

# Exeter Urban Capacity Study - Phase 2

Final Report  
July 2021

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Comment Final Report

This document has been prepared and checked in accordance with ISO 9001:2015.

## 1.0 Introduction

This report has been prepared by LDA Design in response to an instruction by Exeter City Council (ECC) to undertake Phase 2 of the Exeter Urban Capacity Study (UCS). The report provides high level appraisals of potential development sites across the city to determine their suitability and capacity in helping to meet Exeter's housing targets over the new Local Plan period to 2040.

### 1.1. Study objectives

In broad terms, the purpose of the Exeter UCS is to:

- Identify and maximise opportunities for development within the current built up area of the city by assessing known sites and identifying new opportunities;
- Provide a statement of possible housing land supply within urban areas; and
- Consider issues related to development policies, including density, form and building heights.

Phase 1 of the UCS identified potential availability, suitability and yield from known opportunity sites across the city. The objective of this study, which represents Phase 2 of the UCS, is to identify new sites that could help to meet Exeter's housing targets.

Following on from this, shortlisted new sites are to be appraised for their potential suitability, deliverability and capacity.

### 1.2. Report structure

The following chapters set out:

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

## 2.0 Strategic Context

One of the Government's key proposals for boosting housing supply, as set out in the 2017 *'Fixing Our Broken Housing Market'* White Paper, 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. 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. These broad principles have now been fed through to the National Planning Policy Framework and the emerging Exeter Local Plan, both of which are summarized in the following sections.

### 2.1. Exeter Local Plan

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.

This study will inform the new Local Plan that ECC are preparing. This Plan will allocate new land for development, designate land for protection, and set out development management policies. The Plan will be shaped by the vision and principles of the Liveable Exeter programme.

Liveable Exeter reflects a desire to increase housing provision within the established built up area of the city, to increase housing densities and to support ambitions for active lifestyles. The vision is underpinned by 3 principles:

1. Strengthening the 'global city' drivers;
2. Investing in communities and neighbourhoods; and
3. Connecting it up: a sociable movement and public realm network.

The principles are intended to support the city's aspirations to be a leading city in the field of meeting urban challenges, especially tackling carbon emissions. The programme is intended to drive at pace house building within the city and recognises the severe housing land supply problem in the city.

### 2.2. The National Planning Policy Framework

Policies and allocations in the new Exeter Local Plan will be guided by the National Planning Policy Framework (NPPF).

With regard to housing, paragraph 59 of the NPPF stipulates that 'to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed'. As such,

paragraph 67 states that ‘planning policies should identify a sufficient supply and mix of sites, taking account their availability, suitability and likely economic viability’.

Paragraph 117 goes on to highlight that ‘planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. It goes on to set out that ‘strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or ‘brownfield’ land’.

Paragraph 119 sets out that local planning authorities ‘should take a proactive role in identifying and helping to bring forward land that may be suitable for meeting development needs, including suitable sites on brownfield registers or held in public ownership, using the full range of powers available to them’.

Paragraph 122 states that ‘planning policies and decisions should take into account:

- a. The identified needs for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b. Local conditions and viability;
- c. The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d. The desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e. The importance of securing well-designed attractive and healthy places’.

Paragraph 123 states that ‘where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential for each site’. It goes on to highlight that ‘in these circumstances:

- a. Plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. This should include the use of minimum density standards for city and town centres and other locations that are well served by public transport. These standards should seek a significant uplift in the average density of residential development within these areas, unless it can be shown that there are strong reasons why this would be inappropriate;
- b. The use of minimum density standards should also be considered for other parts of the plan area. It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range’.

With regard to the development of sites, Paragraph 127 sets out that ‘planning policies and decisions should ensure that developments:

- a. Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b. Are visually attractive and a result of good architecture, layout and appropriate and effective landscaping;

- c. Are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change;
- d. Establish a strong sense of place, using the arrangements of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and
- f. Create places that are safe, inclusive and accessible and which promote health and well-being’.

### 2.3. Summary

The Government recognises the need to increase the rate of house building across the country and has tasked local planning authorities to meet as much of their objectively assessed need as possible in sustainable locations within urban areas. Furthermore, the Government has set out its aim of making better use of land for housing by encouraging higher densities.

These principles will be reflected in the new Exeter Local Plan. The Liveable Exeter programme underpinning the new Local Plan sets out to increase rates of housing delivery across the city, whilst achieving higher housing densities and supporting ambitions for active lifestyles and reducing carbon emissions.

These aims and principles guide the approach that has been taken to appraising the potential dwelling capacity of sites identified in this study.



### 3.0 Methodology

This chapter explains the approach that has been taken to identify new sites for the study. It then sets out the key steps taken in appraising each of the sites for suitability, deliverability and capacity.

#### 3.1. Site identification

In line with the UCS methodology, a thorough search for new sites was undertaken utilising:

- A desktop review and survey of the urban areas – this involved a visual review of the study area using Google Earth and GIS constraints mapping to identify potential sites, taking into account:
  - The potential for the intensification of existing residential areas;
  - Private car parks;
  - Flats over shops and other vertical intensification opportunities; and
  - The redevelopment of non-residential areas;
  - Land not previously developed.
- A review of sites excluded from the Phase 1 UCS work – this included checking the suitability and availability of all sites previously appraised in the 2020 Greater Exeter Strategic Plan (GESP) Housing and Employment Land Availability Assessment (HELAA) and the 2015 Exeter Strategic Housing Land Availability Assessment (SHLAA) that were not included in the UCS Phase 1;
- Sites brought to the attention of ECC since the 2017 ‘Call for Sites’ – this includes sites known to the Council that have become available since April 2017, or sites that have recently been submitted to the 2020 Call for Sites;
- Recent pre-application submissions – these confirm the availability of the land or premises for development and the proposed use for the site; and
- Extensive consultation with commercial agents, developers and key officers at ECC, Devon County Council (DCC) and other public sector landowners to ascertain the availability of sites for redevelopment.

#### 3.2. Site appraisals

All new sites identified through the process outlined above that, following high level capacity judgement, were deemed to have the potential to accommodate 5 or more dwellings, were then discussed with ECCs planning policy team. More complicated sites with the potential of accommodating 20 or more dwellings were then shortlisted for more thorough appraisal by LDA Design.

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

1. Technical officer consultation: Discussions over suitability, constraints, mitigation responses and development form with:
  - DCC Highways/Transport officers;
  - ECC Heritage, Environmental Health, Economic Development, Estates and Tree officers; and

- The Environment Agency Flood team.
- 2. Environmental and policy constraints assessment: constraints checks for each site and their wider context have been undertaken against each of the following categories using the listed sources:
  - a. Flood risk – Environment Agency Flood Risk maps;
  - b. Heritage – Natural England Magic website, the Devon Historic Environment Record and ECC Conservation Area appraisals;
  - c. Environmental designations/ecology – Natural England Magic website and the ECC Local Plan allocations map;
  - d. Air quality – DEFRA Air Quality Management Area (AQMA) Interactive Map;
  - e. Ground conditions - assumptions made by LDA Design based on existing and former uses on site, analysis of former uses identified from historic mapping, and any information submitted by site promoters; and
  - 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 and the Exeter St James Neighbourhood Plan.
- 3. Utilities checks: high level checks were undertaken of underground electricity, gas and water supply/sewerage networks to identify if there are any significant utilities constraints to development;
- 4. 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 utilities.
- 5. Capacity testing: The approach to identifying a potential yield for each site has been informed by the Government’s guidance on densities in paragraph 123 of the NPPF, as well as the aspirations for increasing densities set out in the Liveable Exeter vision. More fine grained analysis of urban context was then undertaken to ensure that density and building height recommendations at each site fit within the surrounding townscape. Alongside this, LDA Design undertook a separate piece of analysis on density ranges across the city, drawing upon recent examples of good practice to show what can be achieved. This allowed density mapping across the city to be undertaken to help inform appropriate densities for the city centre and public transport hubs in particular.
- 6. Deliverability: Vehicular, pedestrian and cyclist access to each of the sites was discussed with DCC highways. This included discussion around which sites would be best suited for car free development. Alongside this, high level utilities checks have been undertaken on a number of the 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 ECC 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.

## 4.0 Site appraisals

This chapter summarises the findings from high level appraisal work undertaken on each of the sites. It includes overviews of recommended density and resulting yield ranges and likely timeframes for delivery. The appraisals themselves are included in Appendix 1 of this report.

### 4.1. Identified sites

Following consultation with ECC, a total of 7 sites were shortlisted for high level appraisals by LDA Design. These were:

1. Devon and Exeter Squash Club
2. Gipsy Hill Hotel
3. Land at Sidwell Street
4. Mary Arches Multi-storey Car Park
5. Okehampton Street Car Park
6. St.Thomas Shopping Centre
7. Whipton Hospital.

Figure 4.1 shows the location and extents of these sites across Exeter.

### 4.2. Indicative yield

Should all the shortlisted sites come forward for development during the course of the Local Plan period to 2040, it is estimated that they could deliver a combined yield of between 295 and 458 dwellings (see table 4.1).

### 4.3. Net Zero Carbon

In line with UK Government targets, ECC has outlined its plan for making the city net carbon neutral by 2030. Future development has a key role to play in meeting this target.

Given that the sites assessed in this study have capacity to deliver homes at relatively high densities in sustainable locations that are close to public and active travel networks, and services, there is strong potential for net zero carbon development to be achieved. Indeed, it is recommended that ECC encourage such development through its planning policies, particularly for sites within or close to the city centre.

Achieving net zero carbon, both in operation and construction, will mean changing the way design and construction is approached, and by introducing circularity into the process. It will require the incorporation of, amongst other things, passive design measures, energy efficient lighting and ventilation systems, use of on site low carbon technologies such as photovoltaic panels, the implementation of smart technologies and metering systems, and potential access to district heating networks.

Table 4.1 Indicative yield and delivery timescales

Site Ref	Site name	Site area (ha)	GDA (ha)	NDA (ha)	Indicative density range	Minimum yield	Maximum yield	Indicative delivery period		
								Short	Medium	Long
1	Devon and Exeter Squash Club	0.26	0.26	0.23	150-200	34	46	✓	✓	
2	Gipsy Hill Hotel	1.10	1.10	0.99	50-75	49	74	✓	✓	
3	Land at Sidwell Street	0.44	0.37	0.37	100-175	37	64			✓
4	Mary Arches Multi-storey Car Park	0.28	0.28	0.17	100-175	17	29		✓	
5	Okehampton Street Car Park	0.30	0.30	0.24	100-150	24	36	✓	✓	
6	St.Thomas Shopping Centre	0.97	0.94	0.62	75-125	46	77			✓
7	Whipton Hospital	2.1	2.1	1.76	50-75	88	132	✓	✓	
<b>Total</b>						<b>295</b>	<b>458</b>			

Figure 4.1 Site appraisal locations



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 OS Open data / © Natural England / © DEFRA / © DECC / © Historic England. Contains Ordnance Survey data. Aerial Photography - Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

## 5.0 Conclusions

This study builds upon Phase 1 of the Exeter UCS by identifying new sites within the urban area that can deliver against the emerging housing requirements of the new Local Plan which will extend 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 'Fixing Our Broken Housing Market' White Paper. The NPPF highlights that local planning authorities should seek to achieve an uplift in housing delivery through densification, particularly in city centres and around public transport hubs, by ensuring that developments make optimal use of the potential for each site. At the same time, such developments should be visually attractive and designed to be sympathetic to local character and history. These principles underpin the Liveable Exeter vision which is aimed at delivering transformational change in housing delivery, whilst addressing the major challenges of infrastructure and renewal and low carbon development.

A comprehensive desk review and consultation exercise, coupled with a new Call for Sites, has helped to identify sites across the city that have potential to deliver new housing during the new Local Plan period, through redevelopment and/or intensification. Of these, a total of 7 newly identified sites were agreed with ECC for further appraisal. Following on from this, high level appraisals were undertaken to assess the development potential of each of the 7 sites with regard to availability, suitability, capacity and deliverability.

Overall, subject to more detailed viability testing and achieving planning consent, it is considered that the sites could deliver a combined yield of between 295 and 458 net additional dwellings within the Local Plan period to 2040. Given the potential to achieve higher densities in central locations in particular, it is recommended that ECC encourage the ambition of net zero carbon development at these sites.

