacated from the site, whilst other existing uses compatible with a residential, mixed-use development can remain.
Density	A density range of between 75 and 100 dph is considered appropriate for the site, reflecting a ‘Town Centre’ location as per the HELAA method. This takes into account potential for mixed-use development, the retention of some compatible existing uses, the need to accommodate unknown constraints and a varied density across the site.
Yield	Based on the assumptions made above, the potential yield would be between 1,094 and 1,458 dwellings.
Deliverability	
Ownership	Information from the Land Registry shows that there are more than 30 freehold ownerships within the WLRA, with numerous different proprietors, including ECC and DCC. This complex ownership fragmentation makes regeneration particularly challenging.
Availability	The former Exeter Gas and Coke Company gasworks site (4.08 ha) has been submitted by National Grid Property Holdings Ltd and Wales & West Utilities Ltd., through both the SHLAA and the HELAA call for sites, which took place in 2014 and 2017 respectively. The owner of the units at Gabriels Wharf has submitted the site through the SHLAA and HELAA calls for sites. The owner of the Social Club on Water Lane has submitted the site through the SHLAA call for sites. Freeholds on some sites may need to be purchased by ECC or obtained through CPO in order to achieve comprehensive redevelopment. Alternative sites for decanted uses may need to be found.
Likely timescale	The phased regeneration of the WLRA should be delivered in line with a comprehensive masterplan and delivery strategy for the whole area. There is potential for early development of sites (next 5 to 10 years), including the former gasworks, that adjoin existing residential areas in the north of the WLRA.

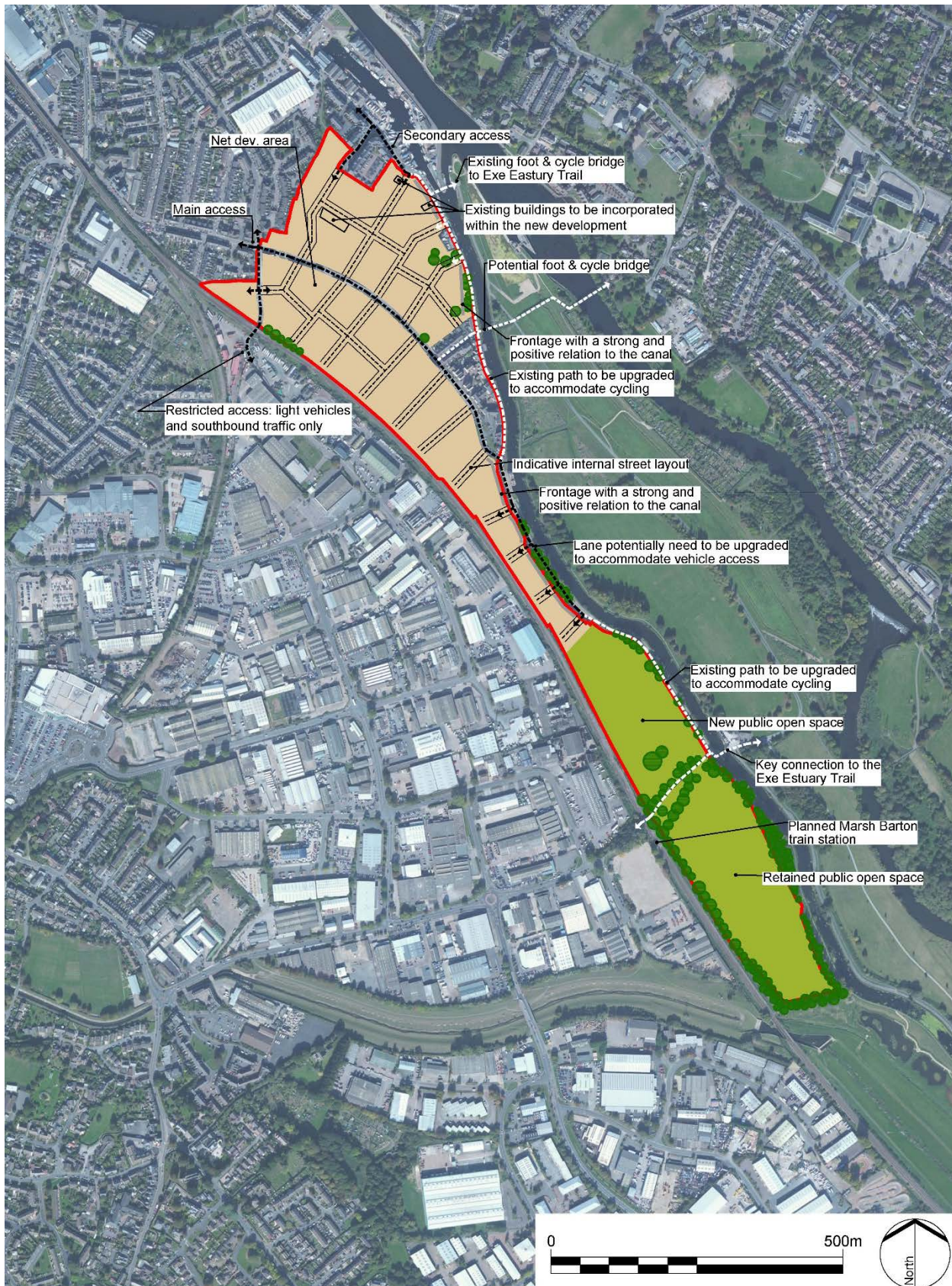
Conclusion

The regeneration of the site, as a whole, has the potential to deliver an attractive waterside residential development offering a yield of up to 1,458 dwellings. It is important that piecemeal development across the site is avoided. Therefore, a comprehensive masterplan for the WLRA should be developed that aligns with the City vision and objectives and informs a GESP allocation and associated SPD. The masterplan, viability assessments and delivery strategy, will need to resolve a number of issues, including providing improvements to transport infrastructure, flood risk mitigation, contamination remediation, utilities infrastructure upgrades and re-routing, and site acquisitions and the decanting of existing industrial uses. Public sector pump-priming financial support will likely be required to help de-risk the site and enable development. The masterplan should consider how the southern parts of the site, which are heavily constrained by utilities and saved Local Plan policies relating to nature conservation and playing field protection, can best be incorporated into the wider plans for the WLRA.

Site location plan



Capacity plan



Site Name: Harlequins Shopping Centre

Site ID: 2

Site Location and Description	
Location	
Easting (X)	291870
Northing (Y)	092768
Longitude	50.724438
Latitude	-3.5332761
Postal address or location	Paul Street, Exeter, EX4 3TT
Description	
Area (ha)	0.85 ha
Existing Use(s)	The Harlequins Shopping Centre provides an enclosed arcade offering a mix of retail unit sizes and an access point to the Guildhall Centre car park, via a bridge over Paul Street. The Shopping Centre provides some car parking, on the ground floor of the building as well as surface parking at the junction of Paul Street and Iron Bridge. The Shopping Centre has a service yard to the rear, accessed from Paul Street. The Roman Wall stretches across the site to the rear of the Shopping Centre, running parallel with Northernhay Street and Paul Street.
Previous uses	Prior to being developed as a shopping centre, the land provided a surface car park and access point to the Guildhall Centre car park.
Planning Status/History	Planning permission (Application reference number 84/0417) for the Shopping Centre was granted on April 30 th 1984.
Notable structures/features	The Roman Wall stretches across the site to the rear of the Shopping Centre. Access to the Guildhall car park is achieved through the site. ECC aim to retain the use of the car park and, as such, the existing access would need to be protected or alternative provision made as part of any redevelopment proposals for the site.
Site boundaries and surrounding land uses	The site is bordered, to the east, by Paul Street and the Guildhall shopping centre. Retail frontages along Queen Street make up the northern boundary of the site. Predominantly 2 to 3 storey residential uses align Northernhay Street and Iron Bridge to the north and west.

Constraints

Environmental

- **Flood Risk** – The site is entirely within Flood Zone 1 indicating low probability of river or sea flooding. A planning application across the whole site would need to be supported by a Flood Risk Assessment. Development proposals must seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS). A suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge.
- **Ecology** – There is limited landscaping on site and no environmental designations nearby.
- **Air Quality** – The site is located adjacent to the AQMA (Queen Street and Paul Street/Iron Bridge junction) and an Air Quality Assessment (AQA) would therefore be required in support of a planning application on the site.
- **Heritage** – The Roman Wall, which stretches through the site, is a Scheduled Ancient Monument. The site is within Central Conservation Area and backs onto St.David's Conservation Area, which includes numerous listed buildings along Northernhay Street. A heritage assessment would therefore be required in support of a planning application on the site. Given the proximity of the site to the Roman Wall archaeological investigations would be anticipated prior to construction.

Access and Utilities

Access – Access to car parks associated with Harlequins and Guildhall shopping centres is achieved from Paul Street via two priority junctions. Access to the Guildhall car park is via an undercroft access ramp with a separate entry and exit arrangement.

Access to the Harlequins car park is achieved via another priority junction approximately 80 metres to the south of the Guildhall car park access.

The primary access to any new facility on the site is likely to be via the existing priority junction from Paul Street with emergency access from Northernhay Street. It is unlikely that a development for residential purposes of this site would require any significant off-site mitigation, although access to the Guildhall Car Park would need to be retained, either through the site or by alternative means.

Traffic impact:

The key junctions within the vicinity of the site, on which the impact of any development may have to be investigated, to ensure efficiencies are maintained, include the following:

- Paul Street / Iron Bridge / North Street / Bartholomew Street signalised crossroads; and
- Queen Street / Paul Street / Gandy Street signalised junction.

Depending upon the scale of redevelopment, junctions throughout the nearby city centre would need to be considered, as would junctions on routes to / from the Exe Bridges gyratory.

Pedestrian, cycle and public transport linkages:

The site is located in a highly accessible location in relation to the city centre, bus and train stations. Pedestrian access to the site is currently generally achieved via footways on either side of the carriageway of the surrounding local roads. Improvements to pedestrian facilities at the Paul Street/Queen Street junction would be required as part of any residential redevelopment of the site. A local cycle route runs along Northernhay Street to provide a link with NCN34 to the south-west of the site.

Given the site's accessibility, car-free development in this location would be considered appropriate.

Utilities – Given the existing uses on site, it is considered that the site is well served by utilities. A foul sewerage and utilities assessment will be required with a planning application covering the site.

Planning Policy

Policy CP4 of the Exeter Core Strategy states that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network.

Saved Local Plan policies relating to the conservation of heritage assets apply. Most notably, Policy C5 states that development will not be permitted which would cause harm to a site, monument or structure of National Archaeological importance.

Capacity

Gross Developable Area (GDA)	0.73 ha - The GDA excludes buildings fronting onto Queen Street and the surface car park at the Paul St/Iron Bridge junction due to windows/right to light of adjacent buildings.
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Net Developable Area (NDA)	0.73 ha - The NDA is 100% of the GDA to reflect the site's city centre location and its proximity to existing public open space. Private and semi-private open space can be incorporated within the scheme.
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Density	Given the scale of the existing buildings, the site has the potential to be redeveloped for a high density residential led mixed-use scheme. The design of the scheme will however need to be sensitive to the historical setting within a Conservation Area and adjacent to the Roman Wall. A density range of 100-175 dph is considered appropriate taking into account the potential of the site to also incorporate retail, other city centre uses and potentially retained access to the adjacent multi-storey car park. This reflects a 'City Centre' location as per the HELAA method.
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Yield	Based on the above density range, the site is capable of delivering between 73 and 127 dwellings.
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Deliverability

Ownership	Exeter City Council owns the freehold. The retail units are in a mix of leaseholds.
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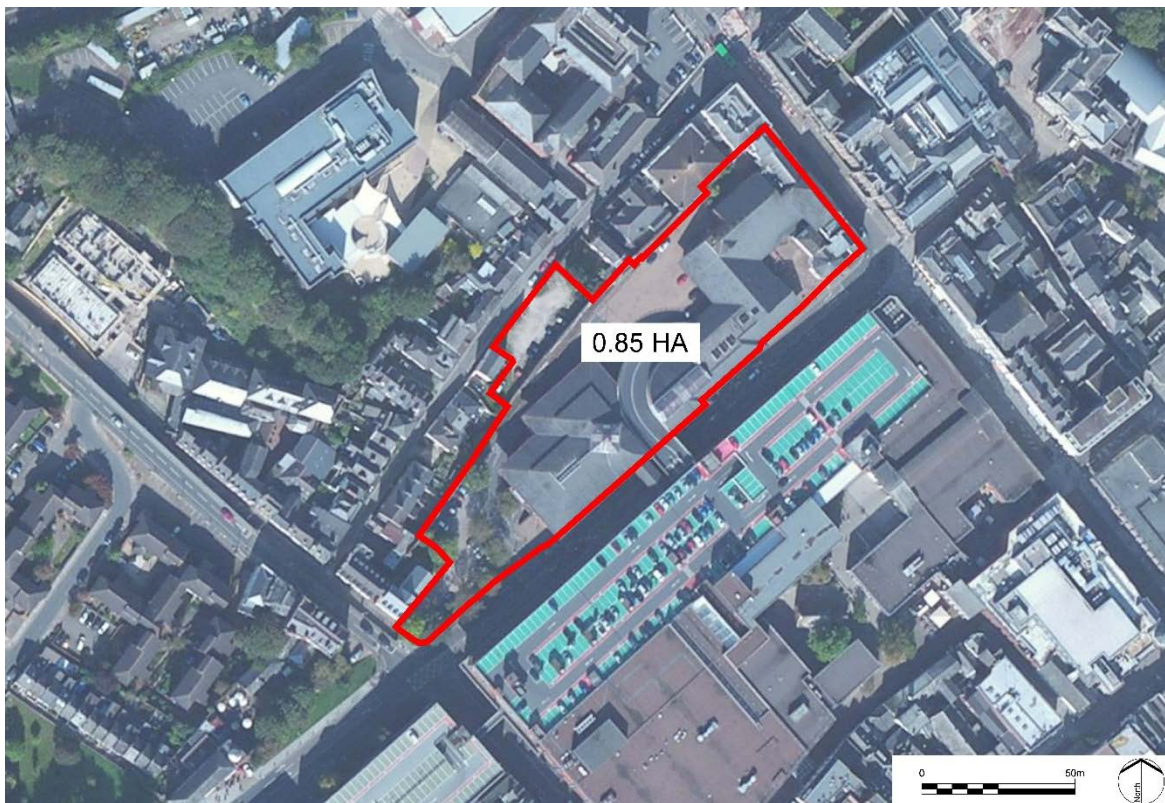
Availability	Developers are currently in pre-application discussions with ECC about the proposed redevelopment of the site.
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Likely timescale	The site could come forward within the next 5 to 10 years providing that leaseholds are secured and access to the Guildhall car park is retained.
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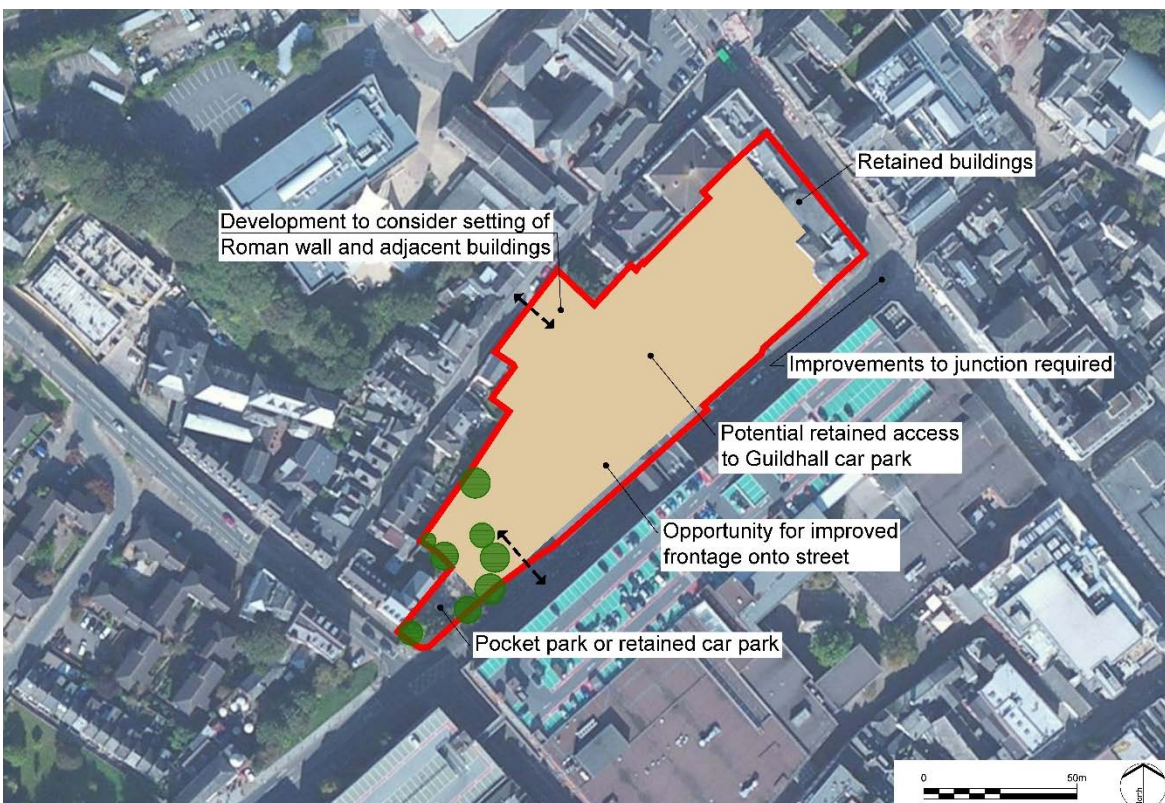
Conclusion

The redevelopment of the Harlequins Shopping Centre site would be consistent with Local Plan policies that encourage housing close to amenities, employment, public transport and services. The site has the potential to accommodate a maximum yield of 127 dwellings at a density of 175 dph. Design proposals for the site will need to be sensitive to the historic setting of the site within the Central Conservation Area and its proximity to the Roman Wall and listed buildings along Northernhay Street. Access to the Guildhall car park will need to be retained either on site or via alternative means.

Site location plan



Capacity plan



Site Name: Land at St. David's Station

Site ID: 3

Site Location and Description	
Location	
Easting (X)	291218
Northing (Y)	093370
Longitude	50.729730
Latitude	-3.5426981
Postal address or location	St. David's, Bonhay Road, Exeter, EX4 4NT
Description	
Area (ha)	3.49 ha
Existing Use(s)	The front of St. David's Station, as well as land parcels to the rear of the Great Western Hotel along Cowley Bridge Road, are used as surface car parks. The remaining parcels of land to the north are in a mix of storage and industrial uses. Exeter University owned student accommodation and ground floor retail uses lie to the south of the station entrance. There are a total of 199 bed spaces on the site split over 21 houses and 17 flats.
Previous uses	Historic mapping dating back to the nineteenth century indicates that the surface car park in front of the station building was previously allotments. The plots of land to the north have been in a mix of warehouse uses since the nineteenth century, and were greenfield prior to that. The University buildings to the south of the site were previously a Royal Mail sorting office.
Planning Status/History	There have been no planning applications on the surface car park area in front of the railway station. Planning permission (89/0834/FUL) was granted for the demolition of warehouse buildings to create the current surface car parks along Cowley Bridge Road in 1989. Application reference 94/0380/FUL for the construction of 38 dwellings on the site of the Royal Mail sorting office to the south of the site was granted in 1994.
Notable structures/features	The most notable feature is the railway station building itself, although not listed it is a building of historical significance.

Site boundaries and surrounding land uses	The site lies immediately adjacent to St. David's Station. Isambard Kingdom Brunel designed the station, which opened in 1844. The surface car park in front of the station is surrounded by 4 storey student accommodation, a hotel and ground floor retail uses. The land parcels along Cowley Bridge Road are bordered by the railway to the west and the road, with residential uses beyond, to the east. Student accommodation borders the site boundary to the south.
Constraints	
Environmental	
• Flood Risk – The Exeter Strategic Flood Risk Assessment indicates that the site lies entirely within Flood Zone 3a. Any planning application will be required to comply with the City Council's Core Strategy flooding policy, including undertaking a FRA at the pre-application stage to determine which areas of the site are suitable for residential development. Residential development in Flood Zone 3a is only appropriate if the Sequential and Exceptions Tests are first passed. The flood risk derives from both the River Exe and the Taddiforde Brook. The site will however benefit directly from the Exeter Flood Risk Management Scheme, and from upstream storage/attenuation works in the Hoopern Valley, if/when implemented. Undercroft parking and alternative ground floor uses could be considered to protect against impacts. A suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge. • Ecology – The site has no known biodiversity or geodiversity features of note. The warehouse buildings in the northern sections of the site could have potential for bat roosts. A Phase 1 Habitat Survey will be required to identify the potential for protected species. • Air Quality – The site is adjacent to Exeter's AQMA. The area is subject to periodic severe local congestion as a result of the level crossing on Station Road and locally elevated levels of traffic pollutants have been measured. Local air quality problems may also be caused by emissions from trains. An AQA would therefore be required to determine which parts of the site are suitable for residential development (e.g. what width of buffer would be required between houses and the road/railway). The AQA would also need to assess the impact of traffic from the development in this already congested location. Mitigation measures would be required, possibly including infrastructure works to improve traffic flow as well as the production and implementation of a green travel plan. • Heritage - The entrance to the St. David's Station and the White House are Buildings of Local Importance. The architectural and historic value and setting of these buildings should not be harmed by development. Two Grade II Listed Buildings lie close to the site – the Jolly Porter to the east and an early railway goods shed/engine house to the west - and their preservation should be given special regard. Buildings of Local Importance in the adjoining area include the main station buildings, the Great Western Hotel and the Red House. The Taddyforde Conservation Area adjoins the site to the east. A heritage assessment will therefore be required to inform the design process. • Noise – The land parcels along Cowley Bridge Road are immediately adjacent to the railway line. The design of any residential buildings in this area should be informed by mitigation measures put forward by a Noise Assessment. • Ground Conditions – A ground contamination assessment will be required to assess and, if necessary, remediate any contamination linked to previous railway uses on the site. • Minerals – The parcels of land along Cowley Bridge Road are located within a Mineral Safeguarding Area for aggregates. Therefore, in order to justify development across the site, which would result in the sterilisation of land, a clear case must be made as to why it is no longer required for aggregates.	

Access and Utilities

Access – The site is accessed via Isambard Parade, Station Road and Cowley Bridge Road. Station Road is a 6 metre wide local distributor road which dissects the site. It connects with Exwick Road and St. Andrew's Road to the west and Cowley Bridge Road to the east via priority junctions. The level crossing connecting Station Road across the railway is frequently shut, which causes queuing traffic back onto the A377. As a result of increasing frequency of rail services, it is planned that the level crossing will be closed more often and thus will become more of a constraint unless it is removed or relocated. A potential access to the overflow car park associated with the station is located directly adjacent to the south of its junction with Station Road. Due to the proximity of the Station Road junction and the visibility constraints associated with this, if this access was utilised it would need to be retained as a one-way access only.

The overflow car park has been identified as a potential location for a multi-storey car park. The suitability of this location needs to be informed by feasibility testing, both in terms of car parking capacity and highways constraints, as part of the masterplan for St David's.

Traffic impact:

The impact of the existing level crossing will need to be considered on any potential escalation of use on the site. Furthermore, the development proposals will need to be informed by an assessment of impact on the efficiency of key junctions within the vicinity of the site, including:

- Station Road/A377 Cowley Bridge Road priority junction;
- Bonhay Road, St. David's Hill and Cowley Bridge Road double mini-roundabout; and
- Exwick Road/Station Road priority junction.

Appropriate drop off spaces and bus stops for the station will need to be retained. Provision for taxi spaces will also be required.

It may be possible to consolidate the existing double roundabout arrangement and the junction adjacent to the level crossing to increase the potential development area.

Pedestrian, cycle and public transport linkages:

The site is already a key public transport interchange for the city.

Good footway provision is generally available within the vicinity and on approach to Exeter St. David's Station. To the north of the station, along Cowley Bridge Road and Station Road, footway provision is restricted and improvements would therefore be required as part of any development proposals. Station Road is designated as an on-road local cycle route connection with NCN34 which is located on the opposite bank of the River Exe.

DCC are currently looking at various options to improve cycle and pedestrian facilities and connectivity from the station into the City (as part of masterplan work being undertaken for the site by Network Rail). Measures being explored include a new cycle/pedestrian link onto the riverside and improved facilities at the double roundabout. Any development should ensure there is continuity between masterplan for St David's and the masterplan that is due to be prepared for Exeter College with regards to accessibility and transport proposals.

