

The Exeter Plan

This is our city • This is our future



Full Draft Plan
October 2023

The Exeter Plan
Full Draft
Regulation 18
October 2023

Foreword

Work continues on the Exeter Plan – the blueprint for the future of the city. We now have a Full Draft Plan to share with our communities, businesses and stakeholders. For the first time, this document brings together our key objectives, a full set of planning policies and proposed development areas for comment.

This Full Draft Plan includes the planning policies we need to deliver our key priorities:

- A prosperous local economy;
- A healthy and active city;
- Housing and building great neighbourhoods and communities;
- A net zero carbon city; and
- Thriving culture and heritage.

It also sets out the six key, brownfield sites which will provide the majority of the high quality development we need in sustainable locations. Water Lane, a key flagship proposal alongside the canal, is a great example of how we can use the past to create great new places to live, work and spend our leisure time. Development opportunities like this provide great optimism for how the city will evolve in the coming years.

I look forward once again to hearing from the communities in Exeter as we look forward to a bright future in the city.

Councillor Phil Bialyk
Leader - Exeter City Council



Progressing the Exeter Plan

This consultation is the third opportunity for you to comment on the Exeter Plan.

We started work in 2020 and in the September of 2021 held a consultation on an 'Issues' document which launched the plan. In the autumn of 2022 we invited comments on an Outline Draft Plan which included a framework of policies and draft development sites. This autumn, for the first time, we are consulting on a Full Draft of the Exeter Plan. This provides a full set of proposed planning policies and more detailed information on our key, high quality, brownfield development sites which will be the vital building blocks for the future of Exeter.

During our last consultation in the autumn of 2022 I was delighted with the level of interest from the city community. Nearly 1500 people, organisations and companies responded and more than 1000 people visited the exhibitions across the city. The interest shown has been vital in shaping this next version of the plan and so I thank you for getting involved.

Over the coming months you have the opportunity to continue shaping the plan and the future of your city by taking part in our latest consultation. We will be reaching out to our communities in person and online to widen the interest in the plan and to provide the information you need to get involved. Your input really makes a difference and so we look forward to hearing your views on the evolution of our beautiful city.

Councillor Emma Morse
Portfolio Holder, City Development – Exeter City Council



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1 Explaining the Exeter Plan

What is the Exeter Plan?

- 1.1 The Exeter Plan will shape the future of Exeter for the next twenty years and will be the basis for how the city continues to evolve and meet the needs of the community.
- 1.2 The Exeter Plan is the new name for the Local Plan. It will be the main planning policy document for Exeter, setting out where development should take place and providing the policies which will be used in making decisions on planning applications. Once adopted, it will replace the current planning policies in the Core Strategy and the Local Plan First Review.

How have we got here?

- 1.3 The City Council started work on a new plan in 2020 and has been busy putting together the evidence needed to prepare the Exeter Plan. The plan was launched in autumn 2021 with an Issues consultation which explained the key issues for the plan to address and started to look at what the pattern of development in the city might look like in future. A further round of consultation was then held on an Outline Draft plan in late 2022, which presented a series of strategic planning policies and site allocations. We have used these two rounds of feedback to inform the current Full Draft Plan.

What is the Full Draft of the Exeter Plan?

- 1.4 The Exeter Plan is continuing to take shape and the Full Draft is the second version of this plan. It meets Regulation 18 of national planning legislation. It builds on the framework included in the previous Outline Draft and includes the vision for the city, a full set of planning policies to steer planning applications and potential development sites for a mixture of uses including housing and employment. It also includes a proposals map, which shows the extent of spatial designations and proposals contained within the Plan.
- 1.5 The full draft plan includes a large number of policies covering different topics, together with site allocation policies. Where the policies are vital to the delivery of the spatial strategy, key development and infrastructure proposals and are associated with cross-boundary matters, the policies are identified as 'strategic policies'. Where policies cover more detailed matters these are considered to be non-strategic. Neighbourhood Plans can also include non-strategic policies. The differentiation between strategic and non-strategic policies is a requirement of national planning policy.
- 1.6 It should be noted that at this stage a viability appraisal has not been completed for the plan. This means that the content of the policies are subject to change to ensure development viability as is required by national planning policy.

What happens next?

- 1.7 We will hold this consultation between 23 October and 15 January 2024 and would like as many responses as possible. The responses will be used to inform a final draft document, which will be published for comment in 2024 before it is submitted to the Planning Inspectorate for Examination. A Planning Inspector will use a series of Examination discussions to decide whether the plan needs any changes and then if it can be adopted by the City Council. This is likely to take place in 2025.

2 This is our city, this is our future

The Exeter vision 2040 and Liveable Exeter

- 2.1 Exeter has an ambitious vision for the next 20 years which can be summarised in a single sentence:
- 'By the time they are an adult, a child born in Exeter today will live in a city that is inclusive, healthy and sustainable - a city where the opportunities and benefits of prosperity are shared and all citizens are able to participate fully in the city's economic, social, cultural and civic life.'*
- 2.2 The City Council adopted this vision in 2019 following engagement with our key partners and stakeholders.
- 2.3 The Exeter Plan also looks ahead to 2040 so it makes sense to bring the vision and plan together. This means that the plan will help to achieve the vision.
- 2.4 Our vision talks about a future Exeter that supports collaboration; ensures every resident has a home that is secure, affordable and healthy; has a strong and growing economy; encourages healthy, active lifestyles; has world-class education and training; supports a vibrant city centre and inclusive and connected neighbourhoods; is carbon neutral by 2030 and; will be known nationally and internationally as a city of culture.
- 2.5 The vision has seven key outcomes:
- An innovative and analytical city
 - A healthy and inclusive city
 - The most active city in the UK
 - Accessible world class education
 - A liveable and connected city
 - A leading sustainable city
 - A city of culture
- 2.6 The achievement of these outcomes drive the entire Exeter Plan. They map across to the key policies and development sites.
- 2.7 In 2019 the City Council launched Liveable Exeter. Liveable Exeter will help deliver the Exeter Vision 2040 and this plan. It is a bold initiative to build new homes in the city in high quality developments and transform previously developed land, strengthen existing communities and create new neighbourhoods. A series of Liveable Exeter principles will guide the largest developments to ensure they are of the highest quality. These principles are included in this plan.
- 2.8 The City Council cannot deliver Exeter's vision on its own. That is why the Liveable Exeter Place Board was created. Each organisation represented on the Place Board has endorsed the Exeter 2040 Vision.
- 2.9 The Place Board enables collaboration between the city's anchor institutions, sub-regional partners and the Government in delivering Liveable Exeter. The Place Board

acts as a critical friend, challenging partners to achieve the principles which underpin Liveable Exeter.

- 2.10 The Place Board has an independent Chair and does not take decisions. Members engage communities and stakeholders to address the challenges in achieving the vision.

Delivering the vision

- 2.11 The Exeter 2040 vision will be delivered in different ways using a range of innovative tools including the Exeter Plan. However, there are other mechanisms which are being used to deliver high quality development in the city.
- 2.12 In 2022, the City Council launched a related planning initiative, the Exeter Design Quality Partnership. This is aimed at improving the way sustainability and design quality is addressed in the city.
- 2.13 The partnership is between the City Council, landowners, funding institutions, promoters of development and developers and is framed by the Exeter Vision 2040 and Liveable Exeter. It is about raising the level of ambition in design and city-making in Exeter, through collaboration.
- 2.14 Although the planning system enables high quality development it is not designed to deliver everything Exeter needs to achieve its vision. Other City Council plans, including the refreshed Corporate Plan, and the strategies of key institutions and partners, will also play a vital role. This is shown at the start of each chapter of the Exeter Plan by an explanation of how the plan will support the City Council's corporate priorities.
- 2.15 The City Council is working closely with its delivery partners on other initiatives including:
- The Net Zero Exeter 2030 Plan
 - The Cultural Compact and Exeter Cultural Strategy
 - Live and Move – the Sport England Local Delivery Pilot
 - The Creative Arc
 - Exeter City of Literature (UNESCO)
 - InExeter – Exeter's Business Improvement District
 - Devon County Council plans including the Exeter Transport Strategy and new Local Transport Plan.
 - Heart of the South West Local Industrial Strategy
 - Exeter Civic University agreement and the University 2030 Strategy
 - Exeter College Strategic Plan 2020 - 2025
- 2.16 Linked to these other strategies, the Exeter Plan will act as a focal point for discussions with the Government and its associated departments and agencies (such as Sport England, Homes England, Arts Council England, the Environment Agency, Natural England, National Highways, Historic England) to support the delivery of the Exeter 2040 vision. The plan will inform bids for external funding, including for housing, infrastructure, environmental schemes and other priorities as needed.
- 2.17 Looking at the wider area, the City Council is working with our partners at East Devon, Mid Devon and Teignbridge District Councils and Devon County Council to

prepare a joint strategy for the wider area. This is not a formal planning document but will draw together the proposals in the individual Local Plans (including the Exeter Plan) to show the overall picture on key strategic topics affecting the area as a whole.

- 2.18 As well as planning for change over the next 20 years through the Exeter Plan, development may come forward through innovative approaches using a variety of models. The City Council will work with partners to explore new delivery mechanisms to support high quality development and infrastructure delivery.

3 Spatial strategy

Spatial strategy: An explanation

- 3.1 A key part of the Exeter Plan is the spatial strategy. This spatial strategy section sets out the main principles for guiding the pattern and characteristics of development in the city. Details about the amount of development required for housing and employment are included in other sections of the plan. The spatial strategy flows from Exeter's Vision 2040. It plans for the city's growth recognising Exeter as a sustainable location for major development and reinforcing its position as the area's economic engine.
- 3.2 In putting together the spatial strategy, we have looked at a series of documents and viewpoints including national policies (in the National Planning Policy Framework), our current local planning policy (the Core Strategy and Local Plan First Review), ideas from the Liveable Exeter initiative, work previously put together on documents which are no longer progressing (such as the Greater Exeter Strategic Plan and the Development Delivery Document) and responses to previous consultations.
- 3.3 The current strategy in our existing plans contains various principles, including directing some development close to the city centre on brownfield land, providing large urban extensions on greenfield land on the edge of the city and steering development away from the hills on the edge of the city.
- 3.4 Following consultation on the Outline Draft Plan in 2022 we have looked again at this spatial strategy so that it reflects Exeter's Vision 2040 and the City Council's priorities set out in the refreshed Corporate Plan. The main change from the current strategy in the adopted Core Strategy is to move away from one of the main components of the previous approach – the provision of large, greenfield urban extensions on the edge of the city. These urban extensions have now largely been built out.
- 3.5 There are also some vital elements of the current strategy that we need to keep, including the protection of the River Exe and the city's hills. A key strand of the new spatial strategy is to steer the majority of development to brownfield sites in order to protect the city's landscape setting and retain Exeter's environmental quality. This strategy will also help to achieve the City Council's net zero 2030 target, enable nature recovery, continue Exeter's economic success and support a healthy and inclusive city. This transformational approach is closely aligned with the Government's Levelling Up policy which aims to reduce inequalities and promote opportunities for all.
- 3.6 Although the focus is firmly on brownfield development, some small scale greenfield development will help to provide a mix of sites, maintain a pipeline of development in the near future and deliver a five year housing supply (which helps us protect our sensitive environments). However these sites will be modest in the context of the significant brownfield focus. Since the Outline Draft Plan stage, the number of greenfield sites proposed for development in the plan has reduced.
- 3.7 Another key part of the strategy that our brownfield approach supports is to ensure that residents have walkable access to services and facilities. The basic premise is to develop neighbourhoods where daily services can be accessed easily on foot; this will play a role in minimising carbon emissions, improving health and wellbeing and enhancing access to services.

- 3.8 The City Council has recently undertaken some analysis across Exeter looking at the current level of provision of some of the key services and facilities. This work has helped us to understand where there are gaps in provision to inform the content of the plan. In future, this work could also be used by applicants and the public to better understand the level of provision in their local area.
- 3.9 The spatial strategy is included in policy S1. The development allocations included elsewhere in the Exeter Plan have been guided by the spatial strategy.

S1: Spatial strategy (Strategic policy)

The spatial strategy will deliver on Exeter's Vision 2040 including the city's ambitions for net zero, health and wellbeing, the vitality of the city centre and cultural diversity. The City Council will work with partner Authorities and other stakeholders to deliver these ambitions.

The spatial strategy for delivering development in Exeter has 14 elements:

1. Providing good quality homes of a variety of types in the city to meet Exeter's needs.
2. Bringing forward new forms of employment provision in the city, developing the transformational sectors and supporting improvements to education and skills to ensure employment needs are met.
3. Focusing the majority of development on strategic brownfield sites, particularly in locations close to the city centre, district centres, local centres and key public transport hubs, to deliver high quality places.
4. Enabling the development of smaller brownfield sites as they become available.
5. Considering modest greenfield development as a supplement to the overall focus on brownfield sites.
6. Locating development near enough to key services and facilities to allow residents to meet most of their daily needs on foot.
7. Protecting the landscape value of the sensitive hills which provide the vital setting of the city.
8. Protecting the ecological value of the River Exe, its estuary and wildlife networks.
9. Conserving, enhancing and improving access to Exeter's outstanding historic environment.
10. Steering development to avoid areas of higher flood risk where possible and managing residual flood risk as appropriate.
11. Enabling development in locations which link effectively to the Valley Parks as vital green infrastructure whilst ensuring their protection and enhancement.
12. Providing high quality, mixed-use development at optimal densities appropriate to the characteristics and function of the local area to minimise the need to travel and maximise walking, cycling and public transport.
13. Reflecting local identities, providing for diverse neighbourhoods and delivering high quality public realm and community spaces to grow the city's cultural offer and drive regeneration.
14. Delivering the range of infrastructure needed to support high quality development and our communities in a timely manner.

Liveable Exeter principles

- 3.10 Exeter is a growing city and we are ambitious for its future. The Liveable Exeter initiative originally set out sites that could accommodate new homes within a series of high quality, brownfield developments.
- 3.11 We want to increase the population living in the central areas of the city and encourage people who may have left Exeter to return to live in a variety of new homes including apartments. Homes will be built within vibrant, neighbourhoods that are walkable, have cafes, shops, community uses and workplaces.
- 3.12 We are committed to making the best use of previously developed land in the city by optimising density to support the significant increase in new and affordable homes and infrastructure we desperately need. This will often mean developing at densities above those of the surrounding area. A design-led approach to optimising density is advocated which should be based on an evaluation of the site's attributes, its surrounding context and capacity for growth and the most appropriate development form. The highest densities should be located in the most accessible and sustainable locations close to the city centre and public transport.
- 3.13 The spatial strategy requires significant brownfield development on large development sites as identified elsewhere in the Exeter Plan. These larger sites offer the potential for new, exciting forms of sustainable, high quality mixed use development.
- 3.14 We understand the importance of the large brownfield sites in meeting our development needs. In 2019, the City Council published its transformational housing delivery programme under the banner of Liveable Exeter. This set out the City Council's ambitions to help meet our housing needs by developing eight strategic brownfield sites across the city.
- 3.15 Whilst some of these sites form an integral part of the spatial strategy, Liveable Exeter is not just a series of sites but a growth and city-making initiative governed by six principles which have been drawn from Exeter's Vision 2040 and national Garden City principles. In adopting the Liveable Exeter principles we aim to strengthen and reinvigorate existing communities and repurpose and transform other parts of the city, which need to change. Collectively the Liveable Exeter principles will achieve the following:
- Development proposals which make the best use of brownfield land and build at optimal densities. All developments should look to optimise their development footprint; accommodating access, servicing and parking in the most efficient ways possible.
 - New development that contributes positively to an area's character and identity, creating or reinforcing local distinctiveness.
 - New development that supports thriving high streets and local centres, ensuring that for local trips, walking and cycling become the most convenient option, and for longer trips, public transport becomes viable. People-friendly, human-scaled streets and junctions should be a joy to walk and cycle along and incorporate high quality design, materials, improved air quality and overlooking from surrounding buildings.

- Developments that adopt innovative approaches to mixing land uses, and delivering a high quality public realm. Where possible, different land uses should be mixed together, with residential above businesses and community uses commonplace.
 - High quality buildings which support the health and wellbeing of their occupants, and are responsive to the changing way we live, work and spend our leisure time. Public spaces and private communal areas will be safe, accessible, inviting and well used, without the fear of crime. Individual dwellings should provide sufficient comfort, natural light, privacy and quiet.
- 3.16 The Liveable Exeter principles will apply to the large, brownfield development sites identified in the Exeter Plan and other major sites that may come forward in future. These principles are a vital element in steering development and go hand in hand with the spatial strategy of delivering quality development on brownfield land.
- 3.17 The City Council will work collaboratively with landowners and developers to promote the Liveable Exeter principles. Wider planning policy, masterplans, design codes, supporting evidence and other design tools will support this approach, recognising that the characteristics of future development will be site specific. To demonstrate this approach, the City Council is currently preparing a Development Framework and Design Code for the Water Lane site to specifically steer the quality of this regeneration area in the city.
- 3.18 The Liveable Exeter principles are included in policy S2. They are also expanded upon in a separate evidence document. The policy sets out the requirements for the standard of development that the City Council will expect for all strategic brownfield developments in the city. Developments that fail to achieve the standards set out in these principles will be refused. Following the Outline Draft Consultation, an additional principle relating to the importance of reflecting local culture in new development has been added.

S2: Liveable Exeter principles (Strategic policy)

The delivery of strategic, brownfield developments will be supported.

Planning applications for the strategic brownfield development sites must be accompanied by a masterplan which includes a vision and planning/design framework to guide the comprehensive development of the wider site area.

All strategic brownfield development proposals must demonstrate how each of the following Liveable Exeter principles and requirements will be achieved.

Principle 1: Memorable places. Development will:

- Contribute positively to an area's character and identity, creating local distinctiveness and reinforcing its role within the city.
- Respond positively to local topography, open spaces and watercourses and maximise views to Exeter's natural and built landmarks and features.
- Make efficient use of land so Exeter remains compact and walkable.
- Enable sustainable transport for access to the city centre, district and local centres, employment areas, the River Exe and the Valley Parks.

- Contribute to the varied and innovative social, economic and cultural offering in the city.

Principle 2: Outstanding quality. Development will:

- Build at optimal density and maximise the development footprint, incorporating the highest densities in the most accessible and sustainable locations.
- Incorporate innovative solutions within buildings, transport provision, energy and other infrastructure to achieve our ambitions for a net zero city by 2030.
- Enhance Exeter's natural, built and historic environment, particularly at gateway and arrival points, main routes into the city, city centre, the Ship Canal and Basin, the River Exe and the Valley Parks.
- Provide innovative and exciting education, research, skills, work and leisure destinations in prominent and accessible locations.
- Ensure neighbourhoods function effectively in the long term by incorporating stewardship measures which provide for the effective management and maintenance of the public realm and communal private spaces.

Principle 3: Welcoming neighbourhoods. Development will:

- Provide a variety of high quality, affordable, market and specialist homes catering for local needs.
- Support a wide range of accessible, local jobs and provide the education and skills to support local employment.
- Support thriving high streets, district and local centres, and create new centres where appropriate, delivering local shops, open spaces, community, education and health facilities.
- Provide safe, healthy, accessible and inclusive streets and public spaces which are people-friendly, human in scale, well managed and cared for.
- Phase delivery to ensure important infrastructure and facilities are provided early on.

Principle 4: Liveable buildings. Development will:

- Ensure that homes are adaptable to changing demands and lifestyles.
- Include beautiful buildings which complement local character using high quality designs and materials.
- Ensure buildings are energy efficient, adopt a fabric-first approach and apply high performance standards such as Passivhaus and whole-life carbon assessment.
- Provide homes that are predominantly dual-aspect ensuring high levels of natural daylight and ventilation.
- Be laid-out and designed to maximise internal air quality.

Principle 5: Active streets. Development will:

- Incorporate active travel and passive surveillance measures at the outset of development design.
- Make direct connections to the active travel network and key destinations.
- Reallocate road space to maximise active travel, public transport, shared mobility and the provision of attractive public spaces through seating and planting.
- Maximise parking and storage for cycling, provide infrastructure to support electric vehicles and bicycles and minimise parking for private cars.

Principle 6: Spaces for people and wildlife. Development will:

- Provide and enhance connections to existing green networks and spaces including the Valley Parks and Green Circle.
- Maximise opportunities for landscaping, planting and trees using tools such as the Urban Greening Factor.
- Promote vitality and inclusivity by providing safe and attractive places for play, recreation, food growing and socialising outdoors.
- Ensure that space is created specifically for nature to deliver biodiversity gains within the city.

Principle 7: Connected Culture. Development will:

- Use culture to improve development quality to drive investment for strategic growth and sustainability in Exeter.
- Support local economic growth by providing flexible space for creative industries.
- Create resilient, adaptable, networked communities and successful centres that support civic pride and express local identity.
- Support high quality cultural place-making projects in the public realm and community facilities to achieve exemplary social value and environmental quality.
- Safeguard, promote access to, and reflect, cultural heritage in local place-making.
- Harness Exeter's rich heritage, local identities and creative talent through civic participation in culture and by supporting 'mean-while uses' whilst sites are being developed.



4 Climate change

Vision – A leading sustainable city

Addressing climate change links to the aim in the 2040 vision of being a leading sustainable city. Mitigating and adapting to climate change will help to improve energy efficiency in buildings, provide renewable and decentralised energy and respond to flood risk.

Vision – Healthy and inclusive

Addressing climate change links to the aim in the 2040 vision of creating a healthy and inclusive city. Mitigating and adapting to climate change will help to minimise energy costs, provide more resilient energy networks and overcome health inequalities.

Vision – City of Culture

Addressing climate change links to the aim in the 2040 vision of creating a city of culture where the environment plays a leading role. Mitigating and adapting to climate change can only be achieved through cultural exchange, engagement and a genuinely collective effort.

Objective: Make the fullest possible contribution to the mitigation of, and adaptation to, climate change and work towards creating a carbon neutral city. Helping to deliver the strategic priority of a net zero carbon city.

Introduction

- 4.1 The planet is facing huge environmental challenges caused by human interventions which are increasing carbon dioxide and other greenhouse gas emissions. In recognition of this, the City Council has declared a climate emergency and pledged to work towards creating a carbon neutral city by 2030. We have adopted the Net Zero Exeter 2030 Plan which sets out what Exeter will need to put in place in order to be net zero carbon by 2030.
- 4.2 The Exeter Plan will include policies and proposals that contribute to meeting this challenging ambition and to make the most of the opportunities of a net zero carbon city, whilst adapting to the unavoidable impacts of climate change.

Net zero Exeter

- 4.3 The city's ambition, to be carbon neutral by 2030, is 20 years earlier than the 2050 national net zero target required under the Climate Change Act. This is an incredibly challenging ambition but the nature of the issue justifies this aim. Success will only be achieved through engagement and a genuinely collective effort; we need all organisations, individuals and institutions to play their part.
- 4.4 The City Council is collaborating with the University of Exeter. The University is world-leading in environmental intelligence. It works closely with a range of public and private sector partners in delivering education, research and knowledge exchange activities. Its ambitions include delivering a flagship innovation hub within a state of the art building in Exeter city centre within the proposed City Point development (part of the East Gate site considered later in the plan).

- 4.5 Looking more widely, the performance of buildings will be vital in achieving net zero. The Government's Future Homes Standard seeks to deliver homes that are zero carbon ready by 2025. The Government has also set out a new Future Buildings Standard which provides a pathway to deliver new non-domestic buildings that are zero carbon ready from 2025. Changes have already been made to the building regulations to reduce carbon emissions and provide a stepping-stone to implementing the new standards. The City Council will keep the Government's progress in achieving these standards under review and, if necessary, set our own energy efficiency requirements to ensure new development is making reductions in carbon emissions and also playing its role in helping to minimise fuel bills during these challenging times.
- 4.6 However, it is not just the efficiency of buildings themselves that matters. The location of new development and the density and urban form is also key. Urban intensification can enable growth while achieving a reduction in travel demand and an increase in sustainable travel. Higher densities and combinations of uses are likely to provide greater potential for local energy networks and cost effective low carbon energy.
- 4.7 Renewable sources of energy include sun, wind and water power, and ground and air source heat pumps. Biomass energy from organic matter and energy from waste can also make an important contribution to cutting carbon emissions. These sources can offer diversity and security of supply and can reduce harmful emissions to the environment. Whilst grid electricity is increasingly being supplied by renewables, there is still a need to maximise onsite renewable energy generation while community-led renewable and low carbon energy schemes also have an important role to play.
- 4.8 Green infrastructure, Sustainable Drainage Systems (SuDS), and other nature-based solutions to flood risk also have an important role in climate change mitigation. Through carbon sequestration (for example, trees storing carbon) and urban cooling, these nature-based solutions have a role that extends beyond the obvious environmental and health benefits.
- 4.9 Policy CC1 brings together many of these considerations to ensure they are addressed together. All development should be planned over its whole lifetime to limit carbon emissions and developers will be required to demonstrate how they will contribute to achieving net zero.

CC1: Net zero Exeter (Strategic policy)

Exeter has an ambition to be net zero by 2030.

Development proposals will be required to demonstrate how they will support the achievement of net zero through each of the following:

- Considering location, urban form, density and place-specific solutions;
- Minimising the need to travel and maximising walking, cycling and public transport;
- Applying a fabric first approach to maximise energy efficiency;
- Maximising renewable and low carbon energy generation;
- Applying the principles of the circular economy;
- Utilising SuDS and other nature-based solutions to deliver flood risk management; and
- Providing green infrastructure, biodiversity net gain, and landscape-led schemes.

Renewable and low carbon energy

- 4.10 In order to achieve net zero it is vital that we increase the use and supply of renewable and low carbon energy. The National Planning Policy Framework identifies the responsibility of all communities to contribute to energy generation from renewable or low carbon sources.
- 4.11 Community initiatives are likely to play an increasingly important role and are encouraged as a way of providing positive local benefit from renewable energy development. Community organisations generating energy and/or providing energy advice in Devon are represented by the Devon Community Energy Network. Communities looking to set up new projects should make contact with the network. Examples of projects that are in the pipeline include rooftop solar and district heating networks.
- 4.12 There are also many examples of innovation from the private sector; from businesses delivering clean green hydrogen, research into new forms of battery storage, development of smart energy management systems, to schemes where surplus/waste heat is captured and used to provide ‘free’ heat elsewhere.
- 4.13 Many of these schemes are not classed as ‘development’ for the purposes of planning. Microgeneration and retrofitting existing premises is often permitted development that may not require an application for planning permission. However, where planning permission is required for renewable energy developments, the City Council will not require applicants for energy development to demonstrate the overall need for renewable or low carbon energy. The City Council recognises that small-scale projects provide a valuable contribution to cutting greenhouse gas emissions and will approve development if its impacts are acceptable (or can be made acceptable by means of conditions). This approach is set out in policy CC2. Additional guidance on proposals involving heritage assets is provided in policy HH2: Heritage assets and climate change.

CC2: Renewable and low carbon energy

Renewable and low carbon energy-generating development, and all related enabling infrastructure (including battery storage and other energy storage facilities), will be supported where proposals avoid unacceptable impacts upon amenity and the natural, historic and built environment. Clear evidence of local community involvement and leadership will be given substantial positive weight.

Energy-generating development that is neither renewable nor low carbon will not be permitted.

Local energy networks

- 4.14 By considering existing and proposed development, and by working in partnership with developers and other organisations, more decentralised energy networks can be set up that will support the move to a net zero carbon city.
- 4.15 On average, standard centralised power generation (like that which provides power through the grid to most properties) is only 30% efficient, whereas decentralised generation is typically twice as efficient. The greatest efficiencies can be achieved through linking combined heat and power (CHP) plants including energy from waste (EfW) plants, to local energy networks. These provide heat and electricity via a local heat network of pipes and infrastructure which properties can connect to.
- 4.16 There are already heat networks in the city, including at Monkerton, to show how these projects can be provided. The City Council has now identified areas where the scale of development or the heat use opportunities are great enough to justify the planning, design and delivery of heat networks. Policy CC3 identifies the areas where evidence suggests local energy networks are feasible and viable. The policy also requires that new development outside these areas, but in reasonable proximity to a network, be constructed to allow connection (as and when a network is rolled out). Any local energy networks being established adjacent to the City Council's boundary will take account of development proposals outside of the city and be planned and delivered so that a single energy network is provided, where that is appropriate and viable.

CC3: Local energy networks (Strategic policy)

Local energy networks are proposed in the following locations:

- a. Monkerton and Hill Barton;
- b. The city centre, South Gate, Heavitree Road and Wonford;
- c. Matford, Marsh Barton, Water Lane and Exe Bridges Retail Park;
- d. Red Cow, New North Road and the University; and
- e. In other locations across the city where it is shown that it is feasible and viable to bring forward a local energy network.

Within these areas, and throughout the city within 500 metres of any local energy network subject to a contractual commitment, all new development (either new build or conversion) with a floorspace of at least 1,000 square metres, or comprising ten or more dwellings, must be constructed to have heating (water and space) systems compatible with the proposed or existing local energy network and include provision for the necessary pipework from those in-building systems up to the appropriate site boundary to allow connection to the network when available.

Any large scale residential or non-residential development proposal must demonstrate that consideration has been given to whether it is feasible and viable for that development to be connected to any local energy network.

Ground-mounted photovoltaic arrays

- 4.17 In the UK we receive a vast amount of solar energy; in an average year we receive as much as 60% of the solar energy which is received at the equator. This can be compared to the yearly output of 1,000 power stations (Planning guidance for the development of large scale ground mounted solar photovoltaic systems, Building Research Establishment).
- 4.18 The Centre for Energy and the Environment (University of Exeter) was commissioned by the City Council to consider and map the potential for large scale ground-mounted photovoltaic arrays with the City. Whilst this high level analysis does not assess suitability, it does suggest that there is potential for ground-mounted photovoltaic array development within the city boundaries.
- 4.19 Ground-mounted arrays will not be suitable for all sites. The visual impact, both in terms of the physical form and resulting glare from the array, as well as any associated infrastructure and boundary treatment, will need to be carefully assessed in a Landscape and Visual Impact Assessment.
- 4.20 For any proposal, consultation with the City Council and local community is encouraged at an early stage. The local community should be engaged, by the developer, at the pre-design, conceptual stage, ideally using a local exhibition / presentation where community views can be sought and recorded. Opportunities for community benefit should be explored wherever practical.
- 4.21 Policy CC4 outlines criteria to be met in order for ground-mounted photovoltaic arrays to be supported by planning.

CC4: Ground-mounted photovoltaic arrays

Proposals for ground-mounted photovoltaic arrays will be supported if they:

1. Are sited on previously developed land or agricultural land of classification 3b,4 and 5;
2. Minimise visual impacts, including cumulative impacts, on the landscape;
3. Avoid adverse effects on the European Wildlife Sites and on any other known sites of biodiversity interest;
4. Do not result in the loss of public access, open space, areas of recreation, nor harm the potential opportunities for these functions;
5. Protect the setting of historic assets;
6. Avoid areas of high flood risk; and
7. Do not result in unacceptable amenity and safety impacts.

Future development standards

- 4.22 The Exeter Plan is likely to be adopted at a similar time to the proposed introduction of the Future Homes Standard (FHS) and the Future Building Standard (FBS). These Standards are being introduced by the Government in order to deliver highly efficient homes and non-domestic buildings respectively which are zero carbon ready, better for the environment and fit for the future. The new FHS should ensure that all new homes built after 2025 will produce 75 - 80% fewer carbon emissions than homes delivered under the Building Regulations Part L 2013. The reductions are required by the FBS for non-domestic buildings are yet to be announced, but are expected to be

similar in scale. This will significantly reduce the regulated operational emissions for a typical building and make an important contribution to achieving net zero.