**Appendix 1: Site appraisals**



**Site Name: Devon and Exeter Squash Club, Prince of Wales Road**

<b>Site Location and Description</b>	
<b>Location</b>	
<b>Easting (X)</b>	292241
<b>Northing (Y)</b>	93748
<b>Latitude</b>	50.733320
<b>Longitude</b>	-3.5283132
<b>Postal address or location</b>	Prince of Wales Road, EX4 4PR
<b>Description</b>	
<b>Area (ha)</b>	0.26 Ha
<b>Existing Use(s)</b>	Site is currently used to provide squash and racketball club facilities and associated parking.
<b>Previous uses</b>	The Site was previously part of the cricket ground.
<b>Planning Status/History</b>	The Site has been subject to a number of small-scale planning applications in the past, most of which were made over 10 years ago, and not all of which were consented. These comprise applications for signage, applications to extend the ground floor and application for a mobile catering facility. There are no extant permissions for the Site.
<b>Notable structures/features</b>	<p>The Squash Club building is a functional building of low quality/merit. The exterior fabric is in a poor state of repair. The Site also comprises a car park serving the Squash Club facility.</p> <p>There are a number of trees on the Site, including a linear group of trees along the Site's eastern boundary.</p> <p>The level of the Site is slightly higher than the road, and the Site's frontage includes an embankment fronted by a low stone wall, which sets back the development from the road.</p>
<b>Site boundaries and surrounding land uses</b>	<p>The northern boundary of the Site is formed by Prince of Wales Road, beyond which is the University of Exeter campus. The University buildings adjacent to the road, opposite the Site, are 3 storeys in height.</p> <p>To the west of the Site is the Exeter Cricket Club cricket grounds with the cricket pavilion abutting the Site's north-west boundary. There is also a recently constructed student accommodation building, ranging from 3 to 5 storeys in height. This was built on land that was formally part of the cricket ground (Cricket Field Court), which is approximately 80m from the Site (approved under planning application 14/0815/FUL). Beyond this, approximately 180m to the west of the Site, is the Hoopern Valley: a large area of open space around Taddiforde Brook that is designated as a Valley Park and covered by Exeter St James Neighbourhood Plan Policy EN2.</p>

	<p>A shared footpath/cycle path runs along the Site's eastern boundary, beyond this to the east are residential dwellings. The Site is elevated slightly above these residential properties.</p> <p>Directly to the south of the Site is an area of car parking that is understood to be used by users of the cricket club.</p>
<p><b>Constraints</b></p>	
<p><b>Environmental</b></p>	
<ul style="list-style-type: none"> <li>• 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.</li> <li>• Ecology – The Site is not subject to any statutory ecological designations. The trees on the Site may have potential to provide habitat. The Site is in close proximity to the Hoopern Valley/Taddiforde Brook which is designated as a County Wildlife Site (CWS) and shown as a Site of Nature Conservation Importance on the Local Plan First Review Proposals Map (sites with nature conservation value at a Regional/County or City level). The Site is located within a Cirl Bunting consultation zone. The Site is approximately 1.3km from Bonhay Road Cutting SSSI, 1.8km from Stoke Woods SSSI and 4.2km from Brampford Speke SSSI. 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. Development proposals for the site will be expected to demonstrate 10% net gain in biodiversity. The Site is within the zone of influence for the Exe Estuary Special Protection Area (SPA). The Conservation of Habitats and Species Regulations 2017 require ECC to ensure that the impacts of development on the protected habitats are mitigated. The ways in which this mitigation is implemented are detailed in the South-East Devon European Site Mitigation Strategy (June 2014).</li> <li>• Trees - There are a number of established trees on the Site, in particular there is a strong linear tree group along the Site's eastern boundary that is subject to a group TPO. A tree survey and tree constraints plan would be required to support any application for the Site.</li> <li>• Heritage/Archaeology – The Site is not subject to statutory heritage designations (listed buildings, scheduled monument). The Site is, however, located within the Longbrook Conservation Area and development would therefore need to respect its historic setting. There are no records on the HER for this Site.</li> <li>• Contaminated land - A contaminated land risk assessment would be required and remediation may be necessary. The scale and extent of any remediation cannot be predicted at this time.</li> </ul>	
<p><b>Access and utilities</b></p>	
<p><b>Vehicular Access:</b></p> <p>The Site is accessed from Prince of Wales Road.</p> <p>It is understood that the car parking on the Site is used by both users of the Squash Club as well as users of the Cricket Club. There would be a need to understand parking requirements for both parties (assuming that the redevelopment of the Site retained existing sporting facilities).</p> <p><b>Pedestrian, cycle and public transport:</b></p> <p>The E4 cycle route, which is under construction, is proposed to be routed along Prince of Wales Road in front of the Site, providing a connection from Redhayes Bridge and the University.</p> <p>There are bus stops within approximately 300m on Pennsylvania Road which are served by regular bus services to the city centre</p>	
<p><b>Planning Policy</b></p>	

The Site is shown in the adopted Local Plan First Review as being designated as Open Space, and subject to saved Policy L3. This states that development of open space will only be permitted if:

- a) the loss of open space would not harm the character of the area; and
- b) the open space does not fulfil a valuable recreational, community, ecological or amenity role; and
- c) there is adequate open space in the area; or
- d) the loss of open space is outweighed by its replacement in the area by open space of at least equivalent recreational, community, ecological or amenity value (including in particular the provision and enhancement of equipped play space).

Saved Policy L7 relates to ‘Local Sporting Facilities’, and states that ‘Development that would result in the loss of sporting facilities which serve a local area will not be permitted if it would harm sports opportunities in the area.’ The supporting text to Policy L7 states that examples of where harm would not occur include where there is no demand or where alternative provision, of the same or better standard, is available or can be provided.

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

Core Strategy Policy C1 states that development within or affecting a Conservation Area (including changes of use, alterations and extensions) must pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area.

Core Strategy Policy 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.

Core Strategy Policy CP5 states that the supply of housing should meet the needs of all members of the community such that: [...] purpose built student accommodation should be provided to meet the housing need.

The Site is within the St James Neighbourhood Plan area. There are no specific policy designations relating to the Site itself. Relevant policies and projects from the Exeter St James Neighbourhood Plan (March 2013) include the following:

St James Neighbourhood Plan Project 5 (Promote the development of affordable sustainable homes for local people) identifies that very little new housing has been created for local people and the majority of new development has catered for student residents rather than other sectors of the community. This project seeks to promote the development of affordable homes in St James and encourage rebalancing the community.

St James NP Policy C2 (Large Scale Purpose Built Student Accommodation) seeks to control large-scale purpose built student accommodation (which, for the purpose of this policy, is taken to apply to single developments providing 10 or more student beds), and directs it to more suitable locations, away from neighbourhoods with a residential character and tight pattern of streets and spaces. Policy C2 states that large scale purpose built student accommodation will be permitted in areas where it can be properly integrated into the urban area, which means locations that are not predominantly characterised by intact streets of traditional terraced, semi-detached and detached forms of 2-3 storey residential development; where the servicing and parking requirements could be achieved with no unacceptable impact on the amenity of the adjacent area for residents; where the scale and massing of any purpose built accommodation proposed would be broadly similar to that of surrounding buildings.

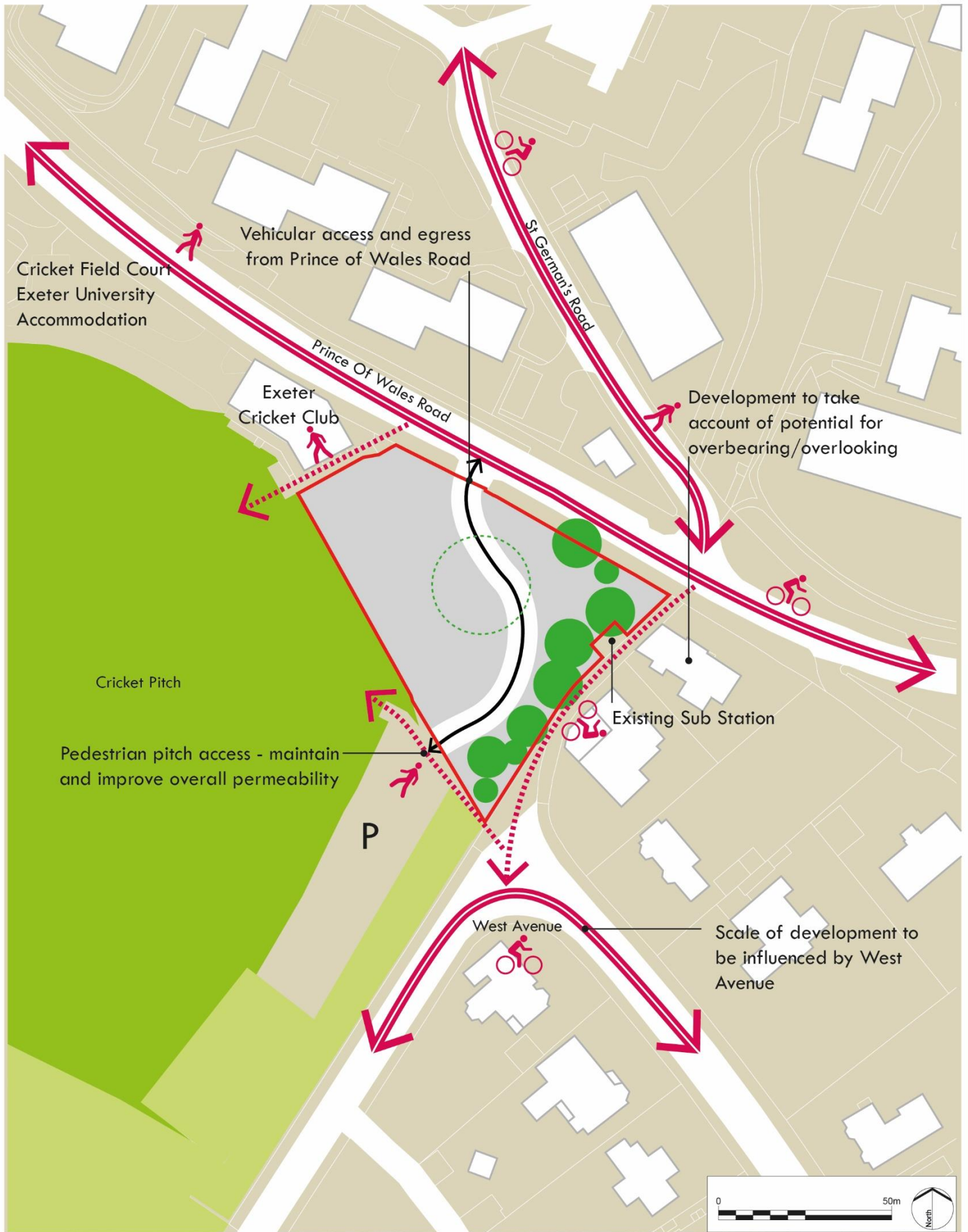
## Capacity

<b>Gross Developable Area (GDA)</b>	0.26 ha The GDA is 100% of the site area
<b>Net Developable Area (NDA)</b>	0.23 ha – The NDA excludes the service road to the Cricket Club car park. 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.
<b>Density</b>	The 3 to 5 storey Exeter University Cricket Field Court Student Accommodation to the west of the site boundary provides height context for the location. There is potential to accommodate sporting facilities on

	ground floor with Co-living or student accommodation above. A density range of between 150 and 200 dph is considered appropriate for the site, based on these accommodation types. The density accounts for all proposed uses and parking related to the development.
<b>Yield</b>	Based on the above density range, the site is capable of delivering between 34 and 46 dwellings.
<b>Deliverability</b>	
<b>Ownership</b>	The Site is in private ownership and is occupied by the Exeter Squash Club who have a current lease that is due to expire in 8 years.
<b>Availability</b>	The Site was submitted in response to the Exeter Housing and Economic Land Availability Assessment (HELAA) Call for Sites in 2020 and is therefore considered to be available.
<b>Likely timescale</b>	The agents identify that the Site could come forward within a 6 to 10 year period.
<b>Conclusion</b>	
<p>The Site has been put forward in response to the Call for Sites and promoted for mixed-use development of residential, specifically student accommodation, and sporting/recreation uses.</p> <p>A key aim of the St James Neighbourhood Plan is to rebalance the community and encourage types of development that meet their needs. An issue the Neighbourhood Plan Area identifies is a lack of new housing created for local people with the majority of new development catering for student residents. Neighbourhood Plan Policy C2 seeks to restrict large-scale purpose built student accommodation to areas, 'where it can be properly integrated into the urban area', which means locations that are: not predominantly characterised by intact streets of traditional terraced, semi-detached and detached forms of 2 to 3 storey residential development; where the servicing and parking requirements could be achieved with no unacceptable impact on the amenity of the adjacent area for residents; and where the scale and massing of any purpose built accommodation proposed would be broadly similar to that of surrounding buildings. On the basis of this, it could be concluded that the Site is a suitable location for student accommodation development. Development of a co-living space may be an alternative to student accommodation provision. Retention of sporting facilities on the Site or their reprovision elsewhere is required to align with planning policies which seeks to restrict the loss of sporting facilities. Existing trees on the Site should be retained as far as possible. Design proposals for the site will need to be sensitive to the historic setting of the site within the Longbrook Conservation Area.</p> <p>It is considered that a density of between 150 and 200 dph would be suitable for this Site, at an average of 4 storeys in height, resulting in a potential yield of between 34 and 46 dwellings. Detailed design should consider appropriate setbacks, building orientations and potential stepping down of height on the eastern edge to protect the amenity of adjacent residential properties, as well as retention of the existing tree belt.</p>	



Exeter Squash Club  
Total Site Area: 0.26 Ha



Exeter Squash Club  
 Total Site Area: 0.26 Ha  
 GDA: 0.26 Ha  
 NDA: 0.23 Ha  
 Density: 150-200 Dph  
 Yield: 34-46

- NDA
- Trees to retain (Indicative from sketch plans)
- Trees likely to be lost to development
- P Parking

**Site Name: Gipsy Hill Hotel**

<b>Site Location and Description</b>	
<b>Location</b>	
<b>Easting (X)</b>	296770
<b>Northing (Y)</b>	093569
<b>Latitude</b>	50.732537
<b>Longitude</b>	-3.4641078
<b>Postal address or location</b>	Gipsy Hill Lane, Pinhoe, Exeter, EX1 3RN
<b>Description</b>	
<b>Area (ha)</b>	1.10 Ha
<b>Existing Use(s)</b>	The Site comprises a hotel and associated parking and landscaped gardens.
<b>Previous uses</b>	Historic mapping shows that there has been a property (originally built as a private residence) on this site since the late 19 <sup>th</sup> century.
<b>Planning Status/History</b>	<p>There have been two applications in recent years seeking to extend hotel accommodation:</p> <ul style="list-style-type: none"> <li>• 17/0848/FUL - Extension to hotel accommodation block to form 9 self-catering holiday apartments and 4 new hotel bedrooms (net gain 2), following partial demolition of building and demolition of bungalow.</li> <li>• 18/0920/FUL - Extension to existing hotel accommodation block to form 9 serviced 1 bedroom apartments following partial demolition of building and demolition of bungalow.</li> </ul> <p>In both cases appeals were lodged on the basis of non-determination. In both cases the appeals were dismissed by the Inspector. The appeals were dismissed on the basis of highway safety along Gipsy Hill Lane, with the proposals prejudicing the safe and efficient operation of the city's strategic cycle network, as well as unacceptable impact of the proposal on the ecology of European sites.</p>
<b>Notable structures/features</b>	The Site comprises three buildings: the main hotel and function building, comprising 20 hotel rooms and restaurant/bar facilities over 2 to 3 storeys, and two further residential blocks, one comprising 14 hotel rooms over 2 storeys and the other a bungalow block comprising 3 hotel rooms. The Site also encompasses car parking, and landscaped grounds of around 3 acres.
<b>Site boundaries and surrounding land uses</b>	The Site is in two parts, divided by Gipsy Lane which becomes an informal footpath connecting to the Tithebarn Link Road to the north. The main part of the Site, to the east of Gipsy Lane, encompasses the hotel buildings and grounds. The area of land in the Site boundary to the west of Gipsy Lane is in use as an overspill car park for the hotel.