Utilities – A foul sewerage and utilities assessment will be required as part of a planning application across the site. A gas pipe that dissects the surface car park in front of the station. In addition, the Great Western Hotel drains flow into the station drainage system that runs under the car park. These may have to be re-routed to enable development.

Planning Policy

Saved Local Plan policies E2 and KP5 state that Land at St. David's Station is proposed for office/business development. The policies highlight that permission for the development of 0.40 ha (approximately 7,600 sqm) is contingent upon maintaining the existing level of parking provision for the station. The policies go on to state that the design of the building should enhance this gateway to the city and provide public transport interchange facilities.

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

Policy CP4 of the Exeter Core Strategy states that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network.

The site is identified as a draft housing allocation in Policy DD7 of the Development Delivery DPD Publication Version.

Policy M2 of the Devon Minerals Plan identifies the northern sections of the site as being within a Minerals Safeguarding Area (MSA) for aggregates. As such, a strong case must be put forward as to why the land should no longer be protected from sterilisation or constraint by non-mineral development. This case should be based around:

- The demonstration, through a Mineral Resource Assessment and in consultation with the relevant mineral operators, that the mineral resource or infrastructure concerned is not of current or potential economic or heritage value; and/or
- There is an overriding strategic need for the non-mineral development.

Capacity

Gross Developable Area (GDA)

2.04 ha - The GDA excludes land assumed for multi storey car park, highways areas and public realm.

Net Developable Area (NDA)

2.04 ha – The NDA is 100% of GDA as it is assumed that, due to the proximity of existing public open space, it will not be necessary to incorporate additional public open space within the development parcels. Private and semi-private open space can be incorporated within the scheme.

Density

With regards to the central location of the site as well as the potential to accommodate a broad mix of uses, including B1, A1 and A3 uses, a density range of 100-175 dph is considered appropriate.

Yield

Taking into account the NDA and the density range, it is estimated that the site can accommodate between 204 and 357 dwelling with a net yield of 166-319 dwellings.

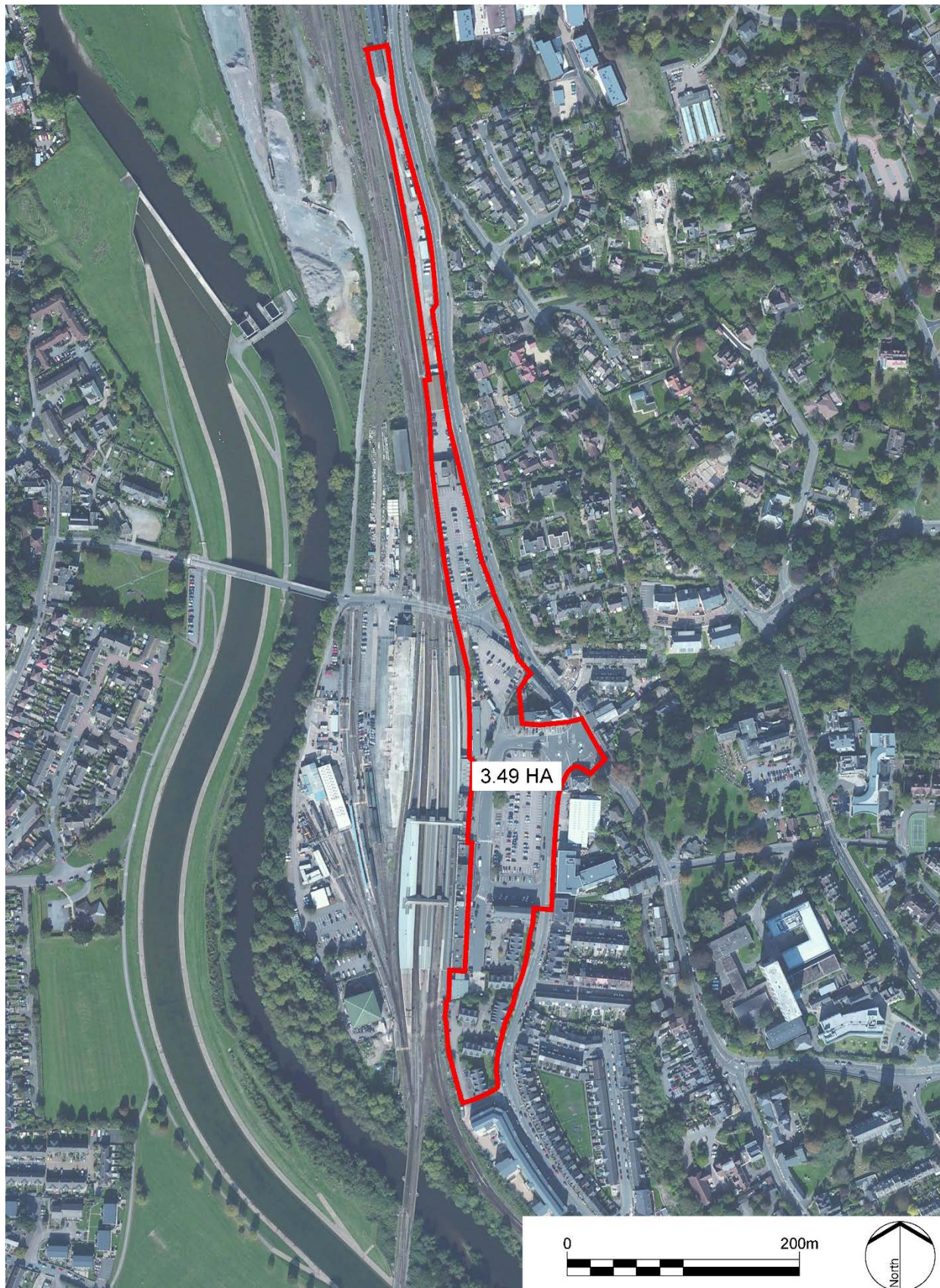
Deliverability

Ownership

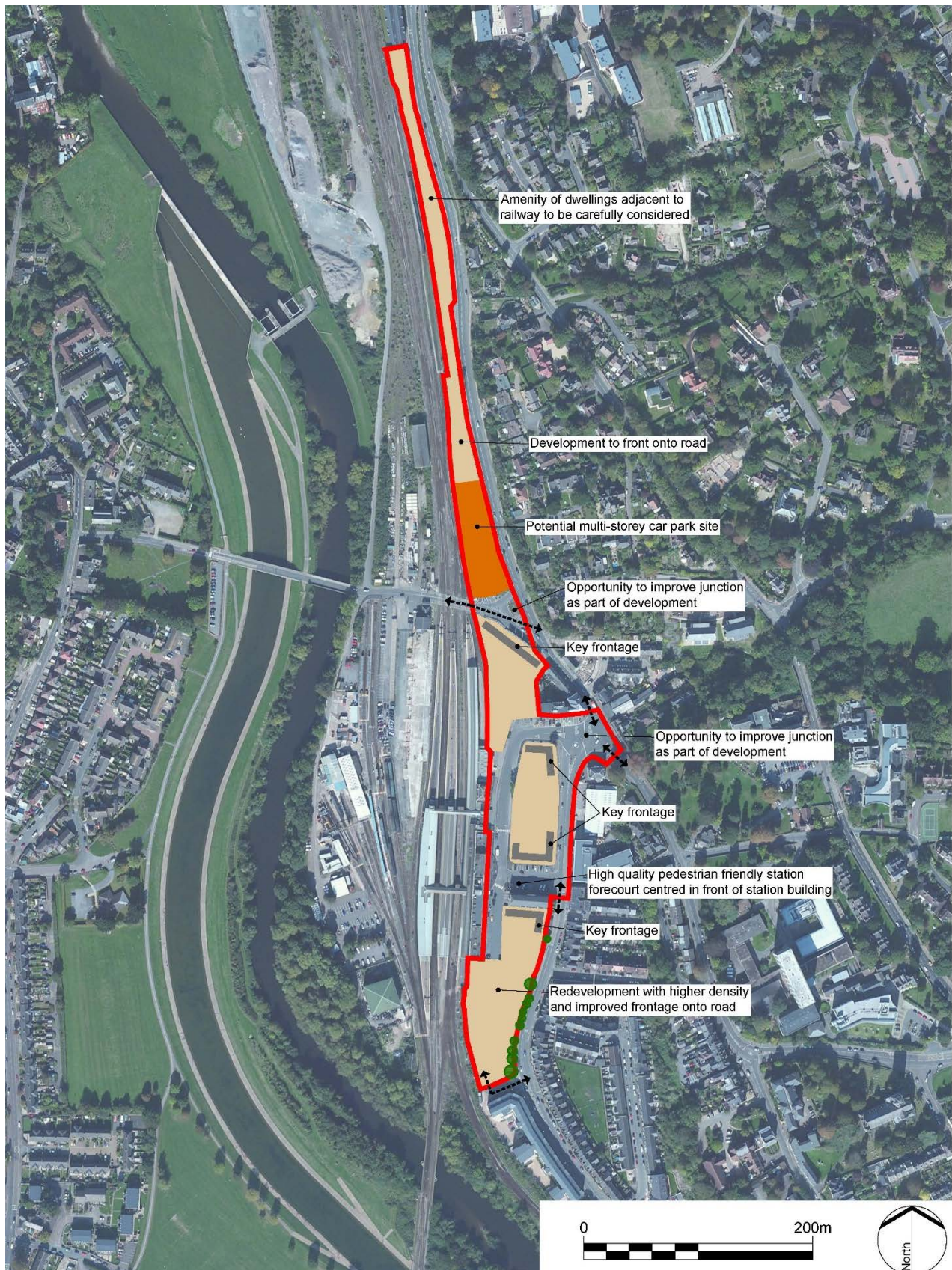
Network Rail own the surface car parks on the site. The parcels of land to the north of these are in a mix of private sector ownerships. Exeter University own the residential and retail uses to the south of the site. These provide a total of 199 bed spaces across a mix of cluster flats and town houses, as well as 5 retail units.

	It should be noted that Station Road, to the east of the River Exe, is not adopted and could therefore cause third party land constraints with regard to accessing the site.
Availability	Network Rail have promoted the site through the SHLAA and HELAA calls for sites in 2014 and 2017. They are working with ECC and partners to develop a masterplan for the site that will help to create a destination gateway to the city that incorporates decked parking and a mix of other uses. Exeter University have agreed to the potential of including their land within concept/feasibility plans for the wider site but are not making any commitments regarding disposal or inclusion of their land in any development scheme.
Likely timescale	Network Rail state that the development could proceed from mid 2019 when staff currently based in the portacabins on site are moved to the new depot when it opens on the western side of the railway. The comprehensive delivery of the site will however need to be informed by a multi-stakeholder funded masterplan. Given the timescales associated with producing a masterplan, and subsequently gaining planning application approval and the likely required levels of public sector match funding, it is likely that development could come forward between 2020 and 2025.
Conclusion	
The existing surface car parks in front and to the north of St. David's provide an unappealing approach to the station building. The sites offer the potential for intensified development that greatly improves a key gateway into the city and provides a mix of residential, office, retail and parking uses. At this stage, a yield of between 166 and 319 residential units is deemed to be appropriate, although this will be subject to the outcome of a detailed masterplan for the site and wider area. The masterplan, and subsequent delivery of the site, will likely be delivered by a partnership of public and private stakeholders. The masterplan will need to consider, amongst other things, the location of the required decked car park and whether or not an alternative crossing point of the railway can be provided. These two infrastructure items, in particular, have a significant impact on the size of land parcels that can come forward for redevelopment, and ultimately the housing yield that can be achieved.	

Site location plan



Capacity plan



Site Name: **Howell Road Car Park**

Site ID: **4**

Site Location and Description	
Location	
Easting (X)	292211
Northing (Y)	093150
Longitude	50.727935
Latitude	-3.5285661
Postal address or location	Howell Road, Exeter, EX4 4LZ
Description	
Area (ha)	0.94 ha
Existing Use(s)	ECC owned 337 space surface car park. Site also contains 62 Howell Road, a housing association hostel. The site is flat with no landscaping.
Previous uses	Analysis of historical mapping highlights that the site was previously used as a railway sidings/goods yard.
Planning Status/History	No relevant planning applications have been submitted since 2000.
Notable structures/features	There are no structures on site apart from those associated with the car park operation.
Site boundaries and surrounding land uses	The site is bordered to the east by terraced housing along Howell Road. The north of the site is bordered by the railway line, with terraced housing on Blackall Road beyond, on an embankment. Five to six storey residential and office uses align the site to the south along Longbrook Terrace and New North Road.
Constraints	
Environmental	
Flood Risk – The site is entirely within Flood Zone 1 indicating low probability of river or sea flooding. A planning application across the whole site would need to be supported by a Flood Risk Assessment. Development proposals must seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS). A	

suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge.

- Ecology – The site is tarmac surfaced with relatively low value trees bordering it. A Phase 1 Habitat Survey would be required in support of an application in order to identify the potential for any protected species adjacent to the site.
- Air Quality – The site is located adjacent to the AQMA (New North Road). Assuming the site is developed purely for residential uses it is expected that vehicular movements, and linked emissions, will be reduced from existing levels associated with the car park.
- Noise – The site lies immediately adjacent to the mainline to London Waterloo. Therefore, a noise assessment will be required and suitable mitigations delivered through design and scheme layout.
- Heritage – The site is located adjacent to two Conservation Areas – St.David's Conservation Area to the west, and the northern and western boundaries lie within the Longbrook Conservation Area. A heritage assessment would therefore likely be required in support of a planning application on the site. Given its proximity to the Roman Wall, Rougemont Castle and Danes Castle Scheduled Monument it is likely that archaeological investigations will be required.
- Ground Conditions – The site was previously a rail goods depot and will therefore need ground investigation assessments and any necessary remediation works.

Access and Utilities

Access – Access to the site is achieved via a priority junction with Howell Road. Both to the north and south of the junction, entry is restricted to Howell Road with the only movement available to vehicles exiting the car park being to travel towards Longbrook Street to the east whilst giving-way to movements along Howell Road to the north and south. The access junction is generally wide, at approximately 9 metres, allowing for all vehicular movements.

Access to the site is partially constrained by the level differences around the site with the only suitable access location being from Howell Road at the existing access point. Any access road servicing the site would need to maintain access to the Longbrook House under-croft car parking facility directly adjacent to the site.

The existing access junction currently accommodates traffic generated by a large car park and as such a residential development in this location is unlikely to have a significant intensification in the use of this junction. It may require some formalisation to reduce potential confusion with regard to the give-way arrangements.

Traffic impact:

The key junctions within the vicinity of the site, on which the impact of any development may have to be investigated, to ensure efficiencies are maintained, include the following:

- Longbrook Street / New North Road / Paris Street signalised crossroads; and
- Depending upon the scale / intensity of use of the site, the mini-roundabout junction of Blackall Road / New North Road, and wider junctions throughout the Sidwell Street / Longbrook Street area, and towards Western Way.

Car parks in the city are well used, particularly in peak periods around Christmas and on wet days. The loss of city centre parking could, if not offset with additional parking elsewhere in the city centre or through additional Park and Ride sites, reduce the resilience of the highway network. Further work will be required to ensure that an appropriate balance can be delivered.

Pedestrian, cycle and public transport linkages:

The site is highly accessible from the city centre and public transport modes. The site is therefore considered suitable for car-free development (or limited car use with appropriate loading). Pedestrian access would be achieved via footways located on both sides of the carriageway on the local highway network within the vicinity of the site.

DCC would support provision of a pedestrian link west towards New North Road and Exeter Central station.

Utilities – There are substantial combined sewer pipes stretching across the site. This includes a 2,000 cubic metre attenuation tank approximately 6m below the eastern end of the site.

The existing combined sewers passing through the site will need to remain within the site boundary due to the surrounding boundary constraints. Local diversions (under a section 185 agreement) can be completed to move some or all of these sewers to parts of the site (or routes through, e.g. roads) that would not sterilise developable land. If passing through private open space or highway an easement of between 6 to 10m either side of the pipes will likely apply.

The existing foul water attenuation tank is a major piece of below ground sewerage infrastructure. This will very likely have to remain in place. In the planning of any development on this site it is recommended that its position is retained and any requirement for external car parking or public open space is situated within this area, to avoid losing useful land. The area above the tank is currently used as a car park, so a trafficked permanent future use on top is a reasonable strategy.

The site is clearly well served for drainage infrastructure that would serve any potential future development.

It is likely that the WPD electricity cables can be re-routed through the development to avoid disruption to the proposed layout.

Planning Policy

The land is not covered by a specific planning policy allocation. However, the Exeter St James Neighbourhood Plan (adopted 2013) states that the site could be a good location for affordable housing and that some development on the site may be appropriate subject to the car park's value to local businesses being retained. Policy CP4 of the Exeter Core Strategy states that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network.

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

Capacity

Gross Developable Area (GDA)	0.53 ha – The GDA excludes areas needed to accommodate existing and diverted underground utilities as well as a set back along Howell Road to accommodate a footpath on this side. The area above utilities can be utilised as car parking, highways areas or amenity space for the development.
Net Developable Area (NDA)	0.53 ha - The NDA is 100% of GDA to reflect the site's city centre location and proximity to existing public open space.

Density	A density of 150-200 dph is considered appropriate for this site. This takes into account adjacent high density housing and office developments and the potential need to retain a level of parking.
Yield	Based on the above density range, the site can achieve 79-106 dwellings.
Deliverability	
Ownership	ECC are own the majority of the site with the exception of 62 - 63 Howell Road which is owned by Sanctuary Housing Association.
Availability	ECC has promoted the site through the HELAA call for sites exercise.
Likely timescale	The ECC call for sites submission indicates that the site could be made available within the next 5 years. Therefore, given the timescales for preparing planning applications, it is likely that development could come forward on the site in 5 to 10 years time.
Conclusion	
Subject to addressing the water and sewer utility constraints underneath the site and securing land adjacent to Howell Road currently occupied by a low density housing scheme, it is considered that the site has the capacity to deliver a yield of between 79 and 106 dwellings. It should be noted that ECC would like to retain the existing number of car parking spaces across the city centre and may therefore require a significant number of spaces to be supported under residential uses through decked parking solutions. Given the time taken to resolve utilities re-routing and securing planning permission, it is considered that development on the site could potentially commence in 5 to 10 years time.	

Site location plan



Capacity plan



Site Name: Exmouth Junction, Prince Charles Road

Site ID: 5

Site Location and Description	
Location	
Easting (X)	293423
Northing (Y)	093726
Longitude	50.733344
Latitude	-3.5115631
Postal address or location	Exmouth Junction former railway yard, land between Prince Charles Road, Morrisons supermarket, Exmouth railway line and Mount Pleasant Road
Description	
Area (ha)	6.17ha
Existing Use(s)	With the exception of the steeply banked wooded boundaries along the northern boundary, the majority of the site is flat with large areas of hardstanding. The western half of the site is currently used as a storage compound by West Country Storage Solutions. The remainder is believed to be vacant, with occasional use by Network Rail on a small area of the site.
Previous uses	The site has historically been used as operational railway land, including storage sheds, sidings, concrete manufacture and a coal concentration depot. Most uses ceased in the mid 1990s. The former Mount Pleasant Road passenger rail halt, which closed in 1928, lies on the south western boundary.
Planning Status/History	A total of 4.9ha of the site is proposed as a housing allocation in Policy DD7 of the Development Delivery DPD Publication Version. The remaining site area is excluded from the proposed allocation in anticipation of it being required for the provision of a new bus depot. However, this is no longer a requirement, as a bus depot has since been provided at Marsh Barton. The whole Exmouth Junction site is therefore available for development. An Environmental Impact Assessment (EIA) Screening Opinion Request was submitted by Solum Regeneration Ltd to ECC in 2016 (16/0769/SO) for development of 240 dwellings on the site. ECC confirmed an EIA

	would not be required for that development. No planning application has subsequently been submitted. The site has recently been marketed by Alder King, with a deadline of 29th September 2017 for expressions of interest.
Notable structures/features	The former Mount Pleasant Road rail halt lies immediately to the south west of the site, with existing (closed) pedestrian access to Mount Pleasant Road. The site contains Japanese knotweed which would need to be removed in accordance with relevant legislation.
Site boundaries and surrounding land uses	The railway line from Exeter to Exmouth runs parallel to the site along its southern boundary. A fuel filling station and car park for Morrisons supermarket lie to the east. Prince Charles Road Allotments run parallel to the northern boundary, separating the site from Prince Charles Road. Mount Pleasant Road lies to the west, with a number of properties on the eastern side of the road overlooking the site from their rear elevations. Mount Pleasant Health Centre is located immediately opposite the site's access onto Mount Pleasant Road.
Constraints	
Environmental	
• Flood Risk – The site is entirely within Flood Zone 1 indicating low probability of river or sea flooding. A planning application across the whole site would need to be supported by a Flood Risk Assessment. Development proposals must seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS). A suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge. • Ecology – The woodland on and around the site provides landscape value, within which are a number of good quality trees which should be retained as part of the development proposals. Badgers have been recorded on site, and other protected species are likely to be present, such as bats and reptiles. The impact on these protected species will need to be fully investigated as part of the planning application process in order to identify any necessary compensation or mitigation measures applicable to the construction phase or after the development is completed. • Heritage/Archaeology – A former water tank building for railway engines is located on the northern boundary of the site. This is identified as a Building of Local Importance and should therefore be retained as part of the redevelopment proposals. • Air Quality – Mount Pleasant Road is within Exeter's Air Quality Management Area (AQMA). The junction of Pinhoe Road and Blackboy Road is also an area of chronic NOx exceedance above Government objectives. Development of the site would need to avoid/minimise additional vehicle traffic on Mount Pleasant Road and at the Pinhoe Road/Blackboy Road junction. The extent and magnitude of the impact of the project on the AQMA will be established in the Transport Assessment and AQA. • Noise – Residential properties along the southern and eastern boundaries are likely to experience noise from passing trains and potentially from deliveries to the Morrisons supermarket. This could be addressed through good layout, building design and orientation of primary bedrooms away from the railway line.	

- Ground Conditions – The site is known to be contaminated by historic railway uses and potential past use as a waste transfer station. This should not form a barrier to development, subject to appropriate remediation and mitigation.

Access and Utilities

Access - Existing primary access to the site is achieved via a simple priority junction with Mount Pleasant Road. At the give-way line of the junction two-way movements can be accommodated with the internal access road commencing at a width of 5.5 metres and then narrowing to 4.5 metres approximately 40 metres to the east of the junction. Visibility to the south of the junction can be partially restricted by the presence of on-street parking bays.

A new access has been constructed from Prince Charles Road/Morrisons roundabout in the form of a road spur leading to the site. The intention is that this will supersede the existing access from Mount Pleasant Road as the primary access to the site. The use of the Mount Pleasant Road access as a secondary access for motor vehicles or emergency access should be assessed for its potential to mitigate impacts on the Stoke Hill roundabout. Pedestrian /cycle access to Mount Pleasant Road will be required. The internal access track within the site is not adopted. This however seamlessly connects with the local highway boundary along Mount Pleasant Road along which both the carriageway and footways are adopted.

Traffic impact:

The key junctions within the vicinity of the site, on which the impact of any development may have to be investigated, to ensure efficiencies are maintained, include the following:

- Mount Pleasant Road / Prince Charles Road roundabout; and
- Mount Pleasant Road / Pinhoe Road staggered crossroads.

Any development of the site would need to provide financial contributions to enhancements at the Stoke Hill roundabout.

Pedestrian, cycle and public transport linkages:

Pedestrian access to the site is achieved via footways on either side of the surrounding local highway network. The internal access road does however not benefit from existing footway provision.

The site is located only 1.2km from Exeter city centre. The transport strategy for the site must take account of existing air quality issues on surrounding roads. Sustainable modes must be prioritised in the design and layout of development, with off-site improvements to provide high quality connections to the local pedestrian, cycle and public transport network.

Prince Charles Road forms part of the planned E4 strategic cycle route, joining Union Road at the Stoke Hill Roundabout. Signed cycle routes also exist into the city centre and west along Mount Pleasant Road, though there is no dedicated cycle infrastructure currently in place. The provision of a link from the site to the strategic cycle network would be required. The roundabout/junction is identified as requiring improvement due to pedestrian and cycle safety issues. Pedestrian facilities to Polsloe Bridge Station should also be improved.

