



STATEMENT OF COMMUNITY INVOLVEMENT

NCO (SEVEN) LIMITED

FORMER POLICE STATION AND CENTRAL DEVON MAGISTRATES'
COURTS, HEAVITREE ROAD, EXETER, EX1 2LS



An isometric line-art illustration of a cityscape with various buildings, streets, and vehicles, rendered in a teal color scheme. The background is a solid teal rectangle.

STATEMENT OF COMMUNITY INVOLVEMENT

On behalf of: NCO (Seven) Limited

In respect of: FORMER POLICE STATION AND CENTRAL DEVON
MAGISTRATES' COURTS, HEAVITREE ROAD, EXETER, EX1 2LS

Date: May 2025

Reference: 6051CA.R002

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LEEDS

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MANCHESTER

NEWCASTLE UPON TYNE

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1.0 Introduction

- 1.1 This Statement of Community Involvement ('the SCI') has been prepared by DPP Planning on behalf of our client NCO (Seven) Limited to assist Exeter City Council ('ECC') as the Local Planning Authority ('the LPA') in their consideration of a Full Planning Application for the demolition of the existing buildings and erection of mixed-use development comprising Purpose-Built Student Accommodation and Co-Living along with a café and associated infrastructure at the former police station and central Devon Magistrates' Courts, Heavitree Road, Exeter ('the Site').
- 1.2 The Proposed Development is described in full detail within the accompanying Planning Statement prepared by DPP.
- 1.3 This SCI specifically refers to the scope of community involvement and consultation which has taken place prior to submission of the application.
- 1.4 The remainder of this Statement is set out in the following sections:
 - Section 2: Planning Policy Background
 - Section 3: Consultation Programme and Outcomes
 - Section 4: Summary and Conclusions

2.0 Planning Policy Background

2.1 This section of the SCI provides an overview of Government and other guidance in relation to community involvement in the planning system, as outlined within the following documents:

- National Planning Policy Framework (2024); and,
- Exeter Statement of Community Involvement (Adopted July 2022).

National Planning Policy Framework (2024)

2.2 The National Planning Policy Framework ('NPPF') encourages engagement with the local community on development proposals with Paragraph 41 setting out the following:

"Local Planning Authorities have a key role to play in encouraging other parties to take maximum advantage of the pre-application stage. They cannot require that a developer engages with them before submitting a planning application, but they should encourage take-up of any pre-application services they do offer. They should also, where they think this would be beneficial, encourage any applicants who are not already required to do so by law to engage with the local community and, where relevant, with statutory and non-statutory consultees, before submitting their applications."

2.3 Likewise, the importance of participation of consenting bodies in pre-application discussions is also stressed. Paragraph 43 states that such participation enables early consideration of all the fundamental issues relating to whether a particular development will be acceptable in principle.

2.4 In ensuring that the right information is submitted with an application in order to facilitate good decision taking, Paragraph 44 of the Framework recommends that applicants *"discuss what information is needed with the Local Planning Authority and expert bodies as early as possible"*.

Exeter Statement of Community Involvement (Adopted July 2022)

2.5 Exeter City Council (ECC)'s Statement of Community Involvement (SCI) sets out what consultation will take place with the community and statutory consultees on planning policy documents and planning applications. The document enables the community to know when and how they can be involved in the preparation of Local Plan documents and the decision-making process of planning applications.

2.6 The ECC SCI states that the Council encourages pre-application engagement prior to the submission of planning applications. Developers are encouraged to engage with appropriate statutory consultees and other stakeholders, as well as holding a public meeting or exhibition to seek local people's views before the submission of any application.

3.0 Consultation Programme and Outcomes

- 3.1 The following section provides details of the consultation programme that has taken place prior to the submission of the planning application. Details of the approach and the full extent of consultation is presented below, alongside a summary of the outcomes.

Pre-Application Discussions

- 3.2 A pre-application enquiry was submitted to ECC in April 2024 regarding the acceptability of the proposed development. The Applicant team has been engaged with the LPA since this time, including consultation with internal consultees on the principle of development and key planning considerations, including design, highways, ecology and arboriculture.

Community and Stakeholder Engagement

- 3.3 The applicant has hosted a public consultation to share ideas and information regarding the proposals. The aim of the community and stakeholder engagement was to enable interested parties to view the proposals and submit any comments ahead of the planning application being submitted, so that these could be reviewed and considered by the Applicant team.