	<p>There is an existing residential property directly to the north of the Site (Vines). There is consent for 20 dwellings on the land to the north of the Site (ref: 19/1384/FUL; permitted November 2020). This site, which will be accessed via Staddle Stone Road to the north, is currently under construction.</p> <p>The Site is bounded by the M5 to the east, with Exeter Science Park beyond.</p> <p>Gipsy Hill Lane forms the southern boundary of the Site. This is also part of the E4 cycle route which connects to Exeter Science Park via the Redhayes pedestrian bridge over the M5. Further to the south of the Site is Exeter Business Park.</p> <p>The land to the west of the Site (also known as Sandrock) is subject to a consented planning application for the construction of 62 dwellings (ref: 17/1320/FUL). This site is currently under construction. The consent includes conditions prohibiting occupation until s278 highway works are carried out to widen Gipsy Hill Lane up to the site access (about halfway along Gipsy Hill Lane) and a new shared use pedestrian/cycle path is constructed through the site, running parallel to Gipsy Hill Lane.</p>
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**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 statutory ecology designations. The Site encompasses the garden/grounds of the hotel which has the potential to have ecological value. There are a number of mature trees within the grounds, and the Site’s northern, eastern and southern boundaries comprises trees and hedgerow. The mature trees and existing buildings have potential for containing bat roosts. The Site is approximately 3.8km from Stoke Woods SSSI. 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. Development proposals for of the Site to demonstrate 10% net gain in biodiversity. The Site is within the zone of influence for the European sites of the Exe Estuary Special Protection Area (SPA) and the East Devon Pebblebed Heaths SPA and Special Area of Conservation (SAC). The Conservation of Habitats and Species Regulations 2017 require the City Council to ensure that the impacts of development on the protected habitats are mitigated. The ways in which this mitigation is implemented are detailed in the South-east Devon European Site Mitigation Strategy (June 2014).
- Trees – There are numerous mature trees in and around the Site. None of these are subject to TPOs but good specimens and hedge boundaries should be retained as far as possible for their place-making value. Retention of the trees will help to frame development and preserve the green skyline along the Gipsy Hill ridge.
- Heritage/Archaeology – The buildings on the Site are not listed and there are no listed buildings in the immediate vicinity of the Site that would be impacted by development.
- Air Quality – The Site is within close proximity to the M5 which may have implications for air quality at the Site. An Air Quality Assessment would be required to support a planning application for the Site and would need to identify potential mitigation measures.
- Noise – The key source of noise will be traffic from the M5 located to the east of the Site and, to a lesser extent, traffic using Tithebarn Way approximately 150m to the north. A Noise Assessment will be required to support any application to redevelop the site, and recommend suitable mitigation measures, such as recommendations for Site layout, potential bunding or acoustic fencing and incorporation of appropriate building materials.



- Contaminated land - A contaminated land risk assessment would be required and remediation may be necessary. The scale and extent of any remediation cannot be predicted at this time.

## Access and utilities

### Vehicular Access:

**Current:** The main existing vehicular access is in the south-west corner of the Site, taken from Gipsy Hill Lane. There is also an access point to the Site in its north-west corner from the unnamed lane to the west of the Site.

**Future:** Gipsy Hill Lane connects to Pinn Lane to the west and the Redhayes (pedestrian/cycle) Bridge across the M5 to the east. Gipsy Hill Lane is a single lane width road and is designated as part of the Exeter Strategic Cycle Route network (route E4). DCC would resist increased traffic flows along Gipsy Hill Lane as it is a popular cycle route. Gipsy Hill Lane would not be suitable to serve future access to the Site in its current form, and as such, potential upgrades to Gipsy Hill Lane or alternative access options need to be assessed.

The consented development to the west of the Site (consented under 17/1320/FUL) includes provisions for improving the immediate highway network, including providing a diverted cycle route through the site, segregating pedestrians/cyclists from vehicles, widening a section of Gipsy Hill Lane so that two vehicles can pass and providing £100k s106 contribution towards pedestrian/cycling improvements to Pinn Lane. Further improvements to the sections of Gipsy Hill Lane where pedestrians and cyclists still interact with vehicles would need to be explored if development of this Site is to be made acceptable.

Alternative access options could potentially be provided via access routes through consented development to the north. One of these potential options is through the development consented under 19/1384/FUL. The consented Site Layout Plan for 19/1384/FUL shows a road stub that could in theory extend into the Site, though it does also show parking associated with one of the consented dwellings blocking this and there are existing trees that would need to be removed. The other option is via an area of green space in third party ownership to the north-east of the Site, via Staddle Stone Road. However, this land would be subject to third party ownership which may constrain the ability to progress this as a viable access option.

Car-free development for this Site could be explored as a further option, given its proximity to employment uses, however the Site is remote from the City centre and its facilities which may ultimately mean this option is not appropriate.

### Pedestrian, cycle and public transport linkages:

Gipsy Hill Lane is designated as part of the Exeter Strategic Cycle Route network (route E4) and as a Green Infrastructure Route in the Core Strategy. The s106 agreement for consented development to the north secures an area of land that has been retained to facilitate the potential future provision of a footpath/cycle link of a minimum of 3m width between their site and this Site.

## Planning Policy

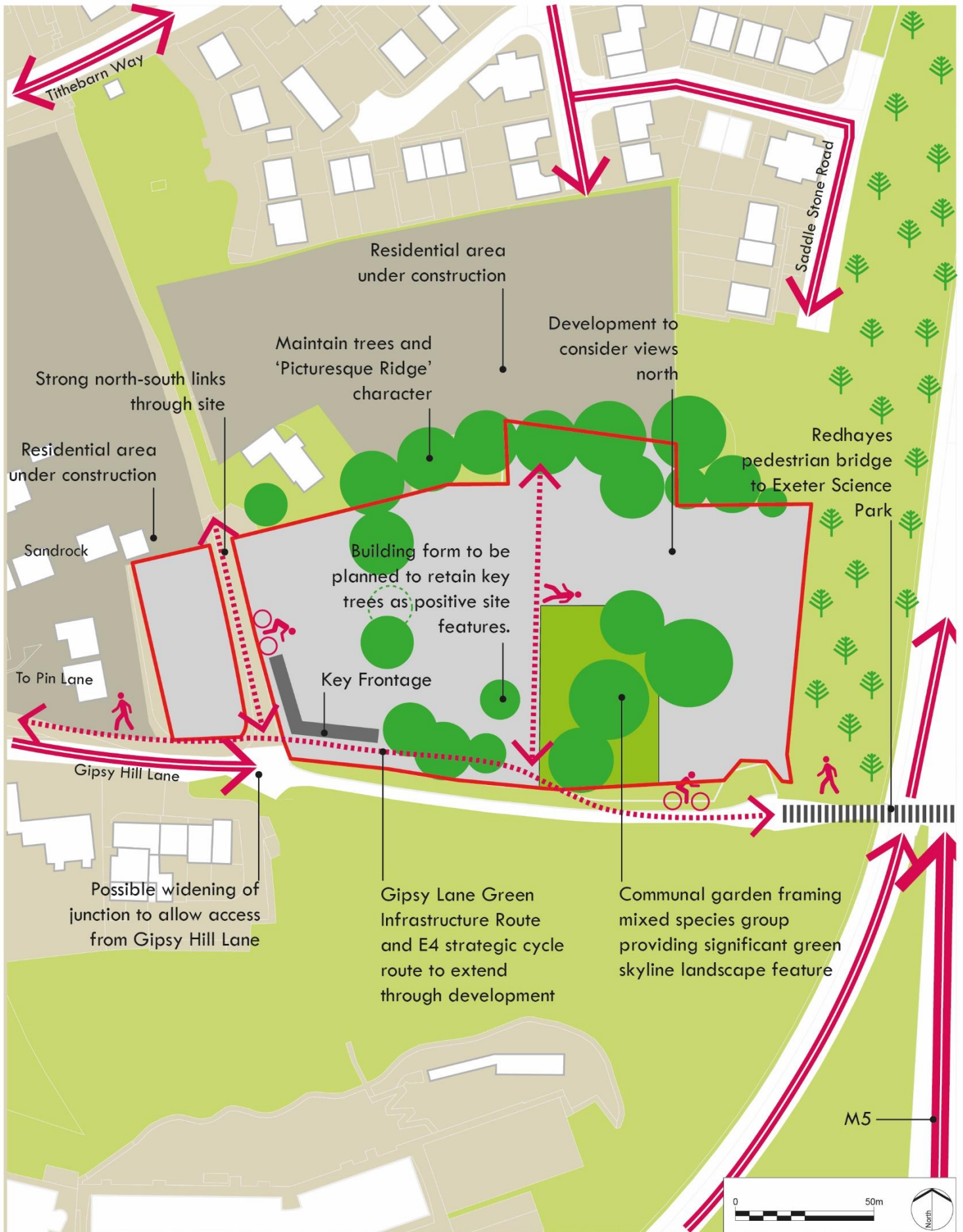
The area is designated as Landscape Setting in the Exeter Local Plan First Review 1995-2011 but the Core Strategy, adopted in 2012, brought the land forward as an urban extension to the city as the Monkerton/Hill Barton Strategic Allocation (Core Strategy Policy CP19). A masterplan was produced for Monkerton and Hill Barton area (adopted November 2010). This shows the Site as being within the 'Picturesque Ridge' character area. The masterplan states that, '*Residential development along 'The Picturesque Ridge' will reinforce the special character of this area. Larger buildings or clusters of buildings within large or communal gardens will create distinctive housing types and provide a strong, generous and memorable landscape structure*'. In terms of density and height for this character area, the Masterplan proposes predominantly 35-45 dph, rising to 45-55 dph in the western part of the area, densities should allow for a strong landscape structure to be retained. The Masterplan states that '*building heights would be subject to detailed design and with consideration to the overall composition of the skyline in views from the north and south. High buildings may be appropriate in specific locations acting as landmarks*'.

Core Strategy Policy CP17 outlines a number of design considerations for the strategic allocations and stipulates that development at Monkerton and Hill Barton will reinforce the east west ridgeline and provide a strategic greenway that links to developments to the east of the city, including Cranbrook.