- 4.23 In accordance with the Government's expressed intention to introduce the FHS and FBS in 2025, policy CC5 seeks to ensure that the level of ambition is achieved and the timetable does not slip. This provides a local back-up to the national ambition.

CC5: Future development standards (Strategic policy)

From 2025, residential development will be required to achieve a 78% carbon dioxide emissions reduction from that required under the 2013 Building Regulations and non-domestic buildings will be required to achieve a [TBC]% carbon dioxide emissions reduction from that required under the 2013 Building Regulations.

Note: The percentage reduction in carbon dioxide emissions for non-domestic buildings will be inserted into policy CC5 once announced by Government.

Embodied carbon

- 4.24 Embodied carbon emissions are those associated with raw material extraction, manufacture and transport of building materials, construction, maintenance, repair replacements, dismantling, demolition and eventual material disposal.
- 4.25 Around 10% of UK emissions are thought to be associated with the embodied carbon from new construction. As operational emissions increasingly reduce, embodied emissions will make up a greater proportion of total carbon from the whole life of a building. Work carried out for the Royal Institution of Chartered Surveyors (RICS) suggests that embodied carbon currently makes up 35 - 51% of a building's total emissions, rising to 70% as operational energy decarbonises.
- 4.26 A true net zero building is operationally net zero, made from 100% reused materials, and where 100% of the materials can be reused again at the end of its life (if construction, transport and disassembly are carried out with renewable energy). In practice this is extremely hard to achieve in the current UK market and so some embodied emissions are unavoidable. However, simply measuring embodied carbon emissions and then reducing these emissions as far as is possible through good design and planning, can make a significant difference.
- 4.27 Policy CC6 introduces the requirement to measure embodied carbon emissions and take action to reduce this impact. The policy also introduces a presumption against one-for-one replacement of habitable dwellings; an approach that is often taken without due regard to the impact in terms of carbon emissions.

CC6: Embodied carbon

To drive action to reduce embodied carbon emissions, major development proposals will only be permitted where:

- The impact on climate change from carbon emissions embodied in development materials is calculated using a nationally recognised carbon assessment method; and
- It is demonstrated that adequate steps have been taken in the design of the development to reduce this impact.

Minor residential development proposals that involve one-for-one replacement of existing habitable dwellings will only be permitted where it can be demonstrated that refurbishment is neither viable nor practical.

Solar-ready development

- 4.28 Even when the Future Homes Standard is implemented in 2025 not all developments will incorporate solar photovoltaic (PV) panels. On this basis, it is reasonable (given the minimal cost) to require new development to be designed and constructed to be 'solar-ready' to allow for later installation of PV.
- 4.29 To enable this, all major developments must be designed and constructed to optimise the use of solar photovoltaic panels. Where a site incorporates buildings with pitched roofs the site layout should maximise the number of buildings with the main roof aspect facing south east to south west. Buildings with pitched roofs should aim for a roof angle in the range of 35 - 40 degrees, dormers and other design features that break up roof spaces should be avoided, as should the overshadowing of roofs by adjacent buildings.
- 4.30 Buildings shall be constructed with:
- A static load roof strength where solar equipment can be placed, capable of supporting a minimum of [15] kg/m² on pitched roofs and [30] kg/m² on flat roofs.
 - Placement of non-solar related rooftop equipment that avoids shading of solar equipment and maximises continuous roof space with the aim of at least 75% continuous roof space unobstructed by heating, ventilation and air conditioning (HVAC) equipment, vents, or any other objects, with all objects located at the north end of the solar-ready roof.
 - Sizing and/or provision of extra electrical switchboard capacity in the building to accommodate the addition of an appropriately sized future solar energy system. Electrical switchboards in homes should have an excess of 30% capacity, and space for an additional electric switchboard should be provided in non-domestic buildings.
 - Provision of space in the building for a solar photovoltaic system DC-AC inverter in the vicinity of the photovoltaic panels or in another suitable location in the building.

- Conduits in the building to allow the easy running of cables from the photovoltaic panels to the DC-AC inverter and from the DC-AC inverter to the electrical switchboard.
- 4.31 Solar-ready construction will not be required where despite careful consideration at the design stage, the following are unavoidable:
- Solar resources are too poor, for example as a result of the building being in the shadow of other taller buildings; or
 - On north facing pitched roofs.
- 4.32 Policy CC7 seeks to ensure that all major development that does not incorporate solar photovoltaic panels is designed and constructed to be solar-ready.

CC7: Solar-ready development

All major development that does not incorporate solar photovoltaic panels when built must be designed and constructed to be ready for the later installation of solar photovoltaic panels, where this is feasible and practical and does not result in unacceptable impacts upon amenity and the natural, historic and built environment.

Flood risk

- 4.33 Increasing flood risk is one of the most high profile consequences of climate change. The recent climate pack from the Met Office suggests that for Exeter, winter precipitation could increase by 5 - 19% by the 2030s, leading to an increased risk of river and surface water flooding.
- 4.34 Exeter's spatial strategy seeks to avoid areas of higher flood risk (from fluvial, surface water or other sources) by following a sequential, risk-based approach to the location of development. However, development in the urban area on brownfield sites has significant and widespread benefits, including the potential to help mitigate climate change by limiting the need to travel and supporting local energy networks. In order to deliver the sustainable regeneration of brownfield areas such as at Water Lane and Marsh Barton, flood risk will need to be mitigated through SuDS and other nature based solutions, and managed through design and site layout to ensure the development is appropriately flood resistant and resilient.
- 4.35 Policy CC8 sets out how the City Council will consider flood risk. In all areas development will need to integrate Sustainable Drainage Systems (SuDS) into the design and layout. SuDS mimic natural drainage processes and the benefits include minimised costs, reduced overall flood risk, enhanced nature conservation and amenity value, recycling valuable water resources, and better control of pollution from urban run-off. Where SuDS are not appropriate, appropriate flow attenuation facilities or mitigation measures will be required. For more information, applicants are advised to refer to the Sustainable Drainage Systems: Guidance for Devon document.
- 4.36 In areas of high flood risk (Flood Zones 2 and 3, and other areas of high flood risk) the risk of flooding should be recognised as a key constraint to development. New development should be seen as an opportunity to make improvements to green and

other infrastructure to reduce the causes and impacts of flooding in accordance with the National Planning Policy Framework.

CC8: Flood risk (Strategic policy)

In all areas at risk of flooding, development will only be permitted where it is demonstrated that the proposal satisfies the sequential test and, where necessary, the exception test. In Flood Zone 3 residential development will only be permitted where, in addition to satisfying these tests, it also contributes to reducing overall flood risk. A site-specific flood risk assessment will be required for all development proposals at risk of flooding. All development proposals must mitigate against flood risk by utilising SuDS unless there is clear evidence that this would be inappropriate.

Water quantity and quality

4.37 Local Planning Authorities must adopt proactive strategies to adapt to climate change that take full account of water supply and demand considerations. Policy CC9 requires new development to contribute to reducing water demand, and improving water quality.

Quantity

4.38 Over recent years South West Water has reported unprecedented demand for water in the Exeter area; this is partially as a result of the trend towards staycations, but also as a result of warmer summers and drier winters. This increase in demand, combined with the changes in climate, puts a strain on the water supply infrastructure and sources used for abstraction. This is a foretaste of the pressures that are likely to be felt in the future regarding water supply as we experience more of the effects of climate change.

4.39 Under climate change scenarios up to 2050, the Devon, Cornwall & Isles of Scilly area is modelled to potentially be impacted by much lower summer flows due to lower rainfall. In light of the evidence of emerging trends towards water being an increasingly scarce resource, a tighter water efficiency requirement of 110 litres per person per day for new homes is justified to help manage demand.

Quality

4.40 The Exeter Plan area includes 7 water bodies: Lower River Clyst, Upper River Clyst, North Brook, River Exe (Creedy to Estuary), Alphin Brook, Matford Brook and the Exe. Of these 7 water bodies, 6 have been identified as failing to meet 'good' ecological status under the Water Environment Regulations due to having excess levels of nutrients. The sources of nutrients in these water bodies have been identified as urbanisation, agriculture, water company activities, septic tanks, misconnections and private sewage treatment. Over the plan period, the additional development and the decreased dilution that will be experienced in waterbodies because of climate change, will see these pressures become more acute without appropriate interventions.

4.41 There may be potential to deliver enhancements within the Valley Parks and landscape setting areas that help return Exeter's water bodies to 'good' ecological

status under the Water Environment Regulations. However, it will also be necessary to look upstream of these waterbodies outside Exeter's boundaries, to deliver some of these enhancements. Development proposals that support the return of Exeter's water bodies to 'good' ecological status will be supported.

- 4.42 The delivery of the South West Water Drainage and Wastewater Management Plan will also be key to addressing this issue. The City Council will continue to work closely with partners including South West Water to deliver this emerging plan, and where necessary, infrastructure contributions will be sought. SuDS will be sought through policy CC8: Flood risk (and the associated legislation). Policy HW2: Pollution and contaminated land, also seeks to ensure development proposals will only be permitted where there are no unacceptable impacts on surface and ground water quality.

CC9: Water quantity and quality

All new residential development must achieve as a minimum water efficiency that requires an estimated water use of no more than 110 litres per person per day.

Development proposals that support the return of Exeter's water bodies to 'good' ecological status, and thereafter maintains that status, will be supported. Development proposals that harm the ecological status of any of Exeter's water bodies will not be supported.

The City Council will work closely with South West Water and all other partners to help deliver the Drainage and Wastewater Management Plan and, where necessary, contributions will be sought towards water infrastructure.



5 Homes

Vision – A healthy and inclusive city

Addressing Exeter's housing needs links to the aim in the 2040 vision of creating a healthy and inclusive city. Enabling our communities to access the homes they need will help to promote both physical and mental health, provide safety, security and reduce inequalities.

Vision – A liveable and connected city

Addressing Exeter's housing needs links to the aim in the 2040 vision of being a liveable and connected city. Providing new homes close to jobs, services and facilities will help to provide high quality neighbourhoods and create inclusive communities.

Vision – A leading sustainable city

Addressing Exeter's housing needs links to the aim in the 2040 vision of becoming a leading sustainable city. Helping our communities to access the homes they need, in locations close to jobs, services and facilities, will bring environmental, social and economic benefits to the city.

Objective: Provide the quantity, type and quality of homes that Exeter needs in the right locations. Helping to deliver the strategic priorities of housing and building great neighbourhoods and communities and delivering a healthy and active city.

Introduction

- 5.1 We know that housing is a big issue, not just in terms of the number of homes we need but also in terms of their quality; Covid-19 underlined just how much we need good quality housing. The Exeter Plan will help to address the shortage of affordable homes in the city and consider how best to provide the good quality accommodation we all need. Young adults, families, older people, those with disabilities, key workers, care leavers, students and gypsies and travellers all have specific housing needs which we need to meet.

Housing requirement

- 5.2 The Government updates housing requirements annually and as of 2023 it requires the City Council to plan for 642 new homes to be built in Exeter each year. This means 12,840 homes are needed over the 20 years of the Exeter Plan.
- 5.3 Policy H1 sets out our proposed approach to meeting the Government's housing requirement for Exeter, identifying four sources of housing supply between 2020 and 2040. The total supply of 14,124 homes for twenty years allows for a healthy headroom of 10% above the target of 642 new homes per year. This headroom will allow for choice and competition in the housing market and means that the Exeter Plan will be resilient to uncertainties such as a delay in developing a particular site or changes to housing needs or Government policy.

- 5.4 Just over 2,600 homes have been built in Exeter since April 2020 and planning consents (including permissions awaiting Section 106 Agreements) are in place for a further 5,300 homes. In addition, we anticipate that just under 950 homes will be built on windfall sites during the plan period. Windfall sites are those that cannot be identified in the plan because they come forward on a variety of sites unexpectedly during the plan's lifetime.
- 5.5 The number of homes required on new allocations in the plan is calculated by deducting the homes which have already been provided, existing permissions and windfalls from the total housing requirement of 14,124. As policy H1 shows, to meet the housing requirement we need to allocate sites for around 5,270 new homes. As well as housing, the larger sites will provide employment and various other uses and infrastructure to provide high quality new neighbourhoods.

H1: Housing requirement (Strategic policy)

The City Council will target the delivery of at least 642 homes per year between 2020 and 2040. To meet this target and allow for a headroom of 10%, delivery of 14,124 homes is proposed from the following sources:

- A total of 2,604 completions in 2020/21, 2021/22 and 2022/23;
- Approximately 5,304 homes from existing planning consents;
- Approximately 5,272 homes on site allocations; and
- Approximately 944 homes on windfall sites.

Housing allocations

- 5.6 Policy H2 lists the development sites that we suggest should be allocated to help meet the housing requirement. In line with the spatial strategy set out in policy S1 there is a focus on large, brownfield sites located close to the city centre and key transport hubs, with good access to green infrastructure including our Valley Parks.
- 5.7 The list also includes a number of smaller brownfield sites and some greenfield sites that are within the urban area. Two of the sites are currently allocated in our existing plans and need to be included in the Exeter Plan because this plan will replace our existing policies. Taken together, the sites provide a good balance of location and scale to enable the stable provision of homes over the twenty years of the plan.
- 5.8 The majority of the sites can be built within twenty years. The exceptions are the two larger brownfield sites at Marsh Barton and Water Lane which are likely to take more than 20 years to be fully redeveloped. The policy indicates how many homes we think each site could provide by 2040. Further details of how each site could be developed are provided in the Site Allocations section of the plan.
- 5.9 To ensure that the housing requirement is met, housing development on windfall sites within the urban area will be supported provided that proposals comply with all relevant policies in the development plan. This includes developments in residential gardens where proposals reflect the pattern of streets and buildings, the plot sizes and the ratio of built form to garden of the surrounding area. However, innovative designs can also sometimes help to achieve an acceptable solution that respects the area's character. Proposals for residential annexes that do not have a physical or functional link with the main home will be assessed as new homes under policy H3 and other relevant policies in the development plan.

- 5.10 The six strategic brownfield development sites were included in the original Liveable Exeter initiative. The previous outline draft version of the plan included all eight of the original Liveable Exeter sites. The Liveable Exeter sites at West Gate and Sandy Gate are not included in this draft plan. At Sandy Gate this is because of constraints associated with employment land, a school, the Sidmouth Road Park and Ride and the M5 motorway services. At West Gate this is because of constraints associated with the Riverside Leisure Centre, the operation of the Exe Bridges roundabout and historic environment assets including the medieval bridge and St Edmund's Church. The retail park at Exe Bridges is retained as a smaller allocation.
- 5.11 A revision has been made to the boundary of the South Gate site to remove areas of current housing and the Cathedral and Quay car park due to delivery constraints; the site now focuses on the Magdalen Street Car Park and the highway land in the area. A small revision has been made to the Red Cow site to include the university accommodation south of the station forecourt on Bonhay Road. Finally, the East Gate site has been slightly extended to include the Manor Court office building at Dix's Field.

H2: Housing allocations and windfalls (Strategic policy)

The following sites are proposed for allocation in the Exeter Plan for the provision of new homes, with associated infrastructure:

Strategic brownfield development sites: Mixed use

Site	Reference	Number of homes
Marsh Barton	14	1,000
Water Lane	15	1,600
East Gate	52	850
Red Cow	22	280
North Gate	42	200
South Gate	46	170

Predominantly residential sites

Site	Reference	Number of homes
Land at Old Rydon Lane	89	350
Land at Cowley Bridge Road	143	231
Exe Bridges Retail Park	142	230
12-31 Sidwell Street	51	51
Land at Exeter Squash Club, Prince of Wales Rd	26	40
Land at Newcourt Road, Topsham	91	38
Land adjoining Silverlands	18	37
Belle Isle Depot, Belle Isle Drive	72	33
Land to the west of Newcourt Road, Topsham	94	31
Chestnut Avenue	75	26
Former overflow car park, Tesco	80	18
Land behind 66 Chudleigh Road	125	16
East of Pinn Lane	106	14
Land at Hamlin Lane	60	13
Fever and Boutique, 12 Mary Arches Street	100	10

88 Honiton Road	110	10
Garages at Lower Wear Road	84	9
99 Howell Road	24	6

The principle of housing development on unallocated windfall sites within the urban area will be supported.

Affordable housing

- 5.12 In meeting the Government's housing requirement, it is important that we help to deliver the variety of homes that our communities need. This includes affordable homes, which are particularly important at this time when the costs of living are high and when many people face difficulties in paying everyday bills.
- 5.13 Affordable housing is defined more fully by the Government in the National Planning Policy Framework, but can be summarised as subsidised housing for people whose needs are not met by the market. Broadly it includes:
- Affordable housing for rent: This includes homes for social rent and affordable rent, which are managed by a Registered Provider and let with subsidised rents. Social rented homes have the highest level of subsidy and therefore the lowest rent.
 - Affordable home ownership: These homes give the occupants the option to buy at subsidised prices in various ways, either immediately or after some years of living in the properties. First Homes are one type of affordable home ownership, comprising new properties built as part of larger housing developments that are sold with a discount from market prices of at least 30%. The discount is retained each time the property is sold. Other affordable home ownership products include shared ownership and rent to buy.
- 5.14 Affordable Housing will be provided in accordance with the City Council's emerging Housing Strategy and the Exeter Local Housing Needs Assessment (LHNA). The LHNA calculates that around 35% of Exeter's housing requirement comes from households who need affordable housing. In advance of a whole-plan viability assessment of the plan, a judgment has been made that 35% may be a reasonable and viable quantity of affordable housing to seek from major developments using Section 106 Agreements. This is the policy requirement in the City Council's existing Core Strategy policy. The types of housing development to which this percentage will apply include new build, conversion and mixed use schemes, phased developments, developments by Registered Providers, and other proposals for self-contained dwellings (e.g. extra care or assisted living housing). Policy H3 does not apply to build to rent and co-living housing, for which different affordable housing requirements are set out in policies H4 and H5, or to purpose built student accommodation, which is not subject to an affordable housing requirement.
- 5.15 In advance of a whole-plan viability assessment of the plan, the proposed tenure split in policy H3 reflects the types of affordable housing that the LHNA calculates are needed in Exeter. The greatest level of need is for social rented homes. First Homes delivered under criterion a(iv) should be sold with a discount from market prices of at least 50%.

- 5.16 In line with policy H13 which seeks to optimise residential densities, the City Council will negotiate development at a higher density where it considers that the number of dwellings proposed for the site is too low. This may alter the affordable housing requirement. When applying the percentages in the policy, calculations will be rounded to the nearest whole number.
- 5.17 Where the City Council accepts a less than policy compliant amount of affordable housing on grounds of viability, an overage clause will be sought in the Section 106 Agreement in respect of future profits and affordable housing provision. The need for an overage payment will be established through the submission of a development account once the scheme has been completed.
- 5.18 The City Council expects affordable housing to be provided on-site. Affordable homes provided on-site should be grouped in clusters of no more than ten units spread across the site. Off-site provision or a financial contribution in lieu will only be agreed by the City Council in exceptional circumstances, for example because it will result in a better mix of housing tenures in a locality. The methodology for calculating financial contributions will be published on the City Council's website, with costs updated annually. Contributions will be used by the City Council for the provision of affordable housing in Exeter.
- 5.19 Affordable homes should be delivered without public subsidy and (with the exception of First Homes) be disposed of to a locally operating registered provider agreed with the City Council. Should the affordability restriction on an affordable home be lifted, the subsidy will be recycled to provide new affordable housing within Exeter as approved by the City Council. The affordable homes must be made available to eligible and qualifying households who meet the City's Council's local connection criteria or to key workers.
- 5.20 In addition to seeking affordable housing through policies H3, H4 and H5, the City Council aims to deliver 500 new affordable Council homes by 2030.

H3: Affordable housing (Strategic policy)

Affordable housing will be required on developments of 10 dwellings or more or with a site area of 0.5 hectares or more. The affordable housing will be delivered as follows:

- a. At least 35% of the proposed homes will be affordable housing, to remain at an affordable price in perpetuity and to include:
 - i. 50% homes for social rent;
 - ii. 13% homes for affordable rent;
 - iii. 25% First Homes with a discount of at least 30% on market prices; and
 - iv. The remaining balance to comprise an additional affordable homeownership product(s).
- b. Custom and self-build homes, specialist accommodation and accommodation for gypsies and travellers will be considered as affordable housing where it complies with the definition of affordable housing in the National Planning Policy Framework and the requirements of this policy;
- c. The City Council will only accept a departure from these percentages if it agrees that scheme viability will be affected, based on a full development appraisal submitted by the applicant;
- d. The size mix of the affordable homes must reflect local need, as evidenced by the City Council's latest Local Housing Needs Assessment;

- e. The affordable homes must be provided on-site unless the City Council agrees that there is robust justification to allow off-site provision or a financial contribution in lieu of on-site provision;
- f. The affordable homes must be fully integrated into the development, built to the same standards as the market homes and completed proportionately with the market homes; and
- g. If the development is eligible for Vacant Building Credit, the applicant must set out this evidence in a Vacant Building Credit Statement.

Note: Policy not yet tested by viability appraisal.

Build to rent

- 5.21 Build to rent is high quality housing that is purposely built for private sector rent, although it can form part of a larger multi-tenure development. Schemes offer longer tenancy agreements of three years or more and are professionally managed, in single ownership and management control. Residents are usually households that can afford to buy a home on the open market, but choose not to for varying reasons. Build to rent can play a role in meeting the need for high quality, well-managed and secure private rented housing in Exeter.
- 5.22 Affordable housing on build to rent schemes should be provided in the form of affordable private rent, unless the City Council agrees that an alternative type of affordable housing is appropriate. In accordance with the Government's Planning Practice Guidance, policy H4 requires 20% of homes on build to rent schemes to be for affordable private rent, made available to eligible and qualifying households who meet the City Council's local connection criteria or to key workers. When applying this percentage, the calculation will be rounded to the nearest whole number. Should the affordability restriction on an affordable home be lifted, the subsidy will be recycled to provide new affordable housing within Exeter as approved by the City Council.

H4: Build to rent

Build to rent housing proposals will be supported provided that they:

- a. Provide high quality housing, designed and built specifically and entirely for rent;
- b. Are held as build to rent for at least 15 years under a covenant;
- c. Offer tenancies of three years or more to all tenants, with rent and service charge certainty for the tenancy period; and
- d. Are in single ownership and control and professionally managed in accordance with a management plan.

On build to rent developments of 10 or more homes or with a site area of 0.5 hectares or more, at least 20% of the homes will be for affordable private rent and delivered as follows:

- a. The affordable homes must be secured as affordable private rent in perpetuity;
- b. The affordable homes must be let with rents (inclusive of any service charges) set at local housing allowance level;
- c. The affordable homes must be owned and managed by the same landlord as the market build to rent homes;

- d. The affordable homes must be fully integrated with, and built to the same standards as, the market build to rent homes; and
- e. The affordable homes must be provided on-site, unless the City Council agrees that there is robust justification to allow off-site provision or a financial contribution in lieu of on-site provision.

Co-living housing

- 5.23 Co-living housing is high quality accommodation that is purposely built for private sector rent. It is a type of non-self-contained housing with an emphasis on communal living and social interaction; communal spaces and facilities are provided to offset private individual bedrooms that may be smaller than nationally described space standards. Co-living developments differ from houses in multiple occupation due to their larger size and the extent of communal spaces and facilities. They differ from hotels and hostels due to the requirement for minimum tenancies of no less than three months.
- 5.24 Co-living housing will not be appropriate for everyone but can provide accommodation for single people or couples who choose not to live in self-contained houses, flat shares or HMOs (Houses in Multiple Occupation). Occupation is not restricted to any particular group of people and is typically aimed at young professionals. The Local Housing Needs Assessment concludes that co-living developments could help to address the increasing lack of housing for young people in Exeter.
- 5.25 To ensure that co-living housing provides an acceptable standard of amenity for residents, the City Council will expect private bedrooms to meet nationally described space standards, or to do so when an allowance for communal spaces and facilities is taken into account. As a minimum, each resident must have convenient access to a communal kitchen, dining space, social space, workspace, outdoor amenity space, laundry and drying facilities and storage and refuse facilities. These minimum facilities must be included within the rent and be readily available to residents, with no need to book. To help build relations with the local community, some communal facilities and spaces (e.g. restaurants and gyms) may be made available to the wider public where appropriate.
- 5.26 Planning applications must be accompanied by a management plan, to be agreed with the City Council and secured through a Section 106 Agreement. The management plan must show how the whole development will be managed and maintained to a high quality, provide acceptable levels of amenity to neighbouring residents and ensure an appropriate mix of tenants. Matters to be covered will include:
- On-site management/concierge;
 - Security and fire safety procedures;
 - Move-in and move-out arrangements;
 - The maintenance of internal and external areas of the development;
 - The cleaning of communal and private spaces and operation of linen changing services (if provided);
 - The management of facilities for wider public use (if provided);
 - The management of deliveries;

- The provision of activities for residents to encourage social interaction; and
 - The regulation of types of residents.
- 5.27 As co-living is a form of built to rent housing, 20% of the bedrooms should be for affordable private rent. This will be secured in accordance with policy H4.
- 5.28 Given the City Council's net zero ambitions, policy H5 requires co-living developments to be located where day-to-day needs (including employment) can be met without using a private car. Proposals should also not contribute to an excessive concentration of co-living housing in the locality, as this will not support the maintenance or creation of a mixed community.
- 5.29 Since the market for co-living housing in Exeter is relatively new, applicants must show that consideration has been given to the future use of the building should it become surplus to requirements. For example, adaptations could allow the premises to be used as student accommodation, alternative build to rent housing, or office space.

H5: Co-living housing

Co-living development proposals will be supported when they:

- a. Provide high quality housing designed and built specifically and entirely for rent;
- b. Provide residents with a private ensuite bedroom in a cluster or studio flat, within a development that includes sufficient communal facilities and services to meet the needs of all residents;
- c. Deliver at least 20% homes for affordable private rent, in accordance with policy H4;
- d. Do not contribute to an excessive concentration of co-living housing in the locality;
- e. Are located within a controlled parking zone and are well connected to employment and local services and facilities by walking, cycling and public transport;
- f. Are accompanied by a travel plan and travel pack and includes no private car parking other than for people with disabilities;
- g. Incorporate appropriate facilities for bike storage, vehicle drop-off and pick-up and service vehicles;
- h. Are in single ownership and control and are professionally managed in accordance with a management plan that enables the City Council to regulate the types of residents within the development;
- i. For all of the homes, provide minimum tenancy lengths of no less than three months and offer all-inclusive rent that covers utilities and access to on-site services; and
- j. Are future-proofed in terms of design to support potential alternative uses as appropriate.

Custom and self-build housing

- 5.30 A custom or self-build home is a home built or commissioned by an individual (or group of individuals) for their own occupation, where they have meaningful input into the final design and layout. The Self-Build and Custom Housebuilding Act 2015 requires the City Council to keep a register of individuals and groups who wish to acquire serviced plots of land in Exeter in order to custom or self-build a home and to have regard to that register when carrying out its functions. The City Council also has

a legal duty to grant enough planning consents to meet the level of demand for custom and self-build housing expressed by the register. Policy H6 sets out how the City Council intends to meet that legal duty.

- 5.31 Since the City Council's register was opened in 2016, demand has been expressed for around 23 custom and self-build plots per year by residents of Exeter and people living further afield. The City Council is currently working to further promote the register. The site threshold and percentage requirement in criterion b of policy H6 will be determined once that work is completed, also taking into account the whole-plan viability assessment of the plan.
- 5.32 Serviced plots secured under criterion b must be provided on-site and made available for sale before construction has commenced on 50% of the other homes on the site. On phased developments that meet the policy threshold, each phase should meet the percentage requirement. The City Council will only accept a departure from the percentage requirement if it agrees that scheme viability will be affected, based on a full development appraisal submitted by the applicant. Financial contributions in lieu of on-site provision will only be considered acceptable where the City Council agrees that on-site provision will prejudice delivery of the wider scheme. Financial contributions will be based on up-to-date evidence of custom and self-build plot values.
- 5.33 A serviced custom or self-build plot is one where the following infrastructure is provided by the developer of the wider site:
- Access to/from the public highway. The plot does not need to adjoin the public highway, but it must have a guaranteed right of access and this should be sufficiently easy to facilitate the delivery of bulky materials during construction; and
 - Electricity, water and waste water connections. Services must be provided to the boundary of the plot so connections can be made during construction, or adequate alternative arrangements must be possible such as the use of a cesspit rather than mains drainage.
- 5.34 To ensure high design quality, the City Council may require applicants to prepare design codes and plot passports for schemes involving custom and self-build housing. These may be secured by means of a condition at outline planning application stage. Detailed (i.e. full or reserved matters) planning applications must include sufficient information to show that the initial homeowner has had primary input into the final design and layout of the home.
- 5.35 In terms of criterion a and b of the policy, applicants should offer a range of serviced plot sizes. These should be clustered together, clearly marked out and not be crossed by services or rights of way. The City Council will require plots to be marketed in accordance with a strategy and valuation that it has approved. If a plot has not been sold at the end of the marketing period, the City Council may accept its return to an open market unit.

H6: Custom and self-build housing

Custom and self-build housing will be supported:

- a. On the following sites, which are allocated for custom housebuilding:
 - i. Land adjoining Silverlands 37 homes
 - ii Land behind 66 Chudleigh Road 16 homes
 - iii Former overflow car park, Tesco, Russell Way 18 homes
 - iv Land at Newcourt Road, Topsham 38 homes
- b. On development proposals of [TBC] or more homes, where [TBC]% of serviced plots should be made available to custom house-builders;
- c. On windfall sites within the urban area; and
- d. As part of the affordable housing provision on major developments, provided that the custom and self build homes comply with the definition of affordable housing in the National Planning Policy Framework and the requirements of policy H3.

Plots for custom and self-build housing will be provided as follows:

- a. A range of plot sizes must be provided having regard to demand expressed by the City Council's custom housebuilding register. The plots must be integrated within the wider development;
- b. Plots for detached homes must have scaffold margins within the plot boundary and be free of party-wall requirements;
- c. Prior to marketing, each plot must be developable by a custom house builder or self-builder, with no constraints to prevent immediate purchase and development. The City Council must be satisfied that legal access and servicing will be possible for plot purchasers before outline or full planning permission is granted; and
- d. Each plot must be actively and appropriately marketed for at least 12 months from it being fully serviced and developable.

Note: The numbers of custom and self-build homes and percentage of custom and self-build homes to be included in criterion b will be inserted into policy H6 following further work on the custom and self-build housing register.

Specialist accommodation

- 5.36 Specialist accommodation encompasses a wide range of housing for people with support needs. It includes, but is not limited to, housing for children in care, young people leaving care or with other support needs, older people who require at least an element of care, people with disabilities who require additional support or for whom independent living is not possible, victims of domestic abuse, rough sleepers and people leaving hostels and refuges. Specialist accommodation 'products' include sheltered housing, supported living, extra care housing, residential care homes, nursing homes and children's homes.
- 5.37 There is a shortage of specialist accommodation in Exeter, in quantity, range and affordability. Evidence also indicates that the need for housing with support will increase over the plan period. For example, the Institute for Public Care predicts that, between 2020 and 2040, the number of people living in Exeter aged 65 or over with a limiting long term illness will increase by around 4,500, the number of people aged 65 or over who require care home accommodation will increase by around 450, and the

number of people aged 18 to 64 with a mental health disorder will increase by around 300.