Publicising the consultation

- 3.4 The public consultation took place both online and in person. On 16th September 2024 a letter and leaflet was circulated to local councillors of Newtown & St Leonard's ward, namely Cllr. Andy Ketchin, Cllr. Matthew Vizard, and Cllr. Lynn Wetenhall, along with other key stakeholders, including Exeter Civic Society, Devon Buildings Group and Exeter Cycling Campaign.
- 3.5 The letter and leaflet were distributed to approximately 800 local residents and businesses within the consultation boundary (Figure 1 below). The parameters of this boundary were agreed with officers at ECC prior to being sent out.



Figure 1: Consultation Boundary agreed with ECC

- 3.6 Appendix A contains an example letter and leaflet. The leaflet provided information about the site's context, the development proposals, details on the consultation website (Appendix C) and how to provide feedback. It also provided an invitation to a formal public consultation event held on 25th September 2024.
- 3.7 The public consultation information was also available to view online via a consultation website, <https://dpp1.co.uk/heavitreeroad/> which set out similar information contained within the leaflet; with a link to the website included on the leaflet.
- 3.8 The website contained details on the proposed development, as well as relevant drawings, reports and supplementary supporting documents, which were made available for online viewing and download. For any members of the public who were unable to access the documents electronically, they were able to request copies of this information by emailing consultation@dppukltd.com or by telephoning DPP.
- 3.9 Responses were encouraged to be provided via the feedback form on the website, or alternatively physically sent to DPP or via email.

Public Consultation Event

- 3.10 On Wednesday 25th September 2024, a public consultation event was held at Newtown Community Centre, Belmont Park, Newtown, Exeter EX1 2HQ. The event was held between 3pm and 6:30pm to allow a broad range of people to attend, including those who were working during the daytime.
- 3.11 Local Councillors and key stakeholders were invited to attend the consultation event from 2-3pm to provide them with an opportunity to discuss the application and proposed development with the design team before opening up the event to the wider public.
- 3.12 Consultation boards were available to view at the event detailing the proposed scheme and how it had responded to the previously submitted scheme, detailing the proposed context, layout, design and landscaping. Attendees had the opportunity to view the consultation boards, speak with members of the Applicant team, ask questions, and submit their comments regarding the Proposed Development.
- 3.13 The following members of the design team were in attendance at the event:
- Neil Brown – Brown & Company
 - Rob Miller – Brown & Company
 - Joe Morgan – DPP Planning
 - Gareth Hooper – DPP Planning

Consultation Outcomes

- 3.14 23no. members of the public and 3no. councillors attended the event, along with planning committee members, and representatives from the Exeter Cycling Campaign.
- 3.15 Feedback forms were available at the consultation event for attendees to provide their written comments. The website also provided an online feedback form for interested parties to submit their comments, while feedback forms could also be submitted in person or sent via post.
- 3.16 The consultation generated 22no. responses in total. All comments have been included and responded to within the table below.
- 3.17 21 comments were received via our consultation email inbox, which was accessed from the consultation website, or a QR code on written feedback forms taken from the consultation event. One written response was also received via post.
- 3.18 The 22 comments comprised 6 people in support, 3 neutral comments, and 13 objections.

Key Issue	Summary of Consultee Comments	Applicant Response
Housing Concerns		
Principle of Development	Concerns over principle of student housing on this site, and questions over the need for co-living.	<p>Although under the current adopted plan the site is unallocated, national and local policies seek to make efficient use of previously developed land (PDL) particularly where it is located within built up area which benefit from existing infrastructure.</p> <p>The proposed development is situated within a strategic location within Exeter, located in close proximity to the city centre and benefiting from existing public transport infrastructure which links the site to the wider area. The proposal would see the site re-developed for purpose built student accommodation (PBSA) and co-living accommodation. Both forms of accommodation seek to meet a specific type of housing need with PBSA providing further accommodation for a growing student population relieving pressure on existing housing stock being converted to HMOs. In terms of co-living accommodation this is a relatively new form of housing which provide for the private rented market aimed at young professionals. It is similar to PBSA in terms of residents benefiting from communal spaces. The inclusion of co-living accommodation provides an alternative option for renters and providing a logical step for graduates to move into helping to retain professionals within the Exeter economic area.</p> <p>The benefits of the site and its re-development opportunity are reflected in the proposed draft allocation for housing in the Council's Regulation 19 Local Plan identifying that the Council considers the site appropriate in principle for re-development.</p> <p>Further the previous application and subsequent appeal decision accepted the principle of PBSA and Co-living development on the site recognising that both forms of development address a housing need for different groups of people.</p>
Co living and housing needs	Some people sought more clarity on what co-living meant and how housing	Co-living is an emerging housing type and is growing rapidly with demand across the country, it is intended for post-graduates and young