<p>Gipsy Hill Lane is designated as a Green Infrastructure Route in the Core Strategy and as a 'green street' in the Sustainable Transport SPD (March 2013)/Monkerton Masterplan (November 2010). It is also identified as a primary cycle route within the adopted Strategic Cycle Network for Exeter (part of the E4 route), identified as a priority in the Cycling and Multi-Use Trail Network Strategy (DCC, March 2015).</p>	
<p><b>Capacity</b></p>	
<p><b>Gross Developable Area (GDA)</b></p>	<p>1.10 Ha - The GDA is 100% of the site area</p>
<p><b>Net Developable Area (NDA)</b></p>	<p>0.99 Ha - The NDA accounts for the 10% public open space to be incorporated within the scheme as communal gardens. Private and semi-private open space can be incorporated within the scheme.</p>
<p><b>Density</b></p>	<p>The development will reinforce the 'Picturesque Ridge' Character as set out in the Monkerton and Hill Barton Masterplan. The site is considered to have potential for a mix of houses and 3 to 4 storey residential apartment blocks at between 50 and 75 dph. The apartments, provided in a parkland setting, would be attractive to people working at Exeter Science Park.</p>
<p><b>Yield</b></p>	<p>Based on the above density range, the site is estimated to be capable of delivering between 49 and 74 dwellings.</p>
<p><b>Deliverability</b></p>	
<p><b>Ownership</b></p>	<p>The site is in private ownership. The Site is subject to a number of different titles, all in the same ownership.</p>
<p><b>Availability</b></p>	<p>The agent has indicated that the site is currently being marketed for redevelopment and could therefore become available in the short to medium term.</p>
<p><b>Likely timescale</b></p>	<p>Short to medium term (6-10 years), subject to agreeing a vehicular solution for the Site.</p>
<p><b>Conclusion</b></p>	
<p>The Site offers the potential for development of a mix of housing and apartments in a parkland setting adjacent to Exeter Science Park. The development layout should be carefully considered to help protect longer range views of the green ridgeline on which the site sits.</p> <p>Future development prospects are however dependent on achieving suitable vehicular access to the site that doesn't negatively conflict with cyclists and pedestrians. Gipsy Hill Lane is a single lane road and is a designated primary cycle route (route E4). There is a need to protect the cycle route and ensure that conflicts with vehicles are not created through development of the Site. Potential upgrades to Gipsy Hill Lane or alternative access options that do not utilise Gipsy Hill Lane should therefore be assessed. If a suitable highways solution cannot be found development of the Site is unlikely to be achievable. If a suitable access solution can be provided, then there is potential to achieve a yield of between 49 and 74 dwellings at a density of between 50 and 75 DPH with attractive open spaces and retained trees helping to preserve the green ridgeline.</p>	



Gipsy Hill Hotel  
Total Site Area: 1.10 Ha



Gipsy Hill Hotel  
 Total Site Area: 1.10 Ha  
 GDA: 1.10 Ha  
 NDA: 0.99 Ha  
 Density: 50-75 Dph  
 Yield: 49-74

- NDA
- Trees to retain (Indicative from sketch plans)
- Trees likely to be lost to development
- Tree belt

**Site Name: Land at Sidwell Street**

<b>Site Location and Description</b>	
<b>Location</b>	
<b>Easting (X)</b>	292397
<b>Northing (Y)</b>	092952
<b>Latitude</b>	50.726191
<b>Longitude</b>	-3.5258657
<b>Postal address or location</b>	12 – 23 and 28 -31d Sidwell Street, EX4 6NN
<b>Description</b>	
<b>Area (ha)</b>	0.44 Ha
<b>Existing Use(s)</b>	The buildings on the Site are three storeys high. The ground floor units comprise a mix of commercial uses, predominantly retail, but also including a café, estate agents, and an NHS Walk-In Centre. The first and second floor uses appear to be in a mix of office and leisure uses.
<b>Previous uses</b>	Historic mapping shows that the site has been developed for over 100 years. The current block was constructed on the site of buildings destroyed in the Second World War.
<b>Planning Status/History</b>	The planning history of the site encompasses a large number of applications typical for town centre uses, including various minor planning consents, advertisement consents and some change of use consents, relating to the commercial uses of the ground floor units.
<b>Notable structures/features</b>	None
<b>Site boundaries and surrounding land uses</b>	<p>The Site is adjacent to the ‘Grecian Quarter’ area (area bounded by Sidwell Street, Western Way and Paris Street), which is identified as a regeneration area in the Core Strategy. Much of this area has been subject to significant redevelopment in recent years, including the ongoing redevelopment of the bus and coach stations site (see below) and development of student accommodation.</p> <p>The site fronts on to Sidwell Street which forms the Site’s south-eastern boundary. There are proposals for the redevelopment of the area to the south-east of the Site, as part of the CityPoint regeneration scheme, which is expected to include new office space, flexible workspace, hotels, commercial leisure, culture and retail uses and new homes for sale and rent. This would sit alongside the redevelopment of the bus and coach site and the new leisure development of St Sidwell’s Point.</p> <p>The 7 storey John Lewis retail store is directly adjacent to the Site’s south-western edge, beyond which is the High Street and Princesshay.</p> <p>To the north-west of the Site (the rear of the Site) is a multi-storey car park, associated with John Lewis.</p>

	To the north-east of the Site is St Sidwell’s Chapel and Community Centre. A little further to the north-east it is noted that there is a consented application relating to 35-37 Sidwell Street for (16/1530/FUL) to carry out upward extension to the building to provide student accommodation and private residential flats. This was raised to a maximum of 4 storeys (though this is for a section of the building that sits behind Sidwell Street).
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**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 statutory ecology designations. Given the intensive urban nature of the Site it is likely to be of low ecological value, though buildings may be used by bats. The Site is approximately 1km from Bonhay Road Cutting SSSI, 2.6km from Stoke Woods SSSI and 4.9km from Brampford Speke SSSI. 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. Development proposals for the Site will be expected to demonstrate 10% net gain in biodiversity. The Site is within the zone of influence for the Exe Estuary Special Protection Area (SPA). The Conservation of Habitats and Species Regulations 2017 require the City Council to ensure that the impacts of development on the protected habitats are mitigated. The ways in which this mitigation is implemented are detailed in the South-East Devon European Site Mitigation Strategy (June 2014).
- Heritage/Archaeology – The Site itself is not subject to statutory heritage designations (listed buildings, scheduled monuments), although it is identified as being within an Area of Archaeological Importance on the Local Plan First Review Proposals Map. The Site is within approximately 75m of the Underground Passages which are designated as a Scheduled Monument. The Site is not within a Conservation Area but is in close proximity to both the Longbrook and Central Conservation Areas. An archaeological investigation would likely be required if proposals are to involve substantial groundworks.
- Air Quality – The Site is adjacent to an AQMA, designated along Sidwell Street. An Air Quality Assessment would likely be required to support a planning application for the site.
- Noise – The site is within a busy town centre environment, and Sidwell Street is a key route 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 the incorporation of appropriate building materials.
- Contaminated land – a contaminated land risk assessment would be required and remediation may be necessary. The scale and extent of any remediation cannot be predicted at this time.

**Access and utilities**

**Vehicular Access:**

Servicing of the ground floor retail units is from the rear of the buildings on King William Street, which operates as a one-way system. Smaller retail units could be serviced from Sidwell Street in the future. However, if larger footprint supermarkets are retained on site they would likely continue to require servicing from King William Street.

There is currently a taxi rank on Sidwell Street directly in front of the Site.

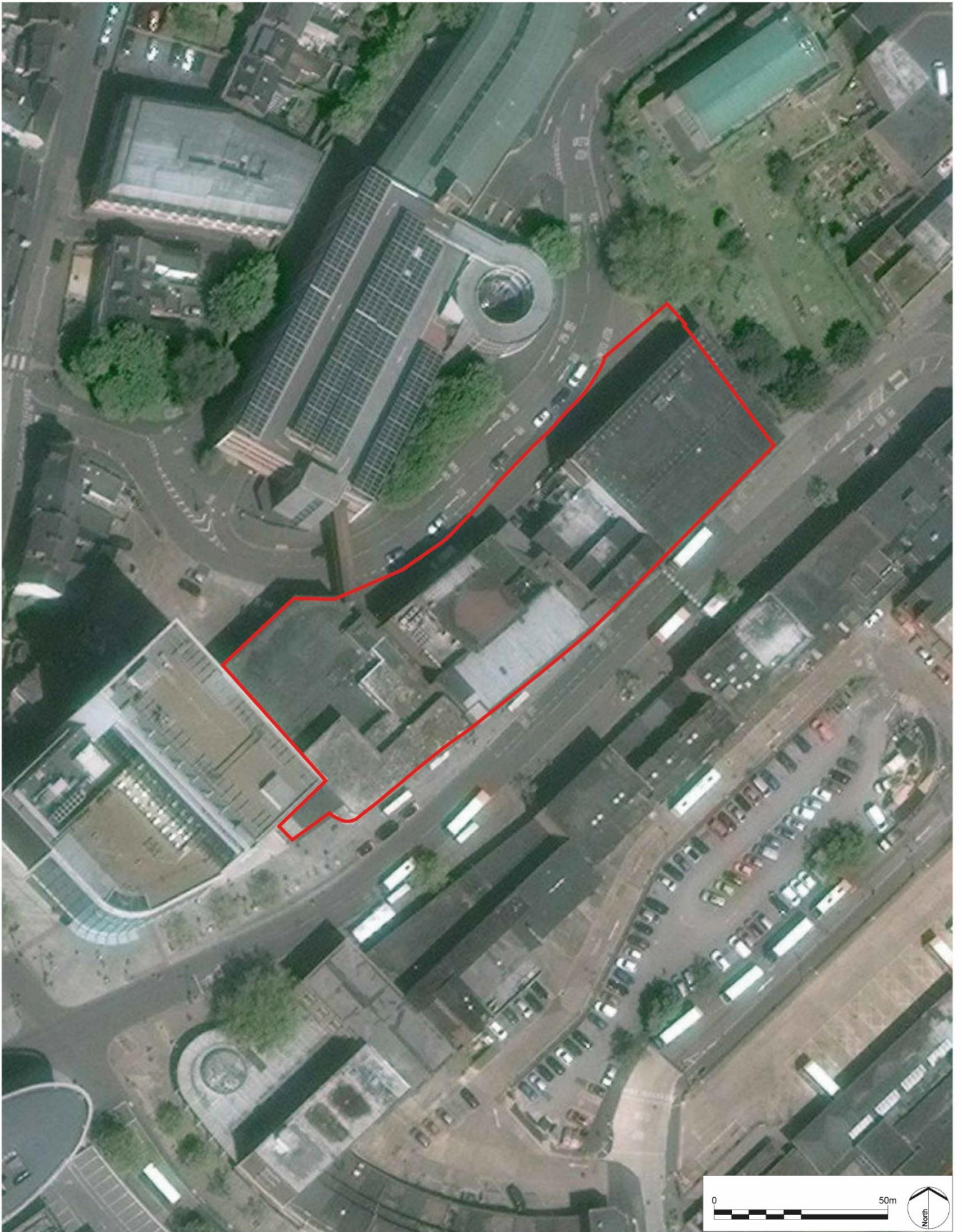
**Pedestrian, cycle and public transport linkages:**

The Site is located in a central, highly sustainable location, within close proximity of a range of major bus routes into and out of the city centre, and within 500m of Exeter Central train station. The Site can therefore be an appropriate location for car-free development.

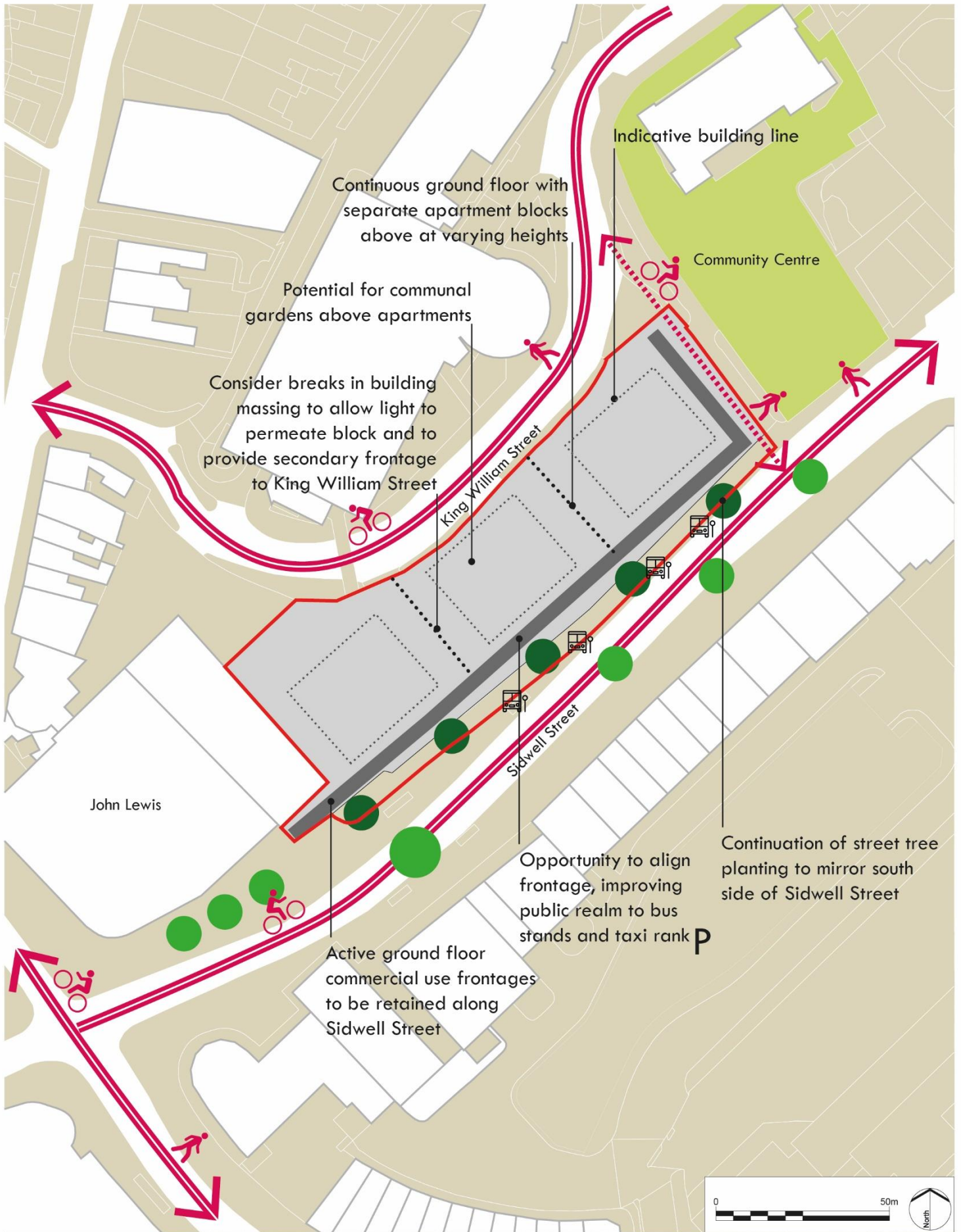
<b>Planning Policy</b>	
<p>The Local Plan First Review Proposals Map shows that the Site is within the designated Area of Archaeological Importance. Policy C5 seeks to restrict development which would cause harm to a site, monument or structure of national archaeological importance, whether scheduled or unscheduled, or its setting.</p> <p>The Site is within the designated Secondary Shopping Area and subject to Shopping and Commercial Policies S1, S3 and S5. Policy S3 seeks to restrict the change of use of ground floor retail (class A) premises in the primary and secondary shopping areas of the city centre if it would harm the vitality and viability of the centre.</p> <p>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.</p>	
<b>Capacity</b>	
<b>Gross Developable Area (GDA)</b>	0.37 ha. The GDA excludes the north pavement of Sidwell Street inside the red line boundary.
<b>Net Developable Area (NDA)</b>	0.37 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.
<b>Density</b>	Given the City Centre location, the site has the potential to be redeveloped for a high density residential led mixed-use scheme. A continuous active ground floor for commercial use with separate apartment blocks above at varying heights is proposed. There is further scope to provide upper floor gardens within the scheme. Due to the site's location, sitting outside the conservation area and considering the surrounding buildings, a density of between 100 and 175 dph is considered appropriate at between 5 and 6 storeys.
<b>Yield</b>	Based on the above density, the site is capable of delivering between 37 and 64 dwellings.
<b>Deliverability</b>	
<b>Ownership</b>	The Site is owned by Exeter City Council. Most of the properties are subject to leases of differing lengths.
<b>Availability</b>	The Site could become available in the Plan period. The Site is subject to a large number of leases that would need to be negotiated before the Site could be released for development.
<b>Likely timescale</b>	The Site could come forward at the back end of the Plan period as a longer term development prospect (11 – 15 years)
<b>Conclusion</b>	
<p>The Site is within a central and highly sustainable location and would be an appropriate location for car-free development. Whilst it is not one of the eight sites identified by the Liveable Exeter proposals, the development of this Site presents an opportunity to align with Liveable Exeter principles of sustainable development, particularly in terms of meeting the city's objective to be carbon neutral by 2030. Any redevelopment proposals would need to retain active street frontages on the ground floor facing onto Sidwell Street, and provide residential uses on upper floors. There is precedent further north on Sidwell Street for redevelopment that extends upwards and John Lewis</p>	