- 5.38 Policy H7 supports the provision of good quality specialist accommodation for which there is an identified housing need and sets out requirements that new developments must meet (subject to the intended resident group. For example, criteria c and d of the policy will not apply to housing for young people leaving care). Given the economic profile of the majority of people who need specialist accommodation, particular support will be given where proposals meet the National Planning Policy Framework definition of affordable housing and where the applicant can demonstrate close working with Devon County Council on the provision of care packages for residents (where relevant). Self-contained specialist housing will be expected to deliver affordable housing in accordance with policy H3.
- 5.39 Devon County Council has advised that around 250 units of extra care housing are required in the city by 2033. To help meet this identified need, the proposed site allocations at Marsh Barton and Water Lane include a requirement to provide an extra care housing scheme.

H7: Specialist accommodation

Development proposals for good quality supported and specialist accommodation which meet an identified need will be supported, where they:

- a. Are designed to meet the support and care needs of the residents and enable them to retain their independence;
- b. Are well-connected to local services and community and support facilities, including health facilities and public transport;
- c. Provide suitable levels of safe storage and charging facilities for residents' mobility scooters;
- d. Provide accessible pick-up and drop-off facilities close to the principal entrance suitable for taxis, minibuses and ambulances; and
- e. Do not result in unacceptable harm to the amenity of neighbouring residents.

Specialist accommodation may be provided to meet the affordable housing requirements arising from policy H3, provided that it complies with the definition of affordable housing in the National Planning Policy Framework and the requirements of policy H3.

Purpose built student accommodation

- 5.40 The University of Exeter is of great importance to the city's socio-economic and cultural prosperity. The number of full time equivalent students studying at the University's Exeter campuses has increased significantly in recent years, from 11,220 in 2006/07 to 27,300 in 2021/22. The University currently forecasts more limited growth over the next few years, although this is uncertain due to the ever-changing landscape of higher education.
- 5.41 The City Council will support proposals for purpose built student accommodation where they meet the criteria set out in policy H8. This is because purpose built student accommodation provides students with good quality, well managed housing and it eases pressure on existing housing. The University guarantees to provide accommodation for first years in University-managed accommodation, to ensure that

students are supported during the transition from home-life. Since 2006/07, the University and City Council have also shared a target for at least 75% of additional student numbers to be housed in purpose built student accommodation. Progress is being made to achieving this target, with 64% of new students since 2006/7 being housed in purpose built student accommodation by 2022.

- 5.42 The approach to supporting purpose built student accommodation in appropriate locations goes hand in hand with work being undertaken by the City Council on houses in multiple occupation (HMOs) and the associated Article 4 Direction that is currently in place. The Article Direction restricts the ability to convert regular houses into HMOs which are often occupied by students. The restriction currently covers an area close to the University of Exeter's Streatham and St Luke's campuses. Earlier in 2023 the City Council consulted on options to extend the area of restriction.
- 5.43 Given the City Council's net zero ambitions, purpose built student accommodation should be located where students' day-to-day needs can be met without using a private car. Proposals should also not contribute to an excessive concentration of purpose built student accommodation in the locality, as this will not support the maintenance or creation of a mixed community.
- 5.44 Purpose built student accommodation must provide residents with a good standard of amenity. Private bedrooms must be of an adequate size and students must have convenient access to sufficient space for cooking, dining, socialising and working, outdoor amenity space, laundry and drying facilities and storage and refuse facilities.
- 5.45 Planning applications must be accompanied by a management plan, to be agreed with the City Council and secured through a Section 106 Agreement. The management plan must show how the whole development will be managed and maintained to a high quality and provide acceptable levels of amenity to neighbouring residents. Matters to be covered will include:
- On-site management/concierge;
 - Security and fire safety procedures;
 - Move-in and move-out arrangements;
 - The maintenance of internal and external areas of the development;
 - The cleaning of communal and private spaces and operation of linen changing services (if provided); and
 - The management of deliveries.
- 5.46 The City Council will use Section 106 Agreements to ensure that purpose built student accommodation is solely occupied by students during term time. Lettings to non-students during University holiday periods may be appropriate, for example as accommodation to support University conferences.
- 5.47 Given the uncertainties around the future growth of the University, applicants for purpose built student accommodation must show that consideration has been given to the future use of the building should it become surplus to requirements. For example, adaptations could allow the premises to be used as co-living or built to rent housing, or office space.

H8: Purpose built student accommodation

Development proposals for purpose-built student accommodation will be supported when they:

- a. Are located on the University of Exeter's campuses, in the city centre or on sites that are within controlled parking zones and well-connected to the campuses, local services and facilities by walking, cycling and public transport;
- b. Do not contribute towards an excessive concentration of purpose built student accommodation in the locality;
- c. Provide residents with high quality housing comprising a private ensuite bedroom in a cluster flat or studio, within a wider development that includes sufficient communal facilities and services to meet student needs;
- d. Are accompanied by a travel plan and travel pack and includes no private car parking other than for people with disabilities;
- e. Incorporate appropriate facilities for bike storage, vehicle drop-off/pick-up and service vehicles;
- f. Are in single ownership and control and professionally managed in accordance with a management plan; and
- g. Are future-proofed in terms of design to support potential alternative uses as appropriate.

Gypsy and traveller accommodation

- 5.48 Policy H9 aims to facilitate the provision of accommodation for Gypsies, Travellers and Travelling Showpeople in a way that considers the travelling community's wellbeing and traditional way of life whilst respecting the interests of Exeter's settled community. No new sites for permanent accommodation are identified in this draft of the plan. This is based on the findings of a Gypsy and Traveller Accommodation Assessment for Exeter which indicates only a low level of need from households that meet, or may meet, the planning definition of Gypsies, Travellers and Travelling Showpeople. It is likely that additional needs can instead be met on small windfall sites following consideration against policy H9. This has occurred in the past and allows members of the travelling community to bring forward sites to meet their specific requirements.
- 5.49 The Gypsy and Traveller Assessment has not yet concluded on the need for additional transit pitches in Exeter. The Assessment's findings will be reflected in the next consultation version of the plan.
- 5.50 Whether permanent or transit, new sites for Gypsy and Traveller accommodation should be designed and located in accordance with policy H9 and other relevant policies in the Exeter Plan. Sites must be located where the local environment is of a satisfactory quality, so locations adjacent to noisy or polluting land uses or in areas of flood plain will not be suitable. The Department for Communities and Local Government Advice Note 'Designing Gypsy and Traveller Sites' Good Practice Guide (May 2008) provides a good benchmark for considering the design of new sites and should be considered alongside policy H9.

H9: Gypsy and traveller accommodation

Development proposals for gypsy and traveller pitches, or plots for travelling show-people will be supported where:

- a. Suitable onsite facilities are provided including space for parking, storage, children's play, sewage and waste management;
- b. Safe and convenient vehicular, pedestrian and cycle access to local facilities are provided and proposals minimise impacts on the local highway network;
- c. The site provides suitable environmental quality for the residents;
- d. There is no unacceptable harm to the amenity of neighbouring residents; and
- e. The proposal does not cause an unacceptable landscape or ecological impact and is not in an area at high risk of flooding.

Gypsy and traveller accommodation may be provided to meet the affordable housing requirements arising from policy H3, provided that it complies with the definition of affordable housing in the National Planning Policy Framework and the requirements of policy H3.

Residential conversions and houses in multiple occupation

- 5.51 The conversion of an existing building (e.g. a house or guesthouse) to flats or a House in Multiple Occupation (HMO) can make a valuable contribution to the housing stock, provided that environmental health standards are maintained, amenity is appropriate and unacceptable highways problems do not result. All HMOs should meet HMO licence standards (including space standards) to ensure an appropriate level of amenity for occupants. In addition, proposals must meet nationally described space standards where they involve converting houses to flats, or non-residential buildings to flats or HMOs.
- 5.52 The majority of HMOs in the city are occupied by students studying at the University of Exeter. Existing HMOs are focused in locations close to the University's campuses, which can affect their character. The City Council has introduced an Article 4 Direction in these locations to help manage further increases in the number of HMOs. The Article 4 Direction means that, in these locations, changes of use from Class C3 (dwelling houses) to Class C4 (HMOs occupied by between three and six people who share a bathroom, toilet or kitchen) will require planning permission. Within the Article 4 area, planning applications for new HMOs will not be granted planning consent. A map of the Article 4 Direction area is available on the City Council's website. This is currently being reviewed by the City Council.
- 5.53 Policy H10 will apply to changes of use from Class C3 to Class C4 HMOs in the Article 4 area and, throughout the city, to changes of use or conversions of existing buildings to flats, Class C4 HMOs and sui generis HMOs. The City Council's Houses in Multiple Occupation Supplementary Planning Document (also currently being reviewed) will provide additional guidance on the implementation of policy H10 and the Article 4 Direction, the Residential Design Supplementary Planning Document (SPD) provides further details on the City Council's approach to residential conversions and the Sustainable Transport SPD provides the standards used to determine an appropriate level of car and cycle parking.

H10: Residential conversions and houses in multiple occupation

Development proposals for the conversion or change of use of a building to flats or a house in multiple occupation will be supported when they:

- a. Respect the character and appearance of the building and surrounding area;
- b. Will not cause unacceptable harm to the amenity of neighbouring residents;
- c. Provide high quality housing that includes sufficient internal and external space to meet the residents' needs;
- d. Make appropriate provision for refuse storage and car and cycle parking; and
- e. Will not have unacceptable transport impacts.

Development proposals for the conversion or change of use of a building to a house in multiple occupation in the Article 4 area will not be permitted.

Loss of residential accommodation

- 5.54 There is a high demand for housing in Exeter and a substantial requirement for new homes. Retaining existing homes and making full use of the existing housing stock complements the provision of new residential sites and helps to ensure a wide choice of homes in accordance with the National Planning Policy Framework. Whilst there may be occasions where other material considerations warrant the loss of residential accommodation, policy H11 will ensure that existing homes are retained in most cases.

H11: Loss of residential accommodation

Development proposals which result in a net loss of residential units will not be permitted.

Accessible homes

- 5.55 The number of people in Exeter with limiting long term illnesses or disabilities that affect their housing needs is significant and growing. It is important that people have the choice of remaining in their own homes rather than moving due to inaccessible housing.
- 5.56 Whilst the requirements of policy H12 may have to be modified following a whole-plan viability assessment of the plan, the need for accessible homes in the city justifies setting Building Regulations M4(2) as the default minimum standard for all new homes. It also warrants requiring 10% of market homes on all new housing developments to be adaptable for wheelchair users and requiring 10% of affordable homes on all new housing developments to be adapted for wheelchair users at the point of completion (in both cases meeting Building Regulations M4(3) standards). Once fixed, the City Council will only accept a departure from the percentages in policy H12 where it is satisfied that they are not feasible for site specific or viability reasons. If a departure from the M4(2) requirement is accepted, the City Council will instead expect the proposed homes to meet Building Regulations M4(1) standards.
- 5.57 M4(3) homes should be distributed throughout a development to provide a range of locational choices, aspects, views and unit sizes. Where any part of an approach

route (including the vertical circulation in communal areas of an apartment block) is shared between dwellings of different categories (i.e. M4(2) and M4(3)), the design provisions of the highest numbered category of home served should be applied. This will ensure that residents are not limited by the design of communal areas.

H12: Accessible homes

New housing development will include the following proportions of accessible homes:

- a. Market homes: At least 10% will be built to meet wheelchair adaptable standards (Building Regulations M4(3)), with the remainder built to meet accessible and adaptable standards (Build Regulations M4(2)); and
- b. Affordable homes: At least 10% will be built to meet wheelchair adapted standards (Building Regulations M4(3)), with the remainder built to meet accessible and adaptable standards (Build Regulations M4(2)).

Housing density and size mix

- 5.58 For Exeter to accommodate its housing requirement in an inclusive and responsible way, every development involving new homes must make the most efficient use of land. This means optimising the density of housing development so that it is appropriate for the site and surrounding area taking into account constraints such as heritage assets, local amenities and the character of the area and any on-site requirements such as public open space and active travel measures that are needed to ensure that development is of a high quality.
- 5.59 The housing density of a development is linked to the number of bedrooms provided within each new home. The latest Local Housing Needs Assessment indicates that market and affordable homes of all sizes will be needed in Exeter to 2040, but particularly two and three bedroomed properties. Family housing should not be omitted from new developments due to a concentration on densities and the range of proposed house sizes must support the creation or maintenance of mixed communities.
- 5.60 Policy H13 sets out criteria to ensure that development proposals for housing offer the most optimal density of housing and mix of house size.

H13: Housing density and size mix (Strategic policy)

Development proposals for housing will:

- a. Make the best use of land by optimising density, taking into account local context; and
- b. In the case of developments of 5 homes or more, incorporate an appropriate mix of house sizes, taking into account:
 - i. Local need, as evidenced by the City Council's latest Local Housing Needs Assessment;
 - ii. The aim to optimise housing densities;
 - iii. The proposed tenure mix of the development; and
 - iv. The mix of house sizes in the locality.

Residential amenity and healthy homes

- 5.61 It is important that the amenities of existing residents are not harmed by new development. It is also imperative that new homes provide residents with a good standard of amenity and safe and healthy living conditions. Policy H14 is one of a raft of policies in the plan intended to ensure that new homes are healthy and safe. Unless specified elsewhere in this chapter, new homes must meet nationally described space standards. The City Council's Residential Design Guide SPD provides additional guidance on the City Council's approach to ensuring good standards of amenity are achieved.
- 5.62 Planning is concerned with the control of land use in the public interest. In general, the protection of purely private interests such as the impact of a development on the value of a neighbouring property or loss of private rights to light or a view are not material planning considerations.

H14: Residential amenity and healthy homes

Development proposals will be supported when they do not result in unacceptable harm to the amenity of neighbouring residents and, where new housing development is proposed, when they provide safe and healthy living conditions, and good standards of amenity for future occupiers of the development. The following factors will be taken into account:

- a. Privacy and overlooking;
- b. The availability of natural light and outlook;
- c. Whether the proposal is overbearing;
- d. Light and air pollution;
- e. Noise and disturbance;
- f. Odour, fumes and vibration;
- g. Security; and
- h. The ability to feel at ease in home or garden.

For new housing development, the following will also be taken into account:

- a. Whether sufficient internal space is provided for future residents in accordance with the nationally described space standards;
- b. Whether sufficient external space is provided for future occupiers;
- c. Appropriate provision of storage space for household items, cycles and refuse; and
- d. Appropriate provision to enable working from home.



6 Economy and jobs

Vision – Innovative and analytical city

Addressing the need for economic growth and job creation links to the aim in the 2040 vision of being an innovative and analytical city. Encouraging growth and investment in the knowledge economy will support new sectors, develop innovation and increase prosperity.

Vision - Accessible world-class education

Addressing the need for economic growth and job creation links to the aim in the 2040 vision of delivering accessible world class education. Developing training and skills for all will enable equality of opportunity in new sectors and support economic growth.

Vision – City of Culture

Addressing the need for economic growth and job creation links to the aim in the 2040 vision of creating a city of culture where creative making plays a leading role. Encouraging growth and investment in the creative industries will help build a living city where everyone thrives.

Objective: Develop the potential of the city for economic growth with a particular focus on the knowledge economy and ensure the benefits of jobs, skills and training are available to all. Helping to deliver the strategic priorities of delivering a prosperous local economy and a net zero city.

Introduction

- 6.1 The city is at the heart of the Greater Exeter area and has one of the fastest growing economies in the UK. The Liveable Exeter initiative sets out a vision for a growing, thriving city where significant housing delivery attracts major business investment and high-value jobs. Whilst Exeter has, like all cities, been significantly affected by Covid-19, it is bouncing back. There is a strong ambition to grow the economy with a focus on innovative business sectors, making the most of a skilled workforce, the benefits of the University and the world-leading research on climate change. The Exeter Plan needs to support the economy and green growth by identifying the employment space and infrastructure we need. This will help to increase prosperity and wellbeing.
- 6.2 Exeter is a relatively prosperous city, and its economy has been growing faster than similar cities over the last two decades. The business growth rate is also strong. Whilst the competitiveness of the city's economy is slightly below the national average, it has increased in recent years.

Economic growth

- 6.3 There is significant potential in Exeter to take full advantage of the opportunities for economic growth. There will be a particular focus on unlocking further growth potential within the knowledge economy, especially transformational sectors.

6.4 Transformational sectors that have potential for growth in Exeter include:

- **Data analytics:** This is the science of examining raw data using automated means with the purpose of drawing conclusions about that data. This is a specialism which can support innovation across a range of industries. The presence of high performance computing in the Exeter area, together with the analytical and research skills in the public and educational sectors gives a strong foundation for development.
- **Environmental futures:** Supported by the data analytics specialism, there is a concentration of high-level environmental expertise in the area including at the Met Office and the University of Exeter. The city is a world leader in terms of climate change modelling, research and agricultural technology and locally there is a real focus on innovation and environmental intelligence. The need for environmental innovation has never been higher and Exeter is very well-placed to take this forward.
- **Health innovation:** The Local Industrial Strategy recognises an emerging health innovation cluster in the area while the Royal Devon University Healthcare NHS Foundation Trust and the University of Exeter fund the Joint Office for Clinical Research. The South West Digital Health Accelerator is based in Exeter to provide support for local digital innovations (including Artificial Intelligence (AI)) in the health sector.
- **Digital innovation:** This includes high growth digital and AI industries such as microelectronics, autonomous systems, remote sensing, satellite applications, quantum engineering, cyber security and virtual reality. Existing expertise and world-leading research in these areas provide the building blocks for various advanced sectors including engineering, digital health, creative industries, smart energy and environmental resilience.
- **Creative industries:** This is an innovative sector that has the ability to realise transformative change. Creative industries are set to become increasingly important to economic wellbeing as we become increasingly dependent on the generation of knowledge through human creativity and innovation. Exeter has long been a hub for creative makers and shakers and this is set to continue.
- **Other emerging transformational businesses:** Clearly, a key characteristic of innovation is that it is not predictable therefore perhaps the greatest potential for growth is in other transformational businesses as yet unidentified.

6.5 We will support these new transformational businesses, whether they are spinoffs from the University of Exeter or other local bodies, new start-ups or inward investment by existing firms. Support could be in the form of education and training, through Building Greater Exeter, or through enabling new infrastructure such as a digital exchange and/or digital hubs.

6.6 In supporting economic growth, the City Council aims to ensure that all of the city's citizens gain from the prosperity and wellbeing generated by the local economy. Evidence indicates that transformational sectors have the potential to make the greatest contribution to increasing productivity and earnings within Exeter. Policy EJ1 takes a flexible and supportive approach by encouraging appropriate development (sustainably located and avoiding conflict with neighbouring uses) within these sectors and highlighting the importance of working with partners to encourage growth and investment.

EJ1: Economic growth in the transformational sectors (Strategic policy)

The City Council is committed to supporting Exeter in becoming one of the UK's leading knowledge economies. To help deliver this, appropriate development proposals for the following transformational sectors will be supported:

- Data analytics;
- Environmental futures;
- Health innovation;
- Digital innovation;
- Creative industries; and
- Other emerging transformational sectors.

The City Council will work with partner authorities and other stakeholders to deliver improvements to digital and other infrastructure, and improved education and training to encourage and support growth in the transformational sectors.

Retention of employment land

- 6.7 The supply of employment land, and its protection for employment use, plays a critical role in responding to the opportunities for economic growth. Existing employment land can often provide space for new employment uses or additional space to allow existing businesses to expand. However, existing employment land can also provide new opportunities for mixed-use development, combining housing and employment in ways that meet the needs of growth sectors now and in the future.
- 6.8 Policy EJ2 seeks to protect those established employment areas that are key to meeting our future employment needs, whilst also allowing change of use where it can be established that mixed use development could sustain both employment and housing development or where there are unacceptable amenity impacts from current employment activities.

EJ2: Retention of employment land (Strategic policy)

The established employment areas at Southernhay, Matford, Pinhoe, Sowton, Exeter Business Park, Pynes Hill and Peninsula Park will be retained in employment use. Elsewhere, the loss of employment land to an alternative use may be considered acceptable where land is allocated for redevelopment or where it is demonstrated that employment use is not viable or needed to meet current and long-term needs up to 2040.

New forms of employment provision

- 6.9 New forms of employment can also support economic growth. Flexible working is becoming more important and this must be supported by future development. Shared workspaces help to increase employment densities and provide flexible opportunities for SMEs (Small and Medium Enterprises) and traders. Incorporating work hubs, co-working, collaborative workspaces and live-work schemes into all large scale residential developments will ensure a truly liveable and sustainable cultural

environment and support the national shift to alternative ways of working. Shared use of public and community spaces can also contribute. Community cafes and creative hubs can connect individuals, encourage creativity and allow collaborative working.

- 6.10 It will also be important for all new homes to include home offices or at least to be designed in a way to facilitate home working. Policy H14: Residential amenity and healthy homes includes requirements on this.
- 6.11 Policy EJ3 supports new forms of employment provision and ensures delivery at large scale employment developments.

EJ3: New forms of employment provision (Strategic policy)

To promote economic growth, reduce the need to travel, deliver high quality development and support flexible working, development proposals for the following new forms of employment development will be supported:

- Work hubs;
- Collaborative workspace; and
- Appropriate live-work schemes.

Strategic brownfield development proposals will be required to include these forms of provision unless it has been demonstrated robustly that the demand has been addressed in other ways.

Access to jobs and skills

- 6.12 Employment is a route to supporting inclusive growth and social inclusion. For people who are not economically active, pathways into employment need to be person-specific, providing opportunities to build confidence and personal skills for entering work as well as formal skills and qualifications. The City Council will work with regional and local partners such as the University of Exeter, Exeter College, and training providers to build skills and improve pathways to work for young people and disadvantaged groups. The City Council will also work closely with Building Greater Exeter, an initiative that aims to:
- Inspire new candidates and represent employers at engagement events;
 - Support employers by facilitating recruitment, up-skilling and re-skilling;
 - Deliver social value through employment and skills plans on major developments; and
 - Produce experiences promoting a culture that makes the built environment a great place to work.
- 6.13 Building Greater Exeter work with organisations, appointed contractors and the supply chain and are happy to support those bringing forward new development in the city.
- 6.14 By improving access to employment, we will reduce poverty and inequality, increasing the city's resilience and enhance the economic and social wellbeing of every community. To support this ambition, development proposals should remove

barriers and contribute to enabling access to employment for local residents, developing skills and supporting employment initiatives where:

- New homes are developed; or
- New workspace and other commercial development is created; or
- Other major development arises which would generate new employment including during the construction phase.

6.15 This will be achieved through the development, submission and delivery of an Employment and Skills Plan for all major developments using the Construction Industry Training Board (CITB) client based approach which is widely recognised within the industry. These plans contain targets for a range of employment, volunteering and development activities. This will help provide opportunities for local people to experience and join the future workforce.

6.16 Policy EJ4 supports work towards building skills and improving pathways to work for young people and disadvantaged groups.

EJ4: Access to jobs and skills

The City Council is committed to supporting access to employment and learning opportunities, social mobility, and city-wide inclusion. Development proposals will be supported when they contribute to:

- Enabling access and removing barriers to employment for local residents;
- Facilitating skills development and learning opportunities;
- Supporting employment initiatives (through work placements, apprenticeships and job creation); and
- Social value.

All major development proposals will be required to submit, and deliver the provisions in, an Employment and Skills Plan to demonstrate that the above objectives will be met.

Provision of local services in employment areas

6.17 The City Council recognises that many of the successful employment areas in Exeter would benefit from the provision of some local services which would otherwise be located in existing centres. This could assist the workforce, be attractive to inward investors seeking a suitable location and should also reduce the need to travel by car. Local services could include a child care nursery, a medical practice or walk-in centre, a dentist, a chemist, a post office, a bank, cash points, a sandwich bar or a small convenience store for top-up purchases (with retail floorspace not exceeding 500 square metres).

6.18 The acceptance of local services within the city's employment areas must not set a precedent for other uses. Planning permission should only be granted if it is demonstrated that the local service is not already suitably provided within the area. The service should meet local workforce needs only and not generate trips by people living or working outside the employment area and such services should be located within reasonable walking distance of the local workforce (which would normally be approximately 400 metres).

- 6.19 Policy EJ5 supports the provision of local services within employment areas for the benefit of the workforce. The employment area of Southernhay is excluded from the provisions of Policy EJ5, due to its close proximity to existing services in the city centre.

EJ5: Provision of local services in employment areas

Development proposals involving the provision of local services within the established employment areas at Matford, Pinhoe, Sowton, Exeter Business Park, Pynes Hill and Peninsula Park will be permitted when:

- a. The service is designed to serve local workforce needs only;
- b. There is not sufficient provision to meet local workforce needs through existing services in the area;
- c. It would be located within reasonable walking distance of the local workforce, taking into account new or enhanced routes; and
- d. It would not harm the primary function of the area as a business park or industrial estate.

New transformational employment allocations

- 6.20 New employment sites are allocated in policy EJ6 to meet the specific requirements of the transformational sectors. Allocating sites which are suitable for transformational employment development can help remove barriers to delivery and act as a catalyst for further growth.
- 6.21 Along with the protection of the established employment areas and the provision of work hubs, collaborative workspace and live-work schemes within the strategic brownfield development sites, these transformational employment allocations will provide additional floorspace to help meet identified employment demand. Each site has its own characteristics which will impact on the form of development, the approach to delivery and the potential occupants.
- 6.22 The land adjacent to Sandy Park and the land adjacent to Ikea are both sites that are in accessible locations on the eastern side of the city close to Junction 30. The sites' accessibility will be attractive to speculative development for transformational uses and could provide accommodation for start-ups.
- 6.23 The Toby Carvery site is in a prominent and accessible location within close proximity to local amenities and public transport. As such it could provide a prestigious flagship site for a high profile occupant.
- 6.24 The St Luke's site forms part of the University of Exeter's campus and currently provides academic, administrative, sports and social facilities for the University of Exeter. The site will require redevelopment to provide a future health campus, to consolidate health and wellbeing activities and help the University to scale up its biomedical and clinical research and associated commercialisation. Redevelopment of the campus will also strengthen the existing research and teaching links between the University and the Royal Devon University Hospital. Proposals at St Luke's will need to be of a high quality and appropriate in the context of the wider residential area. Proposals will need to demonstrate through the preparation of a masterplan framework regard for the environmental and heritage assets on site and in the surrounding area.

- 6.25 Most transformational employment uses are within planning Use Class E: Commercial, Business and Service meaning they can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke soot, ash, dust or grit. The imposition of a 'gateway' requirement (enforced through condition or legal agreement) will be needed to limit the future use of new developments to those within a transformational sectors.

EJ6: New transformational employment allocations (Strategic policy)

The following sites are allocated for transformational employment development and associated infrastructure and will be retained for this purpose:

Site	Size of site
Land adjacent to Sandy Park, Newcourt	7 hectares
Land adjacent Ikea, Newcourt	4 hectares
Toby Carvery, Rydon Lane, Middlemoor	1.5 hectares
St Luke's Health Campus, Heavitree Road	4.5 hectares



7 The future of our high streets

Vision – City of culture

Addressing the future of our high streets links to the outcome in the 2040 vision of Exeter being a city of culture. Ensuring the continued vitality of the city centre and other high streets will require a wider variety of uses in these locations with cultural activities being increasingly important.

Vision – Liveable and connected

Addressing the future of our high streets links to the outcome in the 2040 vision of Exeter being a liveable and connected city. Ensuring the continued vitality of the city centre and other high streets will mean that communities can thrive and build identity around their local centres.

Objective: Enhance the vitality of the city centre and our other high streets so they continue to provide a key role in our day-to-day lives supporting communities, prosperity and cultural identity. Helping to deliver the strategic priority of a prosperous local economy.

Introduction

- 7.1 Our high streets are changing. Traditionally centres for retail and work, in recent years the growth of internet shopping has dramatically changed how we use the city centre and our smaller high streets in local communities. This change has accelerated since the Covid-19 pandemic meaning that we need a greater focus on the vitality of our high streets so that they continue to play an important role in how we live our lives during the day and into the evening. Shopping is likely to be just one part of this future, a greater variety of uses need to be included in the future city centre to widen its attractiveness as a destination.

The city centre

- 7.2 One of the key reasons for the success of Exeter is its city centre. The city centre streets and public spaces contain a rich mix of historic buildings, thriving businesses, homes, shops and offices, making it a vibrant and bustling place to visit and work. Despite the impact of Covid-19 which has had a very real impact on a lot of cities, footfall in Exeter city centre has recovered well and vacancy rates are relatively low. This reflects Exeter's status as regional centre for a large surrounding area.
- 7.3 There are, however, opportunities to improve the city centre by providing a greater variety of uses, developing cultural activity, show-casing the historic environment further, bringing nature into the heart of the city, providing more public space, supporting markets and improving sustainable travel links. In taking these ideas forward, we need to ensure that the success of the city centre does not stagnate, that it is resilient to withstand future changes without losing its vitality and interest, that it is visited for longer periods of time throughout the day and night and that it is home to a wider variety of retail including independent shops. Because we recognise the importance of this issue, one of the key strands of the spatial strategy is to focus development in areas close to the city centre.

- 7.4 The City Council is currently working on a new city centre strategy which will set the direction for the city centre over the coming years, as a place to live, work, visit, shop, study and socialise. This work is reflected in the Exeter Plan.
- 7.5 Looking forward it will be vital to widen the way the city centre is used. It will need to provide liveable spaces which are attractive and people-friendly so that the whole community wants to spend time there. It will need to be effectively connected to the rest of the city and its neighbourhoods so that people can travel there easily. It will need to be the cultural heart of the city, building on local identity and providing appropriate venues and public spaces to enable culture to flourish. It will need to celebrate the historic environment and local character through the provision of high quality buildings and public spaces, ensuring that heritage assets, their settings and historic streetscapes are conserved and enhanced. It will need to diversify to cater for the needs of everyone so that the whole community want to spend time there and so that it can respond to future change. And finally, it will need to provide more homes and jobs, reducing the need to travel and making use of the facilities there to provide a genuinely liveable neighbourhood. Policy HS1 sets out the key requirements in order to achieve this successful future for the city centre.

Our district and local centres

- 7.6 While the city centre plays a crucial, strategic role for Exeter and the wider area, our district and local centres provide the shops, facilities and services which are used by our communities on a daily basis. The district centres sit between the local centres and the city centre and provide a wide variety of facilities and services. The local centres are located across the city, are smaller and provide a more limited, yet vital, range of facilities and services.
- 7.7 A high-level review of the city's centres has been undertaken. This has resulted in a small number of additional local centres being identified. Some of the exiting local centres have also been renamed to clarify their location. The revised list of district and local centres is set out below:

District centres

- Topsham
- Heavitree
- St. Thomas

Local centres

- Northern end of Sidwell Street / Blackboy Road
- Mount Pleasant
- Magdalen Road
- Topsham Road - Countess Wear
- Beacon Lane
- Polsloe Bridge
- Pinhoe
- Whipton
- Exwick
- Isleworth Road

Additional local centres identified:

- Alphington
- The Quay and Canal Basin
- Burnthouse Lane
- Topsham Road - St Leonard's
- Countess Wear

- 7.8 The strategic brownfield development sites such as Water Lane will need to provide for a mix of local facilities alongside housing. As a result, the list of district and local centres may be reviewed in future as these strategic developments build-out.
- 7.9 Ensuring that these centres continue to thrive will reduce the need to travel and increase the potential for access on foot and cycle. This will mean that the centres will continue to support people in living active lives. They will also need to continue offering local employment and foster strong local identities and community spirit. Finally, the centres will provide easily accessible local facilities to the whole community helping to reduce inequalities.
- 7.10 The changing way people live their lives and use local facilities will have an impact on how our district and local centres need to evolve over time. Similar to the city centre, these centres will need to provide for a greater variety of uses so they are resilient and can respond to change. On this basis, they will need to provide for more than just shopping. Policy HS1 will enable this greater flexibility over time. Revisions to the planning Use Class Order made in 2020 grouped a much larger variety of commercial uses in Class E. Retail, food and drink, financial and professional services and various other commercial uses are now grouped together. Planning permission is not required for changes of use within the same use class. This means that many types of business user will be able to change the uses of properties without seeking planning permission.

