

Monkerton & Hill Barton Masterplan

Consultation Questions

March 2010



Exeter City Council

Exeter Local Development Framework

Introduction

To help meet the future housing and employment needs of the city the Monkerton & Hill Barton area is proposed as a strategic development allocation by the emerging Local Development Framework Core Strategy.

A Masterplan will be drawn up to identify how this area can best be developed to provide housing and employment areas supported by local retail and community facilities, green spaces and transport infrastructure.

A draft Masterplan plan prepared by the City Council in consultation with key stakeholders is now subject of a six week period of public consultation and this is the opportunity for the public to comment on and help shape the final Masterplan. At the end of this period consultation responses will be considered and a revised plan presented to Councillors for approval. The Masterplan will subsequently be adopted as a Supplementary Planning Document and used in determining planning applications.

This document sets out some of the key issues and poses questions to stimulate a response.

Background

The draft Regional Spatial Strategy (RSS) proposed 11,000 dwellings in Exeter between 2006-2026. The Panel who held the Examination in Public of the RSS recommended, in December 2007, a limited increase from 11,000 to 12,000 dwellings. The "Proposed Changes", published by the Secretary of State in July 2008, further increase the target for the City to 15,000 dwellings.

Whichever of these targets is finally set, the full development of the strategic development area at Monkerton & Hill Barton that was the subject of the Core Strategy consultation in October / November 2009, will be required.

The Masterplan for the Monkerton & Hill Barton area is being prepared to:

- Present a comprehensive development strategy based on the principles of sustainability, which provides for a mixture of land uses i.e. housing and employment supported by local retail and community facilities and green infrastructure;
- Identify and protect key habitats and linkages;
- Identify the development capacity of the area;
- Identify arrangements for sustainable access and movement within the site and linkages with surrounding areas;
- Provide a sound basis for allocating land in the Exeter Local Development Framework (LDF);
- Establish a clear framework within which any early planning application for development in the area could be determined.

Content

The Masterplan identifies a potential for 2500 dwellings and 5 hectares of employment land.

The Masterplan indicates the preferred location for a primary school, and a local centre on Pinhoe Road adjacent Sainsbury's Supermarket which can include community, health care and local retail facilities. A public transport priority route is proposed through that centre. The Masterplan also identifies land which is proposed to be safeguarded for a new rail halt with associated facilities.

A new link road between Cumberland Way and Tithebarn Lane is proposed to give access to new residential development around Monkerton and provide a link over the M5 that avoids junction 29. A network of cycle and pedestrian routes permeate the site and provide opportunities for residents to access local facilities and employment opportunities by non-motorised means. The ridgeline of Hollow Way and Gypsy Hill Lane will be managed to promote cycling and discourage through traffic.

Development is laid out in a series of character areas. Higher density development is proposed along main transport routes and at the local centre, and lower rise lower density residential development is proposed adjacent existing residential areas at Hill Barton Road and Monkerton. On the ridgeline it is proposed to accommodate development within a strong landscape setting. Education uses are focussed on the ridgeline which provides an accessible location central to the development area.

The Masterplan has been prepared by LDA Design commissioned by Exeter City Council working with Devon County Council and landowners representatives.

Challenges

The process of masterplanning identified key challenges for development of the area.

How to promote sustainable modes of transport over use of the car?

The Masterplan has taken this challenge head-on and it has fundamentally shaped the nature and structure of the plan. It has led the plan away from the traditional 'gridded' vehicular urban street pattern to one where development plots are orientated around a network of footpaths, cycleways and open spaces'. It is this 'green infrastructure' that forms the permeable movement network through the area, linking homes with key destinations and public transport hubs. The road network, although still allowing access to homes by car, is less permeable and seeks to discourage people using their car for short journeys such as to the local shops, school or into the City. Providing high quality public transport both by bus and rail is also a fundamental part of the Masterplan.

The principal vehicular access points to the area south of Hollow Lane will be from Hill Barton Road, Fitzroy Road and Oberon Way (see Appendix E). North of the ridge a new road between Tithebarn Bridge and Cumberland Way and a new public transport only route between Cumberland Way and Pinhoe Road provide access and a link for public transport from east of the city to by-pass Junction 29 of the M5. This is intended to be part of a High Quality Public Transport link connecting Monkerton / Hill Barton and developments to the east of Exeter to the city centre

Land is proposed to be safeguarded for a future rail station and associated car park in the south west of the site at Hill Barton. A station in this location would significantly improve access to the lower part of the site by public transport and would improve rail access to existing residential areas, the Met Office and Sowton Industrial Estate.