The site is around 850 – 900m walking distance from St James's Park and Polsloe Bridge railway stations.

Existing bus routes exist along Prince Charles Road and Mount Pleasant Road, with higher frequency routes along Pinhoe Road.

Utilities – There are no known utilities constraints on site and it is assumed that connectivity can be achieved. This will need to be confirmed by a foul sewerage and utilities assessment.

Planning Policy

The site is identified as a draft housing allocation in Policy DD7 of the Development Delivery DPD Publication Version.

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

Policy CP4 of the Exeter Core Strategy states that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network.

The former water tank for railway engines building is identified as a Building of Local Importance under schedule 5 of Local Plan Saved Policy C3 and should therefore be retained.

Capacity

Gross Developable Area (GDA)

4.07 ha - The GDA excludes the banks on either side of the existing level area. There is potentially an opportunity to increase the developable area at detailed design stage, in particular with a significant amount of apartments, which can likely increase the number of dwellings that can be achieved.

Net Developable Area (NDA)

2.44 ha – The NDA is 60 % of GDA as per the HELAA Methodology. Private/semi-private open space and SUDs can be accommodated within the development.

Density

The site is in close proximity to local amenities, the city centre and public transport, with scope to further improve pedestrian, cycle and public transport infrastructure as part of any development. While post-war development at Stoke Hill to the north is generally low density, development in the more immediate Mount Pleasant and Priory areas has historically been high density, with a tight network of streets and fine urban grain. As such, a medium to high density development of between 75 and 125 dwellings per hectare is considered appropriate. The site is located in an area with high levels of HMOs, which may indicate a need for smaller dwellings. The general need for smaller dwellings across the City has been identified in the 2015 Exeter SHMA and this need is reflected in the upper density range.

Yield

Based on the GDA and the density range set out above, it is estimated that the site has the potential to accommodate a yield of between 183 and 305 dwellings.

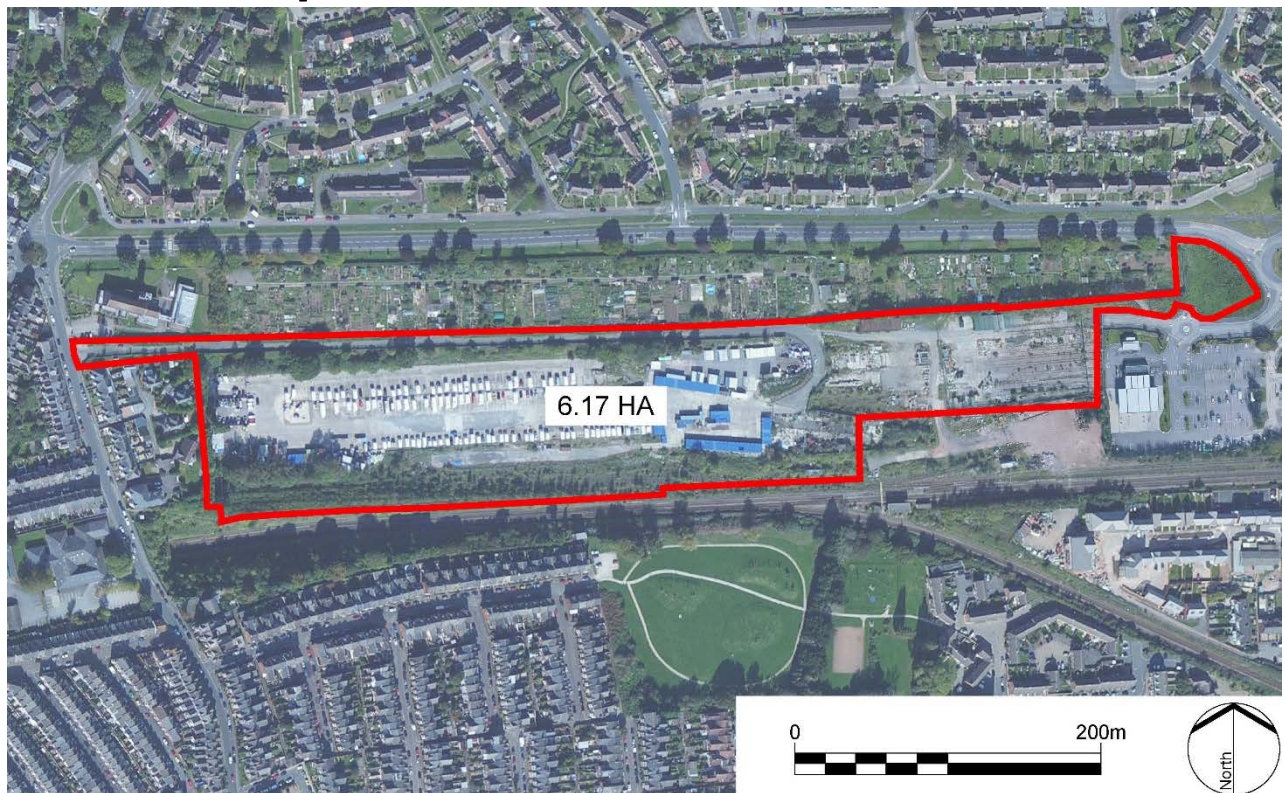
Deliverability

Ownership

The freehold of the site is currently owned by Network Rail Infrastructure Ltd.

Availability	The Site is available and being actively marketed by Alder King, acting as agents for Network Rail. A deadline of 29 th September 2017 was set for expressions of interest.
Likely timescale	Assuming the disposal of the land is progressed and planning permission is secured, it is considered that development on site could progress within the next 5 years.
Conclusion	
The Site is sustainably located with good access to local services, facilities, public transport and the city centre. Subject to resolving contamination issues on site and agreeing a strategy to address air quality issues along Mount Pleasant Road and traffic safety issues at Stoke Hill roundabout, the site could come forward quickly. In order to minimise risk of issues at development management stage, a review should be undertaken of the surrounding highway and transport network to identify opportunities and delivery mechanisms for improved sustainable transport infrastructure to help address air quality issues in the area. Assuming wider transport infrastructure linkages can be achieved, it is considered that the site could accommodate a relatively high density housing development that could offer a yield of between 183 and 305 dwellings.	

Site location plan



Capacity plan



Site Name: **Former St.Luke's High School, Ringswell Avenue**

Site ID: **6**

Site Location and Description	
Location	
Easting (X)	295267
Northing (Y)	092590
Longitude	50.723462
Latitude	-3.4851251
Postal address or location	Ringswell Avenue, Exeter, EX1 3EG
Description	
Area (ha)	3.73 ha
Existing Use(s)	The site comprises the former St.Luke's High School campus (now demolished) and playing field, as well as a former petrol station. The site includes the playing field of St Nicholas Primary School.
Previous uses	Prior to the construction of the former St.Luke's High School (1953) the site was greenfield and used as a venue for point-to-point horse racing.
Planning Status/History	Application reference 12/0584/OUT was granted permission for the demolition of the High School to create a new campus for the Exeter Royal Academy for Deaf Education (ERADE). However, ERADE has now decided to relocate from Topsham Road to the former Rolle College site in Exmouth. The former petrol station site previously had planning permission for 6 flats, 2 maisonettes and 2 semi-detached dwellings. An application to extend this further (11/0509/EXT)) was refused due to non-conformity with newly adopted planning documents. Planning consent for St Nicholas Primary School and its playing fields was granted in 2006 under 05/0177/FUL (single storey buildings to provide primary school, car parking, vehicular and pedestrian accesses and associated works).
Notable structures/features	The site has been cleared apart from the former Texaco petrol station.

Site boundaries and surrounding land uses	The site is bordered by Honiton Road to the south and mature trees on the west sides, with some further tree planting around the remaining boundaries. Beyond the site boundaries, the site is surrounded by housing. The buildings and playground of St.Nicholas RC Primary School lie immediately to the south of the former High School site. Vehicular access to the school is achieved from Ringswell Avenue.
Constraints	
Environmental	
• Flood Risk – The site is entirely within Flood Zone 1 indicating low probability of river or sea flooding. A planning application across the whole site would need to be supported by a Flood Risk Assessment. Development proposals must seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS). A suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge. • Ecology – A phase 1 Habitat Assessment Survey will be required to identify any potential for protected species. The mature trees around the perimeter of the site should be retained and habitats enhanced where possible. • Heritage/Archaeology – No statutory designations are located on or near the site. However, the site has the potential to contain archaeological remains. Investigation at pre-application or pre-determination stage would be required to clarify whether there are any implications for e.g. layout, as well as a potential planning condition should consent be granted. • Air Quality – The site is located adjacent to the AQMA on Honiton Road. An AQA will be required in support of a planning application of the site and an Air Quality Action Plan will need to be included and implemented, as part of any planning application. • Noise – Noise is unlikely to be an issue over much of the site apart from the former petrol station. Mitigation responses to noise emissions along Honiton Road should be addressed through appropriate design and layout. • Ground Conditions – A ground conditions report undertaken for planning application reference 11/0509/EXT) indicates that the petrol station tanks are still underground. Remediation will be required at this location. The remainder of the site has not been identified as having been occupied by a potentially contaminative former land use. However, a Phase 1 Risk Assessment will be required prior to any planning application being made, to confirm that there are no unacceptable risks.	
Access and Utilities	
Access – Honiton Road currently suffers from congestion at peak times especially at the Honiton Road / Sidmouth Road junction and full consideration of this junction would be required as part of any development proposal. Vehicles may be unable to exit Ringswell Avenue. Due to the proximity of the site boundary on Honiton Road to the signal junction and the right turn queuing lane, it will not be possible to provide an all movements junction at this location. On this basis, the preferential access locations would be from Ringswell Avenue and Ribston Avenue. The junction of Ringswell Avenue and Honiton Road would need to be carefully considered with any development of this site. DCC would want to reduce the traffic impact on Ringswell Avenue (from which right turning is difficult to achieve). Ringswell Avenue may need to be incorporated into the existing signal controlled junction to allow vehicles to more easily turn right into and out of the site from Honiton Road. It is recognised that the school would also be a significant generator of vehicle trips during the morning peak hour and as such, this may not be	

required. This assessment may influence the level of development which should be accessed from each end of the site or whether an access from this location is suitable and viable.

The junction to the north at Ribston Avenue is already suitable to accommodate a residential development. Vehicles would then distribute via Birchy Barton Hill or Bramley Avenue. Further assessment would be required to assess the impact of vehicles on these routes, particularly considering safety, on-street parking and local junction capacities. The level of development which could be accessed from this point may be influenced by the capacity at the Ringswell Avenue / Honiton Road junction.

To reduce rat running movements through the site to travel between Ribston Avenue and Ringswell Avenue, it is likely that the two access points should be separated. An emergency / walking / cycling link between the two should be provided for resilience and permeability. This would also distribute vehicle movements more evenly across the network.

Traffic impact:

Full consideration of the following junctions will be required to ensure that efficiencies are maintained:

- Honiton Road / Sidmouth Road signalised junction;
- Honiton Road / A3015 / Wilton Way roundabout;
- Honiton Road / East Wonford Hill / Rifford Road signalised junction; and
- Moor Lane / Honiton Road / Ambassador Drive roundabout.

Pedestrian, cycle and public transport linkages:

The site is relatively well located in relation to employment, schools and other services. Regular bus services operate along Honiton Road (B3183) and Bramley/Ribston Avenues.

Pedestrian access to the school was formerly achieved via a dedicated cut through from Ringswell Avenue, via footways on the southern side of the primary vehicular access or via footways on both sides of the northern access from Bramley / Ribston Avenue.

These footways link in with existing infrastructure already in place on the surrounding local highway network. This includes a shared use walking and cycling route on the western side of Ringswell Avenue.

Utilities - Public foul and surface water sewerage are available. Surface water discharge would be restricted to greenfield runoff rates, or less. This is likely to be achieved by on site attenuation/storage and SUDs. It is likely that both foul and surface water sewer diversions would be needed to maximise development potential. This would need to be undertaken by SWW. Gas pipes run along Ringswell Avenue and other roads bordering the site.

Planning Policy

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

Policy CP4 of the Exeter Core Strategy states that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network.

Core Strategy Policy CP10 states, 'facilities that meet Exeter's community, social, health, welfare, education, spiritual, cultural, leisure and recreation needs will be protected'.

Local Plan Saved Policy L5 states that 'development that would result in the loss of a playing field will not be permitted if it would harm recreation opportunities for all'. Therefore, unless it can be demonstrated that there is a

surplus of playing fields across the city and/or a replacement can be provided nearby, the development proposals will need to incorporate a large open space requirement.

Capacity

Gross Developable Area (GDA)

3.33 ha - The GDA excludes the retained playing field for St Nicholas Catholic Primary School. Potential constraints such as utilities can be accommodated within public open space provided by the new development (see below).

Net Developable Area (NDA)

1.99 ha – The NDA is 60% of the GDA. This is in accordance with the HELAA Methodology and takes into account the ECC policy requirement to provide public open space on the site to address the loss of the playing field.

Density

The site is located in a suburban context with densities ranging from approximately 10 dph to 40 dph. The lower densities are in more historic areas reflecting the sites previous location on the edge of the city. This location is no longer on the edge of the city and it is therefore considered that a slightly higher density of 30-50 dph is appropriate for the site. The lower end of the range reflects the densities of more recent development adjacent to the site and is in accordance with a 'Planned Urban Extension' in the HELAA Methodology. The higher end of the range reflects the potential to meet the need for larger proportion of smaller dwellings, as identified in the 2015 Exeter SHMA.

Yield

Based on the recommended density range, it is estimated that the site can accommodate between 59 and 99 dwellings.

Deliverability

Ownership

The Former High School site is under single ownership and is under offer. DCC own the playing field in the north end of the site, whilst the petrol station is under private ownership. DCC has leased part of the site to St. Nicholas RC Primary School which is used as a playing field for the school. This playing field is excluded from the developable area.

Availability

The Former High School site is under offer and agents report that a planning application is ready for submission. DCC is currently marketing the playing field. The former petrol station no longer benefits from planning permission for residential development and is 'under utilised' as a car wash. Agreement would need to be sought with the owners of the petrol station to co-ordinate design of proposals and bring these forward as part of a comprehensive redevelopment for the whole site.

Likely timescale

The site is being marketed now and a planning application is already being drawn up. Therefore, development is likely in the next 5 years.

Conclusion

The available parcels of land at this site have the potential to deliver a yield of between 59 and 99 dwellings. The redevelopment of the site provides an opportunity to improve pedestrian and cyclist permeability and open space provision in the area, as well as addressing the visual appearance of the street frontages.

The Former St.Luke's High School site is under offer and agents have reported that a planning application for the site is imminent. Development on site could therefore come forward in the next 5 years.

Site location plan



Capacity plan



Site Name: **St Bridget Nurseries**

Site ID: **7**

Site Location and Description	
Location	
Easting (X)	295294
Northing (Y)	090546
Longitude	50.705093
Latitude	-3.4841595
Postal address or location	St Bridget Nurseries Ltd, Old Rydon Lane, Exeter, EX2 7JY
Description	
Area (ha)	13.77 ha
Existing Use(s)	The site is currently used as a garden centre, with surrounding fields in use for horticulture and/or agriculture.
Previous uses	A garden centre has been present on site since the 1920s. Prior to this, the majority of the site is believed to have remained undeveloped greenfield land.
Planning Status/History	This site is allocated for development under Policy CP19 of the Core Strategy, as part of the Newcourt Strategic Allocation. The site has previously been subject to applications to expand and improve upon the garden centre's facilities.
Notable structures/features	None
Site boundaries and surrounding land uses	The site is bound by the A379 to the north, Rydon Lane to the west, Newcourt Way to the east, recently constructed residential development to the south east, and Old Rydon Lane to the south. An Ikea store is under construction on the eastern side of Newcourt Way, and further residential development is consented to the south of Old Rydon Lane at the Holland Park development.
Constraints	
Environmental	

- **Flood Risk** – The site is entirely within Flood Zone 1 indicating low probability of river or sea flooding. A planning application across the whole site would need to be supported by a Flood Risk Assessment. Development proposals must seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS). A suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge.
- **Ecology** – The site is not subject to any ecology designations. There are a number of mature specimen trees within the site, and mature hedgerows and trees along the southern boundary with Old Rydon Lane. These have the potential to support a range of species. Mitigation based on the results of relevant surveys would be required.
- **Heritage/Archaeology** – The Newcourt Masterplan highlights that a number of archaeological sites, mainly prehistoric in date, are known from existing records to be present within the Newcourt area, and recent studies and surveys have identified others. Although none of these sites are currently protected as scheduled monuments, consideration of the impact of development upon them is a material planning matter, and some of the more significant ones may therefore have a bearing on the detailed design of a development, particularly layout. The extent of any potential subsurface archaeological assets would need to be determined at design stage with an appropriate mitigation strategy implemented.
- **Air Quality** – ECC have not identified the site or its immediate vicinity as a location of concern, despite proximity to the A379 and Rydon Lane.
- **Noise** – Residential properties along the northern and western boundaries may experience noise from passing traffic on the A379 and Rydon Lane. This could be addressed through good layout and building design.
- **Ground Conditions** – The site is not known to suffer from any contamination issues. This will likely need to be confirmed by a geotechnical and contamination assessment.

Access and Utilities

Access – Primary access to the Nursery site is currently achieved via two priority junctions along Old Rydon Lane. Old Rydon Lane is a 5.5m wide local distributor road which takes the form of a country lane. As such, it is considered that Old Rydon Lane could only be used as an access route for a small quantum of housing (or secondary / emergency access) to the site.

Dependent on land availability and ownership, a new primary access would need to be achieved from the four-arm roundabout on Newcourt Way. An access spur from this roundabout has already been constructed. This would avoid the potential width and capacity constraints on Old Rydon Lane. ARCADY of this roundabout and a LinSig of the signals onto the A379 would be required.

Traffic impact:

The key junctions within the vicinity of the site, on which the impact of any development may have to be investigated, to ensure efficiencies are maintained, include the following:

- Bridge Road / Topsham Road roundabout;
- Rydon Lane / Old Rydon Lane priority junction; and
- A379 / Newcourt Way signalised junction.

Development would need to take into account the works on Old Rydon Lane as part of the Holland Park phase 3 development. This includes the extension of the one-way system eastbound from Holland Park phase 3 to Newcourt Way. A contraflow cycle route over the same length will also be provided. The potential opportunity for, and effects of, making the entire length of Old Rydon Lane from the A379 to Newcourt Way operate as a one-way system should be assessed as part of any application for the site.

Pedestrian, cycle and public transport linkages:

Pedestrian provision within the vicinity of the site is limited with no footway provision on either side of Old Rydon Lane. If access through land to the east can be secured, there is however potential to link a walking / cycling route over the A329 accessing the site from the north, as well as the proposed E9 strategic cycle route. This shared use path links the site with the Rydon Lane Retail Park and continues along the eastern side of the Rydon Lane carriageway.

Newcourt Railway Station is approximately 700m from the easternmost part of the site, rising to over 1km from the western and northern boundaries. 800m is generally considered the maximum distance people are prepared to travel to access a railway station.

Similarly, Stagecoach Bus Service J stops on Newcourt Way to the east of the site. However, there are no bus stops along either Old Rydon Lane or Rydon Lane.

Public transport provision for much of the site is therefore poor. A strategy to provide significantly enhanced public transport infrastructure to serve the site would be required as part of development. Development also presents an opportunity to provide enhanced cycle connections to the existing railway station at Newcourt, and to the Sowton and city centre employment zones to the north and west through further development of the E9 route.

Plan 1 contained in ECC's Core Strategy shows indicative green infrastructure routes (i.e. pedestrian and cycle links) through Newcourt (supporting Policy CP19). These include an indicative link that passes through the Holland Park development, going north through the site and connecting to the A379. Development should contribute towards the delivery of this pedestrian and cycle link, providing connection to the existing cycle bridge over the A379. Plan 1 also shows the Green Infrastructure Route going over the A379 towards Pynes Hill. This link is also on ECC's CIL Regulation 123 List as 'Strategic cycle link between Newcourt strategic allocation and City Centre' as one of the items of infrastructure to which the Council intends to apply CIL monies. The development of the site would be expected to contribute to and facilitate the delivery of this pedestrian and cycle link.

Utilities – Much of the Newcourt urban extension has been built out and utilities infrastructure is in place to support this.

Planning Policy

St.Bridget Nurseries forms part of the Newcourt strategic allocation, allocated under Policy CP17 of the Core Strategy. Policy CP17 states that development at this location will:

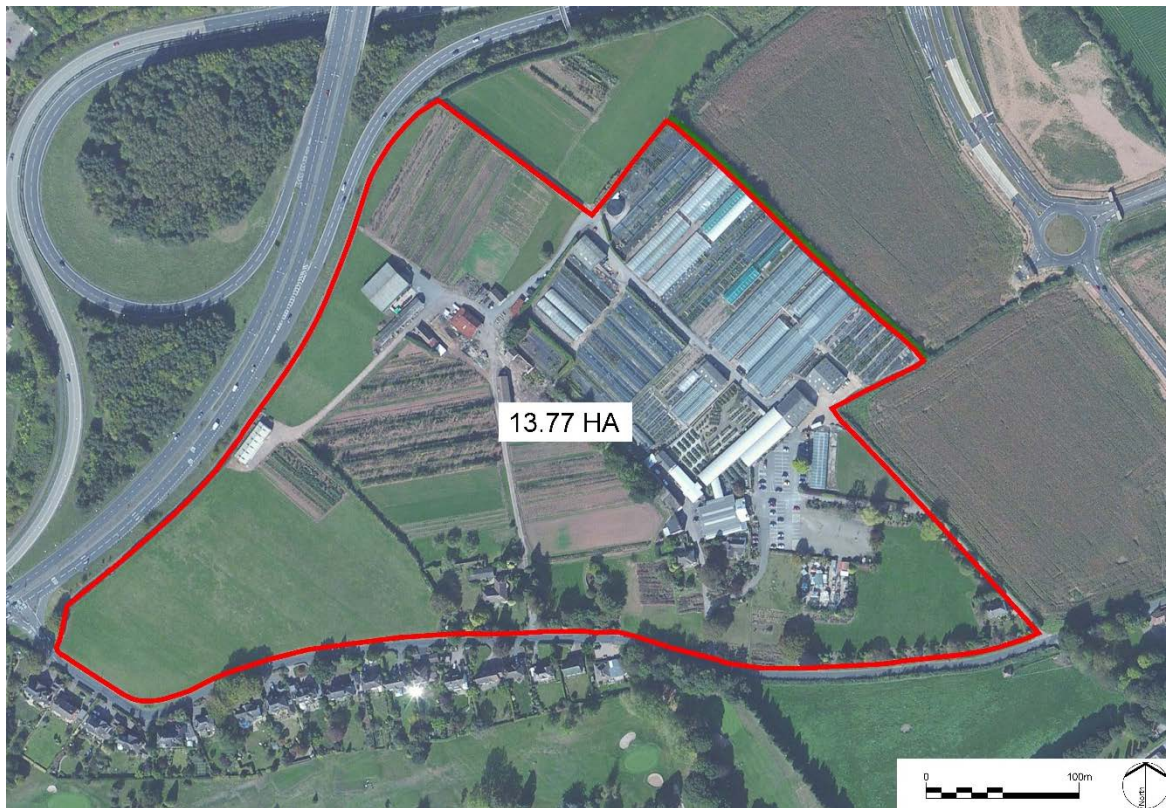
- integrate features of cultural, architectural and landscape value that reinforce local identity;
- create a safe and secure environment that encourages social interaction and inclusion and promotes healthy living and a sense of well-being;
- respect the historic setting of Newcourt House;
- retain the distinctiveness of Topsham from Exeter;
- retain and integrate hedgerows and mature trees and provide open space, playing fields and allotments;
- be set around a high quality sustainable movement network to encourage pedestrian and cycle trips and to provide easy access to the Exe Valley strategic greenway and to Ludwell Valley Park;
- retain and enhance the biodiversity of the site and adjacent areas; and
- aim to install low and zero carbon energy provision (for example, Combined Heat and Power (CHP)).

Policy CP4 of the Exeter Core Strategy states that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network.