extends to 7 storeys. Given its city-centre location, this Site lends itself to a high-density scheme of between 100 and 175 dph at 5 to 6 storeys, resulting in a yield of between 37 and 64 dwellings. The design of the scheme could consider breaks in the building massing to allow for light to permeate blocks and provide secondary frontage to King William Street.





Sidwell Street  
Total Site Area: 0.44 Ha



Sidwell Street  
 Total Site Area: 0.44 Ha  
 GDA: 0.37 Ha  
 NDA: 0.37 Ha  
 Density: 100-175 Dph  
 Yield: 37 - 64

- NDA
- Trees to retain (Indicative from sketch plans)
- Proposed trees
- P Parking

## Site Name: Mary Arches Multi-Storey Car Park

<b>Site Location and Description</b>	
<b>Location</b>	
<b>Easting (X)</b>	291782
<b>Northing (Y)</b>	092626
<b>Latitude</b>	50.723145
<b>Longitude</b>	-3.5344890
<b>Postal address or location</b>	Mary Arches Street, EX4 3AZ
<b>Description</b>	
<b>Area (ha)</b>	0.28 Ha
<b>Existing Use(s)</b>	The Site comprises a multi-storey carpark building with 430 public bays, as well as land to the north and south of the car park building. The Site also includes 22 and 23-24 North Street which are ground floor units that are incorporated within the multi-storey car park building. 23 – 24 North Street is in use as a restaurant. The use of 22 North Street needs to be confirmed. The Site also encompasses 21 North Street, which is adjacent to the carpark building. The ground floor unit is occupied by a nail salon.
<b>Previous uses</b>	Historic mapping shows that much of the Site has been developed for over 100 years. The car park was built in 1972.
<b>Planning Status/History</b>	The planning register does not show any recent planning history of note relating to the Site.
<b>Notable structures/features</b>	The Site comprises a multi-storey car park building. There is a pedestrian bridge over North Street connecting the multi-storey car park and Guildhall Shopping Centre.
<b>Site boundaries and surrounding land uses</b>	<p>The north-eastern boundary of the Site is formed by North Street, beyond which is Guildhall multi-storey car park and Guildhall Shopping Centre. A little further to the north-east is Harlequins Shopping Centre, which has consent for the demolition of the existing shopping centre and development of a co-living accommodation block and a hotel (19/1556/FUL).</p> <p>The north-western boundary of the Site is formed by Bartholomew St East. There are split level buildings adjacent to the south-west of the Site. There are recently constructed student accommodation developments slightly further south-west of the Site, on both sides of Mary Arches Street, comprising the development of 31 bed student accommodation at 1 Mary Arches Street, approved under 17/0922/FUL, and development of 127 student flats and studios at 23-26 Mary Arches Street and Quintana Gate Bartholomew Street West, approved under 16/0662/FUL. These are 3 storey buildings.</p>

	To the south of the Site is the Mary Arches surface-level car park (from which the access to the multi-storey car park is taken) and a Grade II listed bingo hall. St Bartholomew's Cemetery is to the south-west of the Site and forms a large area of green space with good tree cover.
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**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 statutory ecology designations. Given the Site's existing use it is unlikely to be of high ecological value. Existing buildings/structures on Site could provide habitat for bats. There are some trees and scrub along the Site's frontage with Bartholomew St East, as well as an area of lawn with scrub to the south, which may have some limited ecological value. The Site is approximately 300m from Bonhay Road Cutting SSSI and 2.9km from Stoke Woods SSSI. 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 and area of green space provided by St Bartholomew's Cemetery, approximately 50m to the south west of the Site, would likely have some habitat value and an ecological assessment of the Site would need to take account of any potential impacts from development of the Site on this. Development proposals for the Site will be expected to demonstrate 10% net gain in biodiversity. The Site is within the zone of influence for the Exe Estuary Special Protection Area (SPA). The Conservation of Habitats and Species Regulations 2017 require the City Council to ensure that the impacts of development on the protected habitats are mitigated. The ways in which this mitigation is implemented are detailed in the South-East Devon European Site Mitigation Strategy (June 2014).
- Heritage/Archaeology –The Site itself does not contain any statutory heritage assets (listed buildings or Scheduled Monuments). However, the Site is located within the Central Conservation Area and is within the Area of Archaeological Importance shown on the Local Plan First Review Proposal Map. It is known that archaeological investigation relating to the nearby Quintana Gate buildings revealed the remains of a Roman townhouse. The Site is in close proximity to a large number of heritage designations. This includes a large number of listed buildings, with 17 and 18 North Street and Gaumont Palace/Mecca being the closest to the Site (all Grade II listed). Also of note is the Grade II\* listed synagogue 60m to the south-east of the Site and the Grade I listed St Mary Arches Church, approximately 80m to south-east. There are also several Scheduled Monuments in proximity of the Site, the closest being: Roman, Anglo Saxon and medieval defences called collectively Exeter City Walls (approximately 40m to the west). St Bartholomew's Cemetery, approximately 50m to the south west of the Site, is designated as a Registered Park and Garden. Design proposals for the Site would need to protect the setting of nearby heritage assets. Existing development may have compromised archaeological potential that the Site may have had, nonetheless given the rich heritage in the area surrounding the Site archaeological investigations will likely be required.
- Air Quality – Part of the north-eastern edge of the Site falls within the AQMA designation along North Street (also encompassing properties along North Street). North Street is a well-used route for traffic through the City Centre. An Air Quality Assessment would be required to support a planning application for the site and would need to identify potential mitigation measures.
- Noise – The site is within a busy town centre environment, and North Street is a well-used route through the city, meaning that traffic will be a key source of noise. 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.
- Contaminated land - A contamination land risk assessment would be required and remediation may be necessary. The scale and extent of any remediation cannot be predicted at this time.