Do you think the network of transport routes proposed will help encourage walking and cycling?

Do you think that the network of roads makes good provision for vehicular access to the area, including access by public transport?

Do you think that a rail halt in this location is a good idea?

How to treat the ridgeline?

The ridgeline of Hollow Lane / Gypsy Hill Lane was recognised as an important landscape feature of the site and having a vital role both as green infrastructure and a movement link. Three options as to how the ridge should be integrated were considered:

- Green ridge – leaving the ridgeline undeveloped would however not allow housing and employment demands to be accommodated.
- Urban Ridge – focussing high density development on the ridgeline would provide a focus for development and support the ridgeline as a transport route but would compromise the ridge's landscape and green infrastructure function.
- The 'picturesque' ridge with set piece buildings in strong landscape structure was the preferred option as it reinforces the ridgeline and allows uses to be introduced in a way that creates a character and identity for the ridge area.

Do you think that the 'picturesque ridge' is the right approach?

The number and location of local centres?

The extent of the Masterplan area and amount of residential development is considered to warrant the formation of a new centre to provide local services such as healthcare, retail and community facilities and give the area focus and identity.

The Masterplan area is divided by the ridgeline into two and, having discounted centring the development on the ridgeline, it was determined that two centres were necessary to serve the new population. The principal options, in addition to a new local centre in the Hill Barton area, were considered to be that;

- The existing Pinhoe centre be the focus as the main centre north of the ridgeline, or;
- A new local centre north of the ridge and west of Cumberland Way, or;
- A new local centre in the northwestern part of the site (near Sainsbury's).

The access and movement difficulties between the site and Pinhoe and the limited opportunity for expansion of the existing local centre of Pinhoe was considered to make the first option unworkable, though Pinhoe will of course be used to some extent by the new population. The viability of a new centre wholly within the development area where any retail offer would be competing with Sainsbury's was considered questionable. The third option of locating adjacent to Sainsbury's was considered to provide the best opportunity to create a viable centre in the early phases of the development as it is situated at the meeting of strategic routes with a high profile and visibility. This option had the advantage of serving existing and new communities and employment areas.

Do you think the local centre is in the best location?

How to create a distinctive character.

The Masterplan sets out a vision and aims for development of the area which guide all aspects of the Masterplan.

The Masterplan divides the development area into a series of seven character areas and creates a vision for each area including building densities and height ranges.

To achieve a more sustainable form of development, to make best use of available land and to support local services and public transport services the overall net housing density is set at 50 dwellings per hectare. Residential densities are varied to allow lower densities (35-45 dph) adjacent to existing residential areas and higher densities along public transport corridors (up to 65 dph) and at the local centre (65+dph).

Appropriate building heights are set out for each character area in the Masterplan which allows for lower building heights adjacent existing residential areas but also recognises that taller building may be appropriate in some locations to create landmarks and improve legibility.

The Masterplan identifies 5 hectares of employment land as an extension to the business park adjacent Honiton Road which contributes to meeting Exeter's employment land requirements up to 2026. Opportunities to accommodate employment uses at the local centre adjacent to Sainsburys and adjacent a new station to the south west at Hill Barton are also identified.

Do you think the Vision and Aims are right?

Do you think that the way in which densities and building heights are varied across the Masterplan area is right?

Do you think the vision created for each character is appropriate to the area and to the context?

Do you think that the extent and location of the employment areas is right?

Provision for education.

Primary education provision is made through the allocation of land for a new primary school on the ridgeline adjacent St. Lukes Science and Sports College.

Secondary education provision can be accommodated through the expansion of existing secondary schools. St. Lukes has sufficient space available and has been designed to accommodate expansion.

The development of the surrounding area offers the opportunity to improve the site and accessibility of Ellen Tinkham School. A possible new location for Ellen Tinkham School on the ridgeline is suggested in the Masterplan which also allows for the school to expand on its existing site. Provision is also made for a Skills Centre providing training for teenagers and young adults to be located on the ridge.