Capacity	
Gross Developable Area (GDA)	13.12 ha - The GDA has been reduced to accommodate a set back from Rydon Lane (A3015)
Net Developable Area (NDA)	7.87 ha – The NDA is 60% of GDA in accordance with the HELAA Methodology.
Density	The Newcourt Masterplan sets out a target density of 40-50 dph across the urban extension. However, these densities have not been achieved across neighbouring sites. A site-wide density of between 35 and 50 dwellings per hectare is therefore deemed to be appropriate at this location, broadly reflecting the ‘Planned urban extensions’ range in the HELAA Methodology. Density within individual areas of the site should vary within this range.
Yield	Based on the density range set out above it is anticipated that the site could deliver a yield of between 275 and 393 dwellings.
Deliverability	
Ownership	The freehold of the majority of the site is in single ownership. However, the Title Plans could not be obtained for the easternmost part of the site facing Newcourt Way.
Availability	The site is large and it is likely that development would come forward in phases, potentially dependent on securing access from the four-arm roundabout on Newcourt Way through third party land. A robust masterplan could ensure anticipated housing numbers and quality aspirations are delivered. It should be noted that target densities in the Newcourt Masterplan, which was not formally adopted by ECC, have not been achieved. The intentions of the landowner are unclear at this time.
Likely timescale	Subject to securing access to the site from Newcourt Way, through third party land, the site appears to have few constraints. However, uncertainty over land availability makes the site a medium term prospect, potentially coming forward in years 10 to 15 of the Plan period.
Conclusion	
The St Bridget Nurseries site is capable of delivering a large number of homes over the medium to long term. However, existing access points to much of the site are unsuitable for significant residential development and delivery is therefore dependent on securing primary access from Newcourt Way over third party land. Much of the site is in use as an established garden centre business, and alternative premises would need to be found. The scale of the garden centre operation is likely to present challenges in this regard. Early discussions should be sought with the landowner to ascertain the availability or potential availability of the site. Any development on site is likely to be in the later part of the plan period. Existing development in the Newcourt area	

has failed to meet the density targets set out in the Newcourt Masterplan. Therefore, development of the site should be guided by a robust Masterplan and/or fixed design parameters to maximise potential for housing delivery.

Site location plan



Capacity plan



Site Name: RD&E Hospital, Heavitree Campus

Site ID: 8

Site Location and Description	
Location	
Easting (X)	293263
Northing (Y)	092777
Longitude	50.724781
Latitude	-3.5135500
Postal address or location	Heavitree Hospital, Gladstone Road, EX1 2ED
Description	
Area (ha)	2.50 ha
Existing Use(s)	The site is currently in use as a hospital, with areas of car parking and mature landscaping.
Previous uses	Prior to becoming a hospital much of the site was utilised as a workhouse.
Planning Status/History	Part of the original hospital site fronting Heavitree Road has already been sold and developed to provide a Waitrose supermarket and circa. 80 student accommodation units.
Notable structures/features	The topography of the site slopes north to south from Polsloe Road to the Waitrose supermarket. A number of the hospital buildings on site, notably fronting Gladstone Road on the western boundary, appear to date from the 1900s. Though unlisted, these Victorian hospital buildings might be considered of heritage value in the context of the wider site's clearance and rebuilding in the 20th century. Landscaping around the site's perimeter includes a number of large, mature plane trees in formal planting style.
Site boundaries and surrounding land uses	The site is bound by Polsloe Road to the west, Gladstone Road to the north, Grendon Road to the south east, and a Waitrose supermarket and student accommodation to the south west. The area surrounding the site is generally residential, though the area to the south is more diverse, with

	the arterial route of Heavitree Road and University of Exeter St Luke's Campus.
Constraints	
Environmental	
- Flood Risk – The site is entirely within Flood Zone 1 indicating low probability of river or sea flooding. A planning application across the whole site would need to be supported by a Flood Risk Assessment. Development proposals must seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS). A suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge. - Ecology – The site lies within an area identified on the Exeter Biodiversity Records Map as being within 2 kms of a Great Crested Newt Record. An ecological survey would be required as part of any planning application. Trees located just outside site's western boundary are TPO'd and would need to be safeguarded in any development. - Heritage/Archaeology – The site adjoins the Mont Le Grand Conservation Area, the character and appearance of which must be preserved or enhanced. A number of Listed Buildings adjoin to the north and south-east boundaries. A heritage assessment will therefore likely need to inform the design of the scheme. The site was previously a Workhouse and therefore archaeological investigations may be requested prior to development. - Air Quality - This is a large site, which if changed to residential use would generate numerous vehicular trips. Given its proximity to AQMAs along Heavitree Road and Polsloe Road, an AQA will be required to determine the air quality impact of any additional traffic over and above flows connected with the existing hospital use. - Ground Conditions – The existing land use, which includes an incinerator, has the potential to have caused contamination. As such, there is likely to be a need for an assessment and associated remediation works.	
Access and Utilities	
Access – Gladstone Road facilitates primary access to the site via a simple priority junction. This facilitates both in and outbound movements to and from the main car park associated with the healthcare facility. Polsloe Road facilitates access to the north of the site via a priority junction. <u>Traffic impact:</u> The key junctions within the vicinity of the site, on which the impact of any development may have to be assessed, to ensure efficiencies are maintained, include the following: - Gladstone Road / Heavitree Road signalised junction (including pedestrian infrastructure); - Polsloe Road / Blackboy Road signalised junction; - Polsloe Road / Heavitree Road / Barrack Road / Fore Street signalised junction (note that permit parking along Polsloe Road constrains the carriageway and that there is potential to improve pedestrian facilities); - Heavitree Road / Western Way / Paris Street / Cheeke Street roundabout; - Fore Street / Magdalen Road signalised junction; and - Polsloe Road / Pinhoe Road signalised junction (there is potential to improve junction for pedestrians and cyclists).	

Pedestrian, cycle and public transport linkages:

DCC are reviewing the level of public transport service provision along the strategic corridor into Exeter with potential enhancements to service provision and priority measures along the route. No clear proposals have been identified to date. Any improvements to public transport would provide a benefit to potential future occupiers of the site.

Footways are generally provided on both sides of the roads within the vicinity of the site. However, these are very narrow in places and experiences large volumes of pedestrians, in particular at peak hours. There is a potential to improve these facilities as part of a redevelopment of the site. There are a lack of dedicated pedestrian crossings over the Gladstone Road/Polsloe Road junction, and the redevelopment of the site should contribute to improved facilities.

No dedicated cycle routes pass within the immediate vicinity of the site. Cycling access can however be achieved on-street with the surrounding local roads considered suitable to accommodate cycling. This is supported by the presence of cycle signage on Polsloe Road. Gladstone Road and Polsloe Road are well used cycle routes and any development should consider how cycle provision can be improved.

The site may be suitable for car-free development by virtue its central location.

Utilities – Given the existing uses on site, it is assumed that it is well served by gas, electricity and water/sewerage. This will need to be confirmed by a foul sewerage and utilities assessment.

Planning Policy

Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being land within the existing urban area.

Policy CP4 of the Exeter Core Strategy states that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network.

Core Strategy Policy CP10 states, ‘facilities that meet Exeter’s community, social, health, welfare, education, spiritual, cultural, leisure and recreation needs will be protected’.

The site is identified as a draft housing allocation in Policy DD7 of the Development Delivery DPD Publication Version.

Capacity

Gross Developable Area (GDA)

2.24 ha - The GDA excludes the area of mature trees along the boundary and takes into account potential need for improving provision for pedestrians and cyclists along Gladstone Road and Polsloe Road.

Net Developable Area (NDA)

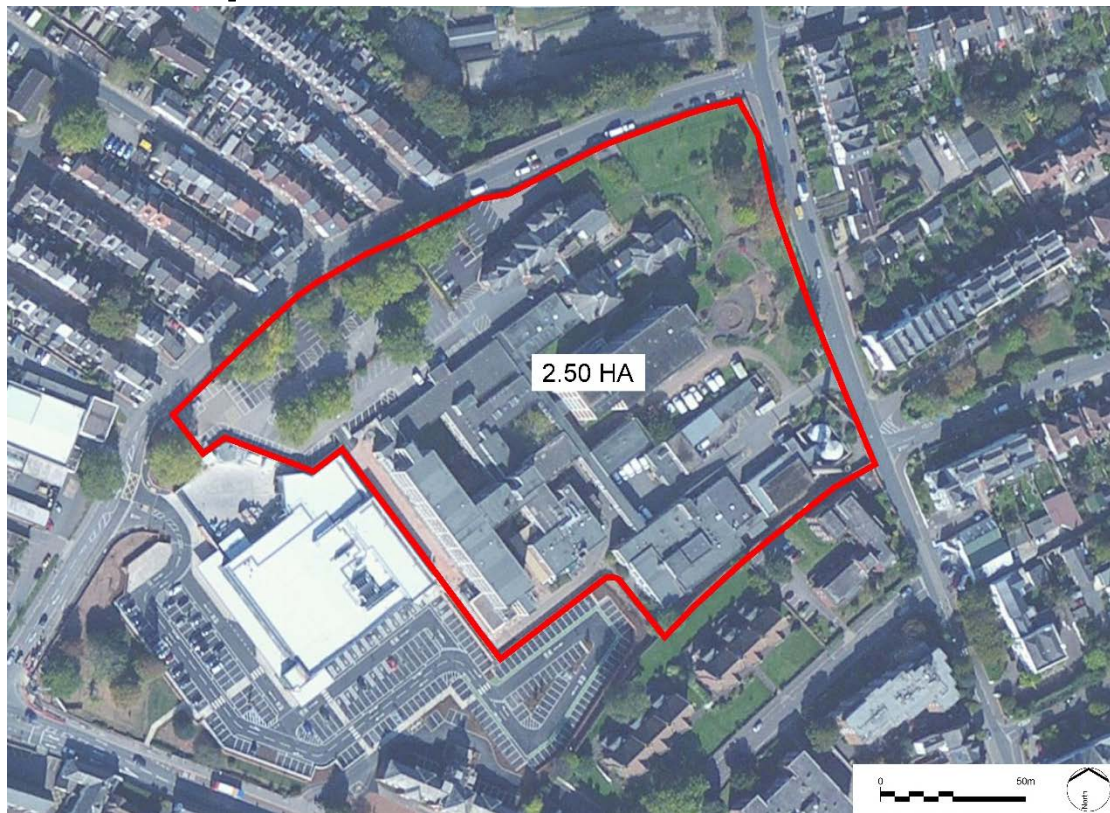
2.24 ha - The NDA is 100% of GDA as it is assumed that, due to the proximity of existing public open space, it will not be necessary to incorporate additional public open space within the development. Private and semi-private open space can be incorporated within the scheme.

Density

Given its proximity to the city centre and the scale of buildings currently on site, it is considered that a density range of 75 to 125 dph is achievable.

	The lower end of the density range reflects a ‘Town Centre’ location as per the HELAA Methodology. The upper end of the range reflects a more ambitious approach and the sites strategic location to accommodate urban densification. The general need for smaller dwellings across the city has been identified in the SHMA. The site is located adjacent to an area with high levels of HMO’s which indicates a need for smaller dwellings and, as such, the site could be well suited to accommodate the identified need. The density range also reflects the potential for retaining and refurbishing the existing Victorian buildings.
Yield	Based on the above density range it is considered that the site has the potential to accommodate between 168 and 280 dwellings.
Deliverability	
Ownership	The site is solely in the ownership of NHS estates.
Availability	The site has been promoted through the SHLAA call for sites in 2014.
Likely timescale	The owner has indicated that the site could become available for redevelopment in the next 5 to 10 years.
Conclusion	
Heavitree Hospital occupies a prime development site close to the city centre that is well connected to public transport networks. Any application for the site would need to be considered against the provisions of Core Strategy Policy CP10, which protects existing community facilities. Justification for the loss of community uses would therefore need to be demonstrated before an alternative residential use could be explored. The site has the potential to deliver a maximum yield of between 168 and 280 dwellings. The design of any scheme coming forward would need to be sensitive of adjacent listed buildings and the setting of the Mount Le Grand Conservation Area.	

Site location plan



Capacity plan



Site Name: Heavitree Police Station

Site ID: 9

1. Site Location and Description	
Location	
Easting (X)	293001
Northing (Y)	092710
Longitude	50.724132
Latitude	-3.5172493
Postal address or location	Devon & Cornwall Police, Heavitree Road, Exeter, EX1 2LR
Description	
Area (ha)	1.29 ha
Existing Use(s)	The uses on site comprise the police station, Exeter Magistrates' Court and associated parking. The original main building is predominantly 1 and 2 storeys in height. However, more recent extensions to the rear are 5 storeys high.
Previous uses	Prior to being developed as a police station and magistrates' court in the 1950s, the site accommodated a mix of private dwellings, nurseries and community uses.
Planning Status/History	The site was redeveloped in the late 1950s to provide a purpose built police station and magistrates' court. It has had various extensions to the rear of the building since then.
Notable structures/features	The police station and magistrates' court are provided in one building complex.
Site boundaries and surrounding land uses	The site is bordered: - to the north by an ambulance station and 3 storey apartment blocks; - to the east by 2 storey apartment blocks; - to the west by a Waitrose supermarket; and - to the south by St.Luke's College and 3 storey dwellings aligning Heavitree Road.
Constraints	

Environmental

- **Flood Risk** – The site is entirely within Flood Zone 1 indicating low probability of river or sea flooding. A planning application across the whole site would need to be supported by a Flood Risk Assessment. Development proposals must seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS). A suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge.
- **Ecology** – The site lies within an area identified on the Exeter Biodiversity Records Map as being within 2 km of a Great Crested Newt Record. An ecological survey would be required as part of any planning application.
- **Air Quality** – Given its proximity to an AQMA along Heavitree Road, an Air Quality Impact Assessment will likely be required with a planning application.
- **Heritage** – The site borders St. Leonards Conservation Area to the south and designs must therefore protect its setting.

Access and Utilities

Access – Heavitree Road currently provides access to the Devon & Cornwall Constabulary police station and the Magistrates' Court via a simple priority junction. Two-way movements are generally facilitated at this junction. Secondary access to the site is achieved from Gladstone Road via a footway crossover arrangement.

Potential access solutions from Gladstone Road would need to be assessed if the site is to come forward. DCC would not consider an access to the site from Heavitree Road to be acceptable. Given the site's location and its level of accessibility via walking, cycling and public transport, it is likely that the level of vehicular traffic generated would be low and that an access from Gladstone Road can be made acceptable to serve residential development.

Traffic Impacts

The key junctions within the vicinity of the site, on which the impact of any development may have to be assessed, to ensure efficiencies are maintained, include the following:

- Gladstone Road / Heavitree Road signalised junction (including pedestrian infrastructure);
- Polsloe Road / Blackboy Road signalised junction;
- Polsloe Road / Heavitree Road / Barrack Road / Fore Street signalised junction (note that permit parking along Polsloe Road constrains the carriageway. Potential to improve pedestrian facilities);
- Heavitree Road / Western Way / Paris Street / Cheeke Street roundabout;
- Fore Street / Magdalen Road signalised junction;
- Polsloe Road / Pinhoe Road signalised junction (potential to improve junction for pedestrian and cyclists).

Subject to the net change in trip generation in relation to the site there may also be a requirement for considering mitigation at the Heavitree Road / Fore Street / Polsloe Road / Barrack Road and Magdalen Road / Barrack Road junctions. This may again involve the consideration of signal optimisation software. Sustainable enhancements to Gladstone Road and its junction with Heavitree Road would also be required. As the junction is constrained by surrounding uses, this could involve the implementation of signal optimisation software, such as MOVA. It may also be possible to utilise part of the Devon and Cornwall Police site to incorporate a separate left turn lane into Gladstone Lane, subject to land ownership.

Pedestrian, cycle and public transport linkages:

DCC are reviewing the level of public transport service provision along the strategic corridor into Exeter with potential enhancements to service provision and priority measures along the route. No clear proposals have been

identified to date. Any improvements to public transport would provide a benefit to potential future occupiers of the site.

Footways are provided on both sides of the roads within the vicinity of the site. However, these are very narrow in places, in particular along Gladstone Road, and experience large volumes of pedestrians at peak hours. There is a potential to improve these facilities as part of a redevelopment of the site.

There is currently no dedicated pedestrian crossing over the Gladstone Road/Heavitree Road junction.

Development proposals coming forward on the site would, therefore, be expected to contribute toward improved crossing facilities.

No dedicated cycle routes pass within the immediate vicinity of the site. Cycling access can however be achieved on-street with the surrounding local roads considered suitable to accommodate cycling. This is supported by the presence of cycle signage on Polsloe Road. Gladstone Road is a well used cycle route and any development should consider how cycle provision can be improved.

Space for a bus lane/cycle lane along Heavitree Road would need to be safeguarded.

The site may be suitable for car-free development by virtue of its central location.

Utilities – Given its current use, the site is well-served by utilities. A foul sewage and utilities assessment would need to be undertaken to inform a planning application across the site.

Planning Policy

Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being land within the existing urban area.

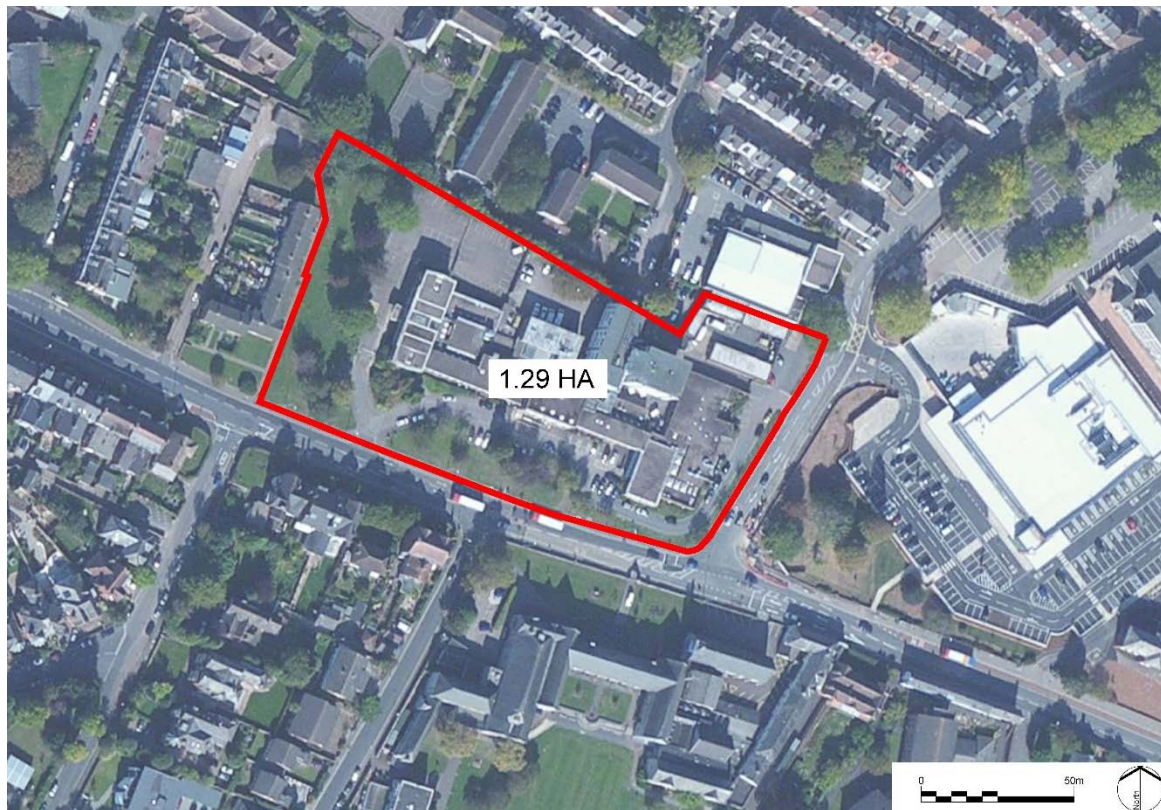
Policy CP4 of the Exeter Core Strategy states that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network.

Capacity

Gross Developable Area (GDA)	1.22 ha – The GDA reflects the potential need for accommodating improved provision for pedestrians and cyclists along Gladstone Road and Heavitree Road.
Net Developable Area (NDA)	1.22 ha – The NDA is 100% of GDA to reflect central location and proximity to existing green open space. Private and semi-private open space can be accommodated within the development
Density	Given the proximity of the site to the city centre, amenities and public transport networks, and the density of surrounding development, it is considered that a density range of 75 to 125 dph could be achieved. The lower end of the density range reflects a 'Town Centre' location as per the HELAA Methodology. The upper end of the range reflects a more ambitious approach towards urban densification and the site's strategic location. The general need for smaller dwellings across the city has been identified in the 2015 Exeter SHMA. The site is located adjacent to an area with high levels of HMOs, which indicates a need for smaller dwellings, and, as such, the site could be well suited to accommodate the identified

	need. The density range also reflects the need to respect scale and amenity of adjacent properties and allows for retention of mature trees within the development
Yield	Based on this density range, and taking into account the NDA, it is estimated that a yield of between 91 and 152 dwellings could be delivered.
Deliverability	
Ownership	Devon & Cornwall Police own the Police Station site, whilst the Ministry of Justice owns the Magistrates' Court.
Availability	Devon & Cornwall Police have stated that they intend to shut their operation on Heavitree Road in the next 5 years. The intention is that operations will relocate to a new purpose-built station at Middlemoor. However, the Ministry of Justice have not announced any plans to shut or relocate the Magistrates' Court.
Likely timescale	Whilst the Police are clear that they will vacate the site within the next 5 years, the Ministry of Justice have not announced their intentions. It is unlikely that development of the site could be achieved until both uses have moved. For the purpose of this exercise, it is assumed that the site will become available in 5 to 10 years.
Conclusion	
It is considered that the Heavitree Police Station and Magistrates' Court has the potential to deliver a yield of between 91 and 152 dwellings. The redevelopment of the site provides the opportunity to enhance the frontage of a key corridor into the city centre. Delivery of the site could come forward in the next 5 to 10 years as a single development. However, this is dependent on the Ministry of Justice and Devon & Cornwall Police agreeing on the joint marketing of the site.	

Site location plan



Capacity plan



Site Name: **Grecian Quarter**

Site ID: **10**

Site Location and Description	
Location	
Easting (X)	292599
Northing (Y)	93005
Longitude	50.726442
Latitude	-3.523041
Postal address or location	Land between Sidwell Street, Paris Street and Western Way
Description	
Area (ha)	7.55 ha
Existing Use(s)	The site contains Exeter Bus and Coach Station, retail, residential, cinema, postal sorting office, a public car park and car garage uses.
Previous uses	Analysis of historic maps highlights that the site was previously built out for terraced housing. Much of this housing was cleared following bomb damage in the Second World War.
Planning Status/History	The site is subject to existing planning consents for St Sidwell's Point Leisure Centre, new Exeter Bus Station and extension to Princesshay Shopping Centre (15/0791/OUT and associated RM applications). This consent does not include C3 residential uses. The developer of the extension to the Princesshay Shopping Centre has pulled out of the scheme. The City Council is therefore exploring alternative uses for this element of the outline consent including, potentially, residential use. The area to the north east of Cheeke Street is subject to existing consents for high-density purpose built student accommodation (PBSA) and C3 residential, most of which are either completed or under construction. This includes the following consents: 17/0053/FUL - PBSA on site of 1 Cheeke Street with ancillary coach waiting room (under construction) 16/0405/FUL – PBSA with ancillary retail and leisure uses on site of Stagecoach Depot, Belgrave Road (under construction) 16/0894/FUL – PBSA on site of 9 Verney Street (under construction)

	• 13/0042/FUL and 16/0042/FUL – 28 C3 residential apartments with retail/restaurant on ground floor on corner of Summerland Street and Red Lion Lane (consented). • 11/0959/FUL – PBSA on site of Kingfisher House, Western Way (completed) • 11/0140/FUL – PBSA on site of Townsend Printers, Western Way (completed) • 04/2005/FUL and 04/1406/FUL – C3 residential apartments with ancillary restaurant fronting Verney Street and Red Lion Lane. (completed) • 03/0851/FUL – C3 residential apartments at site of Shaul Bakery, 11 Verney Street (completed) Planning permission for the buildings and car park in the south east of the site (including the Vue cinema and postal sorting office) was approved in April 2003 under 02/0340/FUL (for ‘redevelopment including demolition of existing buildings to provide buildings (22,435 sq.m.) for postal sorting office, associated offices and yard, 24 residential units, retail, food and drink, leisure and assembly’). Pockets of older post-war buildings remain, including the full frontage of Sidwell Street between its junctions with Paris Street and Summerland Street. These are generally 2-3 storey buildings, with ground floor retail/café uses and some office or residential uses on the upper floors. Though outside the boundary of the study area, buildings on the northern side of Sidwell Street are of similar character and use type.
Notable structures/features	The quality and density of remaining post-war buildings do not befit the city centre location, particularly along key gateways to the city centre such as Sidwell Street and Summerland Street. Recent developments within the regeneration area make more efficient use of land through the utilisation of higher densities. The area still includes some unneighbourly uses, including: • Kwik Fit Garage on corner of Summerland Street/Western Way; • Royal Mail Sorting Office depot on Belgrave Road; and • Unit 1 nightclub on Summerland Street Towards the eastern end of Sidwell Street, no. 115 – 121, Acland House, Fountain House and the Odeon cinema rise to 4 to 6 storeys.
Site boundaries and surrounding land uses	The site is surrounded by an established road network, including the inner bypass along Western Way to the south and the arterial bus route of Sidwell Street to the north. Surrounding land uses are a mix of residential, commercial and community facilities consistent with the city centre location.
Constraints	
Environmental	

- **Flood Risk** – The site is entirely within Flood Zone 1 indicating low probability of river or sea flooding. A planning application across the whole site would need to be supported by a Flood Risk Assessment. Development proposals must seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS). A suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge. Analysis of Environment Agency Mapping shows that there is a low risk of surface water flooding along some roads, rising to medium-high along a short section of Sidwell Street. This can be addressed through appropriate surface water drainage design.
- **Ecology** – No ecological constraints have been identified. There is an opportunity for habitat enhancement through the redevelopment of buildings and spaces.
- **Heritage/Archaeology** – Numbers 126 – 134 Sidwell Street lie within the St Sidwell's Conservation Area. Sidwell Street Methodist Church on the north side of Sidwell Street (outside of the site) is Grade II* listed. Development within the site therefore has the potential to affect the setting of heritage assets, but also to enhance their setting through replacing existing poor quality development with high quality alternatives. Given the site's proximity to the Roman Wall it is likely that archaeological assessments will be required prior to construction.
- **Air Quality** – ECC have not identified this as a location where NOx levels are above government objectives, despite proximity to the inner bypass and major bus corridors. The city centre location offers potential for 'car free' development with minimal impact on air quality.
- **Noise** – The site could potentially experience noise associated with traffic and the city centre night-time economy. This could be addressed through good building design and orientation of bedrooms away from streets and major thoroughfares.
- **Ground Conditions** – We are not aware of any specific ground stability or contamination issues. However, existing uses include the bus depot and car garages, with potential for localised contamination. The area suffered heavy bombing in the Second World War, with potential for unexploded ordnance beneath the surface. Neither issue should form a barrier to development subject to appropriate mitigation informed by relevant survey work.