Out of centre retail

- 7.11 During the 1980s and 1990s many towns and cities experienced significant growth in out-of-town shopping centres. This trend allowed customers to travel by car to large stores with lots of parking. This pattern of shopping played a role in reducing the success of city and town centres in a similar way to the growth of online shopping more recently. Out of centre shopping discourages active travel and limits the associated health benefits, it relies on car use which will make achieving our net zero ambitions very challenging, it is very land-hungry and often leads to the creation of low quality places. Finally, out of centre shopping can lead to challenging inequalities because of the potential to exclude those groups who cannot afford the costs of car travel.
- 7.12 Policy HS1 recognises these issues and places strict control on the development of retail proposals outside of the city, district and local centres. As set out earlier, the strategic brownfield development sites identified in the plan are likely to require some retail as part of a wider mix of uses.

HS1: The vitality of our high streets and centres (Strategic policy)

The vitality, viability and resilience of the city centre, district centres and local centres will be protected, maintained and enhanced to contribute to growing prosperity, to provide services which communities need and to minimise the need to travel.

A mixture of uses will diversify the offer of the city centre, extend its hours of activity, enhance the night-time and visitor economy, improve its cultural offer and ensure its future resilience as the major centre for the sub-region. Attractive public spaces and high quality provision for active travel and public transport will provide vibrant places for people and increase footfall.

Development proposals for retail provision will be encouraged in the primary shopping area and supported elsewhere in the city centre and the district and local centres. Development proposals for commercial, residential, entertainment, leisure, cultural, tourism, hospitality, experiential, educational, health and employment uses, including temporary installations for stalls, markets and outdoor dining, will be supported in the city, district and local centres where there is robust evidence that they would:

- a. Provide a complementary mix of uses to support the retail function of those centres;
- b. Enhance the viability, vitality and resilience of those centres; and
- c. Protect and enhance the cultural, historic and natural environment of the centres.

Small scale comparison and convenience retail provision of up to 500 square metres sales floor area will be supported as part of a wider mix of uses at the strategic brownfield allocations. Small scale convenience retail provision of up to 500 square metres sales area will be supported at the other predominantly residential allocations.

Outside of the city centre, district centres, local centres and strategic brownfield development allocations proposals for town centre uses of more than 500 square metres will not be permitted unless the proposals meet the sequential test and, for retail and leisure developments, it can be clearly demonstrated in a robust impact assessment that the proposals will not have a negative impact on investment in, or the vitality and viability of, the city, district and local centres.



8 Sustainable transport and communications

Vision - The most active city in the UK

Addressing sustainable transport and communications links to the outcome in the 2040 vision of Exeter being the most active city in the UK. Delivering development in the right locations and with attractive walking and cycling links will maximise active travel and improve health and wellbeing.

Vision - A leading sustainable city

Addressing sustainable transport and communications links to the outcome in the 2040 vision of Exeter being a leading sustainable city. Minimising car use and promoting active travel and public transport will help to achieve the ambition of Exeter being a net zero city by 2030.

Objective: Deliver development in appropriate locations with high quality infrastructure to minimise the need to travel, maximise sustainable transport and support emerging forms of mobility. Helping to deliver the strategic priorities of a net zero carbon city, a healthy and active city, housing and building great neighbourhoods and communities.

Introduction

8.1 The way we travel will be vital to the success of Exeter. It will be central to achieving net zero carbon, growing prosperity, healthy lifestyles and making improvements to our natural and historic environment. In future, travel won't just be about whether we walk or drive, digital communications will also be key. The Exeter Plan will need to ensure that the city is resilient to changes in travel, supporting innovative development in the right places, providing real options and promoting fresh approaches to transport.

Sustainable movement

8.2 Addressing development and travel in Exeter requires joined up thinking and aligned policies. The City Council is working with partners including Devon County Council, as the Local Transport Authority, East Devon, Teignbridge Mid Devon District Councils, National Highways, Network Rail and bus operators to ensure we have consistent aspirations and approaches. This work with partners means that the content of the Exeter Plan, the Exeter Transport Strategy, the emerging Local Cycling and Walking Infrastructure Plan, the new Local Transport Plan, Bus Service Improvement plan and other plans are consistent. More specifically, a transport modelling process is currently being progressed by Devon County Council and National Highways to assess the transport impact of development in the wider area covering Exeter, East Devon, Teignbridge and Mid Devon. This will underpin a coordinated transport strategy for the Exeter catchment area with the city at its core.

8.3 Policy STC1 on sustainable movement sets out an overarching approach to ensuring development and transport work together to achieve the ambition of being a net zero carbon city by 2030, support growth, improve accessibility and enhance the local environment. It identifies the importance of locating development in appropriate

locations to minimise the need to travel and provide services and facilities close to where people live, then sets out a hierarchy which priorities active travel (walking and cycling), public transport and shared mobility (for example car clubs and cycle hire) over traditional highway improvements for private car use. This will mean that in future, travelling by sustainable modes will be more attractive than travelling by car.

- 8.4 The focus on travel and health is shown through Exeter's inclusion in a Sport England Delivery Pilot. The public face of this project is Live and Move which is working with communities to improve health and wellbeing through small changes to people's everyday lives.
- 8.5 All these strands come together and aim to achieve a goal of 50% of trips which start and finish in the city being taken by active travel. This is a shared ambition with Devon County Council.
- 8.6 On a more strategic level, we also need to recognise the important role which Exeter plays as a gateway to the national transport network with the two mainline railways lines, trunk road network and links to Exeter Airport in East Devon. Investments in these important networks will be required to maintain the role of city as a regional hub. Thinking about the impact of aviation in terms of achieving net zero will be a significant challenge but will need to be recognised and addressed in the period up to 2040.

STC1: Sustainable movement (Strategic policy)

To help achieve a net zero city by 2030, to support the sustainable growth of Exeter and the wider area and to improve accessibility, health and the environmental quality of the city, the following outcomes will be sought from all relevant planning decisions and through joint working between the City Council, other Authorities and stakeholders:

- a. Delivering on the spatial strategy by supporting development in locations which reduce the need to travel, maximise walking, cycling and public transport for the majority of everyday journeys and support low-car development where appropriate;
- b. Providing for mixed-use development which enables communities to access most of their daily needs on foot from their home;
- c. Supporting a healthy, active city through the transport hierarchy by delivering a prioritised and integrated network of active travel links to provide coherent, direct, safe, comfortable and attractive routes for walking, cycling and emerging modes;
- d. Achieving a reliable, low carbon, frequent and attractive standard of public transport within the city and to key destinations elsewhere throughout the day;
- e. Enhancing choices for all through new forms of car use by expanding shared mobility and requiring its provision in all major developments, significantly increasing provision for electric vehicles, supporting innovations including ticketing systems combining low emission modes and enabling the provision of mobility hubs;
- f. Supporting opportunities for sustainable water-borne transport;
- g. Protecting and enhancing the function of Exeter as a strategic rail, bus/coach, road and air hub through investments in critical infrastructure.

Transport and new developments

- 8.7 Minimising the need to travel will be a vital part of creating attractive places, meeting our net zero ambitions and supporting healthy lifestyles. New development will need to be provided in a way which plays its part.
- 8.8 Policy STC2 covering active and sustainable travel explains what new development will need to look like and what it will need to provide to make it easier for people to walk, cycle or use public transport and shared mobility (e.g. by using car clubs). Development will need to be laid out to enable attractive and direct access by walking, cycling and public transport. Parking will need to be provided in a different way to reduce the dominance of cars and prioritise conveniently located cycle parking for all dwellings and in public spaces. Appropriate charging points will be needed for the growing number of electric cars and bikes. Road widths and bus stops will need to allow buses to navigate development easily without delays. Infrastructure for shared mobility will be required to enable people to access transport in a different way.
- 8.9 An evolving approach to planning for people's travel needs will mean that in some cases, depending on the location, type and scale of development, there will be opportunities for car-free development and this will be supported where appropriate, depending on location, scale of development and the availability of sustainable modes of transport.
- 8.10 Active travel and public transport provision will generally be prioritised over traditional highway improvements which provide additional road capacity. This will redress the balance between modes. In addition, transport provision will need to play a key role in place-making.
- 8.11 There will be cases where local highway improvements are required. These may include widened vehicle access points, localised junction improvements, measures to improve safety and highway network resilience. There may also be a need to provide improvements to the trunk road network to ensure its safe and effective operation, as is required by the Government.

STC2: Active and sustainable travel in new developments (Strategic policy)

To help achieve a net zero city by 2030, to support the sustainable growth of Exeter and to improve accessibility, health and the environmental quality of the city, development will be required to make high quality provision for the following in sequential order:

- a. Active travel;
- b. Public transport and shared mobility;
- c. Electric vehicles;
- d. Highway enhancements where they are necessary for safety, where they promote an overall reduction in car journeys, where they make improvements to the local environment or where they are required to enable access to a development site;
- e. Local road improvements only where severe development impacts on the transport network cannot be avoided by the active and sustainable travel investments proposed with the development.

Active travel proposals

- 8.12 The Exeter Transport Strategy includes an ambitious aim for 50% of trips which start and finish in Exeter to be made on foot or by cycle. On this basis, a series of specific schemes will be required to support walking and cycling meaning that walking and cycling become more attractive options.
- 8.13 Policy STC3 identifies a set of key proposals including the Exeter sections of long distance strategic trails. These reflect the importance of Exeter as the centre of a large travel to work area and the attractiveness of the city as a tourist destination. The Exe Estuary Trail linking Exeter with Dawlish and Exmouth, the Clyst Valley Trail between Exeter, villages to the east and Killerton and the emerging proposals for the Boniface Trail towards Crediton are important strategic trails for the city.
- 8.14 Policy STC3 also includes a list of important routes identified as priorities in Devon County Council's draft Local Cycling and Walking Infrastructure Plan. These routes should link to wider projects to improve the street scene and public spaces and also serve the strategic brownfield development allocations in the plan to play a key role in providing a significant improvements to the cross-city network of pedestrian and cycle routes, a vital part of the Exeter Transport Strategy.
- 8.15 It is important to recognise that there are some significant barriers to walking and cycling in Exeter which mean that routes are less direct and journeys take longer. These barriers are sometimes roads, large junctions, the river or the canal. Improvements will be needed to overcome some of these barriers while making the most of the river and canal in terms of active travel and waterborne transport. Improvements will also be made to support access to the Green Circle which is a fantastic asset in bringing nature into the city and to the local population.
- 8.16 Beyond the large-scale active travel projects identified in policy STC3, smaller local measures are also important. The detailed design of cycle infrastructure in accordance with the government guidance LTN1/20, secure and enclosed cycle parking and drying spaces in buildings are all needed to widen the attractiveness of active travel. Travel planning will also be needed to support people in making sustainable transport choices as they move into new developments.
- 8.17 The design of developments themselves will also need to ensure that active travel is provided for comprehensively. Development should be designed at the outset to prioritise walking, cycling and scooting and minimise driving speeds in accordance with approaches set out in Manual for Streets and the Sport England Active Design Guidance. New development will also need to provide inclusive and accessible environments that take into account the needs of the whole community, including disadvantaged groups, those with disabilities and people with children and buggies. The Healthy Streets principles will play a role here and should be taken into account when designing new developments and delivering new transport infrastructure.
- 8.18 Looking more broadly, away from new development specifically, it is important to ensure that streets, footways and other walking routes are free of clutter to make walking a more attractive option. The City Council, alongside Devon County Council, has signed-up to the Clear Streets Charter to address issues caused by advertising boards, street furniture, charging points and bins and to promote engagement with people with visual impairments in the design of developments.

STC3: Supporting active travel (Strategic policy)

The City Council will work with other Authorities and stakeholders to create inclusive, coherent, direct, safe, comfortable and attractive active travel environments through place-making, enhancements to the public realm, street planting, improved air quality, use of water ways and the reduced dominance of cars in accordance with active design principles

The City Council will support the extension of a comprehensive active travel and public rights of way network including through improvements to:

- a. Long distance routes including the Clyst Valley Trail, the Boniface Trail, the Exe Cycle Route and Exe Estuary Trail;
- b. Routes included within the Exeter Local Cycling and Walking Infrastructure Plan and alongside waterways;
- c. Addressing severance challenges caused by the Strategic Road Network, the former Exeter bypass, key junctions, railway lines, the River Exe and the Exeter Ship Canal, without compromising safety; and
- d. City centre streets, including South Street, Fore Street, Paris Street, Queen Street, Sidwell Street, Summerland Street and Barnfield Road; and
- e. Routes to and including Heavitree High Street, Cowick Street and Magdalen Road.

Development proposals will be required to provide high quality infrastructure, facilities and multi-modal parking to prioritise active travel for all.

Major development must:

- a. Be designed so early phases of development are as close as possible to existing active travel routes and make walking and cycling improvements; and
- b. Prioritise a dense and permeable network of coherent, direct, safe, comfortable and attractive active routes connecting into the wider active travel network.

All major developments and developments which result in an increase in one additional net dwelling must provide secure, enclosed parking/storage for cycles, electric bikes, cargo bikes, adapted cycles, electric scooters and push chairs. When provided centrally within a development, parking for active travel must be located in easily accessible locations with natural surveillance and high quality access to active travel routes. Parking to support active travel must be prioritised over car parking with the exception of disabled parking.

Showers and drying space must be provided in all employment and commercial developments of more than 0.5ha and in all cases, in developments employing more than 20 people.

Parking for active travel should be provided in accordance with the adopted Sustainable Transport SPD and any subsequent replacement.

Contributions will be sought towards new or improved active travel infrastructure in the city, in the early phases of development.

Public transport

- 8.19 In addition to active travel, public transport will be vital to provide a real alternative to using the car, particularly for areas on the edge of the city, where there are hills and for the elderly, families and the less mobile.
- 8.20 Compared to the surrounding rural areas, Exeter has a wider bus network with more frequent services, while the new bus station in the city centre has improved the passenger experience and vehicles have been upgraded. However, improvements to service reliability, frequencies, bus priority measures, the provision of electric vehicles and waiting infrastructure are all required to widen transport choices. Exeter also an important role as a hub for long distance coach travel with National Express, Falcon and Megabus all serving the city and wider area. This role should be safeguarded with improvements made to interchanges and stops while bus services to Exeter Airport should be enhanced. The City Council will work with Devon County Council to improve bus provision through the Bus Service Improvement Plan and through new development.
- 8.21 In addition to buses, Exeter benefits from an efficient and widespread rail network with two mainlines and two branch lines. There have also been considerable efforts to improve the network in recent years through high profile new stations at Newcourt and more recently at Marsh Barton. The network provides good rail access to many areas of the city, to the local area and national destinations. However, frequencies and station access require improvement while a new station at Monkerton is proposed alongside an enhancement to the gateway role of St David's station. The ongoing roll-out of the Devon Metro concept will continue to provide enhancements in future.
- 8.22 Policy STC4 promotes a number of public transport proposals. For buses, these include strategic bus improvements on the main corridors into the city, the provision of electric vehicles and park and ride / park and change facilities. For rail, the policy continues the longstanding support for another new railway station at Monkerton, improving St David's station so that it provides a fitting arrival point for the city and widespread accessibility improvements to city stations. Working with partners, the City Council will support greater integration of transport modes, including bus, rail and shared mobility (such as car clubs and e-bike hire) through smart and integrated ticketing systems.
- 8.23 The spatial strategy has a key role in ensuring widespread use of public transport by focusing development close to existing services. Development must also provide the improvements needed to enhance our networks and improve transport choice. This will help us deliver on our net zero ambitions, enhance health and wellbeing and improve accessibility for all communities.

STC4: Supporting public transport (Strategic policy)

The City Council will work with other Authorities and stakeholders to support inclusive, direct, frequent and reliable public transport.

The City Council will support bus and coach provision through service, infrastructure and vehicle improvements:

- a. On the Exeter Central corridor between Heavitree and the city centre;

- b. On the Exeter Northern corridor between New North Road and the city centre;
- c. On the Exeter Eastern corridor between Pinhoe Road and the city centre;
- d. On the Exeter western corridor between Cowick Street and the city centre;
- e. On Topsham Road, Alphington Road and Cowley Bridge Road;
- f. On the local and national coach network; and
- g. Serving Exeter Airport.

The City Council will support the enhancement of rail provision in the city:

- a. By safeguarding land for a railway station and associated enabling track and signalling infrastructure at Monkerton/Hill Barton;
- b. By supporting continued delivery of the Devon Metro programme including at least half hourly frequencies on rail lines into Exeter;
- c. By providing improved interchange facilities at St David's Station; and
- d. By improving accessibility and level access at all stations.

The City Council will support multi-modal travel:

- a. by enabling park and ride and park and change provision serving the key radial routes accessing the city where appropriate;
- b. Through the delivery of high quality, multi-modal provision at a series of mobility hubs at key interchanges, in the city centre and at large scale developments to enable a seamless transition between modes; and
- c. Through the establishment of an integrated ticketing system for public transport and shared mobility.

Development proposals will be required to provide high quality and safe access to public transport.

Major development must:

- a. Provide densities, layouts and design which allow the provision of prioritised, frequent, reliable and attractive public transport services to, and where relevant, within, the site.

Development proposals of 100 homes or more and major commercial development must:

- a. Be located where high quality public transport is, or can be provided through developer contributions;
- b. Deliver appropriately located bus stops with raised kerbs for easy bus access, high quality shelters and real time information and, where appropriate, suitable routes for bus priority; and
- c. Provide new local multi-modal transport hubs and interchanges making best use of existing bus, rail and walking and cycling routes.

Contributions will be sought towards new or improved public transport services and/or infrastructure in the city, appropriately phased to most efficiently support the long-term future of the service.

Supporting new forms of car use

- 8.24 Whilst active travel and public transport will be prioritised and will play a vital role in helping to support development, achieving net zero, increasing health and wellbeing and creating great places, new forms of car use will retain a role for some people and for some journeys. Policy STC5 explains how new forms of car use will be supported.
- 8.25 The Government has committed to the end of sales of new petrol and diesel cars by 2030 meaning the number and importance of electric vehicles will significantly increase over time. Alongside the decarbonisation of the electricity grid, this evolution will reduce carbon emissions, improve air quality and reduce the impact of car use on in terms of noise. The provision of significant additional numbers of electric charging points and associated parking will therefore need to come forward quickly, including in new development.
- 8.26 Car use will also be part of an increase in shared mobility, where transport is shared among users who pay to have access to transport on a flexible basis. This could include car clubs and car sharing schemes or be combined with other systems such as bike hire. Car clubs can be used for less frequent trips and to complement sustainable transport. Development will support such car use by providing the necessary infrastructure and parking provision for shared mobility.
- 8.27 The spatial strategy within the Exeter Plan which focuses on strategic brownfield development sites close to the city centre, the provision of local services close to where people live and increased support for sustainable travel means that low car, and in some cases, no-car development will be supported where appropriate, particularly at the strategic brownfield development allocations. Applications at these sites will need to address this potential and also consider the potential parking implications for the nearby streets through controlled parking regimes.

STC5: Supporting new forms of car use

To manage the impact of car travel on the city, development will be required to make specific provision for new forms of car use including for electric vehicles and shared mobility.

Parking for electric vehicles with electric charging points must be provided in all major developments and developments which result in an increase in one additional net dwelling. Parking for car club vehicles must be provided at central locations in all major developments. Parking for electric vehicles and car club vehicles should be prioritised over parking for privately owned petrol and diesel cars in terms of the amount and location and should allow for a significant growth in the use of these vehicles.

Electric charging points should not be located where they would have a negative impact on the safety and functionality of the highway including footways, residential amenity or heritage assets and their setting.

Specific provision must be made in major developments for loading, unloading and deliveries.

Car parking should be integrated into the overall design of proposals to avoid a highway dominated layout and ensure high quality public realm.

Appropriate levels of car and motorcycle parking should be provided in the context of:

- a. The uses proposed;
- b. The location of development;
- c. The scale of development; and
- d. Availability of, and/or potential to improve, active travel, public transport and shared mobility.

Car parking should be provided in accordance with the adopted Sustainable Transport SPD and any subsequent replacement.

Car-free and low-car residential (including purpose built student accommodation and co-living), employment and commercial development will be supported in the city centre, at the strategic brownfield development sites and elsewhere when it is demonstrated to be acceptable by a transport statement and/or a transport assessment and travel plan, where appropriate provision is made for high quality active travel, public transport and shared mobility and where there are currently, or are proposals for, controlled parking zones.

Contributions towards the establishment of controlled parking zones will be required from major car-free and low-car residential development proposals where they are not already in place.

Travel plans

8.28 Travel plans are long-term management strategies for integrating proposals for sustainable travel into the planning process and new developments. People's travel behaviours can be influenced by facilities at their place of work and when they move house. The provision of information, opportunities and incentives to use active travel, public transport and shared mobility, provided through a travel plan, can deliver significant increases in these modes for comparatively low cost. Policy STC6 sets out the requirements in relation to travel plans.

8.29 Travel plans will usually be required at outline planning stage through a planning condition and will be supported by developer contributions.

STC6: Travel plans

All planning applications for major development proposals and/or developments proposals which would generate significant numbers of transport movements should be accompanied by a travel plan.

Travel plans will identify how the development will minimise car travel by considering:

- a. Development layout and the location of nearby facilities and services;
- b. Infrastructure and facilities to support sustainable transport;
- c. Multi-modal parking;
- d. Travel information;
- e. Incentives for using sustainable transport; and
- f. Monitoring, reviewing and reporting of the travel plan measures.

Travel plan measures should be delivered by the developer or through financial contributions to the Local Transport Authority.

Safeguarding transport infrastructure

- 8.30 The National Planning Policy Framework states that planning policies should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and support large development. On this basis, STC7 identifies land and structures which are needed to either facilitate sustainable transport or support the large development allocations proposed in the plan.

STC7: Safeguarding transport infrastructure (Strategic policy)

The following sites, routes and structures are safeguarded for future transport infrastructure:

- a. Land at Monkerton/Hill Barton on the Exeter to Exmouth branch line for a new railway station and associated access;
- b. The disused railway line, and land for associated access, at Marsh Barton for safe access and egress, active travel and flood risk adaptation;
- c. Railway arches and land at Tan Lane under the Great West Mainline for access to the Water Lane development;
- d. Underbridge of the Great West Mainline for active travel access to Water Lane and Marsh Barton;
- e. An additional railway arch under the Great West Mainline on Alphington Road for improved pedestrian and cycle access under the line;
- f. The embankment under the Exmouth Branchline on Sidmouth Road for improved pedestrian and cycle access under the line; and
- g. Land at Water Lane and in the Riverside Valley Park for an additional active travel crossing of the Exeter Ship Canal.

Development will not be supported where it would preclude the delivery of the transport infrastructure on the sites, routes and structures listed in this policy.

Motorway service area

- 8.31 The service area off Junction 30 of the M5 close to Sowton is strategic infrastructure for the wider area and is important in supporting the function of the trunk road network. In recent times the services have been improved, including through the opening of a large scale electric charging station.
- 8.32 However, the service area does not have dedicated slip roads from the motorway which means that vehicles have to navigate the local highway network for access. This plays a role in increasing congestion on the local highway network, particularly in the summer months as a result of holiday traffic. This has implications for trips from Exeter's large travel to work area and also in providing access to Sowton as a strategic employment area.
- 8.33 If an alternative service area could be provided close to Exeter, this would provide relief for the local highway network, providing significant benefits. As set out in policy STC8, the City Council would support the provision of an alternative service area close to the city if a site could be delivered. This would require significant discussion with Moto who run the services, Devon County Council, National Highways, East

Devon District Council, Teignbridge District Council and Mid Devon District Council whilst funding and securing the land needed would be significant challenges.

- 8.34 These challenges have informed the preparation of the Exeter Plan which no longer proposes to allocate the Liveable Exeter site known as Sandy Gate which included the motorway service area. However, the site would be appropriate in principle for employment provision and therefore if an alternative motorway service area could be delivered the City Council would support employment development at the site of the current services.

STC8: Motorway service area (Strategic policy)

Subject to the provision of an appropriate replacement, the City Council supports the principle of redeveloping the motorway service area at Moor Lane, adjacent to Junction 30 on the M5, for employment uses.

Digital communications

- 8.35 Digital communication goes hand in hand with transport provision; people increasingly access services, shopping and work online, reducing the need to travel. The Covid-19 pandemic accelerated this evolution which means that fast and reliable digital communications infrastructure is increasingly vital to support our communities and businesses.
- 8.36 The Government has set out the importance of a new approach to digital infrastructure provision through the UK's Digital Strategy. This is taken forward at a city level by policy STC9 which sets out a number of requirements for new development in order to drive better digital communications. Digital infrastructure will need to be planned into new developments from the start and viewed as an essential utility to ensure high quality, comprehensive connections. Open-access ducting will be provided to enable a variety of fibre companies to provide the high quality digital connectivity which communities. The City Council will work digital providers to deliver on these aims.
- 8.37 In making improvements to digital connectivity, it will be important to ensure that enhanced digital infrastructure is planned in a way which considers amenity and potential impacts on the natural and historic environment.

STC9: Digital communications (Strategic policy)

To facilitate economic growth, improve accessibility and achieve a net zero city by 2030, the City Council is committed to enabling a step-change in digital communications.

Development and infrastructure proposals that support the improvement of digital communications, including full fibre connectivity, digital exchanges and next generation mobile connectivity, will be supported when they would not have unacceptable impacts on the natural, built and historic environment.

All new residential, employment and commercial development will:

- a. Be required to have access to high-speed digital infrastructure; and
- b. Incorporate digital infrastructure as one of the essential utilities.

All large scale residential, employment and commercial development will:

- a. Incorporate digital infrastructure as one of the essential utilities, with routing and phasing planned comprehensively alongside the other utilities and identified within a utility connection plan;
- b. Where an appropriate organisation for its management is in place, provide a network of open access ducting (open to all fibre providers) suitable for, and including, full-fibre connections to each building on first occupation. Ducting must have capacity to accommodate multi-operator fibre connections to the premises to encourage competition and choice for consumers; and
- c. Where appropriate management structures are in place, provide digital infrastructure ducting through a 'dig once' approach.

Sites of at least 500 dwellings or 5 hectares of employment will ensure resilience by providing at least two physically separate external connections points.



9 Natural environment

Vision – Healthy and inclusive

Addressing the need to protect and enhance the natural environment links to the aim in the 2040 vision of creating a healthy and inclusive city. Protecting the hills surrounding the city and the Valley Parks and supporting biodiversity enhancement across the city will help create a healthier and more inclusive city.

Vision – The most active city in the UK

Addressing the need to protect and enhance the natural environment links to the aim in the 2040 vision of creating the most active city in the UK. Protecting the hills surrounding the city and the Valley Parks and improving access to natural greenspace including the Green Circle will help create the most active city in the UK.

Vision – City of Culture

Addressing the need to protect and enhance the natural environment links to the aim in the 2040 vision of creating a city of culture where the environment plays a leading role. Protecting the hills surrounding the city and the Valley Parks will ensure Exeter retains its cultural identity and will help build a city where everyone thrives.

Objective: Protect and enhance the city's unique natural setting provided by the hills, the valley parks and River Exe, improve access to natural greenspaces and provide net gains for biodiversity. Helping to deliver the strategic priorities of a net zero carbon city, a healthy and active city, housing and building great neighbourhoods and communities.

Introduction

- 9.1 The city has a high quality natural environment, with Valley Parks and city parks, water bodies including the River Exe and the Exeter Ship Canal, and many public rights of way. The hills surrounding the city give Exeter a distinctive character and cultural identity, while the city also contains a rich variety of wildlife habitats.
- 9.2 The natural environment benefits from a significant, protective legal framework, including the Environmental Act 2021, that helps set the context for protecting and enhancing Exeter's environmental assets. The Exeter Plan seeks to manage development pressures on our local environment to provide benefits for landscape and wildlife, whilst helping us to combat climate change and provide a high quality environment for people to enjoy.
- 9.3 All designations, protected areas and sites mentioned in the policies below are shown on the Proposals Map.

Landscape setting

- 9.4 The planning system should enhance the natural and local environment by protecting and enhancing valued landscapes. The hills surrounding the city and the connected ridgelines give Exeter a distinctive character and cultural identity. The Valley Parks also contribute significantly to the city's landscape setting.
- 9.5 The Exeter Plan is supported by the Exeter Landscape Sensitivity Assessment which appraises open countryside within and around Exeter, including the Valley Parks. The appraisal demonstrates that much of the land around Exeter is of intrinsic landscape value. Open land also performs a variety of other roles, including maintaining identity, enabling informal recreation and providing tranquil areas. It contains high quality agricultural land and areas of nature conservation importance. Overall, this land provides the landscape setting for the city and for surrounding areas. It is the combination of these roles, qualities and their importance to the local population which establishes this land as a distinctive and valued landscape requiring protection from inappropriate development.
- 9.6 Policy NE1 provides protection to the landscape setting areas in the city shown on the Proposals Map. These areas include the sensitive areas to the north and west of the city and the Valley Parks. However, landscape is a strategic issue and our neighbouring authorities are also encouraged to recognise and protect Exeter's landscape setting.
- 9.7 Development within Exeter's landscape setting areas will be assessed against a series of criteria, including the distinctive characteristics, special features and qualities that make this valued landscape sensitive to development, as identified in the Exeter Landscape Sensitivity Assessment. Development should:
- Protect and conserve the strategic landscape setting of, and backcloth to, the city, and where possible enhance it.
 - Avoid prominent ridges and slopes and, in particular, steeper slopes.
 - Protect, conserve and enhance the existing treed and open undeveloped skylines.
 - Avoid breaching skylines with development form, keeping roof lines well below skylines formed by vegetation or landform.
 - Conserve and enhance the river valley corridors, their floodplains and their settings including the Exe and the Clyst.
 - Protect important views to and from the hills surrounding the city of Exeter.
 - Protect the landscape's rural character in close proximity to urban areas by resisting piecemeal urban expansion which undermines landscape patterns and sense of place.
 - Protect the character of rural lanes, minimising road widening and signage in association with new development.
 - Protect and appropriately manage nationally important historic / archaeological sites and provide interpretation where appropriate.
 - Plan for a network of green spaces and green infrastructure links to support the current and future population of Exeter whilst integrating new development into the landscape.

NE1: Landscape setting areas (Strategic policy)

Exeter's distinctive and valued landscape setting will be protected. Development within the Landscape Setting Areas will only be permitted where it can be demonstrated that:

- a. There is no harm to the undeveloped character, natural beauty or quality of views enjoyed by people within the city; and
- b. There is no harm to the distinctive characteristics, special features and qualities that make this valued landscape sensitive to development, as identified in the Exeter Landscape Sensitivity Assessment;

or,

- c. It minimises harm to the Landscape Setting Area and is reasonably necessary for the purposes of:
 - Agriculture;
 - Forestry;
 - The rural economy;
 - Outdoor recreation;
 - Providing green infrastructure;
 - Landscape, education or biodiversity enhancement; or
 - Achieving net zero or delivering climate resilience.

or,

- d. It delivers strategically important infrastructure and it can be demonstrated that there is no suitable alternative site with less harmful impacts and it minimises harm to the Landscape Setting Area.