Key Issue	Summary of Consultee Comments	Applicant Response
	needs had been assessed. Concerns were raised about the take up of co-living units at the adjacent Gorge site, with some citing only 30% occupancy.	<p>professionals of around 23-26, though there is no specific age limit on who can live in the development.</p> <p>The Council has an identified housing need with the most up to date Local Housing Need Assessment (LHNA) undertaken in 2024 notes there is a need for 1,014 one-bedroom affordable housing properties. There is a further need for 901 one-bedroom market housing. This results in a total need of 2,007 market and affordable dwellings during the 2021 to 2041. Furthermore, the LHNA notes in relation to co-living proposals <i>"It is difficult to project a need for co-living schemes because it may be that many young people prefer to share and save for their own property rather than have their own potentially more expensive separate unit. However, the scale of the student numbers in Exeter would suggest that there is a market for co-living units and that this is likely in turn to reduce the need for larger market properties to be converted to HMOs."</i></p> <p>Additionally, as of January 2025 Exeter City Council are unable to demonstrate a 5 Year housing Land Supply (5YHLS) with the Council's Interim Position Statement noting the Council has an under supply of 128 homes equating to a four year and ten-month housing land supply. Co-living development represents a communal form of accommodation and national guidance outlines that this type of development can contribute to housing delivery at a ratio of 1.9 equivalent to 218 dwellings.</p> <p>In regards to the Gorge, the applicant has engaged with the operator and evidence provided to the applicant by the operator of the Gorge indicates that the occupancy is approximately 80% at the time of enquiry.</p>
Affordable housing and key worker housing	Some consultees were concerned that key workers would not take up the units and the developer would change them to being open market	The affordable housing provision will be provided as affordable rent which is defined as a 20% reduction on the market rate, and these will be reserved for key workers in the first instance before being open to other potential residents who qualify for affordable housing. There will be a requirement in the legal agreement attached to

Key Issue	Summary of Consultee Comments	Applicant Response
		the development which requires evidence of marketing before a series of steps are taken to address any shortfall in take up before any change away from the proposed tenure is accepted by the Council. An application for any such change would need to be approved by the Council.
Access & Parking Concerns		
Pedestrian Access Route	While some expressed positive remarks around the potential pedestrian route through the site, and the resultant permeability and publicly accessible space, the views of local residents at St. Matthews Close and residents to the north was overwhelmingly negative. Residents were concerned about sending students through a quiet residential street and questioned the benefit of such a route, given there are limited facilities nearby to the north and west. They also expressed concern over antisocial behaviour, noise and other nuisances as a result of the proposed route.	<p>The proposal has been informed by pre-application discussions with the Local Planning Authority who indicated that the inclusion of an active travel route through the site connecting Heavitree Road to St Matthews Close would be a desirable route to help better promote active travel use within the local area. This is based upon the route providing a more attractive environment to connect to cycle route E3 which avoids the Gladstone Road and utilises quieter residential streets and provide a more direct route to local amenities and facilities to the north which include the Exeter Dry Slope, Golf Driving Range and Belmont Park.</p> <p>However, the concerns raised by local residents have informed the final design of the route. Therefore it is proposed the active travel route will be a permissible route, not forming part of the adopted highway instead access being restricted during certain times to the public with access through the site being controlled by gates. The time restrictions on the route have not yet been confirmed however, it is envisioned the route will be open to the public between 6:00 to 20:00 and would be closed during the night.</p> <p>Furthermore, the route will be well lit and is overlooked by co-living block 01 and the PBSA courtyard, which will provide natural surveillance to the route. The design of the route has been appropriately sized to avoid blind corners and not feel intimidating to any users.</p> <p>The design of the route and the inclusion of access restrictions is considered to appropriately balance the need to improve active travel connections in the local area while ensuring any</p>