**Access and utilities**

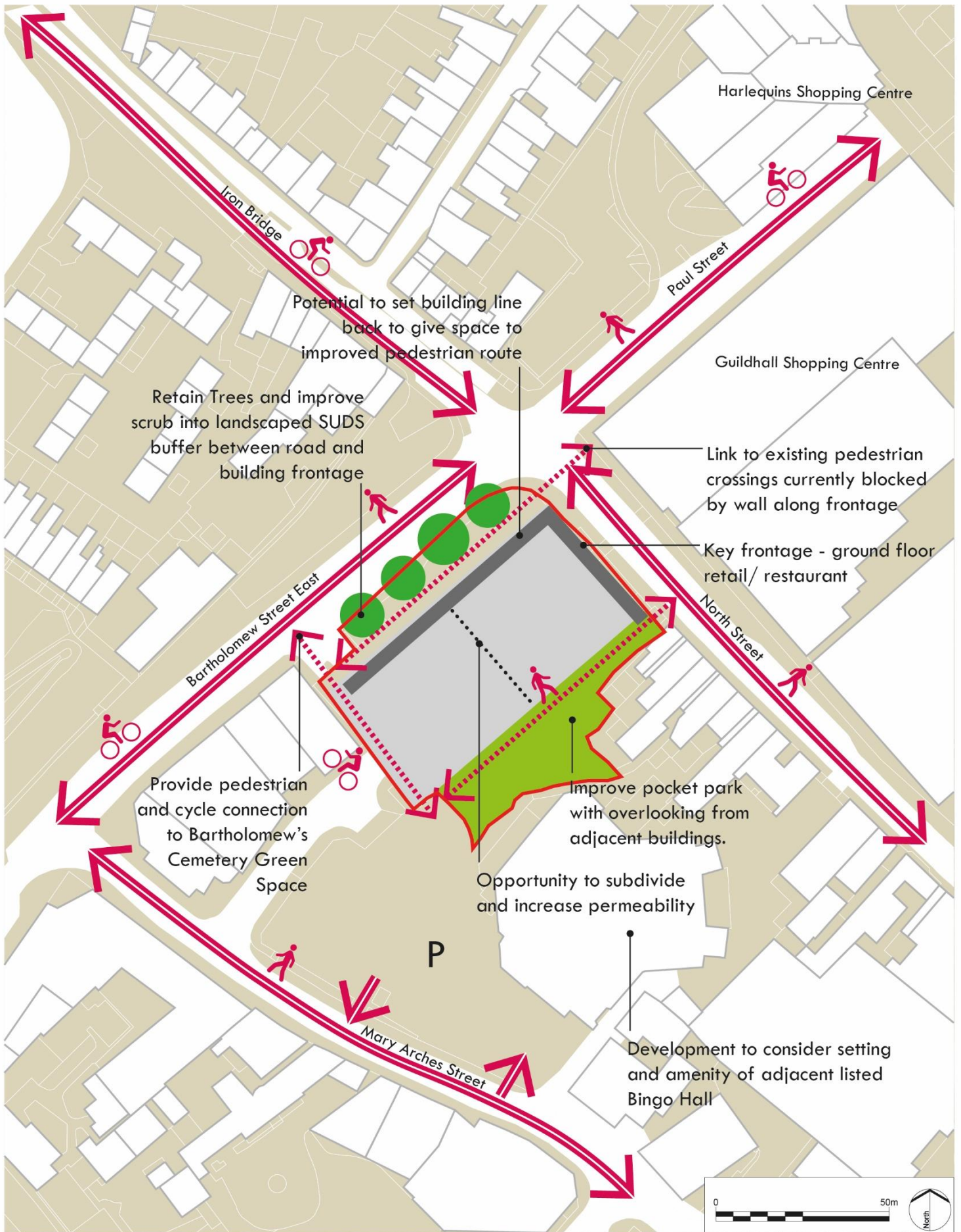
**Vehicular Access:**

<p>Vehicular access to the Site is currently taken from Mary Arches Street (through the Mary Arches surface car park), and via Bartholomew Street East (providing direct access into the multistorey car park building).</p> <p>Consultation with DCC Highways highlighted that traffic currently backs up on Mary Arches Street due to trip generation. Redevelopment of the Site which reduces traffic flows would be supported in principle. Reducing city centre car parking capacity and increased capacity at park and rides at key access points to the city aligns with ECC and DCC's approach to tackling congestion related air emissions (see DCC Transport Strategy).</p> <p>In line with Liveable Exeter principles, DCC would prefer traffic free development on site. Should some parking provision be retained on site, access would ideally be from the rear via Mary Arches Street.</p> <p>There are future plans for Bartholomew Street to become one way from Mary Arches Street onwards.</p> <p><b>Pedestrian, cycle and public transport linkages:</b></p> <p>The Site is located in a central, highly sustainable location, within close proximity of a range of major bus routes into and out of the city centre and located approximately 300m away from Exeter Central train station. The Site would therefore be an appropriate location for car-free development.</p> <p>The development would need to align with cycle and pedestrian enhancement plans for the city centre, including changes to North Street, Bartholomew Street and Paul Street. Careful consideration would also need to be given to pedestrian linkages and safety across North Street as the existing footbridge linking the car park with Guildhall Shopping Centre would be removed.</p>	
<p><b>Planning Policy</b></p>	
<p>The Local Plan First Review Proposals Map shows that the Site is within the designated Area of Archaeological Importance. Saved Local Plan Policy C5 seeks to restrict development which would cause harm to a site, monument or structure of national archaeological importance, whether scheduled or unscheduled, or its setting.</p> <p>Saved Local Plan Policy C1 states that development within or affecting a Conservation Area must pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area.</p> <p>Part of the site (the North Street units) is designated as part of the Secondary Shopping Area, and subject to Shopping and Commercial Policies S1, S3 and S5. Saved Local Plan Policy S3 seeks to restrict the change of use of ground floor retail (class A) premises in the primary and secondary shopping areas of the city centre if it would harm the vitality and viability of the centre.</p> <p>The Site is adjacent to the Pedestrian Priority Zone, Saved Local Plan Policy KP1 states that within this area tight day time vehicle access restrictions will apply.</p> <p>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.</p> <p>The Liveable Exeter vision include proposals for the North Gate area. The Site (i.e. the multi-storey car park) is not currently specifically identified for redevelopment as part of the Liveable Exeter proposals for North Gate, however the adjacent Mary Arches surface level car park is. The general vision for the North Gate area is to increase permeability and sub-divide overscaled block of Guildhall to recapture the finer grain street network from the past.</p>	
<p><b>Capacity</b></p>	
<p><b>Gross Developable Area (GDA)</b></p>	<p>0.28 ha. The GDA is 100% of the site area.</p>
<p><b>Net Developable Area (NDA)</b></p>	<p>0.17 ha - The NDA excludes the set back from existing trees on the northern boundary and excludes the pocket park to the south of the site which meets the 10% public open space requirement as set out in Policy DG5.</p>
<p><b>Density</b></p>	<p>Given the city centre location, the site has the potential to be redeveloped for a high quality, high density residential led mixed-use scheme. A density of between 100 and 175 dph at between 5 and 6 storeys is</p>

	considered appropriate, taking into account the potential of the site to also incorporate retail and other city centre uses on the ground floor frontage of North Street.
<b>Yield</b>	Based on the above density range, the site is capable of delivering between 17 and 29 dwellings.
<b>Deliverability</b>	
<b>Ownership</b>	The Site is owned by Exeter City Council. The properties of 21, 22 and 23-24 North Street are subject to leases.
<b>Availability</b>	The Site could become available within the Plan period. The closure of the multi-storey car park aligns with ECC and DCC's strategy for reducing private vehicle movements into the city and linked air pollution.
<b>Likely timescale</b>	The Site could come forward in the medium term (6-10 years).
<b>Conclusion</b>	
<p>The Site is in a central and highly sustainable location. Redevelopment of the Site should tie in with the Liveable Exeter proposals for North Gate - this site is not currently identified as being part of the Liveable Exeter proposals, but could easily be incorporated (although it should be noted that development viability may be negatively impacted by the demolition and remediation costs of removing the existing structure).</p> <p>Given the central location of the Site, it would be an appropriate location for car-free development. The Site is within an area where there is already redevelopment proposed or underway, including the redevelopment of the Harlequins Centre and the recently constructed student accommodation developments on both sides of Mary Arches Street. Retail uses should be retained at ground floor level of North Street, with residential provided above. A density of between 100 and 175 dph provided over 5 to 6 storeys is considered suitable for this location. This results in a potential yield of between 17 and 29 dwellings. The characteristics of the Site lend themselves to a building form that provides a strong frontage on to North Street and Bartholomew Street East, with a L-shaped building to maintain street enclosure. The highest point of the development should be the frontage on to the corner of North Street and Bartholomew Street East with development stepping down a storey behind this. Development should be set back slightly from the roads to improve pedestrian use around it and active ground floor frontages would help improve animation of both streets.</p> <p>The Site is located in the designated Area of Archaeological Importance and there could be archaeological potential at the Site. 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.</p>	



Mary Arches Car Park  
Total Site Area: 0.28 Ha



Mary Arches Car Park  
 Total Site Area: 0.28 Ha  
 GDA: 0.28 Ha  
 NDA: 0.17 Ha  
 Density: 100-175 Dph  
 Yield: 17-29

- NDA
- Trees to retain (Indicative from sketch plans)
- Key Frontage
- P Parking



## Site Name: Okehampton Street Car Park

<b>Site Location and Description</b>	
<b>Location</b>	
<b>Easting (X)</b>	291345
<b>Northing (Y)</b>	092208
<b>Latitude</b>	50.719310
<b>Longitude</b>	-3.5405535
<b>Postal address or location</b>	Okehampton Street, EX4 1DY
<b>Description</b>	
<b>Area (ha)</b>	0.30 Ha
<b>Existing Use(s)</b>	The Site is used as a surface level pay and display car park. It has 81 public bays.
<b>Previous uses</b>	Historic maps appear to show that there were formerly residential dwellings on the Site, dating back to the 19 <sup>th</sup> century, and present until the mid-20 <sup>th</sup> century (Okehampton Terrace).
<b>Planning Status/History</b>	There are no planning applications related to this Site found on the planning register.
<b>Notable structures/features</b>	There are a number of trees on the Site, though none are subject to TPOs.
<b>Site boundaries and surrounding land uses</b>	The Site directly abuts Victoria Court to the north, this is an apartment building complex of up to four storeys that was built in the 2000s. To the east of the Site is the River Exe, alongside which is the Exe Valley Way recreational route. Directly adjoining the Site to the south-east is the Royal Oak Public House. Okehampton Street, and the terraced properties lining it on the western side forms the Site's south-western boundary. Behind these properties is the railway line.
<b>Constraints</b>	
<b>Environmental</b>	
<ul style="list-style-type: none"> <li>• Flood risk – The EA Flood Maps for Planning show that the Site is located within Flood Zone 3 (high probability of flooding). Much of the area in Flood Zone 3 has however benefitted from the recent flood alleviation works along the River Exe. These have improved defences to give a flood protection standard of 1 in 100 years with an additional allowance for climate change. A Flood Risk Assessment would need to support any application and identify appropriate mitigation measures to be built into the design layout. Initial consultation with the Environment Agency suggests that the principle of 'raised' undercroft parking (partially to deal with local surface water flood risk) with residential units above, should be achievable.</li> <li>• Ecology –The Site is not subject to any statutory ecological designations. The Site predominantly comprises hardstanding, with several trees. It is likely that the ecological value of the Site is low, though the trees may be used as a habitat feature. The Site is approximately 380m from Bonhay Road Cutting SSSI and 3.5km from Stoke Woods SSSI. Barley Valley Local Nature Reserve is approximately 1.1km to the west. 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</li> </ul>	

identify any potential enhancement measures. Development proposals for the Site will be expected to demonstrate 10% net gain in biodiversity. The Site is within the zone of influence for the Exe Estuary Special Protection Area (SPA). The Conservation of Habitats and Species Regulations 2017 require ECC to ensure that the impacts of development on the protected habitats are mitigated. The ways in which this mitigation is implemented are detailed in the South-east Devon European Site Mitigation Strategy (June 2014).

- Trees – The Site contains numerous semi-mature trees that contribute to the visual amenity of the area. None are subject to TPOs but provide attractive frontage to Okehampton Street. Development proposals would need to take account of root protection areas of retained trees. A Tree Survey and Tree Constraints Plan would be required to support an application for the Site.
- Heritage/Archaeology – The Site is not subject to statutory heritage designations (listed buildings or scheduled monuments), nor are there any in the Site’s immediate vicinity. The Site is not within a Conservation Area. There are no records on the Exeter HER for the Site, though there are a couple of records relating to the area of the former Victoria Nurseries to the north (redeveloped in the 2000s). The Site may have archaeological potential.
- Air Quality – The Site is adjacent to an AQMA designated along Okehampton Street. An Air Quality Assessment would likely be required to support a planning application for the site.
- Noise – Key sources of noise will be from traffic using Okehampton Road and the nearby Exe Bridges Roundabout. Noise impacts will also be likely from the railway line which is approximately 50m from the site (and behind existing buildings). The Site is also adjacent to a public house, which would likely be a source of noise in the evenings. A noise assessment will be required and suitable mitigations delivered through design and scheme layout.
- Contaminated Land - A contaminated land risk assessment would be required and remediation may be necessary. The scale and extent of any remediation cannot be predicted at this time.

**Access and utilities**

**Vehicular Access:**

The Site is accessed from Okehampton Street.

**Pedestrian, cycle and public transport**

Hayes Barton Court/Flower Pot Lane act as a cycle path diversion route via Okehampton Street during flood events and the likely route for many trips from the site toward St David’s, City Centre (University and College) and south along the Exe Estuary. Redevelopment proposals for the site should ideally allow suitable provision for pedestrians and cyclists heading north and south along this route in order to help reduce the need to mix with traffic on Okehampton Street.

The Site is in a central location that is highly sustainable, and within walking distance of the City Centre, St Thomas District Centre and Exeter St Thomas railway station. The Site could represent a good opportunity for car-free development.

**Planning Policy**

The Proposals Map does not show the Site as being subject to any specific policy designations.

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)**

0.30 ha

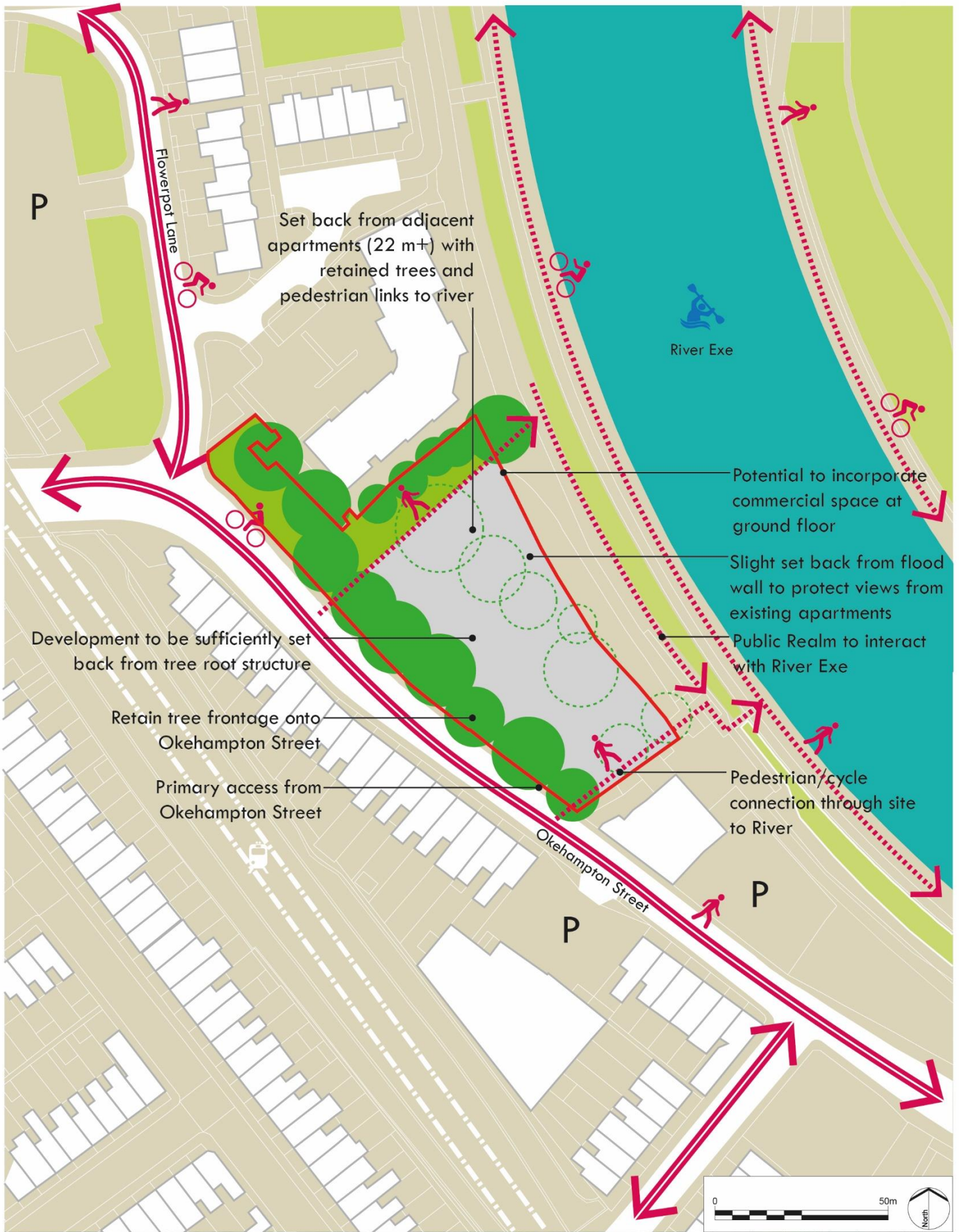
**Net Developable Area (NDA)**

0.24 ha – The NDA excludes the minimum 10% public open space to be incorporated within the scheme as public open space, as well as an additional 10% to include the piece of land to the north west boundary. This piece is not considered suitable for residential development but can