Valley Parks

9.8 Exeter has nine Valley Parks (including two new Valley Parks proposed in the Exeter Plan) which provide informal recreation to the public and are also of significant wildlife value. The Exeter Valley Parks are:

- Ludwell Valley Park: This attractive area of undulating farmland is located between Wonford and Rydon Lane and is an 'island' of countryside surrounded by residential and office development. There are fine views from here across the city and down the Exe Estuary. There are pedestrian access points on all sides of the park.
- Riverside Valley Park: Stretching from Cowley Bridge to Topsham, this is the largest of the Valley Parks. The landscape character, and wildlife value, of the park alters significantly along its length, from grazing meadows in the north, through the busy Quay/Canal Basin area and then southwards to become part of the Exe Estuary Site of Special Scientific Interest. It is a popular informal recreational area that is accessible from many parts of Exeter and it forms a continuous wildlife corridor through the city.

- Mincinglake Valley Park: This 'finger' of countryside extends down from Stoke Hill between the residential areas of Mincinglake Road and Mile Lane. The lower valley is wooded whilst the upper part comprises meadows that are rich in wild flowers, butterflies and other insects. The park has a system of well laid out paths and there is easy access from adjacent residential areas.
- Alphington/Whitestone Valley Park: This western ridge-line of the city comprises some splendid 'rural' valleys and ridge-lines that offer excellent views of the city although access is restricted to footpaths, bridleways and lanes. Within the park is the Barley Valley Local Nature Reserve.
- Duryard Valley Park: A Valley Park to the north of the city. The mix of meadows and woodland here are host to a wide range of wildlife that thrives in the quiet valleys. All the roads within the estate are private but responsible walkers are not prevented from using them. The picnic site off Pennsylvania Road affords fine views across the Valley Park towards Dartmoor. Within the park is the Belvidere Meadows Local Nature Reserve.
- Hoopern Valley Park: This is the only area of natural open space in the St Davids/St James areas of Exeter. It comprises a steeply sided and partly wooded valley that is close to densely populated urban areas and the University of Exeter. It forms an important wildlife refuge and supports, amongst other species, deer, badgers, grass snakes, butterflies and a wide range of birds. There is scope for significant improvement to the habitats found there. Public access is currently limited to the public footpaths that run alongside and across the valley
- Savoy Hill: A relatively small Valley Park to the north of the city close to Beacon Heath. The northern portion comprises a large floristically rich meadow and the southern section is a partially wooded, narrow valley. For such a small area, the park is surprisingly rich in wildlife and the proximity of a large residential area makes the locality particularly valuable for informal recreation.
- Whitycombe Valley Park: A newly designated Valley Park proposed through the Exeter Plan, located on the northern edge of Exwick. The sites includes some pristine meadow and provides views across the city. Whilst small in size, the proximity of a large residential area make this area particularly well used for informal recreation.
- Northbrook Valley Park: A newly designated Valley Park proposed through the Exeter Plan. This former golf course creates a link between the two existing Valley Parks of Ludwell and Riverside and there is significant scope here for making improvements, for example through the Northbrook wild arboretum project. Designating this area as a Valley Park ensures it is retained for the city's residents to use for informal recreation.

9.9 Many of the Valley Parks (Ludwell, Riverside, Mincinglake, Whitycombe, parts of Duryard, and parts of Alphington/Whitestone) are looked after and managed by the Devon Wildlife Trust. The Riverside and Ludwell Valley Parks Masterplan sets out where new areas of public recreational space can be created, and where improvements to existing space can be made.

9.10 The Valley Parks are distributed throughout the city and their proximity to residents and business areas means that they can be visited at any time of day. As such, they contribute significantly to the quality of life offered in Exeter and enable public access

to nature as well as informal outdoor recreation. There may also be opportunities for land management interventions within the Valley Parks, particularly in the upper parts of catchments that could help mitigate flood risk and help with climate resilience. Policy NE2 seeks to protect the Valley Parks and only permit development that supports the functions of the Valley Parks.

NE2: Valley Parks (Strategic policy)

Within the Valley Parks only appropriate development which provides for the following functions will be supported:

- a. Outdoor recreation/Suitable Alternative Natural Greenspace;
- b. Nature conservation and ecological enhancement;
- c. Public access by active travel;
- d. Environmental education;
- e. Managing flood risk; or
- f. Achieving net zero or delivering climate resilience.

Development which is contrary to the Riverside and Ludwell Parks Masterplan, or that would harm existing or potential opportunities for the above functions, will not be permitted.

Biodiversity

- 9.11 Exeter is rich in biodiversity. Internationally, nationally, regionally and locally important nature conservation sites in the city support a wide variety of wildlife, including a number of priority species. The protection of these sites is essential and is clearly linked to the city's attraction, cultural identity, sense of place, economy, tourism and general environmental quality. However, biodiversity has declined and to reverse the decline we need to enhance and restore biodiversity across the whole city.
- 9.12 Proposals that have a likely significant effect on internationally important sites (currently comprising Special Areas of Conservation, Special Protection Areas and Ramsar sites) will be subject to an appropriate assessment in accordance with the Habitats Regulations. Where the assessment indicates that it is not possible to ascertain that the proposal, either on its own or in combination with other plans or projects, would have no adverse effect on the integrity of the site, development will only be permitted in exceptional circumstances where there are no alternative solutions, there is an imperative overriding public interest and compensation measures are secured.
- 9.13 Considerable work has been done to avoid any impacts on the Exe Estuary Special Protection Area (SPA) and other nearby internationally important sites from increased recreational disturbance due to new residential development. A mitigation strategy has been agreed working alongside East Devon and Teignbridge District Councils and Natural England. This will be reviewed and updated as we move forward with the Exeter Plan. The strategy has three elements; funding for the management of recreation on the Exe Estuary, the provision of Suitable Alternative Natural Greenspace (SANG), and monitoring of impacts and the effectiveness of measures. These measures are funded by development.

- 9.14 Other areas of particular biodiversity and geodiversity importance include Sites of Special Scientific Interest (SSSIs), County Wildlife Sites and Regionally Important Geological Sites (RIGS).
- 9.15 It is also important to protect and enhance the natural environment which is not designated, including sites of local biodiversity importance and priority habitats. Ecological survey work may be required to establish the potential impact of development on biodiversity.
- 9.16 Under the 2021 Environment Act there is a requirement to produce a Devon Local Nature Recovery Strategy (LNRS). Devon County Council is leading on this work which will set out the priorities and actions required to achieve the Devon Nature Recovery Network. It will also include a map which will show existing habitats and highlight opportunities and priorities. Work on the LNRS started in 2022.
- 9.17 All development proposals will need to provide at least 10% measureable net gains in biodiversity, on site where possible but elsewhere if not, in line with the biodiversity mitigation hierarchy (which puts avoiding harm to biodiversity ahead of mitigating harm, with compensation as a last resort). The biodiversity net gain requirement is set out in the 2021 Environment Act and is due to be a legal requirement by the end of 2023.
- 9.18 Policy NE3 provides criteria to ensure all proposals follow the mitigation hierarchy and provide a net gain in biodiversity. In regard to delivering other biodiversity improvements on site, the Residential Design SPD provides helpful guidance, including in relation to bat and bird box provision.

NE3: Biodiversity (Strategic policy)

The City Council is committed to increasing biodiversity to reverse the decline in nature, help achieve net zero, improve the local environment, encourage cultural exchange and enhance health and wellbeing. In order to achieve this, development will be required protect, enhance and restore biodiversity.

Where it is not certain that a development proposal would have no adverse effects on the integrity of a site on the UK National Site Network (SPA or SAC) or internationally important site (Ramsar), development will not normally be permitted.

Where development is likely to have either a direct or indirect adverse effect on a Site of Special Scientific Interest (SSSI) or on Irreplaceable Habitats (such as Ancient Woodland or Veteran Trees) it will not be permitted unless the benefits of the development clearly outweigh both the impacts on the features of the site and any broader impacts on the national network of sites.

Development proposals that are likely to have either a direct or indirect adverse impact on other known sites of biodiversity interest (including Local Nature Reserve, County Wildlife Sites, Devon Wildlife Trust Reserves, sites identified as important in the Local Nature Recovery Strategy, or a Regionally Important Geological Site) will only be permitted if:

- a. The need for, and benefits of, the development is sufficient to outweigh biodiversity and/or geological conservation considerations;

- b. It can be demonstrated that there is no suitable alternative site with less harmful impacts; and
- c. Damaging impacts are avoided or minimised and appropriate mitigation and compensatory measures are implemented.

All development proposals will be required to follow the mitigation hierarchy and where relevant:

- a. Take steps to avoid affecting protected species, and, in all cases, ensure that disturbance to wildlife is kept to a minimum;
- b. Preserve, restore and create wildlife habitats, corridors and networks and any other features of ecological interest including those related to protected and priority species in accordance with the Local Nature Recovery Strategy;
- c. Contribute towards measures to mitigate against adverse effects from recreational disturbance on the Exe Estuary SPA and other nearby sites on the UK National Site Network;
- d. Provide at least 10% (or the legally defined 'relevant percentage' if different) Biodiversity Net Gain in accordance with national and local guidance, to meet the Biodiversity Gain Objective, help deliver the Local Nature Recovery Strategy and to ensure a net biodiversity gain for the city; and
- e. Incorporate other features to buildings, gardens and open spaces to encourage biodiversity improvements.

Green infrastructure

- 9.19 Delivering the Exeter Vision 2040 is dependent on fully using the benefits of green infrastructure including improvements to health and wellbeing, air quality, nature recovery and delivering net zero targets, as well as adapting to climate change by providing urban cooling and reducing flood risk. Green infrastructure also allows for cultural and creative exchanges, while socialising opportunities help to bring communities together.
- 9.20 A Green Infrastructure Strategy has been produced for the Exeter area. The strategy sets out a framework to link existing and planned communities through a coordinated and easily accessible sustainable movement network, together with a biodiversity network that links green and blue (water) assets within Exeter and the surrounding area. Outside the city boundary, residents also enjoy access to other strategic areas of green infrastructure, including Haldon Forest, Poltimore House and the Killerton Estate, which forms part of the wider Clyst Valley Regional Park.
- 9.21 The Green Infrastructure Strategy provides guidance on specific projects as well as frameworks for the strategic growth areas which are reflected in masterplans. It is important the existing green infrastructure is protected, that enhancements are made and that new green infrastructure is delivered. A review and update of the existing Green Infrastructure Strategy is being undertaken as we move forward with the new Exeter Plan.
- 9.22 All development should protect existing green infrastructure and take opportunities to extend the sustainable transport network and provide steppingstones for wildlife in accordance with the updated Green Infrastructure Strategy. All new, large scale developments will also need to demonstrate that residents will have easy and

sustainable access to green infrastructure by walking and cycling. Where necessary, contributions will be sought to enhance and manage green infrastructure.

- 9.23 Policy NE4 seeks to ensure that development takes a positive approach to protection, enhancement and delivery of green infrastructure.

NE4: Green infrastructure (Strategic policy)

All development proposals will be required to protect existing and take opportunities to deliver new, green infrastructure in accordance with the updated Green Infrastructure Strategy.

All large scale residential development proposals will be required to submit a Green Infrastructure Plan setting out how the development will link to existing green infrastructure (including PROW, Valley Parks and the Exeter Green Circle) and demonstrating how the development will contribute to the delivery of the Green Infrastructure Strategy. Where necessary, contributions to enhance green infrastructure, sustainable transport links and gateway access points will be sought.

Green circle

- 9.24 The Exeter Green Circle is a twelve mile walk that provides a great walking experience within the boundaries of Exeter, from green countryside Valley Parks to the pavements of quiet leafy suburbs. This important green infrastructure asset provides access to nature-rich beautiful places and encourages active and healthy lives. Monitoring the usage of the Green Circle has proven its importance as a sustainable movement route that serves to connect communities, provides socialising opportunities and allows for cultural exchange. It is therefore important that development protects this important city asset.

- 9.25 Policy NE5 seeks to protect the Green Circle and restrict development that adversely affects its functions.

NE5: Green circle

The Green Circle will be protected as an important green infrastructure asset that links communities in a sustainable way whilst providing exercise, recreation and health benefits. Development proposals which adversely affect the function of the Green Circle, or its setting, will not normally be permitted.

Urban greening factor

- 9.26 The Exeter Plan proposes a significant amount of development on brownfield land. This increased densification of the city will be likely to put increased pressure on greenspaces, the natural environment and natural systems that make a fundamental contribution to the identity and liveability of places. The impact of climate change and the need to increase the resilience of urban areas will only place greater demands on these ecosystem services that manage surface water, improve air quality and cool peak summer temperatures.

- 9.27 In response to this, the City Council through policy NE6 is proposing to introduce a requirement for all major development to improve the provision of green infrastructure and increase the level of greening in urban environments. This will be achieved through the introduction of an Urban Greening Factor.
- 9.28 The Urban Greening Factor forms one of the five headline green infrastructure standards introduced in 2023 by Natural England as part of their Green Infrastructure Framework. It is a way of measuring the greenery proposed within planning applications for housing and employment, and encompasses all forms of vegetation, including trees, parks, gardens and roofs.
- 9.29 The Urban Greening Factor will provide significant benefits to cities and their residents, such as improved air quality, reduced heat island effect, and enhanced biodiversity. It will also be used alongside biodiversity net gain to help set the quantity and functionality of Green Infrastructure that should be delivered on-site.
- 9.30 To accompany the Urban Greening Factor, Natural England also released a spreadsheet and user guide for calculating it. The City Council proposes to use the latest version of this for implementing the Urban Greening Factor.
- 9.31 The Urban Greening Factor assessment should be submitted as part of the planning application, along with landscaping proposals and an operation and maintenance plan to show how the greenery will be maintained. This will ensure that suitable green elements are designed in and will remain attractive and viable throughout the life of the development.

NE6: Urban greening factor

Major development proposals must include the latest version of Natural England's Urban Greening Factor (UGF) calculator demonstrating how the development will achieve UGF scores of at least:

- a. 0.3 for predominately commercial development; and
- b. 0.4 for predominately residential development (or 0.5 for predominantly greenfield residential development).

An operation and maintenance plan must also be included which satisfactorily demonstrates that the green features will be successfully retained throughout the life of the building.

Urban tree canopy cover

- 9.32 Trees provide an enormous multifunctional benefit to people and wildlife, helping to improve our health, providing biodiversity habitats and recreational opportunities, preventing flooding, reducing the impact of climate change and improving air and water quality.
- 9.33 A 2018 assessment of the canopy cover for the city as a whole by UrbanTreeCoverOrg resulted in an estimated cover of 24.5%, which is higher than the UK national average (17%) for towns and cities.

- 9.34 The City Council has set a local target to increase this to 30% over the next 20 years. Alongside planting trees on land it owns, the City Council can also play an active role in meeting this target through planning policy.
- 9.35 Policy NE7 seeks to ensure that new developments contribute towards meeting this target. Applications should be accompanied by a Canopy Cover Assessment, measuring the existing level of tree canopy cover on-site, and setting out how the development will achieve a 5.5% uplift, based on the number of new trees planted once they reach maturity.
- 9.36 There may be circumstances e.g. related to design or viability, in which it may not be possible to deliver the trees on-site. In these instances, off-site provision of the additional trees will be acceptable.
- 9.37 The Devon Local Nature Partnership have published the 'Right Place Right Tree' guidance, which should be used when choosing the locations and species of new trees to be incorporated into schemes.

NE7: Urban tree canopy cover

To contribute towards the City Council achieving its target to increase tree canopy cover to 30%, all new streets must be tree-lined and major development proposals must increase tree canopy cover on-site by at least 5.5% when compared to the pre-development baseline.



10 History and heritage

Vision – A liveable and connected city

Addressing the importance of heritage links to the aim in the 2040 vision of creating a liveable and connected city. Conserving and enhancing the quality and accessibility of Exeter's iconic heritage assets will play a key role in providing high quality development, enhancing the local environment and attracting investment.

Vision – City of culture

Addressing the importance of heritage links to the aim in the 2040 vision of being a city of culture. Exeter's rich heritage is fundamental to its identity and culture and contributes towards making the city a desirable place to live, work and visit.

Objective: Conserve and enhance the city's unique historic character by promoting development that complements and celebrates the city's heritage, identity and culture. Helping to deliver the strategic priority of thriving culture and heritage.

Introduction

10.1 Exeter's rich historic environment makes the city unique and special and continues to shape the city's culture and identity today. It improves our communities' quality of life and pride in the city and helps to support economic prosperity. New development can raise challenges for our historic environment, as does climate change, but the Exeter Plan provides an opportunity to conserve and enhance Exeter's historic assets whilst exploring the cultural links and celebrating the contribution of heritage to the character of the city.

Heritage and identity

- 10.2 Exeter's history is rich and long, and the wealth, quality and character of the city's heritage assets help make it a desirable place to live, work and visit. Heritage-led regeneration and the careful management of its heritage is crucial to continuing Exeter's role as a tourist destination and cultural centre as well as ensuring the conservation and future enjoyment of the historic and built environment.
- 10.3 One of England's oldest settlements with the Cathedral, Roman and medieval remains at its heart, Exeter's iconic heritage depicts its character and its landscape. It is a key part of Exeter's identity and makes an essential contribution to the economy and liveability of the city. The overarching need and desire to respect, conserve, enhance and celebrate Exeter's past is crucial to its future.
- 10.4 The National Planning Policy Framework explains that heritage interest may be archaeological, architectural, artistic or historic. This wide definition provides the context for how the Exeter Plan considers the historic environment.

Types of heritage asset

- 10.5 All heritage assets are finite resources that cannot be replaced. Scheduled monuments, listed buildings, conservation areas, and registered parks and gardens are designated heritage assets. Designated heritage assets are protected by law under the Planning (Listed Building & Conservation Areas) Act 1990 and underpinned by Government policy in the National Planning Policy Framework. There are also non-designated heritage assets that are identified locally. These include buried remains, buildings, monuments, specific sites, places, areas or landscapes identified as having a degree of heritage significance meriting consideration in planning decisions. These are identified in Exeter's List of Locally Important Heritage Assets, Conservation Area Appraisals and Management Plans, and the Exeter City Historic Environment Record (HER). Non-designated heritage assets may also be identified as part of the planning application decision-making process, for example, following archaeological investigations.
- 10.6 Listed buildings are designated by Historic England using nationally set criteria. They contribute to the character, identity, urban fabric and attractiveness of Exeter. Development proposals must seek to conserve, and where possible enhance, listed buildings with reference to what is significant about them, including their special architectural or historic interest, their settings and any special features they possess, both internally and/or externally. Alterations or extensions to a listed building that affect the significance, character or appearance, or demolish all or part of a listed building require Listed Building Consent to be applied for. This is separate to planning permission and Listed Building Consent may still be required in cases when planning permission is not. Carrying out unauthorised works to a listed building without first obtaining consent from the local planning authority is a criminal offence.
- 10.7 Conservation Areas are designated heritage assets and have architectural and/or historic interest to be conserved and enhanced. Development must seek to manage change in a way that ensures the distinct character and appearance of the conservation area, as identified in the City Council's Appraisals and Management Plans, is retained.
- 10.8 The character and appearance of Nationally Registered Parks and Gardens must be conserved, enhanced where possible, and sensitively managed. The significance of these designated heritage assets is a planning consideration when determining applications.
- 10.9 Exeter contains several nationally important archaeological sites which are designated as scheduled monuments, including the Exeter City Walls, and are protected by law under the Ancient Monuments and Archaeological Areas Act 1979. Separate consent is required for works to scheduled monuments.
- 10.10 Exeter possesses a rich legacy of above and below ground archaeological remains and these contribute to the cultural, tourist and economic attraction of the city. Not all important remains or buildings are scheduled monuments, listed, or located within the designated Area of Archaeological Importance (AAI), one of only five such areas in England and Wales. The Historic Environment Record (HER) is a useful indicator of archaeological potential in the city and the City Council's Archaeology and Development Supplementary Planning Guidance and Historic England's Advice Note 17 on planning and archaeology provide further information on this topic.
- 10.11 Where development has the potential to adversely affect previously undiscovered heritage assets, the results of archaeological investigations may need to be

submitted with application in order to provide sufficient information for determination. The City Council will assign a level of significance to that asset which will inform any mitigation required. The quality and significance of Exeter's archaeological deposits are such that preservation in situ may be the only appropriate mitigation.

- 10.12 There are numerous other non-designated heritage assets that are not statutorily protected but do comprise an integral part of the city's environment and distinctive character. The significance of these assets is a planning consideration when determining applications.
- 10.13 In terms of the condition of heritage assets, Historic England updates the Heritage at Risk Register annually to help understand the overall state of England's historic sites. The programme identifies those sites that are most at risk of being lost as a result of neglect, decay or inappropriate development and most in need of safeguarding for the future.
- 10.14 The City Council will monitor buildings or other heritage assets at risk through neglect, decay or other threats, proactively seeking solutions for assets at risk through discussions with owners and a willingness to consider positively those development schemes that would ensure the repair and maintenance of the asset.
- 10.15 The City Council works with relevant stakeholders to encourage better understanding of the heritage assets on the 'at risk register'. Where appropriate the City Council will encourage heritage partnership agreements, particularly for Listed Buildings on any 'at risk' register.

Development affecting heritage assets

- 10.16 Heritage-led regeneration and the positive role Exeter's heritage plays in local identity is a key factor in development. It is important that the potential impacts on all heritage assets and their settings, whether designated or non-designated, are considered through the planning process. The National Planning Policy Framework is clear that when considering the impact of a proposed development on the significance of a heritage asset, great weight should be afforded to the conservation of heritage assets with the weight linked to their importance regardless of the level of potential harm or loss resulting from proposals. When devising development proposals affecting heritage assets, Historic England has an extensive range of guidance and technical advice on looking after historic buildings and sites, climate change adaptation, retrofit and energy efficiency, recording and project management.
- 10.17 All planning applications affecting heritage assets or their settings must include a heritage statement describing the significance of the heritage asset and/or their settings, and assessing the impacts of the proposed development upon them. The level of detail should be proportionate to the asset's importance, and this assessment should be used to inform and explain the design concept.
- 10.18 All planning applications affecting heritage assets must be considered in terms of the impact of the proposal on the significance of the heritage asset. 'Significance' in terms of heritage-related planning policy is defined in the National Planning Policy Framework glossary as 'the value of a heritage asset to this and future generations because of its heritage interest'. Significance derives not only from a heritage asset's physical presence, but also from its settings.

- 10.19 All heritage assets have settings, defined in the National Planning Policy Framework as the surroundings in which a heritage asset is experienced. The extent and importance of settings are not fixed and may change as the asset and its surroundings evolve. A thorough assessment of the impact on settings needs to take into account, and be proportionate to, the significance of the heritage asset under consideration and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it.
- 10.20 Policy HH1 sets out the key heritage considerations for development in Exeter. When considering the impact of development on heritage, the priority is to retain, re-use and enhance heritage assets with great weight afforded to the conservation of heritage assets, and weight linked to the importance of the heritage asset. Where it is not possible to retain the assets, or where there are substantial public benefits that outweigh the loss (wholly or in part), appropriate mitigation will be required and this could include recording, analysis, reporting and archiving of the significance of the asset. This must be agreed with the City Council as the local planning authority in advance of development commencing on site. Advice and guidance can be sought from the City Council and Historic England.
- 10.21 Policy HH1 also outlines the different considerations for development to take into account depending on whether the heritage asset affected by a development proposal is designated or non-designated, and in the case of designated heritage assets, whether the harm is substantial or less than substantial.
- 10.22 Whether a proposal causes substantial harm or less than substantial harm will be a judgment for the decision-maker having regard to the circumstances of the case and the policy. In general terms, substantial harm is determined by considering the degree of harm to the asset's significance and its special architectural or historic interest. The harm may arise from works to the asset or from development within its setting.
- 10.23 When considering whether the public benefits of a development are substantial or outweigh the less than substantial harm, they should be of a nature or a scale to be of benefit to the public at large and could be anything that delivers economic, social or environmental objectives. Public benefits do not always have to be visible or accessible to the public in order to be genuine, for example, works which secure an asset's future as a designated heritage asset could be a public benefit.
- 10.24 In addition to protecting and enhancing heritage assets, consideration will need to be given to whether development can improve public access to and interpretation of the asset. Development should weave heritage assets into green infrastructure and high quality public spaces in order to enhance public enjoyment of the historic environment.
- 10.25 Planning obligations could be used, where appropriate, to secure improvements to, and the mitigation of, adverse impacts on the historic environment. This could be provided through archaeological investigations, access and interpretation, and the repair and reuse of heritage at risk buildings or other heritage assets.

HH1: Conserving and enhancing heritage assets (Strategic policy)

Exeter's iconic and ancient heritage will continue to make an essential contribution to the liveability, culture, economy and tourism offer of the city. Development proposals will be required to conserve and where appropriate enhance Exeter's rich heritage and to ensure where possible that development makes a positive contribution to the historic environment and the cultural offering and identity of the city.

Development proposals that affect designated heritage assets, and/or their settings will only be supported when they conserve and where appropriate, enhance or reveal, the significance of the asset in the form of fabric, settings, character or appearance, and any features of special architectural, historic or archaeological interest.

Development proposals that would result in substantial harm to, or loss of, a designated heritage asset will not be permitted unless there is clear, convincing and demonstrable justification that they are necessary to achieve substantial public benefits that outweigh the harm or loss. Where development proposals would result in less than substantial harm to the significance of a designated heritage asset, the public benefits must demonstrably justify and outweigh the harm.

Development proposals that result in harm to the significance of a non-designated heritage asset will only be permitted where it is demonstrated that this is justified by the public benefits of the proposals in the context of the significance of the heritage asset and its settings and the scale of any harm.

The total loss of any heritage asset should be avoided. The loss (wholly or in part) of a heritage asset, whether designated or non-designated, will require appropriate mitigation including recording, analysis, reporting and archiving of the significance of the heritage asset. This will be undertaken by an appropriately qualified person or organisation in accordance with a scheme of works to be agreed with the City Council before commencement of development. All reporting will be made publicly available within an agreed time.

Heritage assets and climate change

- 10.26 In order to ensure the future of our heritage assets and to sustain this cultural heritage for future generations, they need to be adaptable to, and protected from, the effects of climate change. Historic buildings can also positively contribute towards reducing carbon emissions through sensitive and sympathetic adaptations that secure their retention, repair, retrofit and re-use alongside conservation of the significance of the heritage asset. The embodied energy (the energy used within the materials and construction activities) in historic buildings means that their retention aligns with the ambition to reduce carbon emissions and the priority to conserve heritage assets.
- 10.27 Addressing and adapting to climate change may require alterations to historic buildings or development that affects heritage assets, including their settings. This could include development or retrofit to ensure the building's retention or reduce carbon emissions, energy generation, or protection from flooding. A holistic view should be taken when considering such alterations. This should balance the need to

safeguard the future of the asset and the conservation, and where appropriate, enhancement, of its significance and historic and architectural qualities. Alterations to listed buildings should improve energy efficiency, reduce emissions and / or enable the building to adapt to climate change while taking considerable care to preserve the historic fabric, character and appearance of the building. This approach is set out in policy HH2.

- 10.28 Historic England offers information and advice on many related topics including energy efficiency and historic buildings, conserving their significance and avoiding maladaptation.

HH2: Heritage assets and climate change (Strategic policy)

Development proposals that contribute to addressing climate change and affect heritage assets will only be supported where the changes minimise harm and are sympathetic and consistent with the design and significance of the heritage asset and its settings.

Development proposals that result in any degree of harm to a heritage asset will only be permitted where the contribution to addressing climate change demonstrably outweighs the harm to the heritage asset.

Conserving and enhancing the Exeter City Walls

- 10.29 The Exeter City Walls are designated as a scheduled monument, legally protected due to their national historical importance. Around 70% of the circuit remains intact delineating the origin of the city. The Walls became subsumed by modernity as the city expanded and faced 20th century transport infrastructure demands. The challenge lies in re-energising and re-imagining the significance of the Exeter City Walls and all they symbolise into a sustainable future city and to celebrate the individuality of the inherited city.
- 10.30 The Exeter City Walls play an important role in defining the historic city and contributing to the social, cultural and economic life of the City. Its presence on the national Heritage at Risk Register highlights its vulnerability and priority for safeguarding. Its designation offers the Walls a high degree of protection setting the precedent that development proposals that cause loss, substantial harm or restrict public access to the Walls will not be permitted.
- 10.31 The City Council will seek ways to secure funding to support a programme of works to conserve, repair, maintain and enhance the Exeter City Walls and improve public access and visibility of the Walls to celebrate their presence and meaning. This may include planning obligations to secure improvements and mitigate adverse impacts on the historic environment.
- 10.32 Policy HH3 recognises the importance the Exeter City Walls scheduled monument to Exeter and sets out intention to seek ways to secure funding to support a programme of works to conserve and enhance the Walls.

HH3: Conserving and enhancing Exeter City Walls

The Exeter City Walls play an important role in defining the historic city, contribute to the social, cultural and economic life of the city, and as a Scheduled Monument, are legally protected due to their national historic importance. Development proposals that cause harm or restrict public access to the Exeter City Walls will not be permitted.

Development proposals will be required to conserve and enhance the fabric and settings of the Exeter City Walls and to demonstrate, where feasible, that they improve public access, understanding and visibility of the Exeter City Walls. Contributions towards the repair, maintenance and enhancement of the Exeter City Walls will be sought where necessary.



11 Culture and tourism

Vision – City of culture

Addressing the importance of culture and tourism links to the aim in the 2040 vision of being a city of culture. As the city evolves, promoting culture should be embedded in the city's growth, playing a vital role in creating high quality development and raising the profile of the city.

Vision – Accessible world class education

Addressing the importance of culture and tourism links to the aim in the 2040 vision of creating access to world class education and training. Enabling improvements to educational and cultural facilities will support employers to attract and nurture a skilled workforce.

Objective: Explore, enhance and celebrate the cultural richness of the city and its profile as a prominent tourist destination. Helping to deliver the strategic priority of thriving culture and heritage.

Introduction

- 11.1 Culture provides identity and distinguishes one place from another. Exeter is a historic but modern city whose compact size and location means it offers a great balance between urban and rural life. Enhancing Exeter's cultural offering will be key to future success, building the sense of place and belonging in the city. Exeter is committed to being a healthy and active city with culture embedded as standard to enable people to live fulfilled lives. This will help to promote Exeter as a city of culture and further drive the identity and attraction of the city.
- 11.2 The Exeter Plan provides for the exploration and celebration of the cultures of the city and our communities as they evolve. The cultural offering of the city will be important to support the spatial strategy and the delivery of brownfield development. Urban living offers a cultural dynamic that is not seen elsewhere locally. Through working in collaboration with delivery partners on other initiatives such as the Cultural Compact, Exeter Cultural Strategy, the Creative Arc, Live and Move (the Sport England Local Delivery Pilot), the UNESCO City of Literature designation, and the Public Art Strategy, the Exeter Plan will provide opportunities for engagement with literature, creativity, the environment and physical activity in seeking to enhance the city's tourist and cultural offering. It will also work together with the skills strategy that identifies the creative industries as important for supporting an environment where creative and cultural activity can flourish.

City of culture

- 11.3 Cultural richness includes anything that relates to how people live. Heritage, recreation, sport, art, literature, music, the natural environment and religion interlock as part of the culture of Exeter, shaping the city's identity and character and contributing to the city's economy, prosperity and tourism offer, whilst also supporting inclusive and healthy communities. The importance of cultural, tourism and artistic opportunities in place-making is essential to Exeter's competitiveness and success in attracting residents, businesses and tourists, identified through Liveable Exeter

Principle 7: Connected Culture. The Exeter Plan will support high quality cultural place-making projects in the public realm and community facilities and deliver engaging and active places and spaces.