Key Issue	Summary of Consultee Comments	Applicant Response
		potential anti-social behaviour can be mitigated.
Road Crossing Improvements	Various concerns around road crossing infrastructure were expressed through the consultation, particularly the increased need for a crossing along Heavitree Road as a result of additional students wanting to cross to use the St. Luke's Campus.	<p>As part of its S106 agreement, the Gorge has put forward funding to improve the crossing at the eastern side of Gladstone Road over to Heavitree road, as well as a crossing improvement across Gladstone road. The application proposals will provide the remaining funding necessary to complete this crossing, addressing this concern.</p> <p>The issue of groups of students congregating to cross at this corner, in front of the café, was raised and it was suggested that the landscaping be removed to facilitate more space for crossing; this change has been incorporated in the final proposals. Furthermore, the proposed café has been removed and replaced with a reception and seating area available for students to use. This is considered to help reduce footfall within this area and the potential impact this may have had on road safety due to an increase in inappropriate crossings on Heavitree Road and Gladstone Road to access the café.</p>
Cycle Lane/Bus Lane	Comments were raised about the relationship of the development with the future potential for a bus lane along Heavitree Road. Some expressed concern that the proposed blocks were situated too close to the cycle lane.	<p>Devon County Council and Exeter City Council have identified aspirations to improve bus priority measures along Heavitree Road as part of the Central Exeter bus route. The proposed development has been positioned to provide a safeguarded area for a potential future bus route while still allowing for the safe operation of the site for student and co-living accommodation. The applicant is not responsible for the delivery and implementation of the potential bus route; however, the proposed layout ensures it would not prejudice the delivery of this aspiration.</p> <p>The proposal does include improvements to the existing footway along Heavitree Road and Gladstone Road which includes extending the footway as part of the site to allow for a shared route between pedestrians and cyclists further promoting active travel use in the area.</p> <p>Regarding concerns raised in relation to the proximity of the proposed buildings to the public shared footpath, the proposed design allows sufficient space to allow for a significantly wider</p>

Key Issue	Summary of Consultee Comments	Applicant Response
		<p>provision than currently exists and it is to the satisfaction of Devon County Highways who have been included within pre-application discussions. The majority of proposed buildings are set back by a minimum of 8m from the shared footpath with the exception of Student Block 4 which is set back by 2.5m at the shortest point from Gladstone Road footpath. However, there is a change in levels in this location and the proposed landscaping scheme includes a new hedgerow and tree planting in this area to soften the transition between the proposed built form and the public footpath.</p> <p>Furthermore, the final scheme includes a permissive active travel route through the site which provides a strong cycle connection north to south improving connections in the city.</p>
Parking	Several residents expressed concerns over parking, given that parking is already at a premium in the wider residential area.	<p>The proposal is a car free development which aligns with the principle of Liveable Exeter. The scheme does include 4 accessible parking spaces spread throughout the development. The proposal is within a highly accessible location and is well served by public transport links, and within walking and cycling distance to a range of services and facilities. In addition, the proposal includes improvements to the active travel infrastructure within and adjoining the site along with the provision of 496 resident cycle parking spaces and 70 short stay cycling spaces.</p> <p>To further support the car free strategy a Travel Plan has been submitted in support of the proposal which sets out measures to promote active travel use and targets to reduce car travel. These measures will be monitored and reviewed by the Travel Plan Co-ordinator to identify issues and propose mitigating actions. Additionally, it is considered likely if the proposals are approved the Council would include a condition which will prohibit residents from obtaining residential parking permits to further dissuade residents from using private cars.</p>
Delivery Access	One comment expressed concern over delivery access with concern that	Deliveries will be handled by the concierge service available to residents and delivery drivers are able to use the service road for access with

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	the proposed multiple blocks would lead to complications with deliveries.	parking areas included for delivery vehicles in close proximity to the co-living and PBSA reception areas. This means packages will be delivered to a central location in each of the co-living and student areas reducing complications with deliveries and allow residents to collect parcels from a central managed location within the site.
Trees & Boundary Treatments		
Trees at Northern Boundary	Comments on the trees at the northern boundary of the site were mixed, with some residents outlining that they had been in discussions with the council about pruning these seemingly self-seeded trees, while others further up St Matthew's Close commented that they provided privacy to residents.	<p>The tree groups along the northern boundary are proposed to be removed to accommodate the proposed service road within the development site. However, the mature silver lime tree (ref 9023) located at the corner of the parking area at the end of St Matthew's Close is being retained.</p> <p>Native hedge planting is proposed along the northern boundary and additional tree planting is included on the opposing side of the service road away from the shared boundary. It is considered the hedge planting and new tree planting will help to soften the proposals and provide a greenery within the foreground when the proposals are viewed from the North. The positioning of new trees away from the neighbouring boundary will help to ensure issues surrounding overhanging branches into neighbouring gardens does not continue at the site.</p>
Trees along Heavitree Road Boundary	The retention of more trees along the boundary of the site with Heavitree Road and Higher Summerlands was widely seen as positive.	<p>Following the public consultation, the applicant has aimed to maximise the retention of trees on the site. A total of 8 trees are being retained along the southern and northern site boundaries.</p> <p>A total of 13 individual trees and 4 tree groups are being removed, 6 individual trees are identified for removal for arboricultural reasons and the remaining trees are removed to facilitate the proposal. However, the scheme includes 183 new trees throughout the scheme providing a mix of semi-mature, seedling and ornamental trees.</p>
Trees along western boundary	Concern was raised about the loss of exiting trees on the Western boundary of the site.	It is still proposed to remove the existing trees along the boundary with Higher Summerlands to accommodate the proposed service road. However, the removed trees will be replaced with