Access and Utilities

Access – Sidwell Street provides access to Cheeke Street and Summerland Street via signalised junctions. These form the key accesses into the site area. Paris Street currently forms an exit only priority junction with Bampfylde Street for bus services exiting Exeter Bus Station.

The bus station site is currently in the process of being redeveloped to accommodate student accommodation as well as a mixed use commercial centre. Access and Egress to and from the bus station will now be achieved from Cheeke Street, with access to a new servicing yard via the former exit only priority junction from the bus station.

Traffic impact:

The key junctions within the vicinity of the site, on which the impact of any development may have to be investigated, to ensure efficiencies are maintained, include the following:

- Summerland Street / Sidwell Street signalised crossroads;
- Summerland Street / Western Way signalised junction;
- Paris Street / Sidwell Street signalised junction (dependent upon development proposals / wider Council initiatives to amend the layout);
- Cheeke Street / Western Way / Paris Street / Heavitree Road roundabout;
- Western Way / Old Tiverton Road / Blackboy Road / Sidwell Street roundabout.

Pedestrian, cycle and public transport linkages:

Footways are generally in place along both sides of the carriageway within the vicinity of the site. These are generally of high quality considering the site location within close proximity of a high street environment.

The site is in a highly accessible city centre location, with major bus corridors along Heavitree Road, Sidwell Street and Cheeke Street. The new Exeter Bus Station will be located within the site, facing Cheeke Street. Bus routes radiate out to provide access to the wider city and rural hinterland, including a rapid route to the major employment site at Sowton and routes to the Growth Point at Exeter Science Park and Skypark.

Most cross-city cycle routes start/end in the city centre. Development presents an opportunity to enhance these linkages further, particularly across Western Way.

Utilities – The site is to be connected to all utilities and within the scope of the planned District Heating Network. A foul sewerage and utilities assessment will be required with major planning applications across the site.

Planning Policy

The site is allocated for mixed-use redevelopment including non-family housing, under Policy KP3 of the Exeter Local Plan First Review.

Core Strategy Policy CP17 states that development in the City Centre and Grecian Regeneration Area will:

- enhance the city's unique historic townscape quality;
- protect the integrity of the city wall and contribute positively to the historic character of the Central and Southernhay and Friars Conservation Areas;
- create places that encourage social interaction, utilising public art as an intrinsic component of a high quality public realm;
- enhance and expand the city's retail function to improve Exeter's draw as a regional shopping centre;
- include residential development in a mix of uses that encourage vitality and establish a safe and secure environment;
- create a City Centre that is vital and viable and presents a positive experience to the visitor;
- enhance the biodiversity of the City Centre and improve the links to the green infrastructure network; and
- contribute to the establishment of a decentralised energy network

Policy CP4 of the Exeter Core Strategy states that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network.

Capacity

Gross Developable Area (GDA)

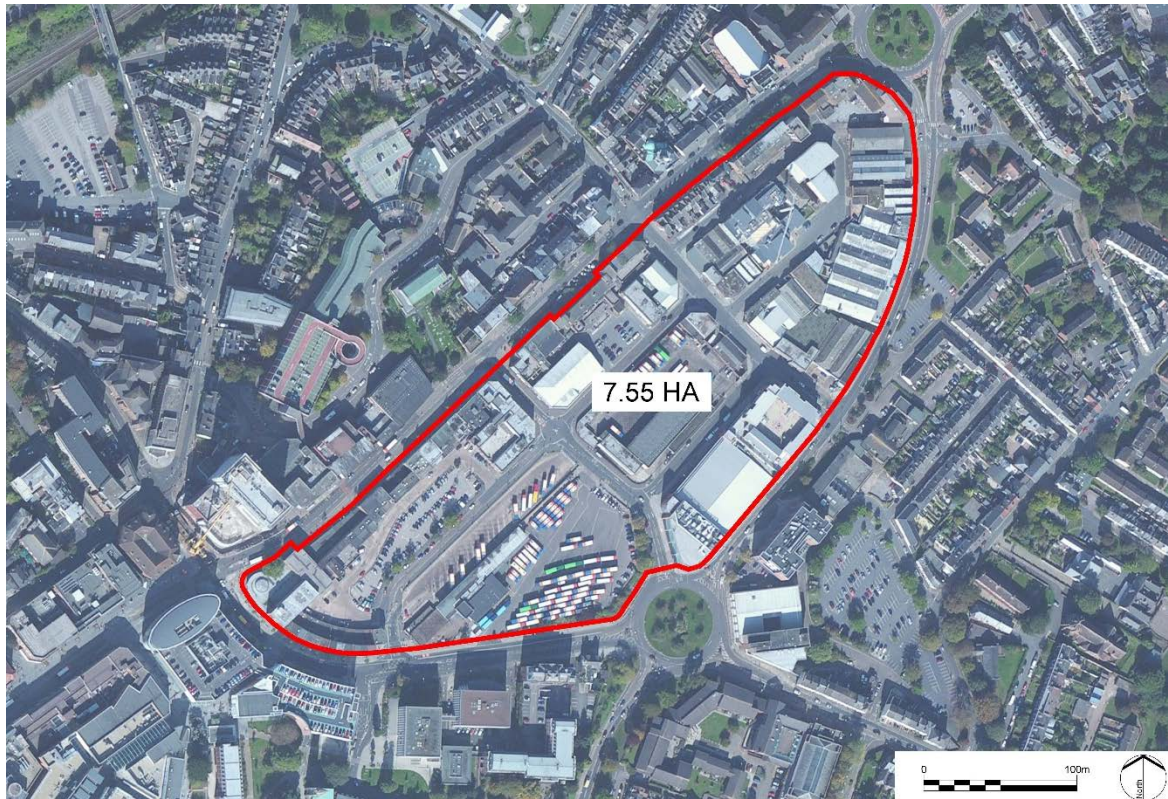
2.77 ha - The GDA is significantly lower than the site area to reflect the exclusion of recently developed and consented schemes that are not considered available for redevelopment. The consented Leisure Centre & Bus Station is excluded from the GDA, but the consented extension to the Princesshay Shopping Centre is not excluded.

Net Developable Area (NDA)

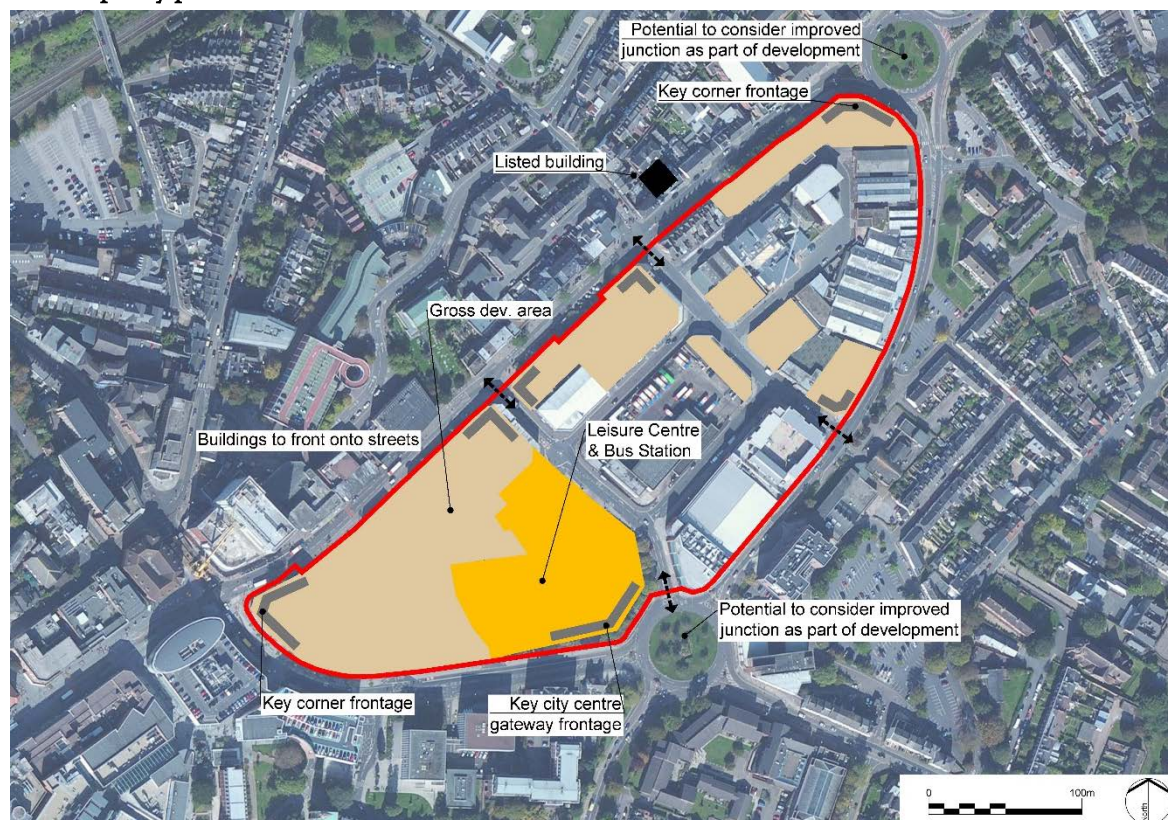
2.47 ha - The NDA is reduced to accommodate public open space within the bus station site redevelopment as per requirements from Core Strategy Policy CP17. The amount of land removed from the GDA reflects the public open space provided in the current consented scheme for the bus station site.

Density	As a city centre location benefiting from close proximity to services, employment and sustainable transport options, high densities are appropriate. A number of purpose built student accommodation blocks recently consented in the site achieve equivalent densities of 1,200 units per hectare (the equivalent of 200 cluster flats). Clearly the space requirement per unit of purpose built student apartments is lower than for market and affordable homes designed as primary residences. To maximise housing delivery while providing an acceptable standard of accommodation and amenity space for occupants, a density of between 125– 175 dwellings per hectare is considered appropriate. This density allows for a level of mixed use and retention of ground floor retail and takes into account a maximum storey height of 6 floors or 21 metre as per the ‘Grecian Quarter Heights Constraints Analysis’ (2008).
Yield	Based on the above density range, it is estimated that the site could achieve a yield of between 308 and 432 dwellings. The approximate number of existing dwellings is 110 resulting in a net yield of approximately 198 – 322 dwellings.
Deliverability	
Ownership	ECC are freeholder for all sites within the study area. Individual premises within the site are subject to long term commercial and residential leases which will need to be acquired through negotiation, or CPO as a last resort.
Availability	It is assumed that all sites subject to consent and/or built residential development within the last 10 years are neither available nor required for development (in light of their higher densities). The remaining plots in the site could become available for development over the next 5 years, subject to acquiring all outstanding leases.
Likely timescale	It is considered that sections of the site could come forward in the next 5 years.
Conclusion	
The Grecian Quarter is a highly sustainable location with very few constraints. Many plots within the site have already been, or are in the process of being, developed for high density residential development, and particularly purpose built student accommodation. There is an opportunity to continue the trend for high density development while providing accommodation to meet a broader range of needs than the market currently caters for e.g. affordable and market housing, key worker homes, and Build to Rent. A range of housing typologies could be appropriate to best respond to the characteristics of individual sites. This includes apartments, but also potentially mansion blocks and town houses to sensitively transition to surrounding lower density areas (e.g. Newtown). Development could also contribute to the wider regeneration of the Grecian Quarter, in particular through improving the quality of the built environment along Sidwell Street and at the key gateways to the city centre at the Paris Street and Sidwell Street roundabouts. As freeholder for most of the area, ECC is in a particularly strong position to ensure delivery of high quality development.	

Site location plan



Capacity plan



Site Name: Triangle Car Park/Clarendon House - Pyramids/Eaton House

Site ID: 11

Site Location and Description	
Location	
Easting (X)	292748
Northing (Y)	92859
Longitude	50.725374
Latitude	-3.520844
Postal address or location	The site comprises the following locations: • Triangle Car Park, Russell Street, EX1 2BL • Eaton House, 4 Heavitree Road, EX1 2LQ • Pyramids, Heavitree Road, EX1 2LA; and • Clarendon House, Western Way, EX1 2DA
Description	
Area (ha)	2.89 ha.
Existing Use(s)	Heavitree Road dissects the site. An ECC surface car park and Clarendon House, a six storey office building, lie to the north of Heavitree Road. Pyramids Leisure Centre and Eaton House, a Guinness Trust owned retirement facility comprising 68 flats, are to the south.
Previous uses	The majority of the north of the site used to form the main junction of Heavitree Road and Paris Street. The southern part of the site was previously housing, a garage and a depot building.
Planning Status/History	The only relevant application post 2000 is 87/0763/03 for the development of 21 assisted living flats on a plot of land between Eaton House and Pyramids Leisure Centre.
Notable structures/features	Pyramids Leisure Centre opened in 1941. It is planned that this will be replaced by a new leisure centre, on the site of the current bus station site.
Site boundaries and surrounding land uses	The Triangle Car Park is surrounded by a mix of residential, office and hotel uses. The height of surrounding development is up to 6 storeys on the southern boundary of the car park, dropping to 2 storeys on

	residential properties on the northern boundary of the site. The southern section of the site is bordered by Heavitree Road to the north, Western Way to the west, and 3 storey residential uses to the east and south.
Constraints	
Environmental	
• Flood Risk – The site is entirely within Flood Zone 1 indicating low probability of river or sea flooding. A planning application across the whole site would need to be supported by a Flood Risk Assessment. Development proposals must seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS). A suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge. Analysis of Environment Agency Mapping shows that there is a medium to high risk of surface water flooding across the Triangle Car Park. This can be addressed through appropriate surface water drainage design. • Ecology – No ecological constraints have been identified. There is an opportunity for habitat enhancement through the redevelopment of buildings and spaces. Mature trees around the Triangle Car Park, along Denmark Road and Western Way should be retained where possible. • Heritage – There is a row of listed buildings to the east of the Triangle Car Park, and Eaton House is situated adjacent to the Southernhay and The Friars Conservation Area. Design proposals for the site should therefore seek to protect the setting of these. Given the site's proximity to the Roman Wall it is likely that archaeological assessments will be required prior to construction. • Air Quality – Heavitree Road is an AQMA. Therefore, an AQA will be required to inform necessary mitigation measures to be incorporated into the design and layout of development proposals. • Ground Conditions – We are not aware of any specific ground stability or contamination issues. However, the southern sections of the site used to be occupied by a former bus depot and car garage, with potential for localised contamination. The area suffered heavy bombing in the Second World War, with potential for unexploded ordinance beneath the surface. Neither issue should form a barrier to development subject to appropriate mitigation informed by relevant survey work.	
Access and Utilities	
Access – There are three access points into the Triangle Car Park part of the site. To ensure that these are fully utilised there is an opportunity to close the Russell Street circular road around the site whilst taking into account the servicing requirements for the surrounding commercial and residential dwellings. This would also seek to ensure that the surrounding residential streets (which are not considered suitable for significant levels of traffic) are not used for 'rat running' between Heavitree Road and Western Way. A new link could also be constructed within the site linking the Clifton Road and Russell Street accesses to the site which would further improve the permeability of the site. This would also facilitate the closure of the Russell Street loop road. The access from the signal junction at Denmark Road should remain in place as it is understood these signals are used to control the queue at the Western Way roundabout and enable vehicles from Denmark Road to exit the junction. Primary access to the Pyramids/Eaton House part of the site is achieved via Denmark Street, Athelstan Road and Eaton Drive. There is no opportunity for secondary access onto the site. However, given the size of the development it is not considered likely to be required.	

Traffic impact:

The key junctions within the vicinity of the site, on which the impact of any development may have to be investigated, to ensure efficiencies are maintained, include the following:

- Heavitree Road / Clifton Street priority junction;
- Heavitree Road / Russell Street / Denmark Road junction;
- Heavitree Road / Western Way / Paris Street roundabout; and
- Fore Street / Magdalen Road / B3183 signalised junction.

Car parks in the city are well used, particularly in peak periods around Christmas and on wet days. The loss of city centre parking could, if not offset with additional parking elsewhere in the city centre or through additional Park and Ride sites, reduce the resilience of the highway network. Further work will be required to ensure that an appropriate balance can be delivered.

Pedestrian, cycle and public transport linkages:

The site is located in a highly sustainable location within close proximity of the existing and new bus station and the primary commercial centre of Exeter. The site is therefore considered a suitable location for car-free development. The E3 cycle route traverses the site, crossing The Triangle Car Park from Heavitree Road to Clifton Road. Most cross-city cycle routes start/end in the city centre. Strategic cycle routes through the site would need to be retained. The city centre is easily accessible on foot, though the inner bypass and Paris Street roundabout are obstacles to seamless movement between the site and the city centre. Redevelopment presents an opportunity to enhance linkages across Western Way. Pedestrian and cycling infrastructure at all junctions should be maximised as part of redevelopment.

Utilities – The site is well connected to all utilities and within the scope of the planned District Heating Network. Both surface and combined sewers and gas pipes pass through the site in a North East/South West direction. These will need to remain within the site boundary due to the surrounding boundary constraints. However, local diversions (under a section 185 agreement) could be completed to move some or all of these pipes to parts of the site (or routes through, e.g. roads) that would not sterilise developable land. If passing through private open space or highway an easement of between 6 to 10m either side of the pipes will likely apply.

Planning Policy

Core Strategy policy CP4 highlights that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of local and trunk road networks.

Capacity

Gross Developable Area (GDA)

1.81 ha - The GDA excludes highways land.

Net Developable Area (NDA)

1.81 ha - The NDA is 100% of GDA as it is assumed that, due to the proximity of existing public open space, it will not be necessary to incorporate additional public open space within the development. Private, semi-private and incidental open space can be incorporated within the scheme.

Density

Considering the central location and scale of adjacent developments a density of 125 – 175 dph is considered appropriate. This is in accordance

	with a 'City Centre' location within the HELAA Methodology. The density would vary across the site, with higher densities more appropriate adjacent to Western Way and slightly lower densities suitable adjacent to existing terraces.
Yield	Based on the NDA and the density range, the site can accommodate 226 – 316 dwellings with a net increase of 158 – 248 dwellings.
Deliverability	
Ownership	The Triangle Car Park and Pyramids Leisure Centre are owned by ECC. Clarendon House is owned by Darley Street Properties LLP and Eaton House is owned by the Guinness Trust.
Availability	The Triangle Car Park is being considered for redevelopment by ECC. Its availability is subject to the agreement of a city centre parking strategy. Pyramids Leisure Centre is still in use but will be available once the proposed new leisure centre opens. The Guinness Trust indicate that Eaton House could become available in the short to medium term, subject to securing alternative temporary accommodation for tenants. The potential availability of Clarendon House is unclear at this stage.
Likely timescale	Given the existing uses on site it is likely that the site will come forward in the medium term (5-10 years).
Conclusion	
The site is located in a highly sustainable location at a key gateway to the city centre and has relatively few constraints. As such, it represents an opportunity to develop a high quality mixed use development, incorporating higher density residential uses and, potentially, office and decked parking. On this basis, it is considered that the site could deliver a net yield of between 158 and 248 dwellings. Given its strategic importance as a key gateway to the city centre, it is recommended that a detailed masterplan be developed for the site to ensure vision and design objectives are realised.	

Site location plan



Concept plan



Site Name: Magdalen Road Car Park

Site ID: 12

Site Location and Description	
Location	
Easting (X)	292526
Northing (Y)	092438
Longitude	50.721592
Latitude	-3.5238969
Postal address or location	Magdalen Road, Exeter, EX2 4SU
Description	
Area (ha)	0.75 ha
Existing Use(s)	ECC owned 100 space surface car park. The site slopes from south to north and is set below the Western Way and the curtilages of buildings to the east.
Previous uses	Analysis of historical mapping suggests that the site was previously parkland.
Planning Status/History	No relevant planning applications have been submitted since 2000.
Notable structures/features	There are no structures on site apart from those associated with the operation of the car park.
Site boundaries and surrounding land uses	Western Way, and offices beyond, border the site to the west. Two to three storey residential uses surround the remainder of the site.
Constraints	
Environmental	
Flood Risk – The site is entirely within Flood Zone 1 indicating low probability of river or sea flooding. A planning application across the whole site would need to be supported by a Flood Risk Assessment. Development proposals must seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS). A suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge.	

- Ecology – The site itself has little ecological merit. However, a Phase 1 Habitat Survey will be required to assess the potential for protected species in neighbouring properties. Mature trees on the eastern boundary of the site will need to be protected from development.
- Air Quality – The site is located adjacent to the AQMA on Western Way. An AQA will therefore likely be required in support of a planning application on the site.
- Heritage – The site lies within the St.Leonard's Conservation Area and adjacent to the Southernhay and The Friars Conservation Area. The St.Mary Magdalene Almshouses, situated within 20m of the eastern boundary of the site, are listed. A heritage assessment would therefore likely be required in support of development proposals on the site.

Access and Utilities

Access – Access to the site is achieved via a priority junction with a kerbed central reservation separating in and outbound movements. Visibility to the west of the site access is limited. However, vehicular speed limits are low.

The geometry of Magdalen Road at this location, combined with the pedestrian crossing, car park access and Fairpark Road junction creates the potential for confusion and delay in this area. However, reference has been made to CrashMap online accident data, which does not indicate a related accident problem.

The access is currently a separate in and out and does not have give-way markings. It is likely that this would need to be formalised into a 'typical' give-way priority junction. With these minor amendments, the access is likely to be suitable for a residential site.

Any significant intensification of the use of the site, particularly if the site were to be decked, would warrant consideration being given to alternative access arrangements and/or improvements. However, this is made difficult by the significant level difference between the site and Western Way.

Traffic impact:

The area within the immediate vicinity of the site is congested during network peak periods. The key junctions, on which the impact of any development may have to be investigated, include the following:

- Magdalen Road / Western Way priority junction;
- Paris Street / Western Way / Heavitree Road / Cheeke Street roundabout, and
- Magdalen Street / Western Way / Holloway Street / South Street signalised roundabout.