- 11.4 Cultural activity acts as a community and civic connector, contributes to quality of life and helps to deliver experiences that prompt conversation and reflection, engender debate and critical thinking and deepen understanding of the world. These are essential qualities for Exeter to be a sustainable, healthy and inclusive city where everyone thrives. The Exeter Plan will support the creation of resilient, adaptable, networked communities and centres that support civic pride and local identity.
- 11.5 Exeter's heritage, cultural sector, education and science institutions, businesses, sports, natural environment and increasingly diverse communities generate a unique sense of place and possibility. They also generate a sense of purpose to face our major challenges. Culture will help to drive investment, and high quality sustainable place-making across the city, drawing communities together to collaborate. Exeter has established a Cultural Compact with support from Arts Council England. This Compact puts value and the importance of the arts at the centre of Exeter's future.
- 11.6 The Exeter Civic University Agreement establishes how city partners will work together to deliver shared goals on community priorities which highlight an ambitious culture and tourism offer. The City Council, the Royal Albert Memorial Museum (RAMM) and the University of Exeter are working together on a partnership programme called Creative Arc to create new ideas and projects to address big societal challenges.
- 11.7 The Creative Arc is a cultural collaboration that will act as a catalyst for culture-led development and social change. Through knowledge-sharing and collaborative working it aims to maximise connectivity with partners across the city and engagement with the community in areas of heritage, regional development, economic regeneration, education, employability and research, attracting significant new investment into the city. It will build on Exeter's profile as a UNESCO City of Literature identifying creativity and cultural industries as important to Exeter's profile and reputation as a liveable city. Work with other key educational partners including Exeter College also promotes the importance of cultural activity in creating strong communities.
- 11.8 Public art will be an important way of increasing the cultural offering and interest of the city. The City Council and Exeter Culture together with the community-based arts organisation, Artwork Exeter, have created a Public Art Strategy seeking to make the most of future art opportunities in a growing city. This will seek to ensure public spaces are designed to engage interest, to be stimulating and unique and act as a focal point to encourage pride of place. It will also recognise that public spaces should be active, distinctive and special and that public art is a powerful tool in regenerating and celebrating our city.
- 11.9 The Public Art Strategy will be a reference point for the requirements of large scale residential, employment and commercial developments regarding design and public spaces, increasing its profile and setting out expectations. All art for the city, including public art, should meet the key criteria of quality, inclusion and sustainability. A shared set of values should be adopted by all partners to foster positive collaborations and partnership working.

Cultural facilities

11.10 Exeter has many cultural and tourist facilities and institutions that provide interest, enjoyment and opportunities for enrichment to our communities. Alongside policy IC3 which seeks to protect community facilities, Policy C1 sets out to protect facilities that are vital to tourism and the cultural life of the city. Policy C1 also seeks to support development that enhances the profile of Exeter as a city of culture. Examples of these facilities and bodies which are vital to the city's culture and contribute to the city's tourism offer include:

- The Royal Albert Memorial Museum and its archives;
- The University of Exeter and Exeter College;
- Exeter's theatres: Northcott, Barnfield and Cygnet;
- The Corn Exchange;
- The Phoenix Centre;
- Central Library and other libraries including the Westcountry Studies Library and Devon Heritage Centre;
- The Cathedral as the heart of the historic city;
- The historic quayside, canal and the River Exe and the estuary;
- A host of places of worship for a variety of religions;
- The Underground Passages;
- The Custom House;
- Roman and medieval remains including the Exeter City Walls;
- The Devon and Exeter Institution;
- Tuckers Hall;
- St Nicholas Priory;
- Exeter City Football Club;
- Exeter Chiefs Rugby Club; and
- An array of community buildings and facilities serving diverse groups and purposes.

11.11 It will be vital to retain viable cultural, sporting and tourism uses throughout the city and improve these facilities and assets to develop the city's cultural offering. Development proposals which enhance cultural facilities and promote public access to such facilities will generally be supported. In most cases, the loss of existing cultural and tourism facilities will not be acceptable. However, there may be specific cases when the loss of a facility is justified where robust evidence clearly demonstrates a lack of demand and the facility is no longer viable. Applications will need to include such evidence which should reference all possible sources of finance available (including grant funding). Where a cultural facility is not viable, evidence will be required and it will also be necessary to demonstrate that an alternative community use would not be viable on the site.

11.12 Cultural and tourism facilities should be accessible through active and sustainable travel to improve health and wellbeing, enhance the local environment and support our ambition of achieving net zero by 2030.

11.13 In line with Liveable Exeter Principle 7: Connected Culture, appropriate temporary or meanwhile uses of vacant buildings and public spaces for creative or cultural activities will be supported where local amenity will not be harmed. This could occur when sites are being developed. Development proposals should be progressed through engaging local communities in ensuring that local identity and culture are represented.

C1: Protecting and enhancing cultural and tourism facilities (Strategic policy)

Existing cultural and tourism uses will be protected unless it is demonstrated that they are no longer viable.

Development proposals that enhance the profile and identity of Exeter as a city of culture and tourist destination will be supported where they do not have unacceptable impacts on local amenity and the quality of the natural, built and historic environment.

The temporary use of sites for cultural activities, particularly in locations where they can help to animate the public realm, will be supported where they will not harm local amenity.

Development and cultural provision

11.14 Policy C2 outlines that large scale development proposals will be expected to reflect local culture and provide high quality, creative public spaces, cultural projects and public art proportionally to the scale of development.

11.15 Large scale development proposals should include appropriate cultural and tourism facilities as part of a mixture of uses and within the wider provision of community infrastructure for the local area. Opportunities should be provided as part of mixed-use developments and may also include appropriate cultural and creative meanwhile-uses of buildings or spaces during development.

11.16 Policy C2 also outlines that developers should engage with local communities in the process of identifying the development's contribution to local cultural provision. The City Council will also support formal and informal arts and cultural activities within shared spaces.

C2: Development and cultural provision (Strategic policy)

All large scale development proposals will be required to demonstrate how they will contribute to local cultural provision in proportion to the scale of development.

Developers should engage with local communities to ensure this provision reflects local identity.



12 High quality places and design

Vision – Liveable and connected

Addressing the need for high quality places and design links to the 2040 vision of Exeter being liveable and connected city. Providing high quality developments, public spaces and infrastructure will improve the city as a place to live, work and visit.

Vision - Healthy and inclusive

Addressing the need to provide high quality places and design links to the 2040 vision of creating a healthy and inclusive city. Attractive places and high quality design provide public spaces, access to nature and opportunities for active travel which improve health and inclusivity.

Vision – A leading sustainable city

Addressing the need to provide high quality places and design links to the 2040 vision of Exeter’s potential as a leading sustainable city. High quality places and design support people in adopting more sustainable lifestyles which strengthens the identity of Exeter as a leading sustainable city with vital net zero ambitions.

Vision – City of culture

Addressing the importance of high quality places and design links to the 2040 vision of Exeter being a city of culture. High quality place-making and design will be influenced by the culture of our city to provide attractive environments with a strong identity and communities living lives enriched by cultural activity.

Objective: Deliver the development we need in high quality, liveable, connected places. Helping to deliver the strategic priorities of a net zero carbon city, a healthy and active city, housing and building great neighbourhoods and communities and thriving culture and heritage.

Introduction

- 12.1 The quality of the places in which we live, work and visit is fundamental for so many reasons, including to support our health and wellbeing, attract investment, generate pride in our city and help achieve our net zero ambitions. Development offers opportunities to create high quality places that respond to Exeter’s distinct characteristics, reflect local culture and integrate with existing communities, promoting social cohesion and healthy lifestyles.
- 12.2 The Exeter Plan must ensure that development is located in the right place and provides well-designed buildings and spaces. On this basis, development quality is a key part of the spatial strategy which sets out the importance of providing high quality, mixed use development at optimal densities appropriate to local characteristics to minimise the need to travel and maximise walking, cycling and public transport. High quality places will also be supported by the delivery of a range of infrastructure, an issue which is considered elsewhere in the Exeter Plan.

- 12.3 Building on the spatial strategy, the Liveable Exeter principles provide more detailed concepts which will ensure that the strategic brownfield developments will provide memorable places, outstanding quality, welcoming neighbourhoods, liveable homes, safe and healthy streets and spaces for people and wildlife.
- 12.4 These Liveable Exeter principles for the strategic brownfield developments have been developed into a series of further design principles which should apply to all developments, requiring high quality development across the board. Design codes and other guidance, produced and adopted by the City Council will also play a key role in achieving this aim.

Design principles

- 12.5 Producing high quality places is about more than just providing attractive buildings. It relies on the right uses being located in the right locations. It requires an understanding of how the space will be used by the community. It needs an appropriate amount development for the site. It is based on an appropriate layout, linking to the surrounding area. It is about the spaces and infrastructure which are delivered. And then it is about the specific scale and design of the buildings and how they relate to each other and the public spaces.
- 12.6 Place-making and design is vital at every stage of development. It can only be achieved by considering all relevant issues at the earliest possible stage and by taking a collaborative approach that involves the community and a series of stakeholders.
- 12.7 Ensuring high quality design needs us to look forwards and backwards; there is significant value in both protecting and enhancing what is of heritage significance and in recognising Exeter's distinctive character. In addition, it is equally important that development creates new distinctive places which may be seen as of townscape value and heritage significance in the future.
- 12.8 The Exeter Plan spatial strategy sets out that that the majority of residential development will be undertaken on strategic brownfield sites. In order to accommodate our housing needs, there is an expectation that development on these large sites will be undertaken at a higher density than what may have been present beforehand. Considerable care must be given to the design of these schemes to ensure that they are not overbearing in nature, particularly where the built form of surrounding areas are of lower density.
- 12.9 Policy D1 sets clear design principles for development and will ensure that planning permission will not be granted for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

D1: Design principles (Strategic policy)

To promote high quality design, development proposals will be supported where they:

- a. Create high quality distinctive places;
- b. Ensure that the location, layout and built form complement the surroundings;
- c. Include a robust and long lasting landscape framework which takes advantage of existing landscape features;
- d. Contribute to the provision of a compatible mix of uses which work well together to create vital and viable places;
- e. Retain and refurbish existing buildings of good townscape and historic value;
- f. Integrate measures to address climate change in ways which contribute to the character and appearance of the proposals;
- g. Create or maintain a high quality public realm and make provision, where appropriate, for public art and cultural activity as an integral part of the design;
- h. Are designed to be inclusive for all groups;
- i. Ensure that the scale, massing and height of buildings and other structures relate well to the site and its surroundings;
- j. Adopt contemporary and innovative design solutions, where appropriate;
- k. Are visually attractive as a result of high quality architectural detailing and landscaping;
- l. Use high quality materials which relate well to materials in the locality;
- m. Are sympathetic to local character and the historic environment;
- n. Retain and protects existing trees of good arboricultural and amenity value;
- o. Include native trees in appropriate locations, including on-street; and
- p. Integrate all service, utility, extraction systems and refuse facilities so that they complement the scheme.

All development must be undertaken in accordance with the relevant principles outlined in any adopted design-related SPD and/or design code.

Advertisements

- 12.10 In addition to planning applications for regular types of development, the City Council also has responsibility for making decisions on applications for advertisements. This process is managed through a specific set of national regulations for advertisement consent which are slightly separate from the regular planning process.
- 12.11 National regulations state that there are only two considerations for making decisions on advertisement consent applications:
- The effect on amenity; and
 - Public safety.
- 12.12 This narrow set of considerations does not enable restrictions to be placed on what is being advertised through the planning process. This is a matter for the Advertising Standards Authority.
- 12.13 Policy D2 sets out the more detailed matters relating to amenity and public safety which can be considered when making decisions relating to applications for advertisement consent. As with the other design policy in the plan this will play a role

in promoting high quality places in the context of an assessment of a proposal's local impact. In some cases, the consideration of amenity and public safety will be quite separate. In other cases, including in relation to the need to avoid street clutter, amenity and public safety will be closely related.

D2: Advertisements

Proposals for advertisements will be supported where individually and cumulatively they would not harm amenity or public safety taking account of:

- a. The positioning, scale, materials, colour and lighting of the proposal;
- b. The character and historic, architectural and cultural significance of buildings, their settings and the wider area;
- c. The safety and functionality of the highway and wider transport network; or
- d. The safe operation of any security and surveillances systems.

Digital advertising installations should generate on-site renewable energy where possible.



13 Health and wellbeing

Vision - Healthy and inclusive

Addressing the potential for planning to improve health and wellbeing links to the 2040 vision of Exeter being a healthy and inclusive city. Improvements to active travel routes, creating attractive public spaces, providing access to nature and access to housing and jobs all play a considerable role in improving health, wellbeing and inclusivity for our communities.

Vision – The most active city in the UK

Addressing the potential for planning to improve health and wellbeing links to the 2040 vision of Exeter becoming the most active city in the UK. Ensuring development takes place in appropriate locations, minimises the need to travel and provides routes and infrastructure for walking and cycling will be central to improving health and wellbeing.

Objective: Promote inclusive development which supports communities in becoming healthier and helps Exeter to become the most active city in the UK. Helping to deliver the strategic priorities of a healthy and active city, a net zero carbon city and housing and building great neighbourhoods and communities.

Introduction

- 13.1 Generally, Exeter has a good quality housing stock, a large number of council houses and high levels of employment. Exeter also has high levels of walking and cycling and large areas of accessible green space. A broad range of health facilities including the Royal Devon and Exeter Hospital and multiple GP surgeries provide access to healthcare across the city. All these factors support health and wellbeing.
- 13.2 The picture of health and wellbeing is not the same across the city. People living in its more disadvantaged areas can have comparatively poor health, lower literacy and may experience frailty earlier in life. Although pollution levels in Exeter are low most of the time there are issues of poor air quality in some areas related to the main roads. In some areas and at certain times, crime and anti-social behaviour can be a concern.
- 13.3 The Exeter Plan will play a part in improving health and wellbeing by providing quality housing, supporting job creation, enabling increases in physical activity to get 50% of trips starting and finishing in the city to be on foot or by bike, enhancing nature, supporting improvements in air quality and supporting the delivery of the health infrastructure we need.

Health and wellbeing

- 13.4 Planning plays an important role in the health and wellbeing of residents. It can promote community inclusion, deliver healthy neighbourhoods, promote active lifestyles, reduce environmental impacts on health and ensure the safety of communities and individuals. Devon County Council have produced a Joint Health and Wellbeing Strategy which discusses the importance of new development in addressing these issues.

- 13.5 On a national level, the Town and Country Planning Association have also launched a campaign that seeks to improve the quality of new houses coming forward in England called 'Healthy Homes'. This seeks to introduce 11 healthy homes principles that all new homes should meet. A Healthy Homes Bill is currently making its way through Parliament, which if passed into law would place additional responsibilities on Local Planning Authorities to have regard to the healthy homes principles. In the interim, we have sought to address the need for healthy homes in the policies proposed in the Exeter Plan, including this chapter.
- 13.6 Policy HW1 requires development proposals to consider a number of key health and wellbeing priorities at an early stage in the design of larger developments, and to demonstrate how this will be achieved through a health impact assessment.
- 13.7 More details on the key requirements to be considered through the development process are provided below.
- 13.8 Development should promote community inclusion by:
- Delivering a variety of housing tenures and types;
 - Supporting a range of employment opportunities;
 - Avoiding severance (e.g. by a major road that is difficult to cross);
 - Providing local infrastructure such as schools, social care and community facilities;
 - Enabling good access by active travel and public transport; and
 - Providing places and buildings which are accessible to all, in particular those with protected characteristics.
- 13.9 Development should encourage healthy neighbourhoods by:
- Avoiding an over-concentration of hot-food takeaways, particularly along routes to schools;
 - Providing allotments where demand exists; and
 - Delivering a range of employment premises to support a mix of jobs and encourage independent stores.
- 13.10 Development should promote active lifestyles by:
- Retaining or providing open, natural and recreational spaces;
 - Providing links to open, natural and recreational spaces;
 - Minimising the need to travel by car; and
 - Encouraging walking and cycling away from main traffic routes.
- 13.11 Development should have a positive impact on health by:
- Creating an attractive environment for housing and employment including street trees and other spaces for wildlife;
 - Minimising air and noise pollution and ensuring existing sources do not negatively affect residents;

- Ensuring dust, noise, smoke, light and odours emitted during building works are controlled;
- Ensuring that new homes provide year-round thermal comfort for inhabitants; and
- Including features to mitigate the impact of climate change, especially those providing for urban cooling in the face of rising summer temperatures.

13.12 Development should ensure safety and wellbeing by:

- Including appropriate layouts for roads and public spaces that prioritise walking and cycling, manage driving speeds and reduce conflict between road users; and
- Utilising principles to design out crime, including layouts that provide active frontages and passive surveillance.

HW1: Health and wellbeing (Strategic policy)

Development proposals should maximise opportunities for achieving positive mental and physical health outcomes. All large scale residential development proposals should be accompanied by a Health Impact Assessment demonstrating how the proposal will:

- Promote community inclusion;
- Encourage healthy neighbourhoods;
- Promote active lifestyles;
- Have a positive impact on health and wellbeing; and
- Promote safety.

Where any potential adverse health and wellbeing impacts are identified, the applicant will be expected to demonstrate how these will be mitigated.

Contributions towards improved GP provision will be sought where necessary.

Development proposals for new healthcare facilities will be supported where they are easily accessible by public transport and link effectively to walking and cycling routes.

Development proposals for the multi-use and co-location of healthcare provision with other services and facilities to support the convenient coordination of local care will be supported.

Pollution and contaminated land

13.13 Development has the potential to result in pollution to air, water or land either through release of pollutants during construction or operation, or by disturbance and mobilisation of historical contamination. Development can also be adversely affected by existing pollution. It is important to ensure that all development takes appropriate steps to minimise the risks of creating new sources of contamination and mitigates the risks from historical contamination where necessary. Developers must therefore consider the potential effects of pollution on human health and safety, the environment and the amenity of adjacent or nearby land users. Environmental health legislation provides a means to regulate many forms of pollution should it arise, but it is clearly preferable to ensure new development is appropriate for its location and hence prevent conflict arising in the first place.

- 13.14 Air quality in Exeter is generally good, but monitoring of nitrogen dioxide has resulted in the designation of an Air Quality Management Area (AQMA) along some of the major roads. The City Council has produced an Air Quality Action Plan, which proposes a series of measures to tackle these issues, and development will need to ensure it supports and will not be detrimental to delivery of this plan. The effects of development (including cumulative impacts) and existing pollution levels should be taken into account when deciding whether new development is appropriate for its location. Air pollution includes odour and both existing and potential new sources of odour (such as kitchen extraction systems) will be a material consideration when determining planning applications.
- 13.15 Exeter is crossed by a number of water courses and the area is also underlain by rock formations designated by the Environment Agency as principal and secondary aquifers. These aquifers contain potable groundwater which also flows into watercourses. Therefore there is the potential for development to affect the quality or quantity of water in rivers and aquifers and thus affect water dependant habitats and private water supplies. New development must not have an adverse impact upon water quality (for example by an increase in sewage effluent discharge) or water quantity (for example by preventing recharge to aquifers). The City Council will support initiatives that result in an improvement to water quality (as required by the Water Framework Directive). Policy CC9 also considers water quantity and quality.
- 13.16 Light and noise pollution arising from new development or affecting new development can individually and cumulatively have a damaging impact upon people's health, living environments and wildlife. Whilst lighting is desirable for safety, recreation and the enhancement of some buildings, inappropriate lighting can cause sky-glow, nuisance, light trespass and it also wastes energy. Inappropriate levels of noise can affect people's use and enjoyment of their homes, their ability to work or learn and their health.
- 13.17 Land contamination from former uses is also a key consideration as it has the potential to cause harm to the environment and public health and safety. Unless dealt with appropriately, it can inhibit the re-use of otherwise suitable sites and cause property blight. It is important that potential contamination is identified early to ensure that appropriate remediation measures are incorporated into the scheme. Remediation should remove unacceptable risk and make the site suitable for its new use. Additional advice for developers on the process for assessing contaminated sites and information on remediation works is set out in the City Council's Contaminated Land Strategy. As explained in this Strategy, voluntary remediation (particularly through development) will be encouraged as a means of dealing with any contamination legacy.
- 13.18 The City Council encourages pre-application discussions where pollution is or might be an issue. All applications for development must contain sufficient information to enable the City Council to make a full assessment of potential pollution and hazards. Development proposals on land affected by contamination (or where there is reason to suspect contamination) must include an assessment of the extent of the contamination and any possible risks.
- 13.19 Developers need to demonstrate prior to determination that it is technically and economically viable to resolve any issues and that the resulting development will have, or will result in, a satisfactory standard of amenity and that no unacceptable risks to human health or the environment will remain. This will need to involve adequate assessment by a competent person.

13.20 Activities (including traffic) during the construction and operational phases of development can also have adverse impacts and it may be necessary to submit a Construction and Environmental Management Plan (CEMP). For certain types of development an Environmental Impact Assessment (EIA) will be required to ensure that the environmental impacts are comprehensively considered.

13.21 Policy HW2 requires development proposals to mitigate and reduce adverse pollution resulting from construction and operational phases of development, and to ensure contaminated land is suitable for the proposed use.

HW2: Pollution and contaminated land

All development proposals should be designed, constructed and operated to mitigate and reduce to a minimum potential adverse impacts resulting from emissions and light, dust, vibration and noise pollution, and where possible, contribute to the improvement of local environmental conditions. This includes the construction and operational phases of development.

Development proposals will only be permitted where, individually and cumulatively, taking account of proposed mitigation, remediation and an assessment of future monitoring, there are no unacceptable impacts on:

- a. Air quality;
- b. Noise levels;
- c. Surface and ground water quality;
- d. Local environmental quality;
- e. Amenity; and
- f. Land and soil condition.

Development proposals on land affected by contamination, pollution or in areas affected by poor standards of amenity will only be permitted where it can be demonstrated that:

- a. Any unacceptable adverse impacts on future occupants are avoided; and
- b. The development will not place unreasonable restrictions on the future operation of existing businesses.

Proposals on land affected by contamination will only be permitted where the land is, or can be made, suitable for the proposed use.



14 Infrastructure and facilities

Vision - Healthy and inclusive

Addressing the provision of infrastructure and community facilities links to the 2040 vision to create a healthy and inclusive city. Ensuring development is located close to existing local services or delivers new facilities will support health and wellbeing and improve inclusivity.

Vision – A leading sustainable city

Addressing the provision of infrastructure and community facilities links to the 2040 vision of Exeter as a leading sustainable city. The delivery of infrastructure in the right places at the right times helps to address our social, economic and environmental challenges and achieve our net zero ambitions.

Objective: Planning for new infrastructure and facilities at the right time and in the right places and protecting existing services that play an essential role in the lives of our residents. Helping to deliver the strategic priorities of a prosperous local economy, a healthy and active city, housing and building great neighbourhoods and a net zero carbon city.

Introduction

- 14.1 Our communities rely on local infrastructure to live their everyday lives; transport infrastructure helps us to get around, doctors' surgeries provide our healthcare, schools educate our young people, digital infrastructure helps us to communicate, and greenspace and leisure facilities provide us with the opportunities to relax.
- 14.2 The Exeter Plan will be vital to identify the infrastructure that we need, ensuring it is provided in the right way, at the right time and in the right place. Working with key infrastructure partners will be vital to ensure that infrastructure needs can be met in this way. The City Council will continue discussions relating to cross-boundary infrastructure provision in the context of the development planned in Exeter but also close to the city in East Devon and Teignbridge and also Mid Devon. Work with the other District Councils and Devon County Council will be particularly important here.

Delivery of infrastructure

- 14.3 To ensure that all new developments proposed within the Exeter Plan are delivered to a high standard, a wide and varied range of infrastructure will be required. An initial draft of an infrastructure delivery plan lists the infrastructure required to go alongside the developments identified in the plan.
- 14.4 Infrastructure can be funded and delivered in a variety of ways. National policy requires that all new development addresses any anticipated impact on local infrastructure by either providing infrastructure as part of the development, through legal agreements (Section 106) requiring variable financial payments from the developer or via payment of a fixed Community Infrastructure Levy (CIL).
- 14.5 CIL is generally collected in phases when new homes are built and used to fund future infrastructure projects. The City Council produces an Annual Infrastructure Funding Statement which sets out the general direction of travel for the types of

projects which could be funded by CIL (without providing specific commitments). A review of the CIL rates in Exeter has been completed with new rates due to be implemented in 2024. This review of charges will ensure that development continues to be viable but also that CIL can still play an important role in funding infrastructure.

- 14.6 Section 106 agreements are negotiated on a case by case basis for large development proposals and secure development-specific funding for infrastructure and housing projects directly related to the specific development. Section 106 agreements are commonly used to provide funding to, or the direct provision of, affordable housing, local transport improvements, education projects, open space/green infrastructure, community facilities, flood risk mitigation and GP surgeries. Other provision can be made, for example for historic environment projects where there is a clear and robust evidence base, a direct link to development and where the requirements of national planning policy are met. It should be noted that all Section 106 agreements are subject to viability considerations and so there is limit to the amount of funding which development can contribute. More information on this is provided later in this section.
- 14.7 Key infrastructure can also be funded by grants or loans offered by the Government or directly by external organisations such as Devon County Council, utility companies, the Environment Agency, National Highways or the Local Enterprise Partnership. These arrangements are subject to external processes and decision-making and so collaboration is important to ensure that strategic infrastructure priorities are identified and funding opportunities maximised.
- 14.8 In most cases infrastructure will be funded through significant partnership working with funding coming from a variety of sources.
- 14.9 Policy IC1 sets out the approach to delivering new infrastructure in the city. An infrastructure delivery plan is being prepared to go alongside the Exeter Plan. In addition, more detail about the specific infrastructure and community facilities required to go alongside the various development proposals is included in the allocation policies.

IC1: Delivery of infrastructure (Strategic policy)

New development proposals will be supported by the delivery of associated infrastructure at the earliest practical opportunity and phased appropriately. Contributions will be sought through the Community Infrastructure Levy and Section 106 Agreements to ensure that the necessary infrastructure, facilities and services identified in the Infrastructure Delivery Plan are in place to support development.

Viability

- 14.10 In order to have an effective plan it is important that its development proposals are viable. Viable means that development can be delivered meeting the planning requirements included in local policy and still allow a reasonable incentive for a landowner to sell, together with a suitable return to a developer.
- 14.11 Planning Practice Guidance identifies that viability appraisal for development proposals is an integral part of preparing a plan. Viability work for the Exeter Plan sites will be done before the next stage of consultation.

- 14.12 Policy IC2 explains the approach that will be taken to considering the viability of development. It recognises that, after the adoption of the Exeter Plan, circumstances could change so significantly that viability may be affected, leading to potential discussions about whether development can afford to fund the infrastructure or affordable housing as required by plan policies.
- 14.13 The policy indicates potential viability changes which may be a considered reasonable in discussions over what infrastructure and affordable housing could be provided by the development. Under these circumstances, a developer may submit a new assessment of development viability which indicates that a revised approach to the development of the site may be reasonable. This process will need to be carefully justified and comprehensive evidence of viability changes will need to be provided. The proposed viability review mechanism will help to deliver the policy requirements later in the plan period even if they are not provided initially.
- 14.14 As already mentioned, the policy content of the Exeter Plan has not yet been viability tested. Future versions of the plan will be supported by a full viability appraisal.

IC2: Viability (Strategic policy)

To ensure that developments provide the necessary, planned policy requirements, affordable housing and infrastructure to create and maintain sustainable communities, deviation from policy requirements on grounds of viability will only be considered appropriate where one or more of the following have occurred to a significant degree following the adoption of the Exeter Plan:

- a. Increases in infrastructure or abnormal development costs which could not reasonably have been foreseen at the time of the Exeter Plan's adoption;
- b. Adverse changes in building costs relative to sales values; and
- c. Worsening of local market conditions caused by a recession or an extraordinary event demonstrably affecting incomes and development values.

A viability appraisal of development proposals will need to be submitted explaining the circumstances which have led to the changes in viability since the Exeter Plan's adoption. Any variation from the proposed policy and affordable housing requirements, and deviation from the assumption that required infrastructure will be funded by development, will need to be justified.

The City Council will recover from applicants their reasonable costs associated with an independent assessment of submitted viability appraisals where a deviation from policy requirements is sought. The submitted viability appraisal and the independent review will be published by the City Council with the planning application documentation.

Where affordable housing or infrastructure requirements are not provided due to an agreed viability reason the viability of the proposal will be reviewed every three years in accordance with the requirements of this policy to seek to achieve full policy compliance in later development phases.

Community facilities

- 14.15 Exeter has a wealth of services and facilities that are essential for the health, welfare, social, educational, spiritual, recreational, leisure and cultural needs of the community. These facilities include schools, open spaces, allotments, sports pitches, leisure centres or other community facilities such as community halls, places of worship, libraries, children's centres and youth clubs. The protection of these facilities is of critical importance to our residents.
- 14.16 The assets of community value (ACV) process allows residents to specifically identify and nominate buildings or other assets which are of particular importance to furthering the social wellbeing or social interests of their local community. Once a nomination is successful, the community would then be notified and have the option to bid on the asset should it ever be listed for sale.
- 14.17 Alongside the protection of existing facilities, providing new facilities alongside development will be key to creating a successful, liveable city and making sure that development has a positive impact. Working with our partners will be central to ensuring that essential infrastructure and facilities are provided.
- 14.18 Where relevant, applications which would result in the loss of a privately run business serving an important community function (e.g. a pub) will be expected to be supported by evidence which demonstrates that the existing facility is no longer viable and that the sale of the business has been marketed for a period of 12 months in advance of the submission of the planning application.
- 14.19 Policy IC3 sets out the approach for the protection of existing, and delivery of new, community facilities in the city.

IC3: Community facilities (Strategic policy)

Existing services and facilities that meet community, social, health, welfare, education, spiritual, cultural, leisure and recreation needs (including assets of community value) will be protected, unless it can be demonstrated that they are surplus to requirements or sufficient alternative/improved provision is to be provided.

Proposals to provide new or improved community services and facilities will be supported. Engagement should take place with local communities to ensure that needs are understood, planned for and met.

Facilities that serve the city as a whole should be located in the city centre or, if this is not feasible, at sustainable locations which are readily accessible by walking, cycling and public transport.

Facilities which serve neighbourhood needs should be located within or close to district or local centres or at locations easily accessible to the local community, by walking and cycling.

Large scale residential proposals must provide the additional community facilities required to support any additional demand from new residents. Contributions will be sought where necessary.

Proposals for change of use from a business that serves a community function will need to be accompanied by evidence of having marketed the business/premises for its current use for a period of 12 months before the submission of the planning application.