Key Issue	Summary of Consultee Comments	Applicant Response
		compensatory planting. The application proposes semi-mature replacement planting which will ensure replacement cover early after development is complete. This includes the 12 new trees along the western site boundary and the 7 additional trees to the north western corner of the site. Alongside the new tree planting, the proposal also includes a new native hedgerow to be planted along the western boundary further strengthening the proposed green edge to this boundary and aiding in screening development when viewed from the west.
Brick Wall at Northern Boundary	Several residents expressed concern that a historic brick wall associated with the original works on site should be retained for its value to residents, particularly at St Matthews close, given it provides privacy and aesthetic value.	The brick wall along the northern boundary will be retained where feasible. A section of the wall will be removed to the parking area adjoining the site to allow access for the permissible route. Additional hedge planting is proposed adjacent to the wall.
Design		
Architectural detail	Generally, the architectural detail of the site was seen as an improvement over the previous scheme, with the reduced mass and more permeable blocks being favoured by all commenters. Some comments put forward suggestions for specific architectural details such as including porthole windows and a flagpole being retained.	<p>The development proposal is split between seven blocks and the proposed built form will vary the height of the blocks to limit visual impact on the surrounding area. The massing is designed to respond to the medium scale properties that surround the site. To do this, the development responds to the site levels and proposes 6-storeys at the centre of the site, at PBSA Block 3 and Co-Living Block 1, reducing to 4-storeys (plus lower ground level) in height at the western end of the site at co-living Block 2 and 4 storeys at PBSA Block 4. The rest of the blocks are proposed at 5-storeys.</p> <p>The development is comprised of several blocks to provide visual porosity and openness across the site, which is reflective of the urban grain of the wider area. The blocks will also be connected by single storey entrance gateways, which connect PBSA Blocks 1 and 4, and co-living blocks 1 and 2. These link buildings provide a sense of entrance, enhancing cohesion of the development and legibility of the site, while also maintaining the visual porosity.</p>

Key Issue	Summary of Consultee Comments	Applicant Response
		<p>In terms of architectural detail, the local area and in particular the heritage assets such as the neighbouring conservation areas have informed the external materials and finishes. This includes a variety of brickwork tones to create interest and identity to each building. The light brick responds to the stone of St Lukes, whereas the red brick is the prevailing material in much of the area.</p> <p>Faux chimney stacks to gable ends are included which face on to Heavitree Road which is considered to reflect the change in urban grain due to Higher and Lower Summerlands.</p> <p>Elements of metal work are also included for rainwater goods and to the smaller buildings which include protruding metal dormers and standing seam roof.</p> <p>The proposed architectural details are considered to reflect the local area while also providing a distinct character to the site.</p>
Separation distances	Some comments expressed concern that the separation distances were below the standard 21m as outlined in national and local design guidance. This was particularly of concern in relation to a future change of use to C3 development.	<p>Separation distances are guidance rather than legislation and at higher density sites such as this, smaller separation distance can be advisable to provide the most efficient use of brownfield land without harming amenity for residents.</p> <p>Separation distances are maintained at 18m for habitable windows and 7m to a blank façade which is considered to be appropriate within the local context and to provide efficient use of the site.</p>
Scale	Overall, the responses were positive that the height, massing and scale had been reduced. There were even mixed views on whether the scale was reduced too much, with some members of the public commenting that the height was too low considering the prominent gateway location of the site.	<p>We believe the new design responds positively with the wider landscape and is of an appropriate scale for the location.</p> <p>The proposed amended scheme It is still considered the proposal represents a 'gateway' development leading towards the more urbanised area of Exeter City Centre, however, the reduced scale, lower building heights and looser grain of built form all ensure the proposal reflects the local environment while also meeting the aim to provide transformational change on the site through an efficient and high-quality</p>

Key Issue	Summary of Consultee Comments	Applicant Response
		scheme.
Disruption during Construction		
Disruption due to building works	Some expressed concern over the disruption due to building works, especially in relation to residents' experience of the Gorge in recent years.	<p>It was highlighted that a residents' liaison would be appointed by the contractor and a direct line of communication setup to ensure the contractors would be working in line with the planning authority's stated conditions and limitations. Furthermore, as part of a planning consent a construction environmental management plan will be required which details how the applicant will manage the building works and mitigate any potential detrimental impacts.</p> <p>Furthermore, the applicant has confirmed that the contractors would need to be part of the Considerate Constructors Scheme as part of their employment requirements. This means any contractor would need to register as part of the scheme prior to works starting on site and would need to abide by the Code of Considerate Practice. Compliance with the scheme is monitored and the public can raise concerns through the scheme's public support team.</p>