Car parks in the city are well used, particularly in peak periods around Christmas and on wet days. The loss of city centre parking could, if not offset with additional parking elsewhere in the city centre or through additional Park and Ride sites, reduce the resilience of the highway network. Further work will be required to ensure that an appropriate balance can be delivered.

Pedestrian, cycle and public transport linkages:

The site is in a highly accessible location in relation to the city centre and public transport infrastructure. The site is therefore considered to be a suitable location for car-free development.

Pedestrian access would be achieved via footways located on both sides of the carriageway on the local highway network within the vicinity of the site. A cut through to the car park is also located on the north-western periphery of the site from Western Way. A zebra crossing is provided directly to the west of the site access junction and two signalised crossings are located on Western Way directly to the north of its junction with Magdalen Road and to the north of the pedestrian access to the site. A shared use foot / cycleway runs along the eastern side of the Western Way carriageway.

Magdalen Road and Western Way frontage are likely to form a key part of a future cycling strategy. Development at this site would be expected to contribute towards this provision.

Utilities – There are several runs of existing combined sewers passing through the site, which will need to remain within the site boundary due to the surrounding boundary constraints. Some local diversions through the development site (under a section 185 agreement) could be completed to move some or all of these sewers to parts of the site that would not sterilise less developable land. If passing through proposed private open space or highway an easement of between 6 to 10m either side of the pipes will likely apply.

Due to the number of combined sewer lines entering the site it will be necessary to rationalise the routes through the site, by intercepting the sewers at the boundary and running a new diverted line around the western boundary of the site. The viability of this depends on cost, which is directly related to the size and depth of the sewers passing through the site.

With a large number of pipes on this site to deal with and the narrow width of site this limits developable land.

The surface water sewers passing through the site are large in diameter and deep. It is recommended that the potential site layout be worked around the sewers with a 6 to 8m easement in total from the centre of the pipe. The difficulty with this constraint is that there are two 1350dia surface water lines crossing in a narrow strip, which sterilises more land in the centre of the site, therefore if the site is sufficiently valuable, realigning one of these lines to run alongside the other will help reduce the developable land loss. A 4m deep diversion is not a small piece of work, but it is technically achievable.

The site is clearly well served for drainage infrastructure that would serve any potential future development.

It is likely that the WPD electricity cables can be re-routed through the development to avoid disruption to the proposed layout.

Planning Policy

The land is not covered by a specific planning policy allocation.

Policy CP4 of the Exeter Core Strategy states that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network.

Policy CP3 of the Core Strategy identifies four strategic locations for growth at Exeter, one being land within the existing urban area. The site lies within the existing urban area. Its development for housing therefore accords with strategic planning policy, in principle. Saved Local Plan Policy C1 states that development within or adjacent to a Conservation Area must pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area.

Capacity

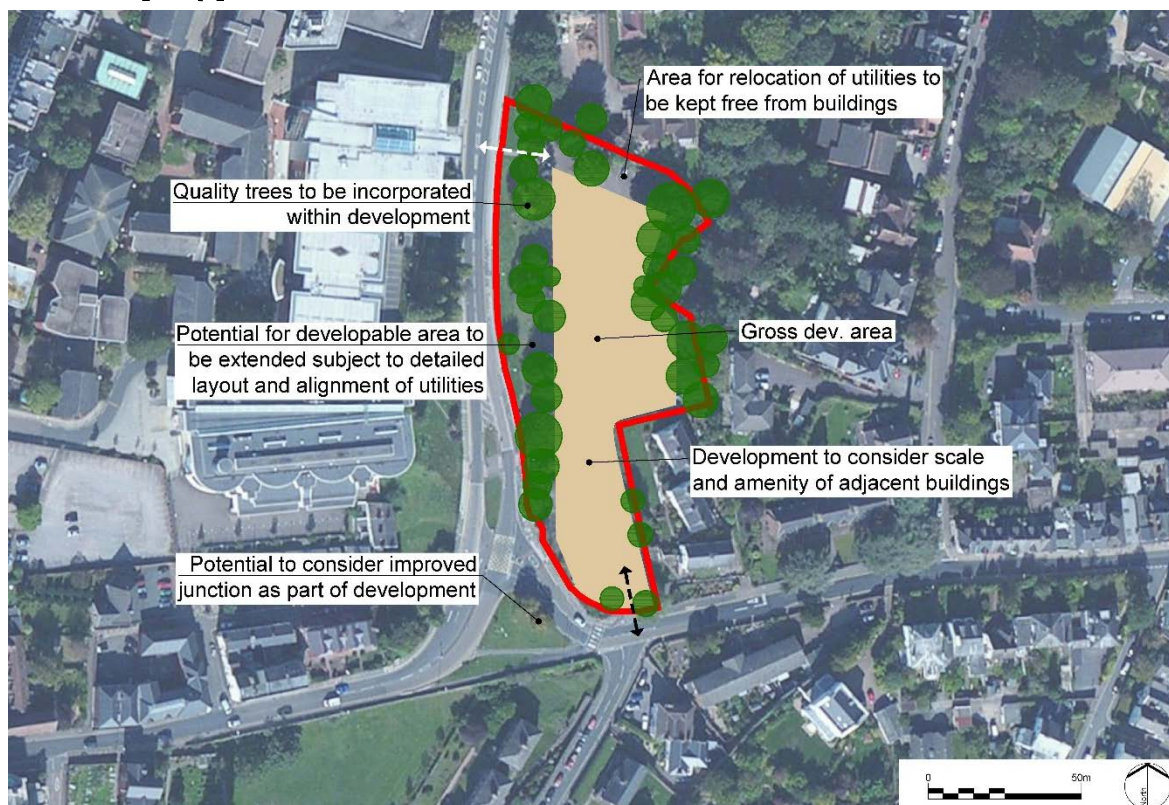
Gross Developable Area (GDA)	0.4 ha - The GDA excludes the vegetated banks along the eastern and western boundary to allow for rerouting of utilities and the potential need to widen the street section to accommodate better provision for walking and cycling.
Net Developable Area (NDA)	0.4 ha - The NDA is 100% of GDA as it is assumed that, due to the proximity of existing public open space, it will not be necessary to incorporate additional public open space within the development. Private and semi-private open space can be incorporated within the scheme.

Density	It is considered that the site has potential to deliver a relatively dense development of circa 100-150 dph, in line with HELAA Methodology guidance for city centre sites. The topography of the site lends itself to a multiple storey scheme, potentially with decked car parking retained underneath. Given the proximity of the site to Southernhay, it could incorporate office development, potentially up to, and above, the level of Western Way. Designs would however be required to respect and preserve the setting of the adjacent almshouses, some of which are listed.
Yield	Based on the above density range it is estimated that the site can achieve between 40 and 60 dwellings.
Deliverability	
Ownership	The site is entirely owned by ECC.
Availability	ECC has promoted the site through the HELAA Call for Sites in 2017. It will be available within the next 5 years.
Likely timescale	Taking account of the timescale for obtaining planning permission, it is considered that development of the site could come forward in 5 to 10 years.
Conclusion	
Magdalen Road Car Park has the potential to deliver a relatively high density scheme, potentially incorporating decked parking and offices uses. Taking account of the surrounding heritage constraints, it is considered that the site has potential to deliver a yield of between 40 and 60 dwellings. The site could come forward in the next 5 to 10 years as a comprehensive development of the whole plot, potentially up to and above the level of Western Way.	

Site location plan



Capacity plan



Site Name: Cathedral and Quay Car Park and Magdalen Street Car Park

Site ID: 13

2. Site Location and Description	
Location	
Easting	292050
Northing	92224
X (OSGB36)	8622343
Y (OSGB36)	318064
Postal address or location	Cathedral and Quay Car Park, Lower Coombe Street, Exeter, EX1 1DX
Description	
Area (ha)	2.03 ha.
Existing Use(s)	Cathedral and Quay Car Park is a purpose built 355 space decked car park. The site area also includes Magdalen Street Car Park (a 100 space surface car park). The Roman Wall runs through the site, immediately adjacent to the Cathedral and Quay car park. A footbridge over Western Way provides a pedestrian link between the city centre and Quay. The site slopes down in the direction of the River Exe and has large areas of open space.
Previous uses	Prior to redevelopment the area was predominantly in residential use.
Planning Status/History	The 5 deck multi-storey car park was granted permission in 1989 (Application reference 89/0578/3). The pedestrian footbridge across Western Way was granted permission in the same year (application reference 89/0577/FUL).
Notable structures/features	The Roman Wall stretches around the Cathedral and Quay car park and either side of Western Way. ECC would wish to retain the Cathedral and Quay car park but, subject to structural assessments, develop apartments in the airspace above it.
Site boundaries and surrounding land uses	The site is surrounded by residential uses to the west and east on Lower Coombe Street, Friars' Walk and Lucky Lane. Western Way dominates the northern boundary of the site.

Constraints

Environmental

- **Flood Risk** – The site is entirely within Flood Zone 1 indicating low probability of river or sea flooding. A planning application across the whole site would need to be supported by a Flood Risk Assessment. Development proposals must seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS). A suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge.
- **Ecology** – There is minimal habitat potential on site. A Phase 1 Habitat Survey will be required to rule out the presence of protected species.
- **Air Quality** – The site is located adjacent to the AQMA on Western Way. An AQA will therefore likely be required in support of a planning application on the site.
- **Heritage** – Any design proposals will need to be very sensitive to the setting of the Roman Wall and historic Quay area. The Roman Wall is a Scheduled Monument, all of the site falls within either the Central or Southernhay and The Friars' Conservation Areas, and there are numerous listed buildings along Friars' Gate and on the Quay. Therefore, the designs will need to be informed by a heritage assessment and archaeological investigations will likely be required.

Access and Utilities

Access – The entry / exit to the Cathedral and Quay car park is a continuation of Lower Coombe street. This accommodates two-way movements with a kerbed central reservation preventing vehicular overrun.

Should vehicular access onto the existing Magdalen Car Park site be required, there is potential for a one-way system, with access from the south and egress to the north, to be implemented. This would prevent the right turn in and out movements at the northern junction and the conflicts that are associated with this.

Traffic impact:

The key junctions within the vicinity of the site, on which the impact of any development may have to be investigated, to ensure efficiencies are maintained, include the following:

- Magdalen Street / Western Way / Holloway Street / South Street signalised roundabout; and
- Exe Bridge Gyratory.

In relation to the Magdalen Street car park, there is a need to retain an appropriate junction arrangement at the Acorn junction taking into account the existing gyratory.

Car parks in the city are well used, particularly in peak periods around Christmas and on wet days. The loss of city centre parking could, if not offset with additional parking elsewhere in the city centre or through additional Park and Ride sites, reduce the resilience of the highway network. Further work will be required to ensure that an appropriate balance can be delivered.

Pedestrian, cycle and public transport linkages:

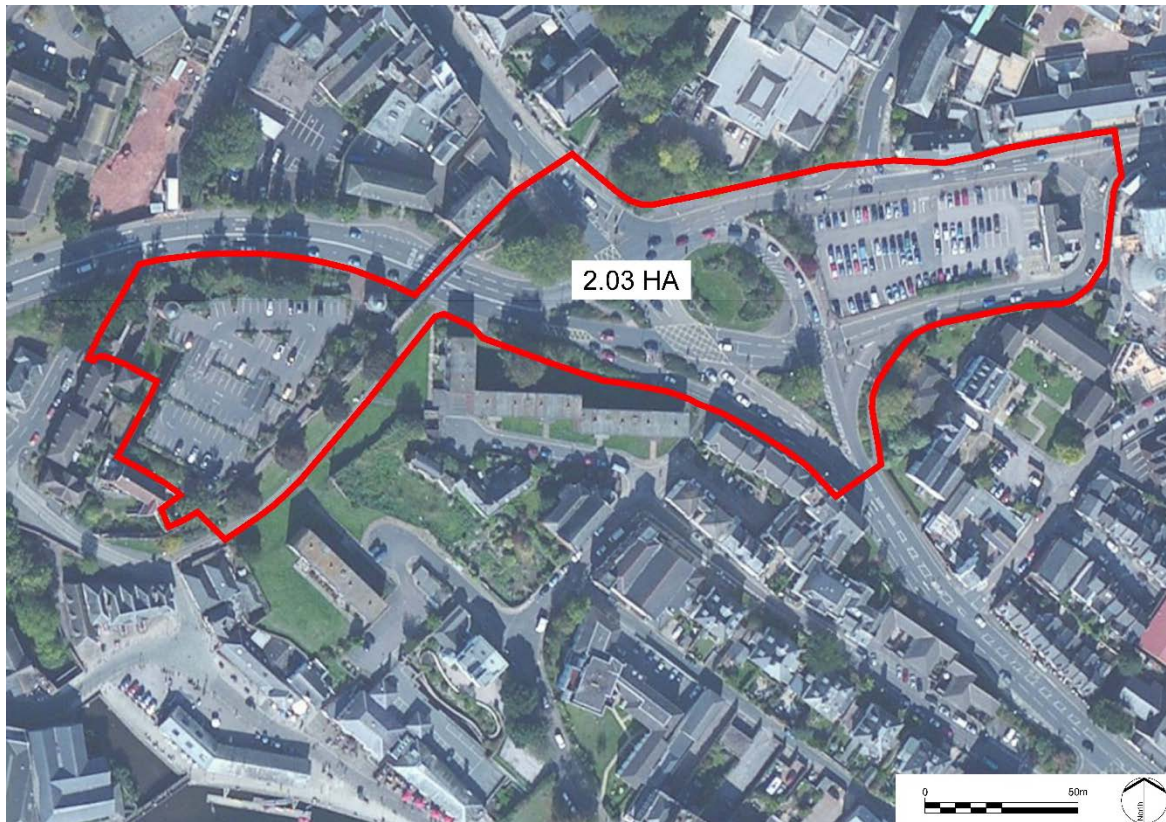
The site is in a highly accessible location in relation to the city centre and public transport networks. In light of this, the site would be suitable for a car-free development.

Pedestrian access to the site is generally achieved via footways on either side of the carriageway of the surrounding local roads. There is also a footbridge and walking / cycling subway currently linking the Cathedral and Quay Car Park with South Street, which should be enhanced as part of the redevelopment of the site.

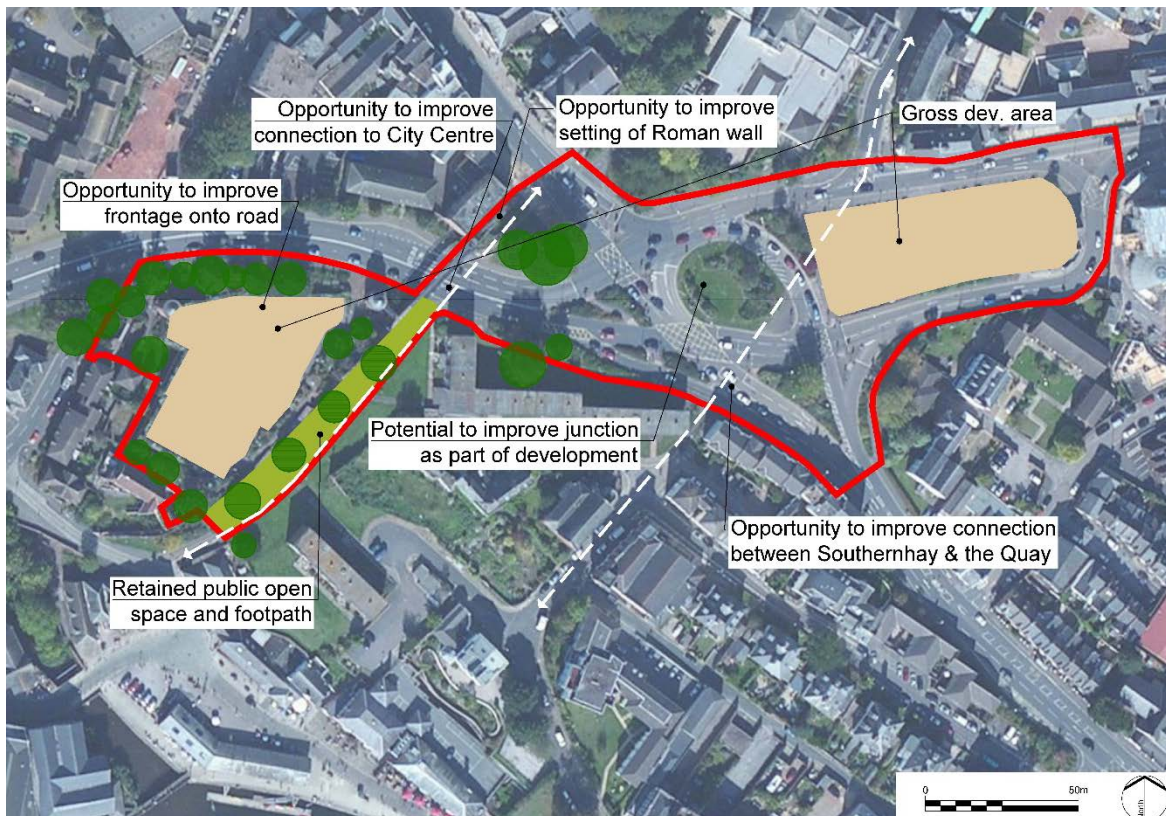
Enhanced pedestrian and cycling linkages between City Centre, the Quay and Exe Bridges should be secured from any redevelopment. Utilities – Given the surrounding sites are already in residential use, gas, electricity and water/sewer networks will be in place. A foul sewerage and utilities assessment will be required in support of a planning application across the site.	
Planning Policy	
Planning applications will be appraised against Core Strategy Policies CP4 and CP17. CP4 states that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network. CP17 states that all proposals for development will exhibit a high standard of sustainable design that is resilient to climate change and complements or enhances Exeter's character, local identity and cultural diversity. In this regard, development on site will be expected 'enhance the city's unique historic townscape quality', 'protect the integrity of the city wall' and contribute positively to the historic character of the Conservation Areas.	
Capacity	
Gross Developable Area (GDA)	0.48 ha - The GDA is excluding the Roman Wall, existing open space and pedestrian route to the Quay and highways areas.
Net Developable Area (NDA)	0.48 ha – The NDA is 100% of GDA as it is assumed that, due to the proximity of existing public open space, it will not be necessary to incorporate additional public open space within the development. Private and semi-private open space can be incorporated within the scheme.
Density	The upper deck of the Cathedral and Quay Car Park has the potential to be developed for residential uses, subject to structural assessments and necessary strengthening. Taking into account the central location of the site as well as the need to consider adjacent properties and historic features, a density range of 100 to 150 is considered appropriate (subject to a structural assessments of the Cathedral and Quay Car Park). This reflects a city centre location in accordance with the HELAA Methodology.
Yield	Yield is likely to be dependent on the structural strength of the existing Cathedral and Quay car park and the scale of development that can feasibly be accommodated on the upper deck. Based on the identified NDA and the density range, it is estimated that a yield of 48 and 72 dwellings can be achieved.
Deliverability	
Ownership	ECC are sole owners of the multi-storey and surface car parks.

Availability	ECC has stated in its HELAA call for sites submission that the multi-storey car park could be made available within the next 5 years.
Likely timescale	Subject to planning approval, the redevelopment of the upper deck of Cathedral and Quay car park could come forward in the next 5 years. The availability of the Magdalen Street Car Park is dependent on the outcome of a city centre wide parking strategy.
Conclusion	
The redevelopment of both the upper deck of the Cathedral and Quay car park and Magdalen Street car park have the potential to deliver a net yield of between 48 and 72 dwellings. Development of the sites should aim to intensify uses, but remain sensitive to the historic setting of the Quay and Roman Wall. In achieving this, there is potential to enhance the pedestrian linkages and the public realm between the city centre and the Quay via South Street, Western Way and Quay Hill.	

Site location plan



Capacity plan



Appendix 2 – Additional site appraisals

Site Name: Clifton Hill Leisure Centre

Site ID: 14

Site Location and Description	
Location	
Easting (X)	293177
Northing (Y)	092996
Longitude	-3.5148311
Latitude	50.726735
Postal address or location	Belmont Road, Exeter, EX1 2DJ
Description	
Area (ha)	4.08 ha
Existing Use(s)	The site comprises Clifton Hill Sports Centre. The leisure centre comprises a 40 station gym, group exercise studio, sports hall, 2 squash courts and associated parking. The site also includes Clifton Hill golf driving range – an 18 bay floodlit golf range. The eastern section of the site is a densely wooded bank with mature trees.
Previous uses	The site was formerly a brickworks with a clay pit and kiln on the site. Historic maps show the brickworks was disused by the 1950s. The 1950s maps also show areas marked as ‘refuse heap’ along the south-western edge, as well as a couple of ponds on the site. The area that had been the brickworks site became an athletics track in the 1960s. The athletics track was replaced by the golf driving range in the 1990s. Maps show that from the 1930s up until the development of the Clifton Hill Sports Centre, there were allotment gardens in the north west corner of the site, where the sports centre building is currently located. The Sports Centre was built in the 1980s.
Planning Status/History	93/0186/FUL - Construction of 24 bay golf driving range with reception office and storage and car parking for 47 cars and ancillary works including landscaping, floodlights and boundary fences.
Notable structures/features	Clifton Hill Sports Centre was designed by the Nicholas Grimshaw Partnership.

Site boundaries and surrounding land uses	The site is bounded by Clifton Hill to the north, Polsloe Road to the east, Gladstone Road to the south and the properties of Portland Street to the west.
Constraints	
Environmental	
• Flood Risk – The site is entirely within Flood Zone 1 indicating low probability of river or sea flooding. A planning application across the whole site would need to be supported by a Flood Risk Assessment. Development proposals must seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS). A suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge. • Ecology – The trees and allotments towards the eastern boundary of the site are likely to have ecological potential. A Phase 1 Ecology Assessment would need to support any application for the site, and identify any habitats and species of value, including checks for bats, birds and badgers. • Air Quality – The adjacent Polsloe Road, like a number of major routes in Exeter city centre, has been designated as an AQMA. An AQA is therefore likely to be required in support of any application for this site to identify level of impact and suggest appropriate mitigation. • Ground Conditions – The site has a history of being a brick works site, including having a clay pit on site, and has been used for landfill of inert waste. The redevelopment of the site into an athletics track for a time is likely to mean that the site will contain areas of made ground. Any application for development on the site would need to be supported by a phase 1 site investigation in order to identify and understand the historical and current land use of the site, identify any activities that have the potential to give rise to contamination, and to provide recommendations for further work or investigation as necessary. Such work and any further related investigation will need to inform appropriate foundation design, drainage design and general site layout. • Heritage – the north western corner of the site, including the sports centre building, is within the Belmont Conservation Area. Rows of Grade II listed buildings align Belmont Road and Clifton Hill. The Clifton Hill Sports Centre, whilst not listed, is described in the Belmont Conservation Area Appraisal as a fine example of modern design from the internationally acclaimed architectural practice of Nicholas Grimshaw. In addition, the old brickworks office, to the rear of 26-29 Clifton Hill, is listed as a Building of Local Importance under Schedule 5 of Local Plan Saved Policy s3. Any development on the site should respect the setting of these heritage assets and a Heritage Assessment is likely to be required to inform design and layout.	
Access and Utilities	
Access – Access to the site can be achieved from either one of two priority junctions onto Clifton Hill. One of the priority junctions provides access to the Clifton Hill Sports Centre. The other provides access to the neighbouring properties including the driving range which forms part of the site. Any development proposals would need to cater for continued access to the rear of neighbouring properties fronting onto Clifton Hill, as well as the Ski Centre to the south of the site. The proximity of the two access junctions from Clifton Hill could cause some concern with regard to conflicting movements into and out of the site. It is suggested that, if both accesses are retained and the intensification of one or both accesses is proposed, a Road Safety Audit be carried out to ensure that potential conflicts are minimised.	

Traffic impact:

The key junctions within the vicinity of the site, on which the impact of any development may have to be investigated, to ensure efficiencies are maintained, include the following:

- Western Way / Sidwell Street / Blackboy Road / Old Tiverton Road Roundabout;
- Clifton Road / Heavitree Road priority junction;
- Polsloe Road / Heavitree Road / Fore Street Signalised Crossroads; and
- Polsloe Road / Blackboy Road ghost island right turn priority junction.

Pedestrian, cycle and public transport linkages:

The site is well related to the city centre and associated employment and services. Well established pedestrian routes link the site with the centre and bus services run along Heavitree Road and Blackboy Road. The E3 cycle route runs along the southern boundary of the site and development should be appropriately linked into this route.