Allotments, sports and recreation in new development

- 14.20 Access to high quality open outdoor spaces including opportunities for sport and recreation can make an important contribution to the health and wellbeing of communities. The city's existing sport, leisure, public and private open spaces and allotments represent important assets serving the communities in which they are located and, in some instances, wider areas. Policy IC4 requires proposals for residential development to provide a range of publically accessible open space.
- 14.21 Amongst the current accessible green space in Exeter, there are 14 formal parks, 10 playing fields, 26 allotment sites (1500 plots), and 25 hectares of accessible woodland. When the Valley Parks are taken into consideration, public green space makes up nearly 10% of the total area of the city. However, the greatest value lies in the wealth of smaller parks and green spaces that are used on a more local basis for recreation, play and exercise, and that contribute to the resilience of communities.
- 14.22 Residential development generates a need for new open spaces. The following policy seeks to ensure that new development provides sufficient new provision commensurate with the scale of the proposal. The latest Fields in Trust guidelines for open space are widely acknowledged as the primary source of guidance regarding outdoor space provision by national and local government and so will be utilised as the benchmark level of expected open space. The guidance also sets out recommended minimum sizes for formal outdoor spaces which should also be used.
- 14.23 The City Council manages approximately 1500 individual allotment plots over 26 sites. Although the population of the city has increased considerably over the last fifteen years, total allotment provision has remained static since the previous allotment strategy was produced in 2007. All sites across the city are at full capacity and the waiting lists for allotment plots are extensive (over 800 as of 2023), leaving most waiting some time to secure a plot. A priority for the City Council over the next 20 years will be to ensure that new allotments are provided at a level proportionate to the increase in population. This is especially important given that new the strategic brownfield developments proposed in this plan will be higher density which could have an impact on the amount of private outdoor space.
- 14.24 The Fields in Trust guidance for provision of new open space does not cover provision for new allotment space. The National Society of Allotment and Leisure Gardeners recommend a quantitative standard of 20 plots per 1000 households (approximately 20 plots per 2200 people). The size of an allotment plot is 250 square metres (0.025ha). This standard is equivalent to 0.23ha of allotments per 1000 people. Given the management and space implications of provisioning new allotments, off-site financial contributions may be the most feasible means of meeting these requirements.
- 14.25 The City Council has recently approved a Playing Pitch Strategy. The Strategy considers the needs for pitch sports and tennis in Exeter, over the next 3-5 years (considered the practical lifetime of the Strategy) and over the longer term to 2040. New developments will need to consider this Strategy when planning for new sports provision.

14.26 Fields in Trust benchmark guidelines required by Policy IC4 are set out in the following table. A conversion will need to be undertaken to calculate the space by space type required per dwelling based on the development proposal's composition and house type. As a guide, the average household size in Exeter is 2.49, based on 2021 census data.

Type	Quantity guideline (hectares per 1,000 population)	Walking guideline (walking distance in metres from dwellings)
Parks and gardens	0.80	710m
Amenity green space	0.60	480m
Natural and semi-natural	1.80	720m
Playing pitches	1.20	1,200m
Other outdoor sports	0.40	1,200m
Allotments	0.23	1,200m

IC4: Sport, recreation and allotment space in new development

Proposals for residential development will be required to provide a range of open space in accordance with the Fields in Trust benchmark guidelines and provision for allotments as set out in the table in the supporting text.

All new open space should be:

- a. Located to ensure easy access from all parts of the development and from the wider area;
- b. Designed to be safe and secure, with clear sightlines, good, energy-efficient lighting, and appropriate landscaping;
- c. Designed to be inclusive and accessible to all, regardless of age, ability, or background; and
- d. Integrated into the wider pedestrian and cycle network.

Major development proposals may be required to provide appropriate on-site open space. Where on-site provision is not appropriate, off-site provision or financial contributions may be sought. Development proposals will make provision for the on-going management and maintenance of open space to standards that have been agreed with the City Council.

Where new sports provision is proposed, this must be designed to appropriate technical standards and must address the priorities for future provision as set out in the latest Council Playing Pitch Strategy.

Play areas in new development

- 14.27 The ability and opportunity to play outside is something that is often taken for granted. Yet, for many people, those opportunities are limited. We want our children to be active in a safe environment. Policy IC5 requires proposals for larger residential development to contribute to improving play area provision.
- 14.28 Despite the pressures on land and budgets, the City Council recognises the importance of active recreation to help tackle childhood obesity. Some new housing developments install and maintain play areas under a private management agreement, though the majority of play areas and greenspace for informal play remain under the City Council's control.
- 14.29 Over the last 30 years, the number of play areas within the city has almost doubled. Whilst this has improved choice, some of the play areas are only equipped with minimal equipment, reducing their appeal and leaving them underused. The approach going forward focuses more on improving the quality of play spaces within the city over the quantity.
- 14.30 A definition of Exeter's Play Areas is shown below.

Local Play Areas (LPA): Equipment should be provided to cater for children of up to 6-7 years of age. There should usually be an area up to 400m² activity area however, larger areas with limited play equipment provision can still be categorised as a Local Play Area. These areas will almost always be fenced off, a litter bin should always be provided, and in most cases seating as well. These areas should be considered the equivalent of Local Areas for Play in the Fields for Trust Guidance for Outdoor Sport and Play.

Neighbourhood Play Areas (NPA): Equipment should be provided to cater for children of up to at least 8 years old. A minimum of 400m² activity area must be provided. These areas must contain at least 5 types of play equipment, of which at least 2 items are individual pieces rather than part of a combined multi play unit. These areas should be considered the equivalent of Local Equipped Area for Play in the Fields for Trust Guidance for Outdoor Sport and Play.

Major Play Areas (MPA): Equipment should be provided to cater for children of up to at least 12 years of age. A minimum 1000m² activity area must be provided. At least 5 items should encourage more adventurous play e.g. climbing, swinging, balancing, rotating or gliding (cableway), and at least 3 of these should be individual items and not part of combined multi play unit. These areas should be considered the equivalent of Neighbourhood Equipped Area for Play in the Fields for Trust Guidance for Outdoor Sport and Play.

Strategic Play Areas (SPA): Strategic Play Areas will be sites within the 'Major' category that are of particular importance to a specific ward, an area, or the city as a whole. These sites will often have multi use games area facilities for ball games and perhaps skate provision or other facilities for older children and teenagers.

14.31 The table below sets out what is considered reasonable in terms of walking distances from home and appropriate levels of the different types of play area provision.

Type	Quantity guideline (hectares per 1,000 population)	Walking guideline (walking distance in metres from dwellings)
Local Play Areas and Neighbourhood Play Areas	0.25	400m
Major Play Areas (including Strategic Play Areas)	0.25	1000m
MUGAs and skateboard parks	0.30	700m

IC5: Play areas in new development

Major residential development proposals will be required to make suitable provision in accordance with Council Play Strategy guidance and:

- a. Where provision exists within a reasonable walking distance, a financial contribution towards improvement of the existing equipped/designated play space will be required; or
- b. Where no provision exists within a reasonable walking distance, new provision must be provided in accordance with the guidelines provided in the supporting text.

New cemetery provision

14.32 Exeter City Council currently operates three cemeteries in the City.

- Higher Cemetery, Heavitree: 15.0ha
- Exwick: 6.4ha
- Topsham: 2.1ha

14.33 Recent analysis shows that each of these sites are nearing capacity. To avoid a disruption in burial services, new provision will be required during the plan period. The land requirements for new burial provision across different time periods are set out below.

Year	Design life	New graves required (/yr)	New ashes plots required (/yr)	Total no. new graves	Total no. new ashes plots	Required area (ha)
2040	15yr	70	46	1035	690	0.98
2055	30yr	81	54	2168	1445	1.72
2075	50yr	99	66	3966	2644	2.89
2100	75yr	127	84	6781	4521	4.73
2125	100yr	162	108	10391	6927	7.09

14.34 Due to the challenges in finding suitable land within existing parts of the city, a series of criteria are set out in policy IC6 to allow for sites to come forward in areas that may otherwise be unsuitable for built development, including within areas high landscape sensitivity and the Valley Parks.

IC6: New cemetery provision

Proposals for additional cemetery provision within the city will be supported, providing that it can be demonstrated that the proposal:

- a. Does not have an unacceptable impact on landscape sensitivity or biodiversity;
- b. Is located outside areas at high risk of flooding;
- c. Is located outside areas of contaminated land or historic landfill;
- d. Is located outside Groundwater Protection Zones; and
- e. Does not result in the loss of public access, open space or areas of recreation, nor harm the potential opportunities for these functions.

15 Site allocations

Introduction

- 15.1 The City Council proposes to allocate a series of sites for development between now and 2040. The list of potential site allocations (included in policy H2) has been selected in accordance with the spatial strategy for the city, set out in policy S1.
- 15.2 The City Council has identified the proposed site allocations after an assessment process that considered these and other sites across the city. The assessment, which is contained in the Exeter Housing and Economic Land Availability Assessment (HELAA), looked at:
- Physical constraints such as access, flood risk, topography, ecology, heritage, health and safety issues, contamination, proximity to services, potential infrastructure requirements, ecology, landscape and the presence of trees and hedgerows;
 - The availability of land for development; and
 - The presence of legal covenants or multiple ownership arrangements that could make the development so complex as to become unachievable.

Strategic brownfield allocations for mixed use development

- 15.3 The majority of development is proposed on six strategic brownfield site allocations that are located close to the city centre or key public transport hubs with good access to green infrastructure including the Valley Parks. The sites are identified in policy H2. These sites were part of the original Liveable Exeter work and are in multiple ownerships. The City Council intends that these sites are redeveloped to provide high quality, mixed use neighbourhoods at optimal densities that minimise the need to travel and maximise walking, cycling and opportunities to use public transport. The six sites will make a significant contribution towards meeting our housing requirement and economic growth ambitions.
- 15.4 These sites will be central to achieving the spatial strategy of the city. The emerging Liveable Exeter principles included in policy S2 will apply to these sites.
- 15.5 All of these sites are included on the proposals map and covered by site-specific allocation policies setting out the key requirements for development at each site.
- 15.6 Requirements set out in the allocation policies have been developed based on the site assessment work, discussion with promoters, from elements of site specific evidence, from thematic evidence and following the early stages of infrastructure planning work.

Predominantly residential allocations

- 15.7 Eighteen other site allocations are proposed for new housing development in policy H2. These will make up the balance of our housing requirement and provide for choice and competition in the market place. Most of the sites are small, brownfield sites in line with the spatial strategy. A small number of sites are greenfield, these sites helping to provide a mix of development opportunities to enable housing

delivery throughout the plan-period. A number of the smaller brownfield sites are owned by the City Council. Others are owned by other individuals and organisations.

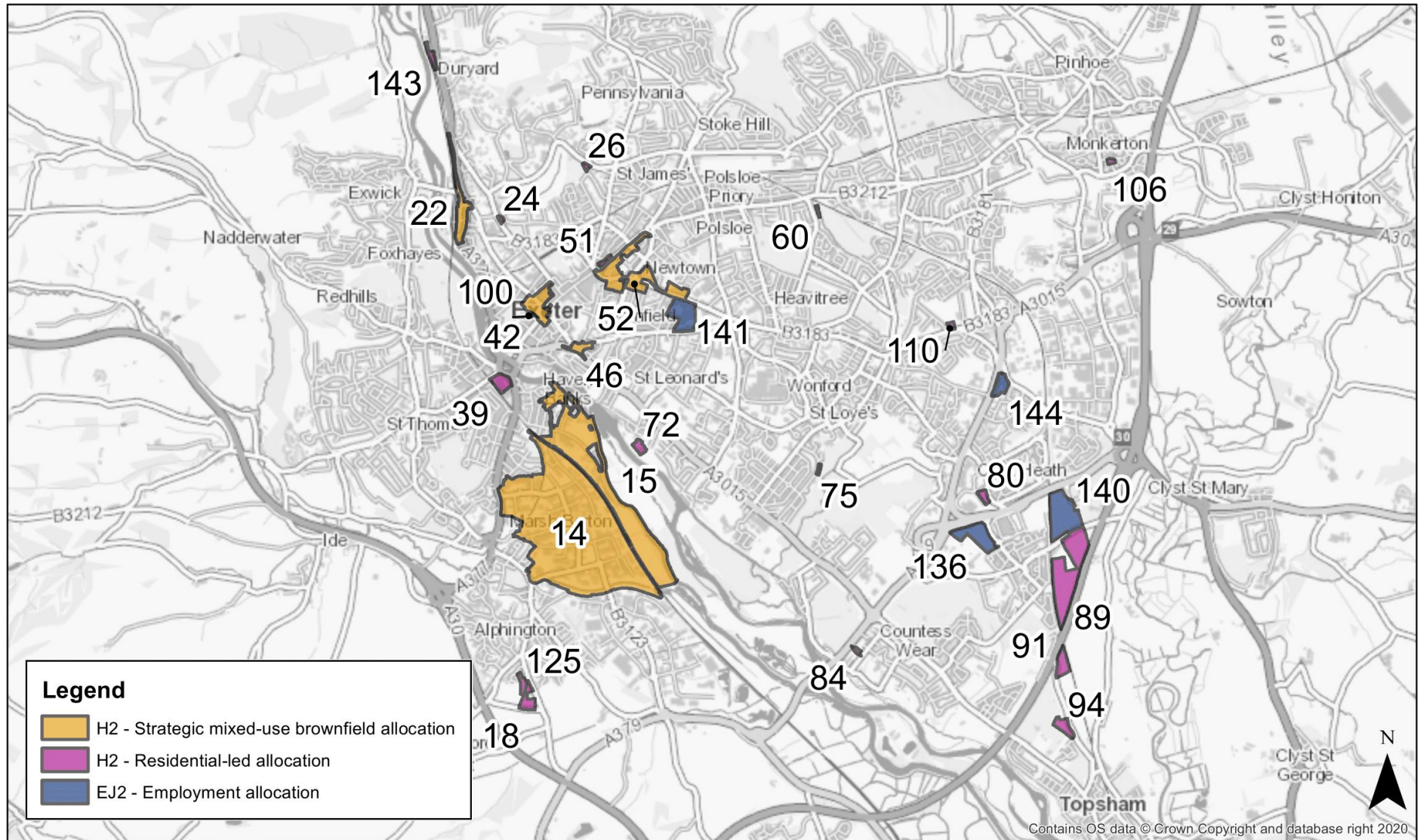
- 15.8 The residential site allocations are included on the proposals map but are not covered by individual allocation policies either due to their smaller scale and/or because they are being proposed for more limited development types.

Employment allocations

- 15.9 In addition to the strategic brownfield, mixed use allocations and the residential allocations, a series of employment sites have been identified for allocation in policy EJ6. These sites will help play an important role in meeting employment needs and supporting the growth of the city.

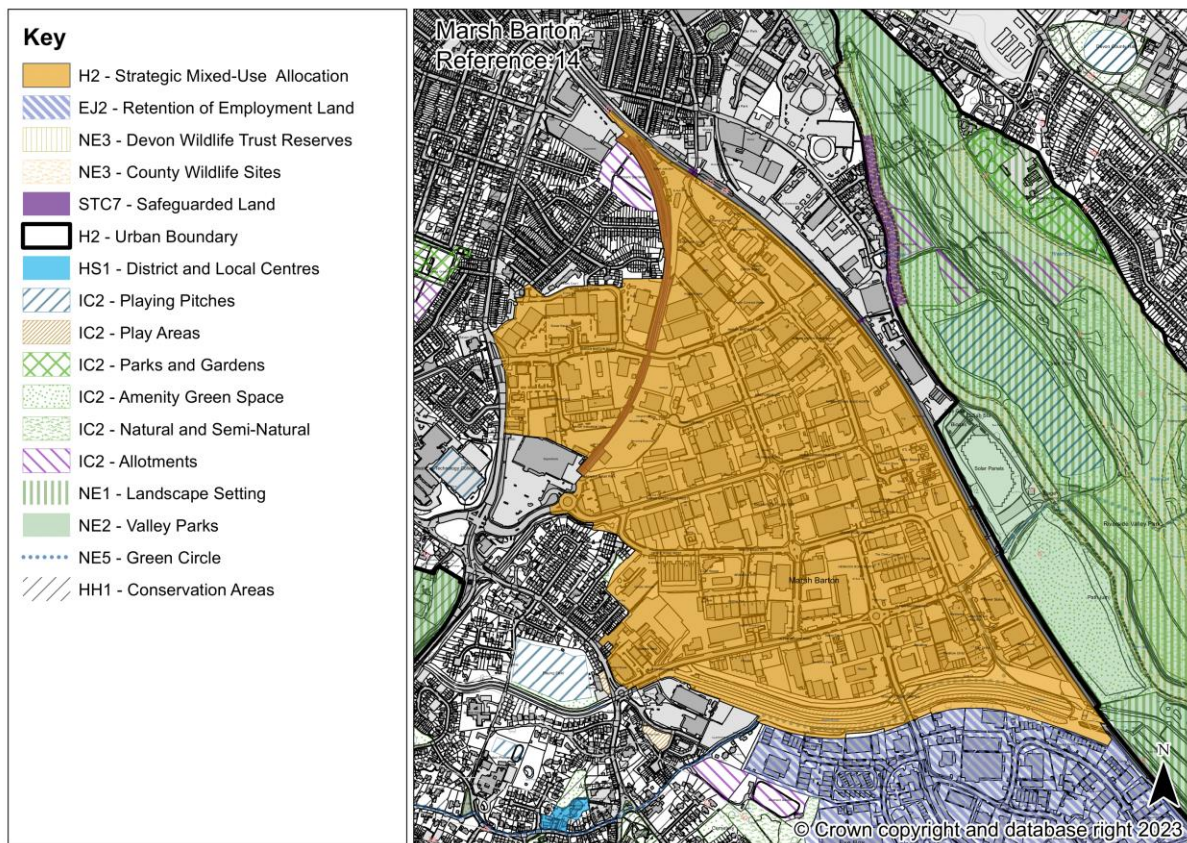
- 15.10 These sites have also been assessed in accordance with the HELAA methodology. This is consistent with the Exeter Employment Study and Economic Development Needs Assessment.

Map of proposed allocations



Marsh Barton: Site reference 14

- 15.11 Marsh Barton is the largest strategic site (in terms of area) proposed for allocation in the Exeter Plan. Located between Alphington Road and the Great West Mainline railway in the southwest of the city, it will provide high quality, mixed use development in phases up to the end of the plan period in 2040 and beyond. The site is currently in use and so is brownfield and currently contains a variety of uses including light industry, bulky goods retail, car show rooms and waste management facilities.
- 15.12 Although the site is currently one of the city's main employment areas, it is developed at low densities and so provides a real opportunity to be redeveloped as a high quality mixed use neighbourhood to provide a large amount of housing whilst continuing to provide significant employment space in a location relatively close to the city centre and the nearby site allocation of Water Lane.
- 15.13 The scale of the site provides a unique opportunity to comprehensively and creatively redevelop an area of the city providing high quality development and an attractive walkable neighbourhood with high specification, low carbon credentials. The mixture of residential and employment uses on the site will be supported by a full range of community uses including education, healthcare and green infrastructure which will minimise the need to travel and enable the development to be low car. Links to the Riverside Valley Park and the new Marsh Barton railway station will support active travel and healthy lifestyles.
- 15.14 The site is currently in multiple ownerships, including small areas owned by the public sector. There is strategic infrastructure on site such as the waste management facilities and energy infrastructure which will need to be safeguarded. The number of owners and scale of the regeneration opportunity mean that the site would be delivered in phases and potentially through innovative mechanisms with coordination from the public sector to deliver a high quality new quarter for Exeter.
- 15.15 Further work will be required to consider the delivery of Marsh Barton through a master-planning exercise. Consultation with the local community will be required before the submission of planning applications.



Marsh Barton – Reference 14 (Strategic policy)

A site of 90 hectares at Marsh Barton is identified for a mixed-use development delivering approximately 1,000 homes and employment floor-space in phases up to 2040. The development must support the achievement of net zero and accord with the Liveable Exeter Principles to deliver a compact and well-connected neighbourhood, incorporating the highest standards of design.

The following will be required:

- A. A housing mix built to optimal densities taking account of local context and the Exeter Density Study, which meets a wide range of housing needs including:
 - i. 35% affordable homes for eligible households with a local connection or key workers, of which 50% will be for social rent, 13% for affordable rent, 25% for First Homes with a discount of 30% on market prices and the remainder for additional affordable homeownership;
 - ii. Custom and self-build plots;
 - iii. At least 10% of market homes and 10% of affordable homes built to meet wheelchair adaptable standards and all other homes built to meet accessible and adaptable standards;
 - iv. A range of dwelling sizes that takes account of local need; and
 - v. A 70 unit extra care housing scheme.
- B. The re-provision of existing levels of employment space at higher densities to make more efficient use of land, including:

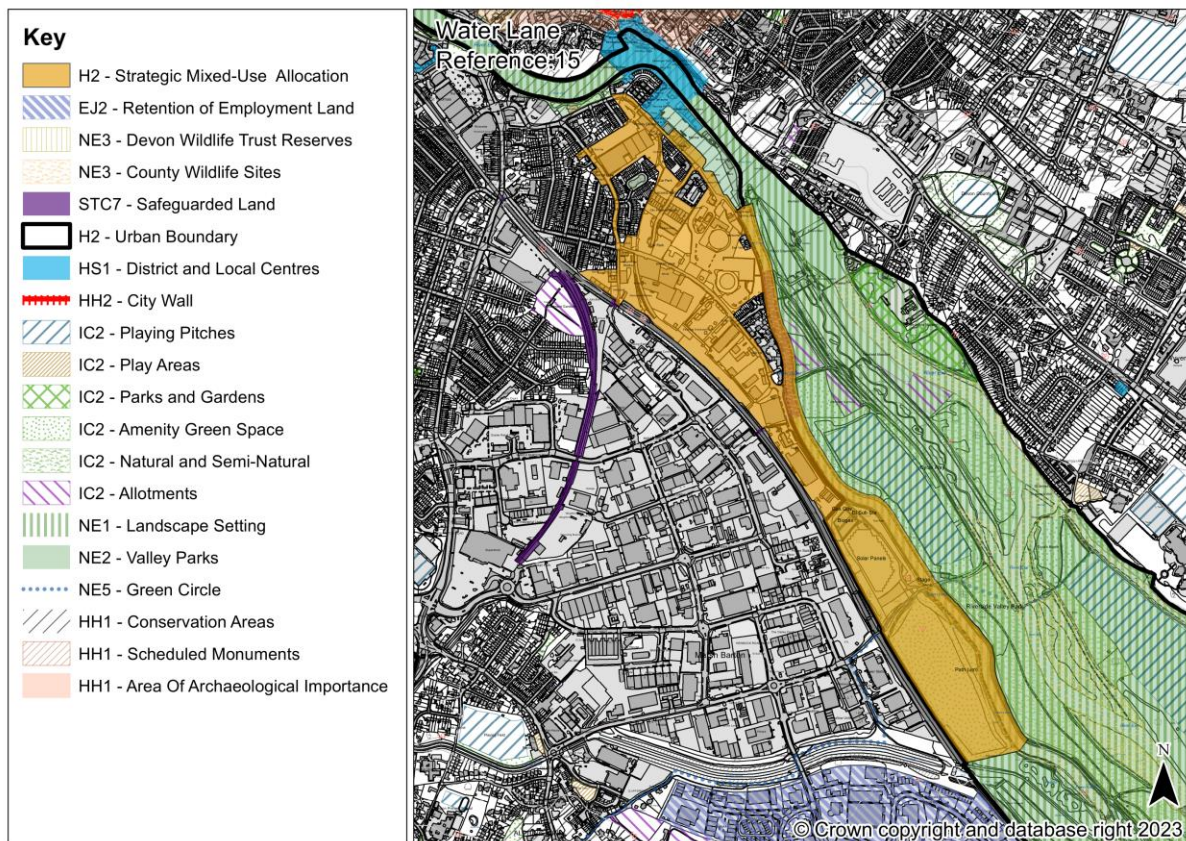
- i. A mix of new forms of employment provision to meet the needs of the transformational sectors, including work hubs, collaborative workspace and live-work schemes; and
 - ii. Provision of start-up units for small and medium enterprises.
- C. A locally accessible neighbourhood centre including:
- i. Public realm that provides space for community and cultural activities;
 - ii. A community building with hall, meeting rooms and flexible space for potential library provision, youth, adult's services, children's services and cultural activities;
 - iii. New surgery providing GP, pharmacy and other community healthcare or contributions to GP provision;
 - iv. Retail or commercial units;
 - v. A work hub;
 - vi. A mobility hub; and
 - vii. An all-through school including early years, primary, secondary and special educational needs and communal space for children's centre service provision;
 - viii. Potential transformational, strategic, anchor facility including commercial, leisure, cultural, sport or civic uses.
- D. Transport infrastructure to deliver a low-car development:
- i. A layout in accordance with active design principles comprising a dense network of active travel routes which link to existing routes, Marsh Barton and St Thomas stations and the neighbourhood centre;
 - ii. High quality north-south and east-west active travel routes;
 - iii. The safeguarding of the disused railway line for use as an active travel and potential emergency access and egress route;
 - iv. The provision of improved active travel and public transport access at Tan Lane under the Great West Mainline towards Water Lane;
 - v. The provision of active travel improvements to the existing underbridge under the Great West Mainline linking to Water Lane;
 - vi. Contributions to off-site active travel routes including priority schemes in the Exeter Local Cycling and Walking Infrastructure Plan;
 - vii. A mobility hub to provide for public transport, active travel and shared mobility;
 - viii. Provision of infrastructure for, and contributions to, public transport; and
 - ix. Electric vehicle charging points throughout the site.
- E. Enhancement of the natural environment and Green Infrastructure:
- i. Green Infrastructure provision in accordance with the Green Infrastructure Strategy including contributions to off-site provision;
 - ii. A mix of open space provision including for sport and recreation;
 - iii. High quality green infrastructure improvements to the Alphin Brook and linking to the Exeter Ship Canal and Riverside Valley Park;
 - iv. On-site provision of allotments;
 - v. Mitigation contributions to ensure no adverse effect on the European Sites, in accordance with requirements set out in the South-east Devon Mitigation Strategy; and
 - vi. Biodiversity enhancements.

- F. An energy strategy that minimises carbon emissions (both operational and embodied), incorporates renewable and low carbon energy generation and helps to deliver, and connect to, local energy networks.
- G. Appropriate measures to respond to, and ensure the continued operation of, the high voltage power network.
- H. Appropriate flood risk mitigation:
 - i. A layout informed by a detailed flood risk assessment which addresses flood risk from all sources ensuring a consistency of approach with Water Lane;
 - ii. Sustainable Urban Drainage to mitigate against flood risk;
 - iii. Provision of the necessary infrastructure to help deliver the Drainage and Wastewater Management Plan; and
 - iv. An emergency access and egress route and access bridge over the Great Western Mainline linking to Water Lane.
- I. Conservation and enhancement of the historic environment:
 - i. A layout informed by archaeological and heritage assessment, evaluation and mitigation; and
 - ii. A built form that protects the settings of all nearby listed buildings.
- J. Measures to support the continued operation of the waste operations and cement works on site or contributions to replacement facilities elsewhere.

Note: Policy not yet tested by viability appraisal.

Water Lane: Site reference 15

- 15.16 Water Lane is one of the largest strategic sites proposed for allocation in the Exeter Plan, located between the Exeter Ship Canal and the Great Western Main Line railway. The site is brownfield and currently contains a variety of uses including business premises and workshops, utilities infrastructure, public car, coach and boat parking, leisure and community facilities including for water-based activities and Grace Road Playing Field (now disused). The site boundary has extended slightly since the last consultation to include the canal and the highway of Water Lane itself.
- 15.17 The majority of the proposed Water Lane allocation is already identified for mixed-use, residential-led redevelopment in the Exeter Local Plan First Review. The site is also included in the Liveable Exeter initiative. The City Council proposes to roll this allocation forwards into the Exeter Plan.
- 15.18 Water Lane provides a great opportunity to deliver a high quality, low-car new neighbourhood that is well served by a school, community, cultural and sustainable travel facilities (including the new Marsh Barton railway station), has good access to employment and links effectively to the Riverside Valley Park. Development will need to respond to challenges such as flood risk, restricted access, contamination, gas and electricity infrastructure and protecting the amenity of nearby residents. It will also need to reflect the site's rich industrial and water-related heritage.
- 15.19 The proposed site allocation will be supported by a Liveable Water Lane Supplementary Planning Document (SPD), which is currently being prepared by the City Council and is also subject to consultation. The SPD will contain a development framework and design code for the site, alongside strategies for access and utilities provision, to help ensure that Water Lane is redeveloped in a comprehensive, co-ordinated way and at a high quality which reflects the Liveable Exeter principles.
- 15.20 Because this site is beginning to come forward for development now, early community engagement with local groups has been held to steer ideas for the Water Lane development recognising that this is a flagship regeneration area for the city.
- 15.21 The site is currently in multiple ownerships, including areas owned by the City Council while there are current planning applications for some parts of the site. The site boundary has changed slightly since the last Exeter Plan consultation to include the canal itself so it can be better enhanced by the proposals and include the road of Water Lane.
- 15.22 Consultation with the local community will be required before the submission of planning applications.



Water Lane – Reference 15 (Strategic policy)

A site of 36 hectares at Water Lane is identified for a mixed-use development delivering approximately 1,600 homes and the retention of existing levels of employment floor-space in phases up to 2040. The development must support the achievement of net zero and accord with the Liveable Exeter Principles and the Water Lane Design Code Supplementary Planning Document to deliver a compact and well-connected neighbourhood, incorporating the highest standards of design.

The following will be required:

- A. A housing mix built to optimal densities taking account of local context and the Exeter Density Study which meets a wide range of housing needs including:
 - i. 35% affordable homes for eligible households with a local connection or key workers, of which 50% will be for social rent, 13% for affordable rent, 25% for First Homes with a discount of 30% on market prices and the remainder for additional affordable homeownership;
 - ii. Custom and self-build plots;
 - iii. At least 10% of market homes and 10% of affordable homes built to meet wheelchair adaptable standards and all other homes built to meet accessible and adaptable standards;
 - iv. A range of dwelling sizes that takes account of local need; and
 - v. A 70 unit extra care housing scheme.