Amendments to Submitted Scheme

3.19 Following the extensive pre-application process outlined above, the draft proposals have been amended from those presented to the public and LPA in September 2024. The key amendments include:

- Inclusion of a permissible active travel route through the scheme travelling north to south.
- Improvements to amenity space provision for co-living units.
- Joining co-living blocks 1 and 4 to make one unit to provide greater space between the building and service road.
- Introduction of glazing to staircases to the co-living blocks to improve the design quality.
- Gable ends have been re-designed to create greater variation and legibility along Heavitree Road.
- Orientation of buildings has been reviewed to improve the outlook of existing neighbouring residents.
- Amenity spaces have been relocated to the southern end of the site away from public views to improve useability for future residents.

- The site boundaries to the west and north will be broadly retained as existing. However, additional native hedge planting is included to these boundaries. A section of the existing brick wall will be removed to accommodate the permissible shared route to the parking area of St Matthews Close.
- 8 trees will be retained, and 183 new trees will be planted across the site, with semi-mature planting focused on the boundaries of the site.
- The initial proposal to include a café has been removed from the scheme to address comments relating to highway safety and to reduce the potential for congregation near the Heavitree Road and Gladstone Road junction.

4.0 Summary and Conclusions

- 4.1 Through the process of community involvement, the Applicant has consulted with key stakeholders and the public to ensure a wide cross section of views and has given them consideration to inform the final proposals.
- 4.2 The Applicant has summarised the key responses and sought to provide a response to the key issues raised to assist the local planning authority in determining this application. Reasonable efforts have been made to consider feedback and incorporate it into the final design, alongside comments from the LPA.
- 4.3 The consultation which has been undertaken accords with the NPPF (2024) and ECC's Statement of Community Involvement (July 2022) demonstrating the Applicant has proactively engaged with the local community and other stakeholders from the early stages of the planning process.

5.0 Appendices

Appendix A: Consultation Letter and Leaflet

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Ref: P6051CA.L001

Date: 13th September 2024

Dear Owner/Occupier,

Invitation to Public Consultation on the Planned Redevelopment of the Former Police Station and Central Devon Magistrate's Courts, Heavitree Road, Exeter

On behalf of PBSA Heavitree Road SARL, I write to invite you to a public consultation event where the proposals for the redevelopment of the Former Police Station and Central Devon Magistrate's Courts, Heavitree Road, Exeter will be available to view and comment on.

Where

The consultation event will be held at:

**Newtown Community Association,
Belmont Park,
Belmont Rd,
Exeter
EX1 2HQ**

When

Between: **3pm and 6:30pm**

On: **Wednesday 25th September 2024**

There is no need to confirm attendance at the event, just come along any time between 3pm and 6:30pm on the 25th September.

Why

You have been invited to this consultation as a neighbour to the site.

At the event the potential developer of the site will be present together with representatives from the design team leading the proposals for the redevelopment of the site.

Cardiff Leeds London Manchester Newcastle upon Tyne

DPP One Limited
Company number 08129507
VAT number 138284595



Information will be available on the day on the current proposals for the site and there will be an opportunity to ask the developer/design team questions about the scheme.

There will also be an opportunity to leave comments on the current proposals which will be taken away, reviewed and responded to in a Statement of Community Involvement confirming that the comments have resulted in changes to the proposals displayed, or where this has not been possible, why this is the case.

What

The enclosed document sets out the details of the current proposals for the site. More information on the proposals will be available at the event on 25th September.

If You Are Not Able to Attend


If you are unable to attend the event on 25th September, all of the material which will be displayed can be viewed online at <https://dpp1.co.uk/heavitreeroad>. Please note that not all of display material will be available online until 25th September.

This website includes a comments form where you can leave anything you wish to say about the draft proposals.

As with comments received on the day, these will be taken away, reviewed and responded to in a Statement of Community Involvement confirming that the comments have resulted in changes to the proposals displayed, or where this has not been possible, why this is the case.

If you are unable to access the documents electronically you may request copies of this information by emailing consultation@dppukltd.com or by telephoning 02922 804890.

Yours faithfully,



Joe Morgan
Assistant Planner
DPP

PUBLIC CONSULTATION

FORMER POLICE STATION AND CENTRAL DEVON MAGISTRATE'S COURTS, HEAVITREE ROAD

Introduction

PBSA Heavitree Road SARL have developed proposals for the redevelopment of the Former Police Station and Central Devon Magistrate's Courts, Heavitree Road, Exeter.