Improved walking and cycling infrastructure is required on Polsloe Road and Clifton Hill. Development should also aim to achieve path links from the site to Polsloe Road, Gladstone Road and additional links to Clifton Hill.

Utilities – Water trunk and distribution pipes extend around the site but do not currently enter the site area. A low pressure gas pipe enters the site and serves the sports centre but further gas pipe infrastructure would need to be provided to serve the entire site.

Planning Policy

The site is not allocated for any specific use in either adopted or emerging planning policy.

Core Strategy Policy CPro protects facilities that meet Exeter's community, social, health, leisure and recreation needs. It stipulates that facilities that serve neighbourhood needs should wherever possible, be located within or close to district or local centres or in locations that are easily accessible to the local community, particularly by foot or bicycle. A strong case for the loss of leisure uses on the site would therefore need to be made in allocating the sites for housing.

The proposals map supporting the emerging Development Delivery DPD shows the site being surrounded by a proposed local energy network (Area B). The accompanying policy, Policy DD3, proposes that within the areas identified as places where existing evidence suggests local energy networks are feasible and viable, all new development comprising ten or more dwellings, must be constructed to have heating (water and space) systems compatible with the proposed or existing local energy network. New developments should include provision for the necessary pipework from those in-building systems up to the appropriate site boundary to allow connection to the network when available.

Policy CP4 of the Exeter Core Strategy states that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network.

Saved Local Plan Policy C1 states that development within or adjacent to a Conservation Area must pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area.

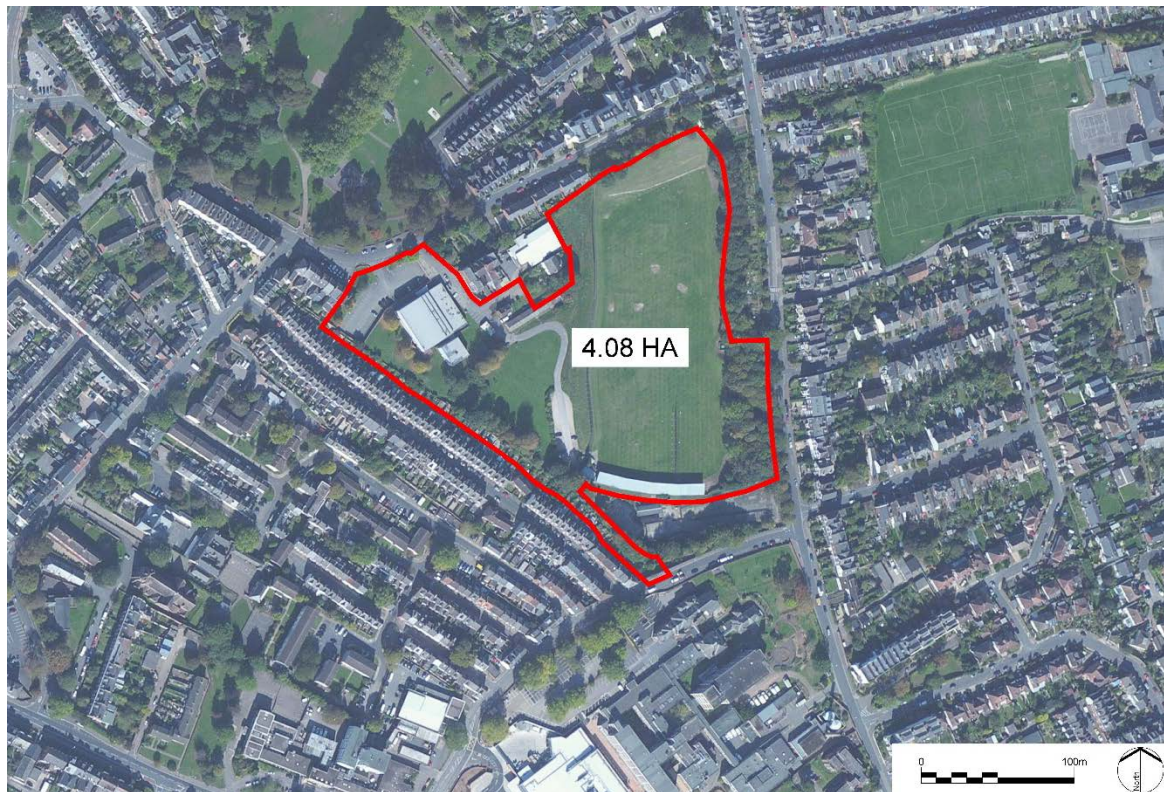
Capacity

Gross Developable Area (GDA)

3.55 ha. The gross developable area excludes the steep banks with dense vegetation along the edge of the boundary.

Net Developable Area (NDA)	3.55 ha. The NDA is 100% of GDA as it is assumed that, due to the proximity of existing public open space, it will not be necessary to incorporate additional public open space within the development parcels. Private and semi-private open space can be incorporated within the scheme.
Density	A density of 50-100 dph is considered appropriate for the site. This takes into account potential retention of the sports centre, the need to accommodate parking and access to the ski slope and topographical constraints.
Yield	Taken into account the NDA and the density this site can accommodate 177-355 dwellings.
Deliverability	
Ownership	The site is owned by ECC. Legacy Leisure operates Clifton Hill Sports Centre on behalf of ECC. The current Leisure Management Contract is a 10 year agreement, due to expire in 2020. The golf range is managed by a private operator.
Availability	The site is available subject to agreements with operators of the sports centre and the golf driving range.
Likely timescale	The site could come forward within the next 5 to 10 years subject to agreements with operators. There may be a need to find a suitable alternative site for the sports centre if an improved facility cannot be accommodated on the site as part of redevelopment.
Conclusion	
Given the past brick works and waste disposal activities on the site, there is potential for contamination and ground stability issues. The development potential of the site will therefore need to be informed by extensive geotechnical and contamination assessments. Subject to the findings of the assessments and the identification of appropriate mitigation strategies, it is considered that the site has the potential to deliver a yield of between 177 (with a retained leisure centre) and 355 dwellings. Development could proceed in the next 5 to 10 years under a single planning application, subject to lease agreements and site remediation works. The existing leisure centre, or a new/reconfigured building, could be incorporated within any proposals, subject to a review of ECC facilities provision.	

Site location plan



Capacity plan



Site Name: Middlemoor Police Station (north section)

Site ID: 15

3. Site Location and Description	
Location	
Easting (X)	295877
Northing (Y)	092359
Longitude	-3.4764218
Latitude	50.721495
Postal address or location	Alderson Drive, Exeter
Description	
Area (ha)	7.12 ha
Existing Use(s)	The buildings within the site area lie within the curtilage of Middlemoor Police Headquarters. The red line boundary of the site takes in the northern part of the whole Middlemoor site, comprising a large area of land previously used by the air support unit for the Devon Air Ambulance and the Devon and Cornwall Police. The site also comprises six former police buildings that are surplus to operational requirements, along with areas of car parking, a private petrol filling station for operational police vehicles, and an access road (Alderson Drive).
Previous uses	Analysis of historical mapping indicates that the site was previously in use as agricultural land.
Planning Status/History	Planning permission was granted in January 2015 for two applications that were submitted in tandem, and which proposed the redevelopment of surplus land on the Middlemoor site. The applications were: • An outline application for two residential areas (Area A and Area B) to provide for a combined provision for up to 92 residential units (ref: 13/4067/OUT); and • Full planning application for a Criminal Justice Centre and Police Hub in the south of the site and a Class A1 retail supermarket (extending to 6,789sqm with associated petrol filling station and customer car parking for 418 cars) in the northeast of the site (application ref: 13/4073/FUL)

	Morrisons, who were due to occupy the site, have since pulled out. In preparation for the development, the buildings within the development footprint were decanted and the helipad relocated. Given the significant investment to date, Devon and Cornwall Police are still keen for the site to be redeveloped for housing and retail uses. Large-scale supermarket interest in the site has fallen in recent years and there is now a chance for an intensified scheme with a smaller retail footprint.
Notable structures/features	The site includes a number of modern police buildings that have been decanted in advance of the site being redeveloped.
Site boundaries and surrounding land uses	The site is bordered by Hill Barton Road to the west and the A3015 to the north. Residential properties align these roads. The Exeter to Exmouth railway forms the eastern boundary of the site, with Sowton Industrial Estate beyond that. To the south and south west of the site boundary are existing buildings of the Police Headquarters, which will be retained.
Constraints	
Environmental	
• Flood Risk – The site is entirely within Flood Zone 1 indicating low probability of river or sea flooding. A planning application across the whole site would need to be supported by a Flood Risk Assessment. Development proposals must seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS). A suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge. • Ecology – An Extended Phase 1 Habitat Survey was undertaken to support the redevelopment proposals which assessed that the majority of the site comprised habitats of low biodiversity value, and with limited potential to support protected or otherwise notable species. There may be a need to update ecological assessments to support a revised application. Bat surveys may be required prior to the demolition of buildings on site. The site is approximately 3km from the Exe Estuary SPA. Development likely to have a significant effect on the integrity of the Exe Estuary will be subject to the Habitats Regulations 2010. • Air Quality – The site is located within very close distance of an AQMA designation that encompasses Sidmouth Road and part of Hill Barton Road (designated due to the traffic on this major route in Exeter). An AQA was prepared in support of the redevelopment proposals and any revised application would need to update this assessment. • Noise and Vibration – both the railway to the east, and traffic using Hill Barton Road to the west represent key sources of noise. A Noise Assessment supported the applications for redevelopment and any revised application would also need to be supported by an updated assessment. Mitigation of noise impacts can be achieved through careful consideration of layout, directing noise sensitive elements of the development; as well as giving consideration to noise in potential building design to achieve internal ambient noise target levels. • Ground Conditions – There are potential sources of contamination on the site including from the helipad and from the petrol filling station, identified as part of a contamination assessment undertaken	

in support of the applications for redevelopment. Further investigation will be required and remediation work completed if necessary.

Access and Utilities

Access – Primary access to the site would be achieved from the Alderson Drive ghost island right turn priority junction. Alderson Drive is an internal distributor road within the site. It is well lit and subject to a 15mph speed limit. The road is gated with a security gatehouse located approximately 90 metres from its access junction. The road is approximately 6 metres wide and is considered suitable to be retained as an internal access road for any future development on the site.

There is another access to the site via a priority junction with Sidmouth Road. However, again this is security controlled. In order to utilise the junction, the security controls would need to be relaxed. It may be able to be used as an emergency access to the site subject to third party permissions.

Based on information readily available for the surrounding area, Hill Barton Road and the A3015 appear to be adopted roads. The internal access road, Alderson Drive, is however not adopted.

Traffic impact:

The key junctions within the vicinity of the site, on which the impact of any development may have to be investigated, to ensure efficiencies are maintained, include the following:

- Alderson Drive / Link Road ghost island right turn priority junction;
- Hill Barton Road / Link Road signalised junction;
- A3015 / Honiton Road / Wilton Way / Link Road Roundabout;
- Moor Lane Roundabout; and
- M5 Junction 29.

The A3015 / Honiton Road / Wilton Way / Link Road Roundabout is an accident cluster spot. Assessments should explore improvements.

Pedestrian, cycle and public transport linkages:

Pedestrian access to the site is generally achieved via footways on either side of the surrounding local highway network. There are also pedestrian footways on both sides of Alderson Drive.

A shared use walking and cycling path runs directly past Alderson Drive and continues along both sides of Hill Barton Road connecting with Rydon Lane Retail Park and Exeter Vale Shopping Centre.

The consent for the redevelopment of surplus land on the Middlemoor site (see Planning Status/History section above) included the addition of pedestrian facilities at the Hill Barton Road/A3015 junction, which will be a requirement of delivery.

A new pedestrian crossing on Honiton Road is to be provided as part of the consent for mixed-use development on the land north of Honiton Road, to the north east of the site (outline planning permission 11/1619/OUT). The s.106 Agreement requires provision of a new toucan crossing on Honiton Road.

Provision of direct cycle and pedestrian links from the site to Sowton Industrial Estate should be explored (noting the railway line is an existing constraint to movement).

Utilities – Extensive utilities assessments were undertaken to inform the previous applications on the site. These indicated that the existing electrical infrastructure will require new substations to serve the residential, supermarket and the proposed Criminal Justice Centre (CJC) and Police Hub. The assessments indicated that a total of 3 new substations would be required.

It was concluded that the existing gas infrastructure will be capable of supplying the new developments. Diversions are required for a gas pipeline across the proposed supermarket site and across the proposed CJC and Hub. The existing gas services map provided by Wales and West Utilities shows an 8 inch Cast Iron main with a number of branched connections located on Honiton Road where the proposed roundabout to a supermarket is to be located. It is anticipated that this gas service main will need to be relocated should the proposed roundabout improvements alter the level of the road. This is likely to involve significant alterations to Wales and West Utilities existing service infrastructure.

SWW has confirmed that there is capacity on the network for the new development. Diversions are likely to be required for the existing SWW infrastructure on Honiton Road due to the new roundabout development.

Planning Policy

The site is not subject to any adopted or emerging allocations.

Core Strategy Policy CP4 outlines that development should achieve the highest appropriate density, compatible with the protection of heritage assets, local amenities and the character and quality of the local environment. In respect of retail provision, Core Strategy Policy CP8 outlines the level of new retail floorspace which should be provided within Exeter up to 2026. It states that retail development outside the City Centre should be located in the district or local centres, and requires retail proposals to follow a sequential approach to site selection and for the proposal to cause no significant overall impact on the existing centres. A new retail impact assessment, taking into account recent commitments, may therefore be required with any new planning application on the site, depending on the size and type of retail area that is proposed.

Capacity

Gross Developable Area (GDA)	4.89 ha - The GDA excludes highways areas, green buffers along the main roads and 0.9 ha of land for retail (potentially a typical 'German discount retailer').
Net Developable Area (NDA)	2.93 ha – The NDA is 60% of GDA in accordance with the HELAA method as it is assumed the site will need to accommodate public open space within the site.
Density	The HELAA Methodology, location and adjacent developments has been taken into account and a density of 40-60 dph is considered appropriate for the site.
Yield	With the calculated NDA and density the site can accommodate 117 – 175 dwellings.

Deliverability

Ownership	The site is fully owned by Devon and Cornwall Constabulary.
Availability	The site is available and has an extant planning permission.

Likely timescale	The site could come forward within the next 5 years. The timescale will be dependent on the outcome of commercial negotiations in relation to the delivery of the supermarket element of the scheme.
Conclusion	
The principle of the site being suitable for mixed use development comprising retail and residential uses has been established through the grant of the extant permissions. There is an opportunity to revise the proposals to bring forward a retail scheme with a smaller footprint and maximise the provision of residential dwellings. The site has the ability to accommodate a yield of between 117 and 175 dwellings. Constraints have been identified and assessed through the technical assessment work supporting the planning applications 13/4067/OUT and 13/4073/FUL , with mitigation measures identified. There is likely to be a need to update assessment work to support a revised scheme. The site is available but the timescale for its delivery will be dependent on the outcome of commercial discussions relating to the delivery of the retail elements of the scheme.	

Site location plan



Capacity plan



Site Name: **Top of South Street/Market Street**

Site ID: **16**

Site Location and Description	
Location	
Easting (X)	291953
Northing (Y)	092501
Longitude	-3.5320240
Latitude	50.722056
Postal address or location	Land between South Street, Fore Street, Coombe Street and Market Street
Description	
Area (ha)	1.37 ha
Existing Use(s)	The site consists of a mix of uses, predominantly consisting of retail and residential. The uses of the site include: • Retail – including a large proportion of independent shops occupying smaller retail units. These include a mix of charity shops, barbers, hairdressers, dry cleaners, pet shops etc; • Residential use – including first and second floor flats and maisonettes above retail uses along South Street and Market Street. It is estimated that there are 78 units in total; • Offices; • Professional services (estate agents, building societies); • Restaurant/cafes, including an element of hot food takeaway; • Betting shops; • Public houses; and • Two small car parks off Guinea Street and Smythen Street. The buildings are typically 2-3 storeys high, although Concord House on the southern edge of the site is 6 storeys in height.
Previous uses	Analysis of historical mapping shows that South Street has served a town centre retail function for at least 100 years. The area was largely redeveloped after World War Two.

Planning Status/History	The planning history of the site encompasses a large number of applications that are typical for town centres units. They are generally minor in nature and largely comprise of change of use applications, alterations to shopfronts, and advertisement consent applications.
Notable structures/features	The site slopes downwards from north-west to south-east. Buildings on the site are generally variable quality, and while the area surrounding the site displays evidence of rich heritage value, none of the buildings on the site are listed. The Central Area Conservation Area Appraisal identifies the majority of buildings within the area as being of either negligible heritage value or poor quality.
Site boundaries and surrounding land uses	South Street forms the eastern boundary to the site. The northernmost boundary is formed by Fore Street. The western boundary is taken alongside the Corn Exchange building, along Guinea Street, down Market Street and follows Mermaid Yard. Coombe Street forms the southern boundary. The site is in a central location within the city centre and the surrounding uses reflect this location. The surrounding area encompasses a mix of uses, predominantly featuring retail, restaurants and cafes, and professional services. Exeter Cathedral is within 150m to the east, behind the buildings on South Street. There is a church and a school to the east of the southern part of the site.
Constraints	
Environmental	
- Flood Risk – The site is entirely within Flood Zone 1 indicating low probability of river or sea flooding. A planning application across the whole site would need to be supported by a Flood Risk Assessment. Development proposals must seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS). A suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge. - Ecology – The site is an intensely used urban area, and the potential for ecological value is therefore low. A phase 1 ecology survey would be required in order to identify any habitats or species that may be present on the site and to identify any potential enhancement measures. The trees aligning South Street and Fore Street are likely to be of relatively low quality but should be retained wherever possible to enhance the streetscape. There is a SSSI approximately 500m to the north-west of the site, Bonhay Road Cutting (status of which is recorded as being ‘unfavourable declining’). Any ecological appraisal should also include an assessment of potential impact of development on the SSSI. - Air Quality – An AQMA designation surrounds the site, along South Street (and land either side), Fore Street, and Market Street. An AQA will be required to support any proposals to redevelop the site, which will need to identify potential mitigation measures. - Noise – The site is within a busy town centre environment, and both South Street and Market Street are key routes through the city, meaning that traffic will be a key source of noise. There may also be noise associated with deliveries for the shops and restaurants in and around the site. A Noise Assessment will	

be required to support any application to redevelop the site, and recommend suitable mitigation measures, such as incorporation of appropriate building materials.

- Heritage – the site is within proximity of areas with recognised heritage value. To the west of the site there are three separate scheduled ancient monument designations within 100m of the site boundary:
 - o Hall of the Vicars Choral, South Street
 - o Roman baths (site of), The Deanery
 - o Part of the Roman town of Exeter, beneath Cathedral Green

An archaeological investigation would likely be required if proposals are to involve substantial groundworks, particularly in light of the proximity of areas with evidence of Roman heritage (unless a process of archaeological investigation and recording has already been undertaken in the area as part of previous planning applications).

The site itself does not contain any listed buildings, although the setting of Exeter Cathedral and surrounding buildings will be a key consideration for any design proposals coming forward on the site. The design and layout of proposals will therefore need to be informed by a heritage assessment. The Central area Conservation Appraisal recommends the replacement of poor quality buildings aligning both sides of South Street in order to enhance the gateway to the city centre.

Access and Utilities

Access – Primary vehicular access to the site is achieved from Market Street, Guinea Street and George Street which operate a one-way gyratory system around the site. Egress from the site can be achieved either via George Street and South Street, in the direction of the Western Way / Holloway Street / Magdalen Street Signalised Roundabout, or via George Street, Market Street and Fore Street which provides a relatively direct connection with the Exe Bridge gyratory. There are no secondary vehicular accesses to and from the site.

These access arrangements are considered suitable for future development proposals on the site from a technical point of view. However, delivery of the site should link into aspirations to reduce the vehicular numbers on South Street, and as such direct access off South Street is likely to be strongly discouraged.

Traffic impact:

The South Street / Western Way signalised roundabout is relatively heavily congested during peak hours and therefore any increased quantum of development is likely to need to be reviewed as to the impacts on the operation of this junction.

The trip generation for the extant uses on the site will also need to be taken into account as part of any development coming forward with the existing retail and commercial units expected to already generate a relatively high level of trips. It is therefore considered that only a small number of trips associated with the development of the site will be classed as ‘new’ trips.

Pedestrian, cycle and public transport linkages:

The site is located in a very sustainable location within close proximity of major bus routes into and out of Exeter City Centre as well as good access to the primary commercial centre of Exeter. The site is therefore considered to be an appropriate location for car-free development. Pedestrian and cycling links to neighbouring streets should be provided.

Utilities – Given the existing uses across the site, it is assumed that connectivity to water, gas and electricity networks can be achieved.

Planning Policy

The Exeter Local Plan First Review designates part of the site as ‘Secondary Shopping Area’ (covering the properties along South Street and Fore Street). Relevant policies to this designation are:

- S1 (sets out the areas where retail development is proposed and states that proposals must be located in accordance with the sequential approach);
- S3 (restricts change of use of ground floor retail premises in the primary and secondary shopping areas if it would harm the vitality and viability of the centre); and
- S5 (permits proposals for food and drink including hot food takeaways, provided the proposals: do not harm the amenities of nearby residents by virtue of noise, smell, litter or late night activity; will not create or increase the potential for public disorder and crime or reduce the perceived attractiveness of the centre).

The emerging Development Delivery DPD retains a similar designation over the majority of the site, classifying the area as part of ‘District and Local Centres’. Policy DD15 seeks to protect the vitality and viability of retail centres, and stipulates that ‘development involving the change of use of ground floor Class A premises in the primary shopping area of the city centre or any district or local centre will be permitted unless it would harm the vitality and viability of these areas. Policy CP4 of the Exeter Core Strategy states that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network.

Capacity

Gross Developable Area (GDA)

1.23 ha - The GDA excludes the main highways areas.

Net Developable Area (NDA)

1.23 ha - The NDA is 100% of GDA as it is assumed that, due to the proximity of existing public open space, it will not be necessary to incorporate additional public open space within the development. Private and semi-private open space can be incorporated within the scheme.

Density

Taking into account the city centre location as well as the need to accommodate a mix of uses with retail on ground floor, a density of 125-175 is considered appropriate.

Yield

The site can achieve a gross yield between 153 and 215 dwellings resulting in a net yield of 75 – 137 dwellings.

Deliverability

Ownership

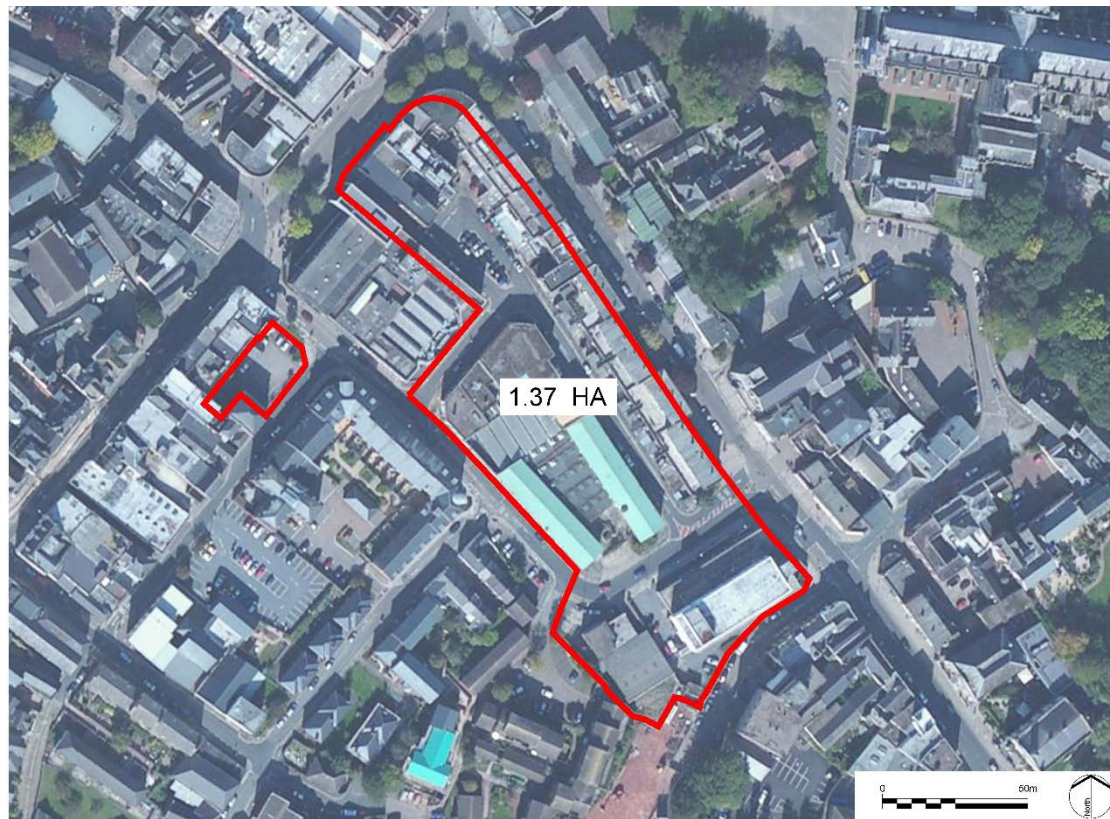
ECC own the freehold of a number of the properties in the site, including those along South Street and Fore Street, as well as the land at Guinea Street and Market Street. Most of the properties are subject to leases of varying lengths. Concord House in the south of the site and the Social Centre and Workshops on Market Street are both in private ownership. The land and buildings on the north west side of Smythen Street (currently a car park) are also in private ownership.