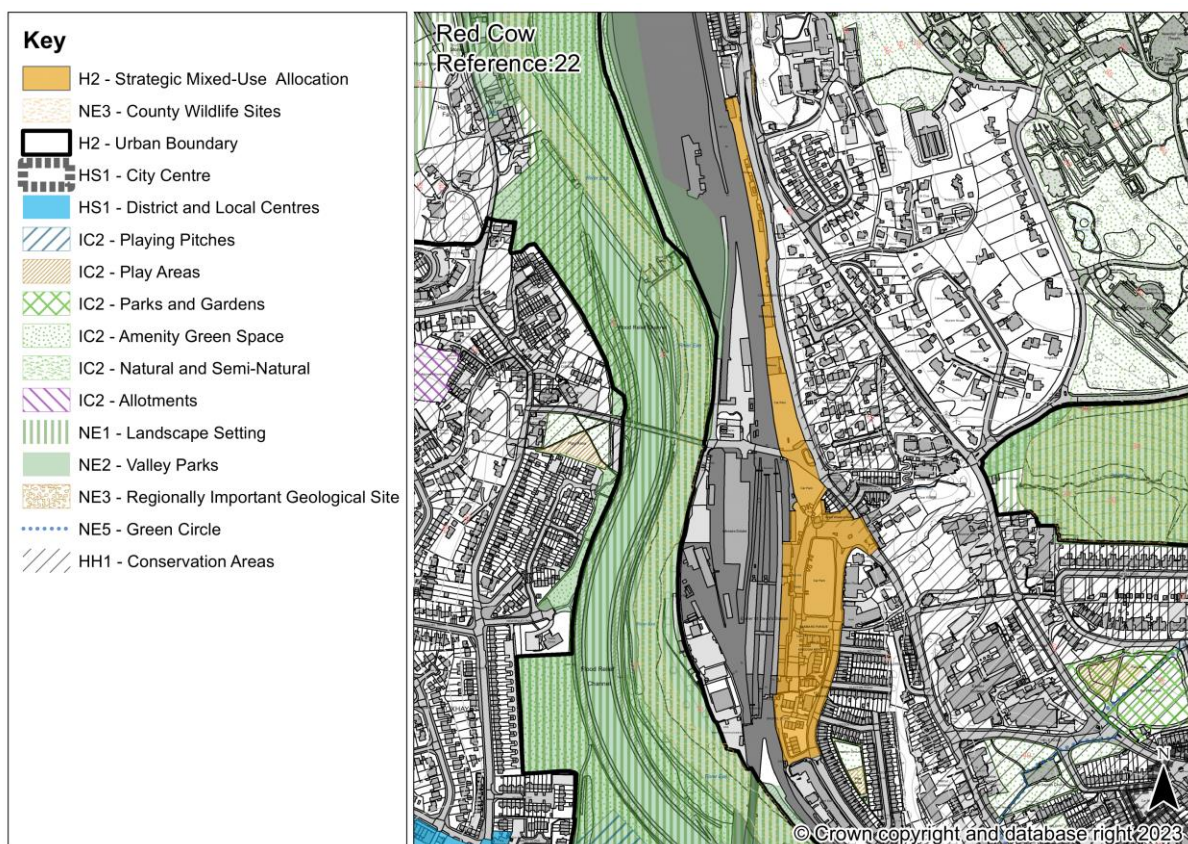
- B. A mix of new forms of employment provision to meet the needs of the transformational sectors, including work hubs, collaborative workspace and live-work schemes, together with maritime sectors.
- C. A locally accessible neighbourhood centre including:
 - i. Public realm that provides space for community and cultural activities;
 - ii. A community building with hall, meeting rooms and flexible space for potential library provision, youth, adult's services, children's services and cultural activities;
 - iii. New surgery providing GP, pharmacy and other community healthcare or contributions to GP provision;
 - iv. Retail or commercial units with active ground floors accommodating local shops and services;
 - v. A work hub;
 - vi. A mobility hub;
 - vii. A 2-form entry primary school including early years and communal space for children's centre service provision and contributions to secondary and special educational needs provision; and
 - viii. Provision of additional space for water-related activities and safeguarding of the infrastructure needed to support strategic water-related uses.
- D. Transport infrastructure to deliver a low-car development:
 - i. A layout in accordance with active design principles, with Water Lane providing an active travel spine to the neighbourhood centre and Marsh Barton Station, improved active travel routes along the Canal frontage and frequent, active green streets running towards the River Exe;
 - ii. Low-car development supported by active travel measures that include mobility hubs to provide for public transport, active travel and shared mobility;
 - iii. Provision of infrastructure for and contributions to public transport;
 - iv. Delivery of or contributions to a new pedestrian and cycle crossing of the Canal and River Exe;
 - v. Contributions to off-site active travel routes including priority schemes in the Exeter Local Cycling and Walking Infrastructure Plan;
 - vi. The provision of improved active travel and public transport access at Tan Lane under the Great West Mainline towards Marsh Barton; and
 - vii. Electric vehicle charging points throughout the site.
- E. Enhancement of the natural environment and Green Infrastructure:
 - i. Green Infrastructure provision in accordance with the Green Infrastructure Strategy including contributions to off-site provision
 - ii. A mix of open space provision including for sport and recreation;
 - iii. High quality green infrastructure linking to the Exeter Ship Canal and Riverside Valley Park; and
 - iv. Mitigation contributions to ensure no adverse effect on the European Sites, in accordance with requirements set out in the South-east Devon Mitigation Strategy; and
 - v. Biodiversity enhancements.

- F. An energy strategy that minimises carbon emissions (both operational and embodied), incorporates renewable and low carbon energy generation and helps to deliver, and connect to, local energy networks.
- G. Appropriate measures to respond to, and ensure the continued operation of, the gas and electricity infrastructure network across the site.
- H. Appropriate flood risk mitigation:
 - i. A layout informed by a detailed flood risk assessment which addresses flood risk from all sources ensuring consistency of approach with Marsh Barton;
 - ii. Sustainable Urban Drainage to mitigate against flood risk and provision of the necessary infrastructure to help deliver the Drainage and Wastewater Management Plan; and
 - iii. Delivery of, or contributions to, an emergency access and egress route and access bridge over the Great Western Mainline linking to Marsh Barton.
- I. Conservation and enhancement of the historic environment:
 - i. A layout informed by archaeological and heritage assessment, evaluation and mitigation;
 - ii. A built form that enhances the character and appearance of the Riverside Conservation Area and protects the settings of all listed buildings; and
 - iii. Enhancement of the historic Canal, with key buildings, materials and industrial structures including the Gas Works Former Manager's House retained and reused creatively to support a distinct character rooted in the area's history.
- J. Measures to support the continued operation of the waste operations close to the site.

Note: Policy not yet tested by viability appraisal.

Red Cow: Site reference 22

- 15.23 Red Cow is a large strategic site proposed for allocation in the Exeter Plan, located in the area of St David's railway station. Cowley Bridge Road and Bonhay Road run along the eastern boundary and the platforms and rail lines of St David's station lie to the west. The site is brownfield and currently contains St David's station's 'head-house', surface car parks associated with the railway station, storage and industrial uses, student accommodation and shops. The site boundary has extended since the last consultation to include the student accommodation at Brunel Close.
- 15.24 Part of the site is already allocated for mixed use redevelopment in the Exeter Local Plan First Review. The site is also included in the Liveable Exeter initiative. The City Council proposes that the existing allocation should be extended in the Exeter Plan in order to maximise the site's potential.
- 15.25 Red Cow offers the opportunity to deliver an impressive and memorable city gateway, creating a sense of arrival into Exeter. As a strategic transport hub, the site is well suited to deliver a low carbon, low-car neighbourhood that optimises density. In order to deliver the high quality gateway envisaged, land owners, the City Council and other interested parties will need to work in close partnership. The development must meet the needs of railway uses, as well as responding to challenges such as flood risk, contamination, and protection of the amenities of nearby residents.
- 15.26 Further work will be required to consider the delivery of Red Cow. Consultation with the local community will be required before the submission of planning applications.



Red Cow – Reference 22 (Strategic policy)

A site of 4 hectares at Red Cow is identified for a residential led mixed-use development delivering approximately 280 homes and an impressive and memorable city gateway that creates a sense of arrival into Exeter. The development must support the achievement of net zero and accord with the Liveable Exeter Principles, incorporating the highest standards of design and delivering a place people will visit, stay, work and live.

The following will be required:

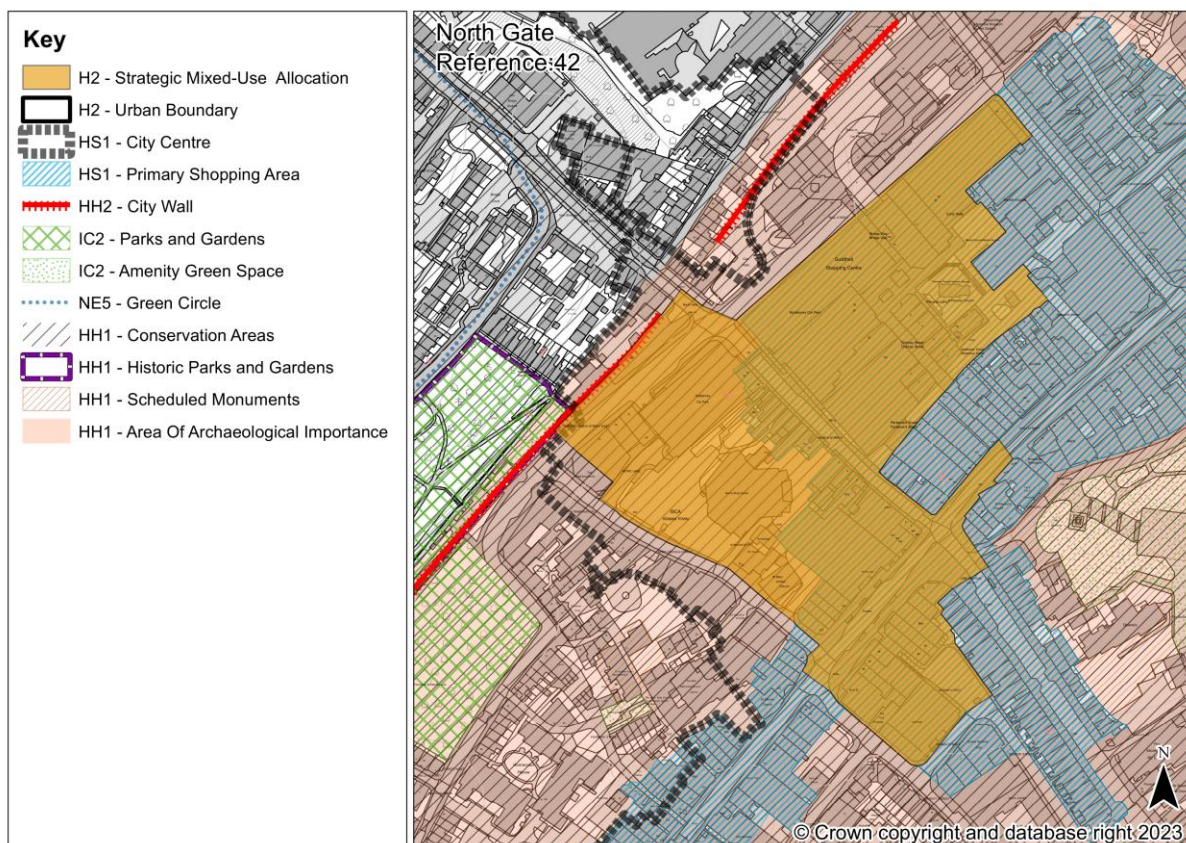
- A. A housing mix built to optimal densities taking account of local context and the Exeter Density Study which meets a wide range of housing needs including:
 - i. 35% affordable homes for eligible households with a local connection or key workers, of which 50% will be for social rent, 13% for affordable rent, 25% for First Homes with a discount of 30% on market prices and the remainder for additional affordable homeownership;
 - ii. Custom and self-build plots;
 - iii. At least 10% of market homes and 10% of affordable homes built to meet wheelchair adaptable standards and all other homes built to meet accessible and adaptable standards; and
 - iv. A range of dwelling sizes that takes account of local need.
- B. A mix of new forms of employment provision to meet the needs of the transformational sectors, including work hubs, collaborative workspace and live-work schemes.
- C. Social, community and cultural infrastructure including:
 - i. Public realm that provides space for community and cultural activities;
 - ii. Retail or commercial units;
 - iii. Contributions to early years, primary, secondary and special educational needs provision; and
 - iv. Contributions to GP provision.
- D. Transport infrastructure to deliver a low-car development:
 - i. A transport interchange/mobility hub for public transport, active travel and shared mobility;
 - ii. A layout in accordance with active design principles comprising active travel routes to provide access to and from St David's station and linking to the existing routes in the area including routes along the River Exe;
 - iii. Contributions to off-site active travel routes including priority schemes in the Exeter Local Cycling and Walking Infrastructure Plan;
 - iv. Provision of infrastructure for, and contributions to, public transport; and
 - v. Electric vehicle charging points throughout the site.
- E. Enhancement of the natural environment and Green Infrastructure:
 - i. Green Infrastructure provision in accordance with the Green Infrastructure Strategy including contributions to off-site provision;
 - ii. Mitigation contributions to ensure no adverse effect on the European Sites, in accordance with requirements set out in the South-east Devon Mitigation Strategy; and

- iii. Biodiversity enhancements.
- F. An energy strategy that minimises carbon emissions (both operational and embodied), incorporates renewable and low carbon energy generation and helps to deliver, and connect to, local energy networks.
- G. Appropriate flood risk mitigation:
 - i. A layout informed by a detailed flood risk assessment which addresses flood risk from all sources, including the Taddiforde Brook, and makes provision for emergency access and egress;
 - ii. Sustainable Urban Drainage to mitigate against flood risk; and
 - iii. Provision of the necessary infrastructure to help deliver the Drainage and Wastewater Management Plan.
- H. Conservation and enhancement of the historic environment:
 - i. A layout informed by archaeological and heritage assessment, evaluation and mitigation; and
 - ii. A built form that enhances the character and appearance of St David's Conservation Area and retains sight lines of locally listed St David's station.

Note: Policy not yet tested by viability appraisal.

North Gate: Site reference 42

- 15.27 North Gate is a large strategic site proposed for allocation in the Exeter Plan located in the heart of the city centre. The site is brownfield and currently contains a variety of uses including retail units, restaurants, cafes and takeaways, small scale commercial uses, a public car park, leisure uses and a number of important historic buildings.
- 15.28 The regeneration of North Gate presents an opportunity to enhance the vitality and viability of this central area and deliver high quality new development that improves the attractiveness of the city centre. The site is well served by public transport and has great potential to deliver a high density, low carbon, low-car neighbourhood.
- 15.29 Development will need to retain the Guildhall Shopping Centre and respond to challenges such as respecting the setting of listed buildings and enhancing the conservation area, addressing surface water flood risk and respecting the amenity of existing residents.
- 15.30 Further work will be required to consider the delivery of North Gate. Consultation with the local community will be required before the submission of planning applications.



North Gate – Reference 42 (Strategic policy)

A site of 5 hectares at North Gate is identified for a mixed-use development delivering approximately 200 homes and provision for employment, retail and commercial uses creating an impressive and memorable city centre gateway. The development must support the achievement of net zero and accord with the Liveable Exeter Principles, incorporating the highest standards of design and contributing to the vitality and viability of the city centre.

The following will be required:

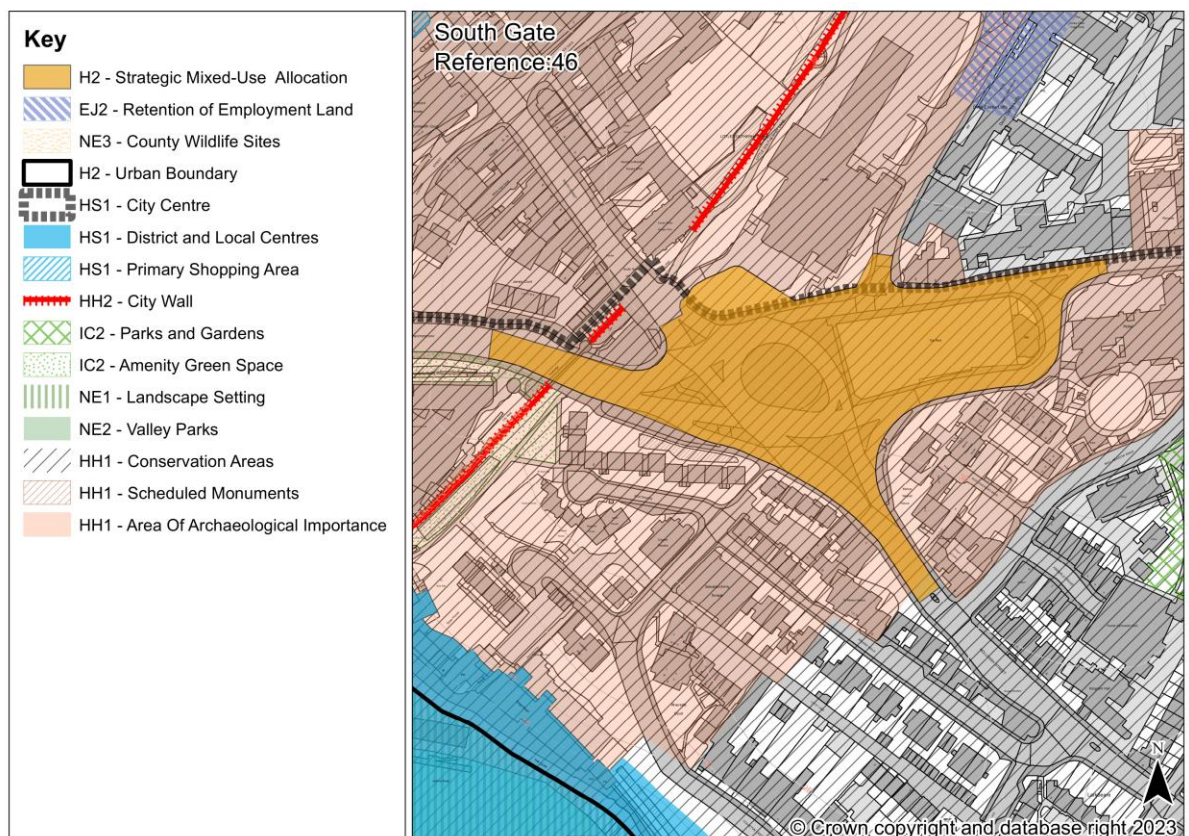
- A. A housing mix built to optimal densities taking account of local context and the Exeter Density Study which meets a wide range of housing needs including:
 - i. 35% affordable homes for eligible households with a local connection or key workers, of which 50% will be for social rent, 13% for affordable rent, 25% for First Homes with a discount of 30% on market prices and the remainder for additional affordable homeownership; and
 - ii. At least 10% of market homes and 10% of affordable homes built to meet wheelchair adaptable standards and all other homes built to meet accessible and adaptable standards;
- B. A mix of new forms of employment provision to meet the needs of the transformational sectors, including work hubs, collaborative workspace and live-work schemes.
- C. Retention and improvement of the Guildhall Shopping Centre to contribute to the vitality and viability of the city centre.
- D. Social, community and cultural infrastructure including:
 - i. Public realm that provides space for community and cultural activities;
 - ii. Retail or commercial units;
 - iii. Contributions to early years, primary, secondary and special educational needs provision; and
 - iv. Contributions to GP provision.
- E. Transport infrastructure to deliver a low-car development:
 - i. A layout in accordance with active design principles comprising active travel routes which link to the existing routes in the area;
 - ii. Contributions to off-site active travel routes including priority schemes in the Exeter Local Cycling and Walking Infrastructure Plan;
 - iii. A mobility hub to provide for public transport, active travel and shared mobility;
 - iv. Provision of infrastructure for, and contributions to, public transport; and
 - v. Electric vehicle charging points throughout the site.
- F. Enhancement of the natural environment and Green Infrastructure:
 - i. Green Infrastructure provision in accordance with the Green Infrastructure Strategy including contributions to off-site provision;
 - ii. Mitigation contributions to ensure no adverse effect on the European Sites, in accordance with requirements set out in the South-east Devon Mitigation Strategy; and
 - iii. Biodiversity enhancements.

- G. An energy strategy that minimises carbon emissions (both operational and embodied), incorporates renewable and low carbon energy generation and helps to deliver, and connect to, local energy networks.
- H. Appropriate flood risk mitigation:
 - i. A layout informed by a detailed flood risk assessment which addresses flood risk from all sources;
 - ii. Sustainable Urban Drainage to mitigate against flood risk; and
 - iii. Provision of the necessary infrastructure to help deliver the Drainage and Wastewater Management Plan.
- I. Conservation and enhancement of the historic environment:
 - i. A layout informed by archaeological and heritage assessment, evaluation and mitigation; and
 - ii. A built form that enhances the character and appearance of the Central Conservation Area and protects the settings of the City Walls and all listed buildings including St Mary Arches Church (grade 1 listed), Church of St Pancras (grade II* listed), the Synagogue (grade II* listed), Civic Hall Higher Market (grade II* listed) and Gaumont Palace/Mecca Bingo Club (grade II listed) and those along North Street, High Street, Mary Arches Street and other surrounding streets; and
 - iii. Contributions towards the repair, maintenance and enhancement of the Exeter City Walls where appropriate.

Note: Policy not yet tested by viability appraisal.

South Gate: Site reference 46

- 15.31 South Gate is located on the edge of the city centre and is currently dominated by the highway gyratory at the southern end of South Street and western end of Holloway Street (known as the Acorn gyratory). The site includes the Magdalen Street car park, a homeless shelter and a large area of roads and associated infrastructure.
- 15.32 The site provides a great opportunity to significantly enhance the appearance of this key gateway to the city centre, improve active travel links between the city centre and the quayside and deliver a significant number of new homes. Development in this location would significantly improve the efficiency of the use of land in an area which has excellent access to a range of facilities, jobs and shops.
- 15.33 Key considerations will be the loss of a public car park on site, the need to significantly realign the highway gyratory and take account of the utilities present in the area and the need to address potential impacts on the conservation area and the City Walls.
- 15.34 The site is currently largely owned by Devon County Council, either as a car park or as highway land, while the City Council has a lease on the public car park. The site boundary has changed since the last Exeter Plan consultation to remove areas of existing housing adjacent to Western Way, south of the highway gyratory, close to the City Walls, and also Cathedral and Quay car park. The site area is now more compact and focuses on Magdalen Street car park and the highway gyratory.
- 15.35 Further work will be required to consider the delivery of South Gate. This work is beginning to be organised by Devon County Council and the City Council. Consultation with the local community will be required before the submission of planning applications.



South Gate – Reference 46 (Strategic policy)

A site of 1.36 hectares at South Gate is identified for a mixed-use development delivering approximately 170 homes and provision for employment, creating an impressive and memorable city centre gateway. The development must support the achievement of net zero and accord with the Liveable Exeter Principles to deliver a compact and well-connected neighbourhood, incorporating the highest standards of design.

The following will be required:

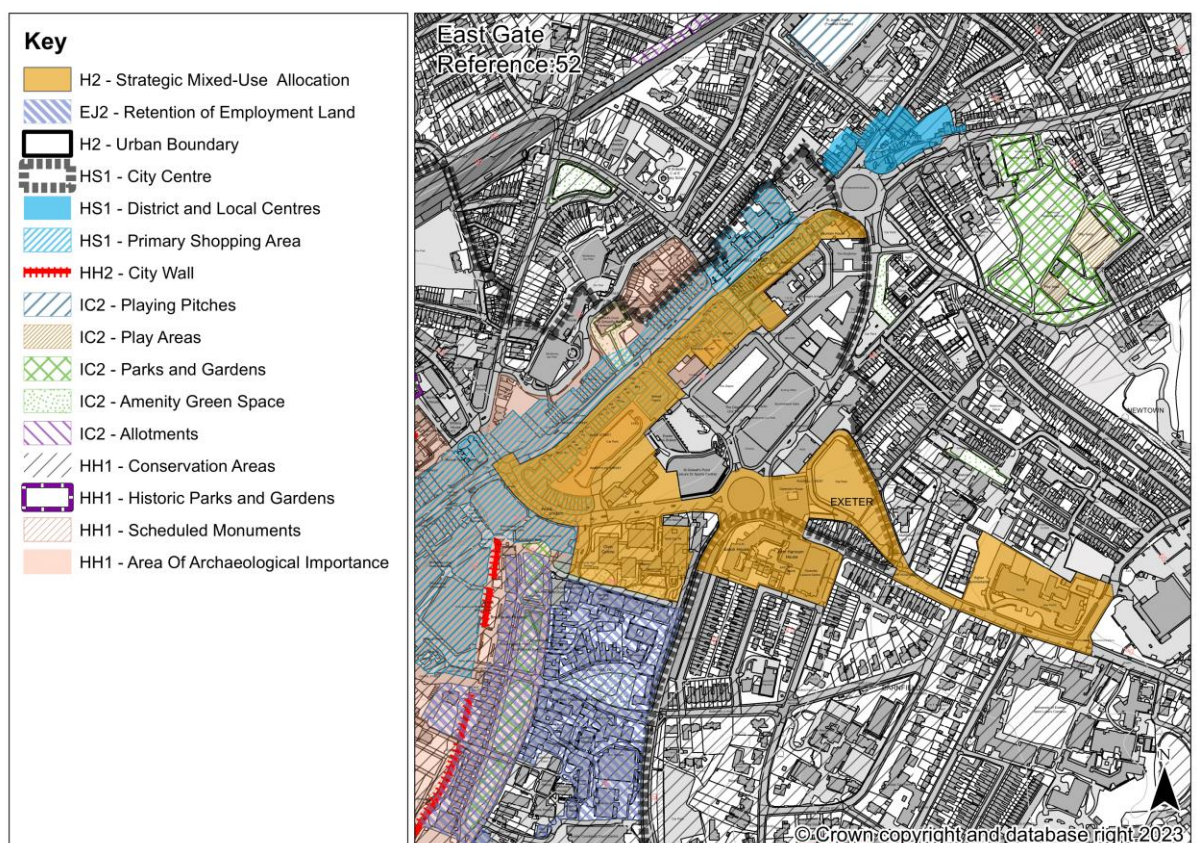
- A. A housing mix built to optimal densities taking account of local context and the Exeter Density Study which meets a wide range of housing needs including:
 - i. 35% affordable homes for eligible households with a local connection or key workers, of which 50% will be for social rent, 13% for affordable rent, 25% for First Homes with a discount of 30% on market prices and the remainder for additional affordable homeownership;
 - ii. Custom and self-build plots;
 - iii. At least 10% of market homes and 10% of affordable homes built to meet wheelchair adaptable standards and all other homes built to meet accessible and adaptable standards; At least 10% of market homes built to meet wheelchair adaptable standards, at least 10% of affordable homes built to meet wheelchair adaptable standards and all other homes built to meet accessible and adaptable standards;
 - iv. A range of dwelling sizes that takes account of local need; and
 - v. Re-provision, either on site or off site, of appropriate homeless accommodation.
- B. New employment provision in the form of a collaborative workspace.
- C. Social, community and cultural infrastructure including:
 - i. Public realm providing space for community and cultural activities;
 - ii. Contributions to early years, primary, secondary and special educational needs provision; and
 - iii. Contributions to GP provision.
- D. Transport infrastructure to deliver car free development:
 - i. A layout in accordance with active design principles comprising a dense network of active travel routes which link to the existing routes in the area;
 - ii. Alterations to the highway layout that improve active travel routes between the city centre and the Quay;
 - iii. Contributions to off-site active travel routes including priority schemes in the Exeter Local Cycling and Walking Infrastructure Plan;
 - iv. A mobility hub to provide for public transport, active travel and shared mobility;
 - v. Provision of infrastructure for, and contributions to, public transport; and
 - vi. A small number of electric vehicle charging point parking spaces reserved for people with disabilities and access provided for service and emergency vehicles.
- E. Enhancement of the natural environment and Green Infrastructure:
 - i. Green Infrastructure provision in accordance with the Green Infrastructure Strategy including contributions to off-site provision

- ii. Mitigation contributions to ensure no adverse effect on the European Sites, in accordance with requirements set out in the South-east Devon Mitigation Strategy; and
 - iii. Biodiversity enhancements.
- F. An energy strategy that minimises carbon emissions (both operational and embodied), incorporates renewable and low carbon energy generation and helps to deliver, and connect to, local energy networks.
- G. Appropriate flood risk mitigation:
- i. A layout informed by a detailed flood risk assessment which addresses flood risk from all sources;
 - ii. Sustainable Urban Drainage to mitigate against flood risk; and
 - iii. Provision of the necessary infrastructure to help deliver the Drainage and Wastewater Management Plan.
- H. Conservation and enhancement of the historic environment:
- i. A layout informed by archaeological and heritage assessment, evaluation and mitigation
 - ii. A built form that enhances the character and appearance of the Southernhay and The Friars and the Central Conservation Areas and protects the settings of the City Walls and all listed buildings including George's Chapel (grade I listed), Wynard's Hospital (grade II* listed), the Hotel Du Vin (grade II listed), the Gateway to Palmer's Almshouses (grade II listed), 45, 46, 49, 50 and 63 to 66 Magdalen Street (grade II listed), The White Ensign Club (grade II listed), 71 to 75 Holloway Street (grade II listed) and others in surrounding streets; and
 - iii. Contributions towards the repair, maintenance and enhancement of the Exeter City Walls where appropriate.

Note: Policy not yet tested by viability appraisal.

East Gate: Site reference 52

- 15.36 East Gate is a large strategic site proposed for allocation in the Exeter Plan. Located centrally within the city, the site is brownfield and stretches from Sidwell Street, along Paris Street down to Heavitree Road. It currently contains a variety of uses including office, business and retail, residential, public car parking, the former bus station and former Pyramids Leisure Centre.
- 15.37 East Gate provides a great opportunity to regenerate a tired area of the city into a high quality, low or zero-car new neighbourhood that is well served by the wide range of services, employment and facilities offered by its city centre location. Development will need to respond to challenges such as viability, heritage, protecting the amenity of nearby residents and ensuring sufficient provision for facilities currently in existence on the site.
- 15.38 The site is currently in multiple ownerships, although large parts of the site are owned by the City Council, including along Sidwell Street and Paris Street. The area includes the large regeneration scheme known as City Point. The site boundary has changed slightly since the last Exeter Plan consultation to include some unused land adjacent St Sidwell's Point and the Manor Court office building.
- 15.39 Further work will be required to consider the delivery of East Gate. Consultation with the local community will be required before the submission of planning applications.



East Gate – Reference 52 (Strategic policy)

A site of 10.5 hectares at East Gate is identified for a mixed-use development delivering approximately 850 homes, provision for employment and an impressive and memorable city centre gateway. The development must support the achievement of net zero and accord with the Liveable Exeter Principles to deliver a compact and well-connected neighbourhood, incorporating the highest standards of design.

The following will be required:

- A. A housing mix built to optimal densities taking account of local context and the Exeter Density Study which meets a wide range of housing needs including:
 - i. 35% affordable homes for eligible households with a local connection or key workers, of which 50% will be for social rent, 13% for affordable rent, 25% for First Homes with a discount of 30% on market prices and the remainder for additional affordable homeownership;
 - ii. Custom and self-build plots;
 - iii. At least 10% of market homes and 10% of affordable homes built to meet wheelchair adaptable standards and all other homes built to meet accessible and adaptable standards; and
 - iv. A range of dwelling sizes that takes account of local need.
- B. A mix of new forms of employment provision to meet the needs of the transformational sectors, including work hubs, collaborative workspace and live-work schemes.
- C. Social, community and cultural infrastructure including:
 - i. Public realm that provides space for community and cultural activities;
 - ii. Retail or commercial units;
 - iii. A work hub;
 - iv. A mobility hub;
 - v. An innovation and literary hub;
 - vi. Contributions to early years, primary, secondary and special educational needs provision; and
 - vii. Contributions to GP provision.
- D. Transport infrastructure to deliver a low-car development:
 - i. Improved active travel routes which link to the existing routes in the area;
 - ii. Contributions to off-site active travel routes including priority schemes in the Exeter Local Cycling and Walking Infrastructure Plan;
 - iii. A mobility hub to provide for public transport, active travel and shared mobility;
 - iv. Provision of infrastructure for, and contributions to, public transport; and
 - v. Electric vehicle charging points throughout the site.
- E. Enhancement of the natural environment and Green Infrastructure :
 - i. Green Infrastructure provision in accordance with the Green Infrastructure Strategy including contributions to off-site provision;

- ii. Mitigation contributions to ensure no adverse effect on the European Sites, in accordance with requirements set out in the South-east Devon Mitigation Strategy; and
 - iii. Biodiversity enhancements.
- F. An energy strategy that minimises carbon emissions (both operational and embodied), incorporates renewable and low carbon energy generation and helps to deliver, and connect to, local energy networks.
- G. Appropriate flood risk mitigation:
- i. A layout informed by a detailed flood risk assessment which addresses flood risk from all sources;
 - ii. Sustainable Urban Drainage to mitigate against flood risk; and
 - iii. Provision of the necessary infrastructure to help deliver the Drainage and Wastewater Management Plan.
- H. Conservation and enhancement of the historic environment:
- i. A layout informed by archaeological and heritage assessment, evaluation and mitigation; and
 - ii. A built form that enhances the character and appearance of the Southernhay and The Friars and the Lower Summerlands Conservation Areas and protects the settings of all listed buildings including Sidwell Street Methodist Church (grade II* listed), 13-15 Dix's Field (grade II*) and those along Heavitree Road and Dix's Field.

Note: Policy not yet tested by viability appraisal.

The Exeter Plan

Your city • Your future



Contact details

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