Following pre-application discussions with Exeter City Council and engagement with statutory consultees as well as independent design experts, the potential developer of the site is seeking the views of neighbouring residents and key stakeholders prior to the finalisation of proposals and the submission of a planning application.

A public consultation event is being held where details of the draft proposals will be made available and comments welcomed. In addition, the draft proposals can be viewed online at <https://dpp1.co.uk/heavitreeroad/>.

Where possible, comments received will be taken into account ahead of any planning application being submitted to Exeter City Council. Where comments regarding changes to the proposals cannot be accepted by the developer, any planning application will set out the reasons for this being the case.

Comments are welcomed via the comments forms available at the consultation event or can be submitted via the comments form on the website above.



Further details can be found at: <https://dpp1.co.uk/heavitreeroad/>

The Proposal

The current proposals are for a mixed-use development comprising 381 student accommodation studios and 357 co-living studios along with a commercial unit, which would likely be a coffee shop open to residents of the scheme as well as the general public.

The student accommodation studios will cater to the need created by the growth of Exeter University. The co-living units will meet the needs of postgraduate students and young professionals, as well as key workers such as teachers, nurses and emergency services workers.

The current proposals have addressed the reasons for the dismissal of the previous application at the site at appeal earlier this year.

The current proposals have broken up the site into 8 separate blocks, which visually reduces the massing of the development from Heavitree Road, creating a scheme that is more reflective of the character of the area.

The site is laid out with 4 co-living blocks situated to the west, along with 3 blocks of student accommodation to the east, south of the Gorge student development and directly opposite St. Luke's Campus. A commercial unit will be sited to the south-east, at the junction of Gladstone Road and Heavitree Road, providing a prominent public space and creating active frontage opposite the entrance to St. Luke's Campus.

Limited parking will be provided on site with each building having its own internal bike store at ground floor level. An internal service road will run around the perimeter of the site, along the western and northern boundary to allow access to the accessible parking areas and for deliveries, as well as accommodating drop-off and pick up for the students.

The proposals are centred around a semi-permeable open courtyard areas providing open amenity space for residents. The co-living courtyard to the west will contain growing spaces while the student courtyard will contain seating areas for students. There will also be further outdoor seating situated around the commercial unit along Heavitree Road.

The proposals will include a significant amount of mature landscaping; native species being used at the boundaries of the site to create a buffer with neighbouring properties.

The proposals are in a draft form at present and comments received through the public and stakeholder consultation will be reviewed and, where possible, changes will be incorporated ahead of the submission of any planning application. Once submitted the application will be consulted upon by Exeter City Council so there will be another opportunity for comments to be made which will be taken into account by the Council in deciding whether to approve the application.

Figure 2: Consultation Leaflet Issued to Residents

Appendix B: Example Letter to Councillors



DPP Planning
DESG
11-13 Penhill Road
Cardiff
CF11 9PQ
029 2280 4890
info@dppukltd.com
www.dppukltd.com

Councillor A. Ketchin,
Civic Centre,
Paris Street
Exeter
EX1 1JN

Ref: P6051CA.L001

Date: 13th September 2024

Dear Councillor Ketchin,

Invitation to Public Consultation on the Planned Redevelopment of the Former Police Station and Central Devon Magistrate's Courts, Heavitree Road, Exeter

On behalf of PBSA Heavitree Road SARL, I write to invite you to a public consultation event where the proposals for the redevelopment of the Former Police Station and Central Devon Magistrate's Courts, Heavitree Road, Exeter will be available to view and comment on.

Where

The consultation event will be held at:

**Newtown Community Association,
Belmont Park,
Belmont Rd,
Exeter
EX1 2HQ**

When

Between: **2pm and 6:30pm (2-3pm Exclusive Preview)**

On: **Wednesday 25th September 2024**

There is no need to confirm attendance at the event, just come along any time between 2pm and 6:30pm on the 25th September. Please note that 2-3pm will be reserved for an exclusive preview before the event opens to the wider public at 3pm, however, you are welcome to attend the event at any time.

Why

You have been invited to this consultation as a ward Councillor for the area.

Cardiff Leeds London Manchester Newcastle upon Tyne

DPP One Limited
Company number 08129507
VAT number 138284595



At the event the potential developer of the site will be present together with representatives from the design team leading the proposals for the redevelopment of the site.

Information will be available on the day on the current proposals for the site and there will be an opportunity to ask the developer/design team questions about the scheme.