	be incorporated into the public open space offering on site. The site will be residential led with the potential to incorporate undercroft parking or commercial space on the ground floor as a flood mitigation measure. Private and semi-private open space can also be incorporated within the scheme.
<b>Density</b>	Densification along the River Exe has been outlined as an ambition for future City developments in the Liveable Exeter vision. Due to the site's position, high density apartments at between 100 and 150 dph are deemed appropriate for the Site at up to 4 to 5 storeys in height. There could be scope to increase this to take advantage of the riverside location, however this would need to be informed by more in depth analysis of townscape and impact on views and amenity.
<b>Yield</b>	Based on the above density range, the site is capable of delivering between 24 and 36 dwellings.
<b>Deliverability</b>	
<b>Ownership</b>	The Site is owned by Exeter City Council
<b>Availability</b>	The Site could become available within the Plan period. The closure of the car park aligns with ECC and DCC's strategy for reducing private vehicle movements into the city and linked air pollution.
<b>Likely timescale</b>	The Site could come forward in the short term (1-5 years).
<b>Conclusion</b>	
<p>The Site is in a central location that is highly sustainable and would allow for the opportunity of car free development. Whilst this Site is not in an area that will be targeted specifically by proposals relating to the Liveable Exeter vision, redevelopment of the Site should nonetheless be considered in the context of the Liveable Exeter vision which will promote densification along the River Exe. The Site is in a prominent location and the design should reflect this. The development context for this area includes existing apartment development directly to the west of the Site and further apartment provision in this location is considered appropriate. Opportunities to provide pedestrian links to the river should be taken and the public realm should interact with the River Exe. There are a number of semi-mature trees on the Site that contribute to the visual amenity of the area and should be retained as far as possible. It is recommended that the trees along the frontage of Okehampton Street and on the northern edge are retained. The context of the new buildings to the north and the sustainable location suggest that the Site is suited to a higher-density scheme. The set back from the road and retention of trees means that 4 to 5 storeys is likely to be appropriate at this location, subject to appropriate assessment at detailed design stage. Based on a density range of approximately 100 to 150 dph, it is considered that the Site is capable of delivering between 24 and 36 dwellings.</p> <p>The Site is located within an area of Flood Zone 3 and as such there would be a need to consider suitable design proposals suitable for the location, such as provision of undercroft parking with residential above.</p>	



Okehampton Street  
Total Site Area: 0.30 Ha



Okehampton Street  
 Total Site Area: 0.30 Ha  
 GDA: 0.30 Ha  
 NDA: 0.24 Ha  
 Density: 100-150 Dph  
 Yield: 24-36

- NDA
- Trees to retain (Indicative from sketch plans)
- Trees likely to be lost to development
- P Parking

**Site Name: St Thomas Shopping Centre**

<b>Site Location and Description</b>	
<b>Location</b>	
<b>Easting (X)</b>	291349
<b>Northing (Y)</b>	091984
<b>Latitude</b>	50.717300
<b>Longitude</b>	-3.5404247
<b>Postal address or location</b>	Cowick Street, Exeter, Devon
<b>Description</b>	
<b>Area (ha)</b>	0.97 Ha
<b>Existing Use(s)</b>	The Site comprises a range of commercial units arranged around a central car park. The units comprise a mix of uses including retail, hot food takeaway, public house, betting offices, professional services (banks), and six first floor flats. The Site also encompasses land along the northern edge that is currently in use as permit-holders' parking.
<b>Previous uses</b>	Historic maps show that the Site has been developed since the late 19 <sup>th</sup> century. Mapping from 1890 shows a Rope Walk to the rear of the Site. Mapping from 1950-60s show a corn and seed factory on the Site and 'Engineering works' in the western corner (location of the current Co-op supermarket). The Site appears to have been developed for its current use and layout at some point in the late 1960s or early 1970s.
<b>Planning Status/History</b>	The planning history of the site encompasses several applications over a number of years typical for town centre uses, including various minor planning consents, advertisement consents and some change of use consents.
<b>Notable structures/features</b>	Much of the area on the Site is dominated by the large car park. Buildings on the Site are of poor quality/low value.
<b>Site boundaries and surrounding land uses</b>	To the north of the Site is a residential area, with the rear gardens of the terraced properties of Clinton Street backing on to the Site. The eastern boundary of the Site is formed by the railway (at an elevated level) and Exeter St Thomas train station is to the east of the Site. Cowick Street forms the Site's south-eastern boundary, along which are buildings of two or three storeys with the ground floor units comprising a similar mix of uses to those on the Site (retail, estate agencies, post office, hot food takeaway, hair and beauty salons). The Site's south-western boundary is formed by Buller Road; there are further retail uses on the western side of Buller Road.
<b>Constraints</b>	
<b>Environmental</b>	

- Flood risk – The EA Flood Maps for Planning show that the Site is located within Flood Zone 3 (high probability of flooding). The Exeter Strategic Flood Risk Assessment indicates that this is Flood Zone 3a, development will need to pass the sequential test and exception test. Significant flood defence works related to the River Exe have been undertaken over the last few years, which should serve to increase the level of protection for the Site. 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). Design solutions such as using ‘raised’ undercroft parking beneath residential uses may be achievable. Development should look to incorporate permeable surfaces wherever possible, including green space and rain gardens. 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 statutory ecology designations. The Site is entirely covered in hardstanding (car park) and existing buildings and will likely have negligible ecological potential. There are a few trees at the front of the Site (outside of the Site boundary), though these do not appear to be of particularly high value. Opportunities to design in/enhance the biodiversity value of the Site should be taken. The Site is approximately 550m from Bonhay Road Cutting SSSI and 3.6km from Stoke Woods SSSI. 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. Development proposals for the Site will need to demonstrate 10% net gain in biodiversity. The Site is within the zone of influence for the Exe Estuary Special Protection Area (SPA). The Conservation of Habitats and Species Regulations 2017 require the City Council to ensure that the impacts of development on the protected habitats are mitigated. The ways in which this mitigation is implemented are detailed in the South-east Devon European Site Mitigation Strategy (June 2014).
- Heritage/Archaeology – The Site itself is not subject to heritage designations (listed buildings, scheduled monuments). The Site is adjacent to the Cowick Street Conservation Area on its southern and western sides, and development of the Site would need to be sensitive to the setting of this. Given the rich heritage of the area (described in the Cowick Street Conservation Area Appraisal), the Site may have archaeological potential, albeit this may have been compromised through the development of the existing shopping centre.
- Air Quality – The Site is adjacent to an AQMA, designated along Cowick Street, which is a key arterial route into Exeter. An Air Quality Assessment would likely be required to support a planning application for the site.
- Noise – the key sources of noise likely to affect the Site are from the railway, directly to the east of the Site and from traffic using Cowick Street to the south-east. 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.
- Contaminated Land - A contaminated land risk assessment would be required and remediation may be necessary. The scale and extent of any remediation cannot be predicted at this time.

## **Access and utilities**

### **Vehicular Access:**

Primary vehicular access to the car park in the Site is taken from Buller Road, with egress on to Cowick Street. Access to the permit parking area behind the shops is also taken from Buller Road.

DCC would ideally want the existing vehicular access arrangements to be retained and would not accept access directly from Cowick Street as this would result in tailbacks.

A reduced level of parking provision on Site and delivery access will be required to support retained retail uses.

### **Pedestrian, cycle and public transport linkages:**

The Site is located in a highly sustainable location, close to existing shops and services of St Thomas and the immediate surrounding area (including Exe Bridges retail park) and with excellent access to public transport. There is an existing bus stop on Cowick Street directly in front of the Site, which is well served by a number of different routes, and Exeter St Thomas railway station is 100m away. There are existing sections of traffic-free cycle routes between the Site and various locations, including the city centre, and Exeter St David’s mainline station, though there could be opportunities to strengthen the links from St Thomas to city centre. As such, it would be appropriate

for the residential element of this Site to be car-free, with some minimal parking provision retained for users of town centre uses.	
<b>Planning Policy</b>	
<p>The Local Plan First Review Proposals Map shows the Site is within the District Centre designation.</p> <p>Saved Local Plan Policy S3 seeks to restrict the change of use of ground floor retail (class A) premises in the primary and secondary shopping areas of the city centre if it would harm the vitality and viability of the centre.</p> <p>Saved Local Plan Policy S5 allows proposals for food and drink (Class A3), including hot food takeaways within District Centres, provided that residential amenity is protected.</p> <p>Saved Local Plan Policy C1 states that development within or affecting a Conservation Area must pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area.</p> <p>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.</p>	
<b>Capacity</b>	
<b>Gross Developable Area (GDA)</b>	0.94 Ha. The GDA excludes the eastern pavement of Buller Road.
<b>Net Developable Area (NDA)</b>	0.62 ha. The NDA excludes the proposed new road from Buller Road into the scheme which divides the scheme into two key development parcels. The NDA also excludes the spill out area to the eastern boundary and the linear public open space with incorporated SUDs along both the Cowick Street boundary and the Buller Road boundary. Due to the proximity of existing public open space, it is assumed that it will not be necessary to incorporate additional public open space within the development, however, private and semi-private open space can be incorporated.
<b>Density</b>	Due to the site's sustainable location, there is an opportunity for density at between 75 and 125 dph. The development should retain mixed uses at ground floor level along key frontages and direct residential uses to the floors above. Considering the surrounding character of Cowick Street Conservation Area, it is suggested that a limit of between 3 and 5 storeys would be appropriate.
<b>Yield</b>	Based on the above density range, the site is capable of delivering between 46 and 77 dwellings
<b>Deliverability</b>	
<b>Ownership</b>	The Site is in private ownership, with the freehold held by one party. The units on the Site are subject to leases of differing lengths.
<b>Availability</b>	The availability of the Site would depend in part on the negotiation of leases, which could take some time. The Site could come forward in the back end of the Local Plan period.
<b>Likely timescale</b>	The Site would not come forward until the later stages of the Plan period, and is likely a long term development prospect (11-15 years).
<b>Conclusion</b>	

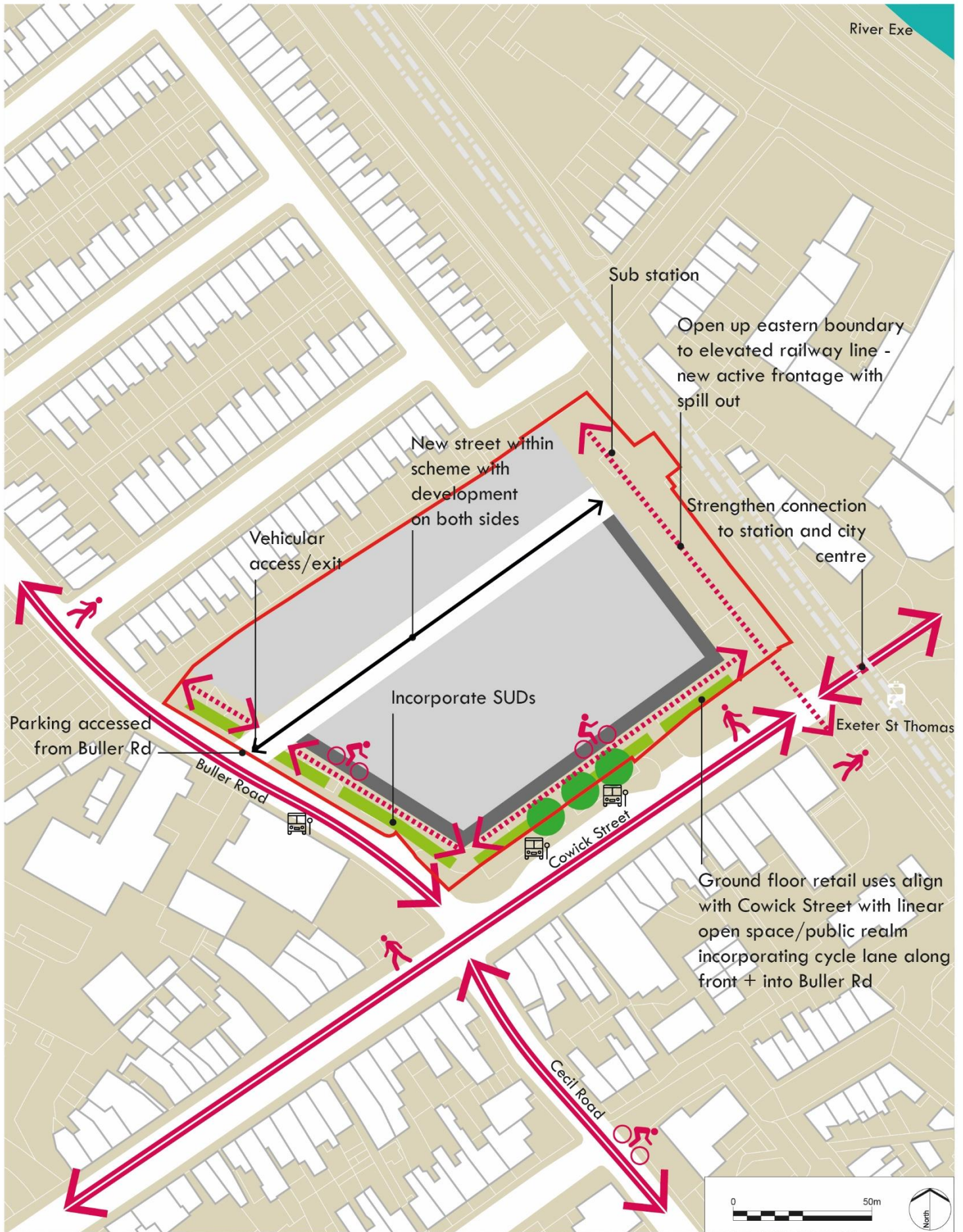


The Site is in a highly sustainable location with good access to public transport and the residential element is therefore suitable for car free development. Redevelopment presents an opportunity to reinvigorate a highly visible Site at the entrance to the city centre and to provide a development that makes more efficient use of the space. Uses suitable to a District Centre should be retained on the Site. There is an opportunity to open up the eastern boundary of the Site, adjacent to the railway arches, and provide a new active frontage along this edge. A density of between 75 and 125 dph is considered appropriate in this location, at between 3 and 5 storeys in height. This results in a potential yield of between 46 and 77 dwellings.