Do you think that the location proposed for the primary school is the right one?

Do you think that concentrating education facilities on the picturesque ridge is a good idea?

Location of a gypsy and traveller site.

As required by government, the City Council has participated in a County wide assessment of the housing needs of gypsies and travellers. The assessment concludes that there is a need to provide 12 residential pitches in Exeter up to 2011. A further 13 residential pitches may also be needed by 2026 in view of national estimates of likely growth in the number of gypsy households. The RSS states that 5 transit pitches will also be needed in the City.

In accordance with national government guidance it is proposed that the need for sites be met within the strategic development areas. This residential use needs to be sited in an area with the amenity required for any other residential use and sites should be of a size and in a location that takes into account the needs of gypsies and travellers, and the interests of local residents and other local occupiers of land.

A self contained site within the Monkerton & Hill Barton Masterplan area is therefore proposed which would need to accommodate up to 13 pitches, have a direct access from the highway network and would require half a hectare. This is a residential use and as such would necessarily be provided on land considered suitable for residential use that is accessible to local facilities including schools and health centres. The site would be managed by the local authority.

To be considered suitable sites will need to:

- a) be well located on the highway network;
- b) be safe and convenient vehicular and pedestrian access;
- c) be well located within a reasonable distance of local facilities, including schools and health centres;
- d) minimise environmental and landscape impact;
- e) protect the amenities of adjacent occupiers;
- f) have adequate levels of privacy, security, storage space and residential amenity; and
- g) provide adequate parking, including parking for visitors and for commercial vehicles related to any business activities likely to be carried out.

Four options are presented for consideration:

- (1) On the north side of Tithebarn lane adjacent the M5.
- (2) At Sandrock Nurseries on Gypsy Hill Lane, in the future access could be provided from the new link road.
- (3) On Cumberland Way immediately north of Exeter Business Park.
- (4) On land north of the Met Office with access from an extension to Oberon Way.

The position of these consultation options are shown on the map attached to this document.

Which of these options do you think is the best?

Do you think that there is a better alternative site within the Masterplan area?

Low/Zero Carbon Infrastructure.

The Masterplan makes proposals for a community energy network to help meet carbon emissions targets. The opportunity for a community energy network with both residential and other balancing users such as education and commercial developments (new and existing) exists in this area and is a crucial factor in making any such network a workable proposition.

Do you think that a community energy network is a good idea?

Green Infrastructure.

A key benefit of a comprehensive approach to developing the wider site is to allow green spaces to be laid out as a connected network to maximise public utility and ecological value. Green spaces include formal recreation spaces, informal recreation spaces, landscaped areas, wildlife corridors and allotments. The Masterplan approach allows significant new open spaces to be created, rather than open space to be distributed in small parcels, and for these spaces to be linked both within the site and to the wider network of green spaces.

The Masterplan envisages new allotments at four locations, new parks adjacent the Pin Brook east and west of Monkerton, and a new park adjacent the Met office site which will be linked by linear green spaces such as the Picturesque Ridge. The linear spaces will provide green travel and recreation routes and act as wildlife corridors.

Do you think that the proposed network of green spaces provides the right types of green space in the right locations?

Consultation Arrangements

The consultation period runs from 1st March until 12th April. The draft Masterplan will be available to view at the City Council Offices, Central Library and Pinhoe Library and it will also be available to view and download on the City Council website (www.exeter.gov.uk/forwardplanning). A drop in exhibition of the Masterplan material will be held at St. Lukes Sports and Science College on Saturday 20th March between 10 a.m. and 2 p.m. and Wednesday 24th March between 5 p.m. and 8 p.m.

Responses to the Masterplan consultation should be emailed to LDF@exeter.gov.uk or posted to Forward Planning, Exeter City Council, Civic Centre, Paris Street, Exeter, EX1 1NN by 9th April 2010.