There will also be an opportunity to leave comments on the current proposals which will be taken away, reviewed and responded to in a Statement of Community Involvement confirming that the comments have resulted in changes to the proposals displayed, or where this has not been possible, why this is the case.

What

The enclosed document sets out the details of the current proposals for the site. More information on the proposals will be available at the event on 25th September.

If You Are Not Able to Attend

If you are unable to attend the event on 25th September, all of the material which will be displayed can be viewed online at <https://dpp1.co.uk/heavitreeroad>. Please note that not all of display material will be available online until 25th September.

This website includes a comments form where you can leave anything you wish to say about the draft proposals.

As with comments received on the day, these will be taken away, reviewed and responded to in a Statement of Community Involvement confirming that the comments have resulted in changes to the proposals displayed, or where this has not been possible, why this is the case.

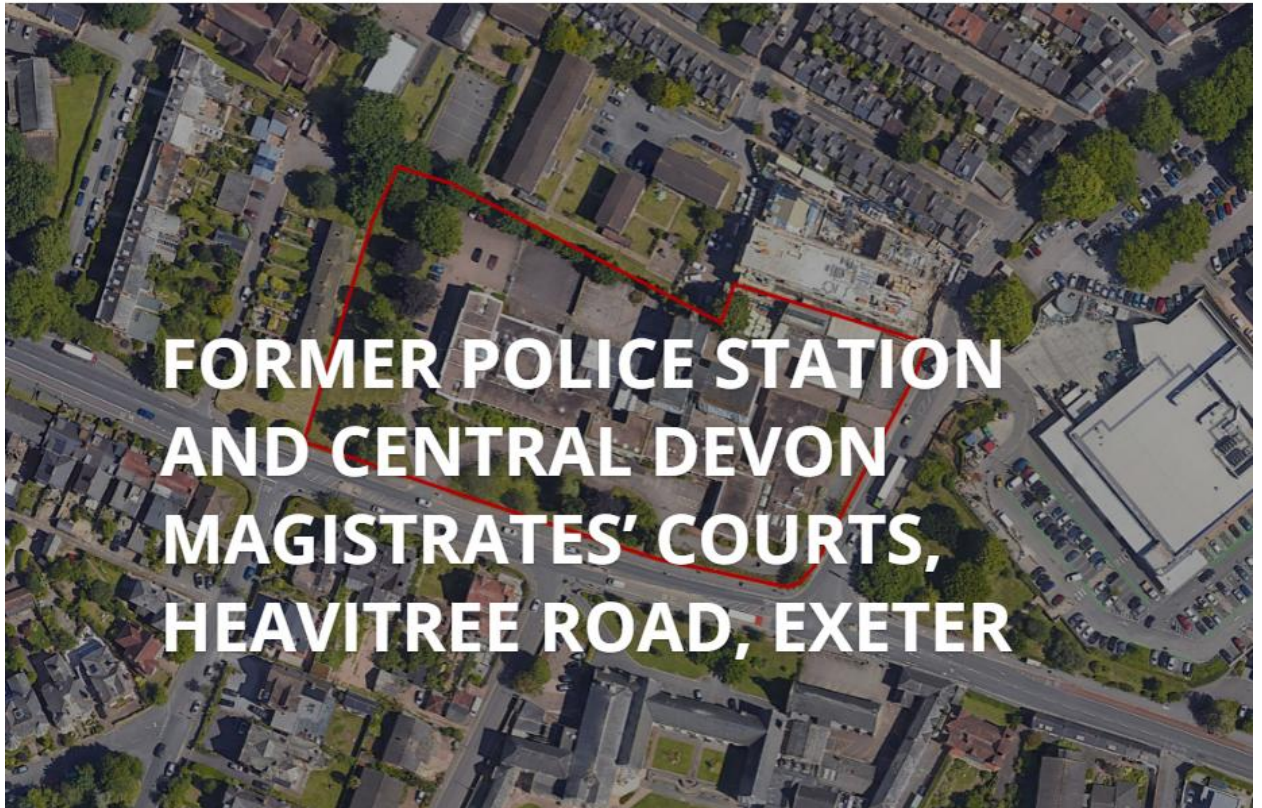
If you are unable to access the documents electronically you may request copies of this information by emailing consultation@dppuktd.com or by telephoning **02922 804890**.

Yours faithfully,



Joe Morgan
Assistant Planner
DPP

Appendix C: Consultation Website



INTRODUCTION

Welcome to our public consultation page for the proposals for redevelopment



DPP Planning

DESIGN

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Cardiff

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CARDIFF

LEEDS

LONDON

MANCHESTER

NEWCASTLE UPON TYNE