The Site is located within an area of Flood Zone 3 and as such there would be a need to consider suitable design proposals suitable for the location, such as provision of undercroft parking. Design proposals will also need to be sensitive to the setting of the adjoining Cowick Street Conservation Area, and this will restrict the height of potential development. The layout of development may need to take account of the potential noise and vibration impact from the railway line.



St Thomas Shopping Centre  
Total Site Area: 0.97 Ha



St Thomas Shopping Centre  
 Total Site Area: 0.97 Ha  
 GDA: 0.94 Ha  
 NDA: 0.62 Ha  
 Density: 75-125 Dph  
 Yield: 46-77

- NDA
- Trees to retain (Indicative from sketch plans)
- Key Frontage

**Site Name: Whipton Hospital**

<b>Site Location and Description</b>	
<b>Location</b>	
<b>Easting (X)</b>	295454
<b>Northing (Y)</b>	093446
<b>Latitude</b>	50.731189
<b>Longitude</b>	-3.4827143
<b>Postal address or location</b>	Whipton Community Hospital, Hospital Lane, Exeter, EX1 3RB
<b>Description</b>	
<b>Area (ha)</b>	2.4 Ha
<b>Existing Use(s)</b>	Currently used as a community hospital, offering a range of services and clinics which enable people to be cared for closer to home and in their own community.
<b>Previous uses</b>	The Site has been used as a hospital for approximately 100 years.
<b>Planning Status/History</b>	The Site has been subject to a number of different planning applications over the years. Most recently for the demolition of a building to provide new staff car parking (18/1318/FUL). Part of Site was recently redeveloped to provide 22 one-bedroom almshouses with associated parking, access and amenity space (consented under 16/0398/FUL).
<b>Notable structures/features</b>	The Site comprises a number of single storey red brick buildings, with areas of lawn and access roads and areas of car parking between the buildings. There are numerous trees on the Site though none are subject to TPOs. The Site appears to be enclosed in its entirety by a brick wall.
<b>Site boundaries and surrounding land uses</b>	The Site comprises two parcels, divided by Hospital Lane. The Site is located within a predominantly residential area., with residential development surrounding the Site on its north, west and south sides. The eastern boundary of the Site is formed by the B3181 (Hill Barton Road), beyond which is St Luke’s Church of England School. There is a Sainsbury’s supermarket store to the north-east of the Site.
<b>Constraints</b>	
<b>Environmental</b>	
<ul style="list-style-type: none"> <li>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.</li> </ul>	

- Ecology – The Site is not subject to any statutory ecological designations. The Site does include a large number of trees which may provide ecological value and should be retained as far as possible. Existing structures on site also have the potential for bat roosts. The Site is approximately 3.2km from Stoke Woods SSSI and 4km from Bonhay Road Cutting SSSI. 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. Proposals for the site will be expected to demonstrate 10% net gain in biodiversity. The Site is within the zone of influence for the European sites of the Exe Estuary Special Protection Area (SPA) and the East Devon Pebblebed Heaths SPA and Special Area of Conservation (SAC). The Conservation of Habitats and Species Regulations 2017 require ECC to ensure that the impacts of development on the protected habitats are mitigated. The ways in which this mitigation is implemented are detailed in the South-East Devon European Site Mitigation Strategy (June 2014).
- Trees - The Site contains numerous trees that contribute significantly to the visual amenity of the area. Trees should be retained on site as far as possible. A Tree Survey and Tree Constraints Plan would be required to support an application for the Site.
- Heritage/Archaeology – The Site is not subject to statutory heritage designations (listed buildings, scheduled monument) and is not within a Conservation Area.
- Air Quality – The Site is not adjacent to an AQMA, though the B3181 (Hill Barton Road) could be a potential source of poor air quality.
- Noise – The key source of noise likely to affect the Site will be from traffic using the adjacent B3181 (Hill Barton Road). 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.
- Contaminated Land – An assessment has been carried out to determine existence of any contamination on the Site. A historical review of the Site indicates that it has been occupied by a building associated with Whipton Hospital since at least 1889, with some smaller structures located at the southern Site boundary until 1994. No significant changes have occurred to the footprint of the main building up to the current day. As confirmed by the NHS, there are no known ground contamination issues associated within the Site. Therefore, there is low potential for historic on-site contamination at the site. The potential for off-site contamination is also low, as the immediate surroundings largely comprise residential development and railways land, rather than contaminative land uses.

### **Access and utilities**

#### **Vehicular Access:**

The current hospital site's principal entrance and exit is off Hospital Lane. There is an additional exit only junction onto Hospital Lane serving the Arlington Building parking and an entrance and exit junction on Whipton Barton Road serving the Budlake building. This also serves the parking at the rear of the recently built sheltered housing apartments to the south of the Site.

#### **Pedestrian, cycle and public transport:**

The Site is well served by local bus routes. There are bus stops along Whipton Barton Road to the south of the Site which are served by bus route J, providing a regular service between Whipton, the city centre and Rydon Lane shops.

The E3 local cycle route runs past the site along Whipton Barton Road and Hill Barton Road, this will provide a link between Cranbrook and the City Centre. There is an existing dense network of cycle routes within the vicinity of the site, comprising traffic-free shared-use paths. Proposals to redevelop the Site should seek to avoid conflict between vehicles and cyclists.

### **Planning Policy**

The Site is not shown as being subject to any policy designations on the Exeter Local Plan First Review Proposals Map.

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 health facilities currently provided on Site. The Call for Sites submission explains that NHS organisations are looking to make more effective use of the health estate and support strategies to reconfigure healthcare services, improve the quality of care and ensure that the estate is managed sustainably and effectively. NHSPS's Property

Strategy team has been supporting Clinical Commissioning Groups and Sustainability and Transformation Plan groups to look at ways of better using the local health and public estate. This will include identifying opportunities to reconfigure the estate to better meet commissioning needs, as well as opportunities for delivering new homes (and other appropriate land uses) on surplus sites emerging from this process. Local health commissioners are currently developing a strategy for the delivery of health services in this area. This will involve the release of certain NHSPS landholdings which are no longer required for the delivery of health services. NHSPS is therefore promoting the site in accordance with Department of Health Guidance.

Core Strategy Policy 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.

## Capacity

<b>Gross Developable Area (GDA)</b>	2.1 Ha. The GDA is 100% of the site area.
<b>Net Developable Area (NDA)</b>	1.76 Ha. The NDA excludes the central vehicular route through the west parcel with primary access proposed from Whipton Barton Road. The NDA also excludes the 10% of public open space to be incorporated within the scheme, which is proposed as central communal gardens. Private and semi-private open space can also be incorporated within the scheme.
<b>Density</b>	The site is considered appropriate to accommodate a medium density 100% residential scheme at between 50 and 75 dph with a mix of 2 to 3 storeys. There could, however, be scope to increase to 4 to 5 storeys in height in parts of the site that do not impact on the amenity of neighbouring properties. These houses could be framed around a new central communal open space area, which features the site's mature trees that are to be retained. The eastern parcel has the potential to accommodate low density apartments and allow the development to address all sides of the site. Improved permeability for pedestrians and cyclists is proposed through the site.
<b>Yield</b>	Based on the above density range, the site is capable of delivering between 88 and 132 dwellings

## Deliverability

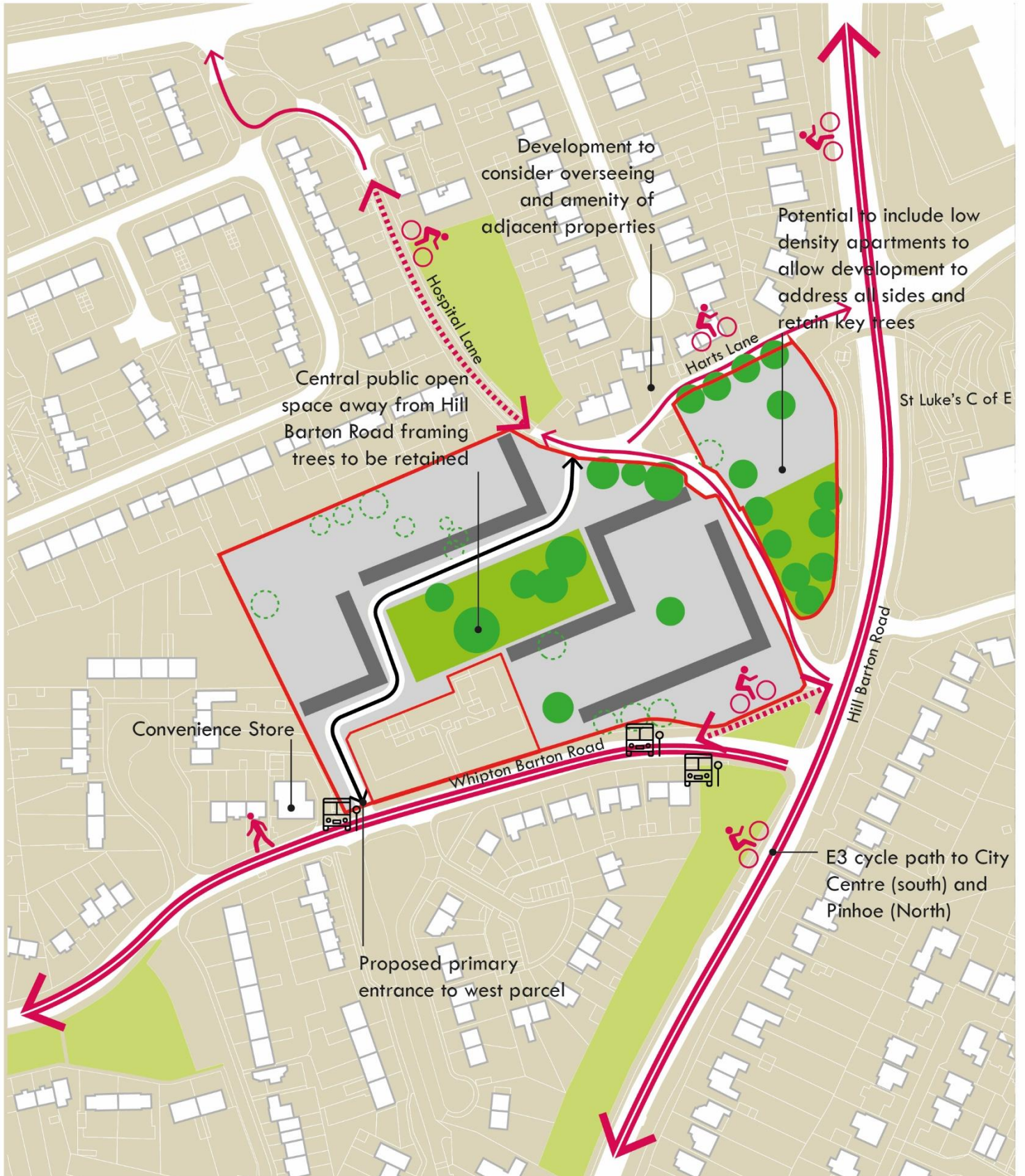
<b>Ownership</b>	The Site is owned by the NHS.
<b>Availability</b>	The Site was submitted in response to the Exeter Housing and Economic Land Availability Assessment (HELAA) Call for Sites in 2020 and the submission suggests that the Site is likely to become available for development during the Plan period (within 6 – 10 years).
<b>Likely timescale</b>	The Site could come forward in a 6-10 year period.

## Conclusion

The Site appears to be relatively unconstrained and presents an opportunity for development to be integrated into a residential area, close to shops, a school and employment uses. The Site is well located to take advantage of strategic cycle infrastructure improvements being adjacent to the E3 local cycle route. The Site is considered appropriate to accommodate a medium density 100% residential scheme at between 50 and 75 dph with a mix of 2 to 3 storeys. Based on this the Site could deliver between 88 and 132 dwellings. Development proposals should seek to retain existing trees on the Site as far as possible.



Whipton Hospital  
Total Site Area: 2.4 Ha



Whipton Hospital  
 Total Site Area: 2.1 Ha  
 GDA: 2.1 Ha  
 NDA: 1.76 Ha  
 Density: 50-75 DPH  
 Yield: 88-132

- NDA
- Trees to retain (Indicative from sketch plans)
- Trees likely to be lost to development
- Key frontage