Background papers:-

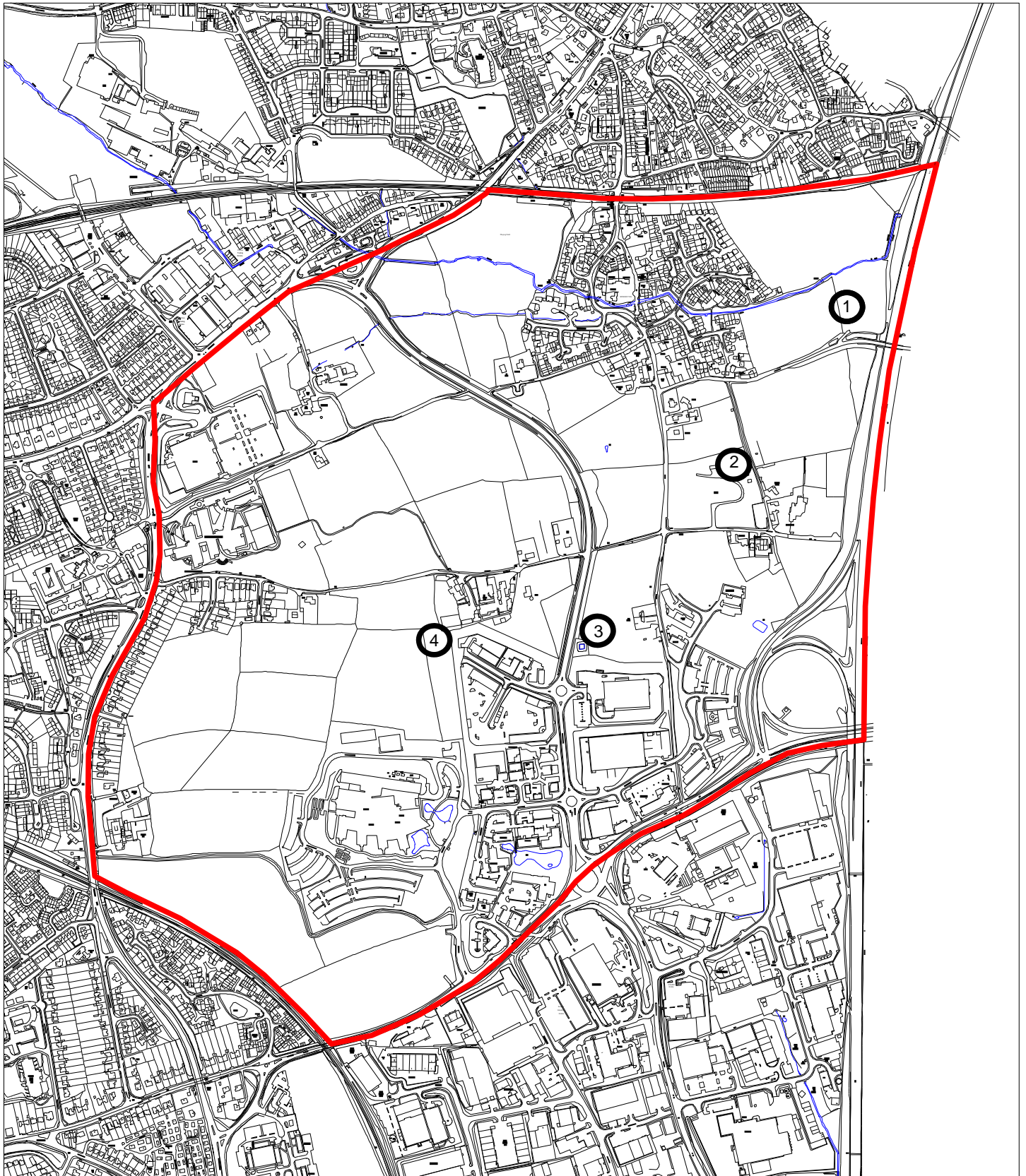
Exeter Local Development Framework Core Strategy Preferred Options paper 2006

Exeter Local Development Framework Core Strategy Consultation paper 2009

Monkerton & Hill Barton Masterplan Study

The Devon-wide Gypsy and Traveller Housing Needs Assessment, University of Plymouth

Green Infrastructure Strategy, Exeter and East Devon Growth Point



Scale 1:10,000



Crown copyright Exeter City Council 100025345

24/02/2010

Monkerton and Hill Barton

① - ④ Consultation options for Gypsy and Travellers sites

Planning Services, Exeter City Council, Civic Centre, Paris Street, Exeter, EX1 1NN

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (c) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil proceedings.



Exeter City Council