Availability

The site would not be available in the short term, as there are a large number of leases that would need to be negotiated. A process of land

	assembly would also be required given that there are properties within the site that do not fall under ECC's ownership.
Likely timescale	If the site were to come forward it would not be likely to be available until the end of the GESP plan period, although piecemeal redevelopment of individual buildings can come forward earlier.
Conclusion	
The site would be a complex site to redevelop and may present a challenge in terms of opportunities available for intensifying the residential use (and which may require building additional storeys above the existing building height). The site is subject to protection from planning policy in relation to retention of the area for retail use and any redevelopment proposals would need to retain this function. Nonetheless, redevelopment of the site would present an opportunity to regenerate the area and upgrade the existing buildings on the site to create an enhanced gateway to the city centre. A large number of the properties within the site are subject to leases which would need to be purchased which would delay the site's availability.	

Site location plan



Capacity plan



Site Name: Whipton Barton House, Vaughan Road

Site ID: 17

4. Site Location and Description	
Location	
Easting (X)	294868
Northing (Y)	093509
Longitude	-3.4910291
Latitude	50.731653
Postal address or location	Vaughan Road, Exeter, EX1 3JN 335 – 341 Pinhoe Road 141 - 147 Vaughan Road 1 – 5 Hill Lane
Description	
Area (ha)	0.71 ha
Existing Use(s)	The site encompasses Whipton Barton House, a former residential care home for up to 33 older people. The site also includes three blocks of attached bungalows (which are registered social housing properties), and a house (no.7 Hill Lane) in the site's south west corner. The site includes areas of green space and slopes towards Pinhoe Road.
Previous uses	Analysis of historical mapping indicates that Whipton Barton House was developed in the 1950s. Prior to this there was an extensive complex of buildings across much of the site, including on the green space fronting Pinhoe Road. Analysis of historic records indicates that this was the site of Hill Barton Farm, a farmstead dating to the early 17 th Century.
Planning Status/History	There is no relevant planning history recorded on the ECC online register for Whipton Barton House.
Notable structures/features	There are a number of trees across the site of varying quality (a couple that appear to be relatively mature) and Whipton Barton House is set in a relatively generous amount of green space for an urban location. The buildings on site do not have architectural merit or heritage value.

Site boundaries and surrounding land uses	The site is bordered by Pinhoe Road to the north (and Whipton local centre beyond), Vaughan Road to the east and Hill Lane to the west. To the south of the site is the 11 storey residential block of Rennes House and an associated car parking area.
Constraints	
Environmental	
• Flood Risk – The site is entirely within Flood Zone 1 indicating low probability of river or sea flooding. A planning application across the whole site would need to be supported by a Flood Risk Assessment. Development proposals must seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS). A suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge. • Ecology – There are several trees on the site, and a tree survey should be undertaken to determine their quality. Trees of notable quality should be retained as part of any development proposals. A phase 1 ecology survey would be required to assess the potential for protected species. • Air Quality – Pinhoe Road immediately to the north of the site is designated as an AQMA. An AQA, and recommended mitigation measures, will therefore likely be required with a planning application. • Noise – Residential properties on the north of the site are likely to experience noise from traffic using the adjacent Pinhoe Road. This can be addressed through careful consideration of layout and building design. • Heritage – Although there are no listed buildings or Conservation Areas close to the site, there is potential for archaeological remains. There is a non-statutory Heritage England record point on the site, on account of it being the former location of an early 17th century farm building. Archaeological excavations may therefore be required prior to construction.	
Access and Utilities	
Access – Primary access to the site is currently achieved from Vaughan Road. This is via a priority junction around 75 metres to the south of Pinhoe Road. This provides direct access to a small car park. It would require formalisation to accommodate additional vehicular movements associated with an increased quantum of development on-site. This would need to be tied in with the existing traffic calming measures on Vaughan Road. Note that Vaughan Road narrows to a single lane carriageway to the south of the site, due to the railway bridge. Secondary access to the site can be achieved from Hill Lane. This provides access to a limited number of dwellings on-site. <u>Traffic impact:</u> The key junctions within the vicinity of the site, on which the impact of any development may have to be investigated, to ensure efficiencies are maintained, include the following: • Vaughan Road / Honiton Road signalised junction; and • Vaughan Road / Pinhoe Road ghost island right turn priority junction. In addition, there may be a requirement to analyse the propensity for ‘<i>rat-running</i>’ movements along Whipton Barton Road and therefore analysis of the following junctions may also be required: • Vaughan Road / Whipton Barton Road mini-roundabout junction; • Clifford Close / Vaughan Road mini-roundabout; and	

- Hill Barton Road / Whipton Barton Road Ghost Island right turn priority junction.

Pedestrian, cycle and public transport linkages:

The site is relatively sustainably located given its close proximity to Whipton Village Neighbourhood Centre, the Whipton Shops bus stop on the northern boundary of the site and the bus priority measures leading into Exeter City Centre. The site is well served by buses.

The site is close to cycle routes E3 and E4. A lined on-road cycling route is present on Vaughan Road between Pinhoe Road and the railway underbridge to the south of Clifford Close. Development should connect into pedestrian and cycle routes and enhance permeability

Utilities – The site is currently built out for residential uses and it is therefore assumed that it is well connected to gas, water and electricity networks.

Planning Policy

The site is not subject to any site allocations in adopted or emerging policy.

Policy CP4 of the Exeter Core Strategy states that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network. Core Strategy Policy CP10 protects facilities that meet Exeter's community, social, health, welfare, education, spiritual, cultural, leisure and recreation needs. There would be a need to provide justification for the replacement of the social care facilities currently provided on site.

The retail area opposite the site is designated as a Local Centre in the Local Plan. The Local Plan also identifies both Pinhoe Road and Vaughan Road for targeted improvements to the cycle route network.

Capacity

Gross Developable Area (GDA)

0.71 ha - The GDA is 100% of the site boundary as it is assumed quality trees will be accommodated within the development

Net Developable Area (NDA)

0.71 ha - Due to proximity to existing public open space it is assumed the site will not need to accommodate additional public open space. Private and semi-private amenity space can be accommodated within the development.

Density

The site has the potential to form part of an enhanced and intensified Whipton Village centre. Taking this, and the scale of adjacent developments into account, a density of 75-125 dph is considered to be appropriate. The lower end of the density range reflects a 'Town Centre' location as per the HELAA Methodology. The upper end of the range reflects an ambition for urban densification and the potential for the site to accommodate a large proportion of smaller units.

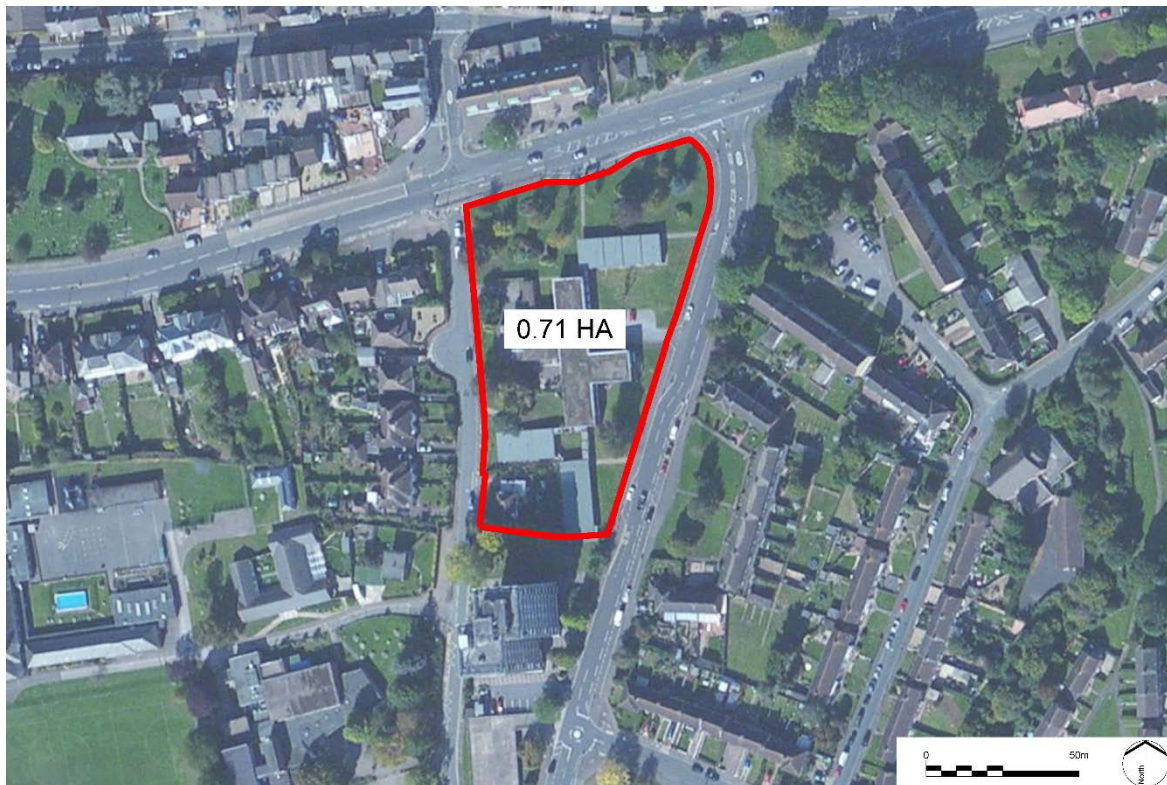
Yield

The site can accommodate 53-88 dwellings (gross), with a net yield of 41-76 dwellings.

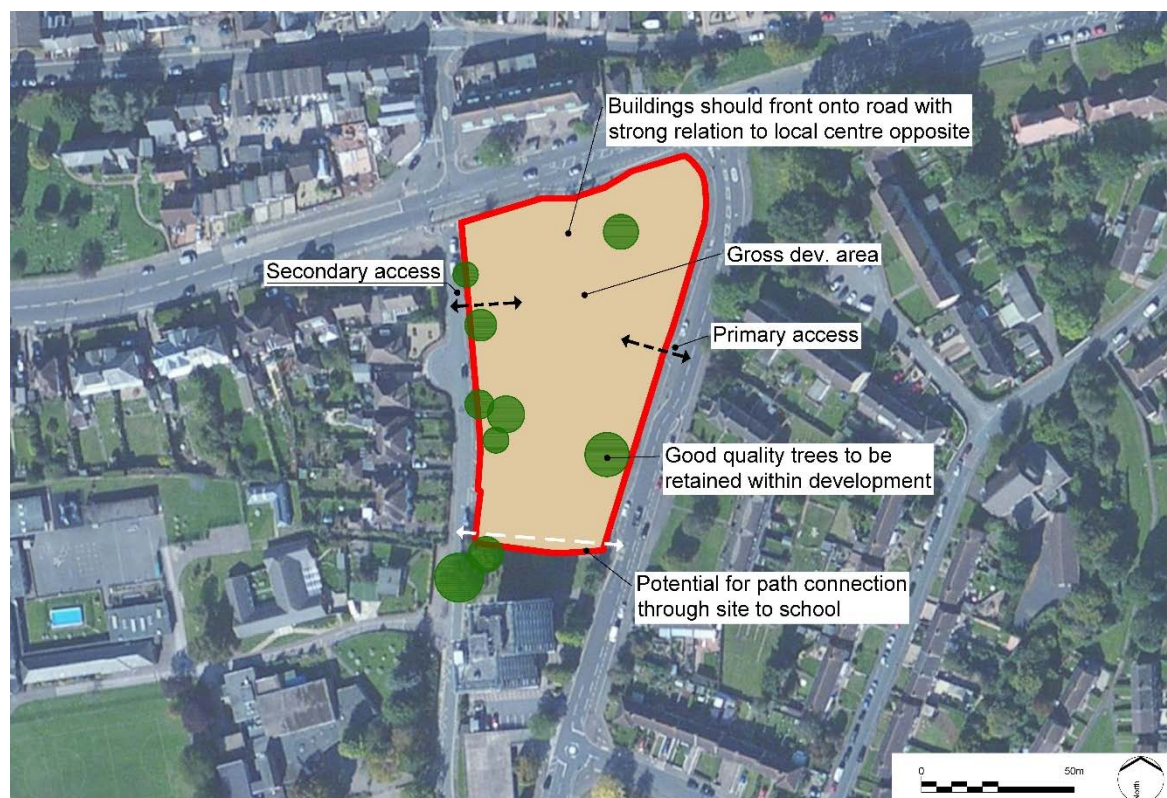
Deliverability

Ownership	Whipton Barton House is currently owned by DCC. It is understood that this is due to be purchased by ECC next year. ECC own 141, 143, 145 and 147 Vaughan Road and 1, 3, 5 and 7 Hill Lane and Whipton Barton Estate (appears to encompass 335 – 341 Pinhoe Road). Land Registry Title Plans suggest that none of these properties are subject to leases.
Availability	DCC has ceased provision of residential care services at Whipton Barton and the building is unoccupied. ECC own the remaining properties on the site and subject to ECC finding suitable alternative accommodation for residents of the properties, the site could be made available in the short term, following the completion of the sale of Whipton Barton House to ECC.
Likely timescale	The site could come forward in the next 5 years providing that suitable alternative or temporary accommodation is found nearby for existing residents.
Conclusion	
DCC has announced its intention to dispose of Whipton Barton House over the coming year. The site accommodates a residential care home and a number of social housing properties. These are considered to be unfit for modern purposes. The site offers the opportunity to be redeveloped to provide a stronger local centre for the area. There is potential to redevelop and intensify the site to provide a net yield of between 41 and 76 units. Subject to finding temporary accommodation for existing residents, development on site could come forward within the next 5 years under a single planning application.	

Site location plan



Capacity plan



Site Name: Pinhoe Trading Estate

Site ID: 18

Site Location and Description	
Location	
Easting (X)	295667
Northing (Y)	094063
Longitude	-3.4798765
Latitude	50.736781
Postal address or location	Land to the north of the B3181, west of Chancel Lane, south of the railway line, and east of Exhibition Road (including industrial properties to the west of Exhibition Road and north of Summerway).
Description	
Area (ha)	9.32 ha
Existing Use(s)	Pinhoe Trading Estate comprises a number of different B1, B2, B8 and trade counter units (including catering, vehicle parts, garages, sign manufacturers, container storage etc.), as well as a recycling centre, a concrete batch plant and an Aldi supermarket. Structures on site vary in type, size and quality, but are typically no more than 2 storeys high.
Previous uses	A review of historical maps show that the land was previously undeveloped agricultural land. The trading estate appears to have been developed between the end of the war and 1960.
Planning Status/History	The site has been subject to a number of planning applications, many of which are minor in nature, related to improving and extending buildings to facilitate the continuation of commercial activity/operations. The development of the waste recycling plant was approved by DCC in January 2009 (DCC ref: 11/1800/FUL). Aldi was granted permission (05/0724/FUL) to vary condition 9 of planning permission 97/0640/03 to retrofit the existing building on site to sell food and drink items in October 2005.
Notable structures/features	Pinbrook Road Recycling Centre is on the site. This is protected by DCC waste planning policy.
Site boundaries and surrounding land uses	The site is bounded to the north by the Exeter to Exmouth railway. Pinhoe Road (B3181) forms the southern boundary. The site is flanked to both the west and east by residential dwellings. The site lies adjacent to the Monkerton/Hill Barton strategic allocation.

Constraints

Environmental

- **Flood Risk** – The Pin Brook watercourse runs directly through the centre of the site via a culvert. The majority of the site is located in either Flood Zone 2 (medium probability of flooding) or 3 (high probability of flooding) with a small strip identified in the SFRA as Flood Zone 3b (functional floodplain). This has the potential to pose a significant constraint for residential development which is classified by the NPPG as a ‘more vulnerable’ use, whilst buildings used for shops, offices, general industry, storage and distribution (i.e. the existing use of the industrial estate) are classed as ‘less vulnerable’. Development will need to pass an Exceptions Test if residential is proposed in Flood Zone 3a. Development in areas of Flood Zone 3b is not to be permitted. A Flood Risk Assessment would need to support any application and identify appropriate mitigation measures to be built into the design layout. Development proposals must seek opportunities to reduce the overall level of flood risk in the area and beyond, through layout, design and the appropriate use of sustainable drainage techniques (SUDS). A suitable drainage strategy would need to support any application to ensure that there will be no increase in the volume or rate of surface water discharge.
- **Ecology** – The site itself is already largely covered in hardstanding and structures on site limiting the opportunity for habitats or species of value. There are a few trees on the site, particularly along Exhibition Road, which should be retained. Any demolition proposals would need to consider the potential for bats roosting in buildings.
- **Air Quality** – The nearby junction of Pinhoe Road (B3212) with Hill Barton Road (B3181), to the south west of the site, is a designated AQMA. An AQA will likely be required to assess the level of impact and inform necessary mitigation measures.
- **Noise** – Residential properties along the northern boundary are likely to experience noise and vibration from trains, while properties along the southern boundary are likely to experience noise from traffic on the B3181 to the south. Noise impacts can be addressed through careful consideration of layout, choice of building design and materials, and orientation of habitable rooms away from the noise source. A Noise Assessment will be required to support any application for this site.
- **Ground Conditions** – the site contains a range of industrial uses and is adjacent to the railway which could be potential sources of contamination. Phase 1 Ground Investigations would be required to support an application and identify sources of contamination. Further investigation and remediation work may be required.

Access and Utilities

Access – Primary access to the site is currently achieved via Exhibition Way. This is anticipated to continue, subject to further modelling, with various side roads serving the development including Pinbrook Road and Summer Way. It is considered that the alignment of the carriageway, the surfacing and the edging will need to be formalised as part of any access strategy to serve residential properties from this road.

Based on information readily available for the surrounding area, Exhibition Way, Pinbrook Road and Venny Bridge appear to be adopted roads. The internal access road from Venny Bridge is however not adopted.

Traffic impact:

The key junctions within the vicinity of the site, on which the impact of any development may have to be investigated, to ensure efficiencies are maintained, include the following:

- Exhibition Way / Pinhoe Road signalised junction;
- Pinhoe Road / Hill Barton Road signalised junction;
- Cumberland Way / Venny Bridge priority junction; and
- Cumberland Way / Main Road signalised junction.

A review of the capacity of all the junctions in the immediate area will be required, as well as an assessment of how the series of junctions interact with each other. DCC has advised that any increase in vehicular movements at Venny Bridge would be unacceptable and, indeed, that movements need to be restricted.

DCC have indicated that the railway bridge over Chancel Lane will likely require upgrading. The feasibility of upgrading the Chancel Lane railway bridge for both vehicles and pedestrians and cyclists should be explored. If vehicular improvements cannot be made, then a pedestrian and cycle bridge should be provided.

Pedestrian, cycle and public transport linkages:

The site is located in a sustainable location, adjacent to two supermarkets, schools and large business parks. There is an opportunity to improve pedestrian and cycle linkages between the site and these hubs. The E4 cycle route, which is planned to be upgraded in the near future, runs along Cumberland Way, Exhibition Road and on a dedicated foot and cycle bridge over the railway to the path along the railway. Any development would need to link into the E4 cycle route. The development should contribute towards provision of a cycle/pedestrian bridge over the railway at Chancel Lane.

Regular bus services run along Pinhoe Road, with the nearest bus stop located outside the Aldi. Services could be further enhanced to support development.

Utilities – Given the existing uses across the site it is assumed that connectivity to water, gas and electricity networks can be achieved.

Planning Policy

Policy CP2 of the Core Strategy states that established employment areas at Pinhoe will be retained in employment use except where their loss would not cause harm to business or employment opportunities or where there are unacceptable amenity impacts for local residents.

Policy CP4 of the Exeter Core Strategy states that residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network.

The site is shown on the Publication Development Delivery DPD Proposals Map as a Retained Employment Site. The accompanying policy, Policy DD3 resists the loss of employment allocations, land, or floorspace, unless the alternative use is sustainable in the location proposed, and:

- the development for an alternative represents an opportunity to create significant economic benefits for the City, or;
- the site or premises is not viable for employment use, cannot reasonably be made viable for such use after being marketed for 12 months; or
- the proposal would remove a use which creates residential amenity problems such as those arising from noise or odours.

Proposals relating to waste facilities such as the Recycling Centre on the site are subject to the provisions of the Devon Waste Plan (2014). Policy W10 (Protection of Waste Management Capacity) protects existing and permitted waste management sites from constraint by non-waste development to ensure the continued availability of adequate capacity to manage Devon's waste at all levels of the waste hierarchy. LPA's are expected to consult Devon County Council as the waste planning authority on planning applications for development close to a waste management site, and to take account of potential constraints on that site in the determination of the planning application. To facilitate effective implementation of Policy W10, Waste Consultation Zones are identified by DCC. Their online Waste Consultation Zones mapping tool identifies the Pinbrook Road Recycling Centre as a waste site and shows the extent of the Waste Consultation Zone covers the majority of the site. Due to noise and lorry movements associated with the operation of the facility it is likely that DCC would object to housing close to the facility.

Capacity	
Gross Developable Area (GDA)	4.92 ha - The GDA excludes the ALDI site, highways areas, land within floodzone 3 and a green buffer along Pinbrook. The areas within floodzone 3 may be used for offices or other non-residential uses.
Net Developable Area (NDA)	The NDA is 4.92 ha (100% of GDA). The green buffer provided along Pinbrook provides public open space within the site. In addition, the site is located adjacent to large areas of both formal and informal public open space. Local and incidental green space can be accommodated within the development.
Density	The site lies adjacent to the area that has been identified as a neighbourhood centre in the adopted Monkerton & Hill Barton Masterplan. This plan recommends a density range of 55-65 dwelling per ha within the centre area itself. A recently approved scheme near the site with retirement homes has achieved a density of 100 dwellings per hectare. Taking this, as well as other adjacent development, into account it is considered a density of 40-60 dph is appropriate for the site. This reflects a density range between a 'Planned urban extension' and a 'Town Centre' as per the HELAA Methodology.
Yield	The site can achieve a yield of 196-295 dwellings.
Deliverability	
Ownership	ECC own and lease a number of the properties and land in the western half of the site. The remainder of the site is in private ownership with a number of different freeholders.
Availability	The site is not immediately available and will require ECC to undertake a process of land assembly, which could require CPOs. It is also unlikely that development could proceed until an alternative location for the recycling facility is found.
Likely timescale	The purchase of both freeholds and leaseholds of properties on the site could be a lengthy process, so it is unlikely development would be able to come forward until the later stages of the Plan period.
Conclusion	
The site's employment uses are protected by Core Strategy Policy CP2. The City Council's intention to continue to protect these uses is indicated by Policy DD3 of the Publication Development Delivery DPD. The site will only have the potential to be redeveloped for residential use if the loss of employment uses can be justified in the context of these two policies. Furthermore, the Waste Recycling Centre element of the site is protected by Policy W10 of the Devon Waste Plan 2011-2031, and a large extent of the site is within DCC Waste Consultation Zone. ECC would need to consult with DCC in relation to the future of the Recycling Centre, for which an alternative site may need to be sought (Policy W10 does not provide for relocation of facilities). In addition to this, a section of the site lies within Flood Zones 3a and 3b, which may limit the extent of developable area for housing. If these issues can be resolved, it is estimated that the site has the potential to provide a yield of between 196 and 295 towards the later stages of the GESP period.	

Site location plan



Capacity plan



