

The Exeter Plan

This is our city • This is our future



Full Draft Consultation Statement
March 2024

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1 Introduction

- 1.1 This report provides the review of the responses received to the Exeter Plan full draft consultation. The full draft met Regulation 18¹ of the plan making regulations.
- 1.2 The full draft consultation was the third round of consultation undertaken in the plan making process for the Exeter Plan which will cover the city's development needs going forward. The full draft² included the vision for the city, potential development sites for a mixture of uses including housing, a full set of proposed policies and a draft proposals map (policies map) of the city. Other sites may be included in the next round of consultation and policies may be amended or added based on the full draft consultation.
- 1.3 The Exeter Plan will detail key policies for development in the city. The content of the plan has to pass examination by the Planning Inspectorate and is statutory. This had implications for the way in which the consultation was undertaken but specific efforts were made to provide an interesting and accessible consultation using a variety of engagement activities.

¹ [The Town and Country Planning \(Local Planning\) \(England\) Regulations 2012 \(legislation.gov.uk\)](https://www.legislation.gov.uk)

² [Exeter Plan Full Draft consultation- Commonplace](#)

2 The consultation

- 2.1 The full draft Exeter Plan was available for public comment between 23 October 2023 and 15 January 2024. This twelve-week period was twice the statutory required minimum and twice the six weeks set out in the Council's Consultation Charter.
- 2.2 Responses to policies and sites were invited online through Commonplace, the interactive online engagement platform that has been used by the Council for several other consultations. The option to email or post responses was also available, along with the availability of paper copies of consultation questions on request. Other means of support were offered as required.
- 2.3 This report summarises responses to the consultation. Consultation questions were structured to enable respondents to provide detailed comments or to reply quickly and easily if they had less time. A five-point scale of agreement and an open question asking respondents to explain why they felt that way was posed for every policy and potential site allocation contained within the full draft. Detailed consideration of the responses received will take place throughout 2024 and will feed into the development of the next draft of the Exeter Plan which will be the publication version.
- 2.4 Significant efforts to make the consultation material interesting and accessible in its presentation were made. This included making use of the various features in the Commonplace engagement platform to present the content in more manageable sections, a series of 'quick questions' on key issues, an interactive map showing the development sites and visuals to show what development sites could look like in future. Paper copies of the plan were printed and a fully accessible digital version of the plan was made available. An audio version of the document was produced on CD and was available online, whilst other alternative formats were available on request.
- 2.5 Four 'quick questions' were also released at regular intervals. These sought to gauge opinion regarding some of the key issues which the Exeter Plan is addressing. These related to:
- Building heights and density.
 - Climate change.
 - High-tech businesses.
 - The city centre.
- 2.6 The consultation was promoted through extensive means including:
- Regular inclusion in Exeter City Council's weekly e-newsletter (available through 'Stay Connected') which goes to over 4,000 people across the city.
 - 15 public exhibitions held across the city, twelve running daytime into evening to promote access, and three at Exeter Library over lunchtime. Each exhibition included display boards, the draft proposals map, paper copies of the plan and evidence material and the opportunity for people to ask questions and discuss policies and potential sites.
 - 5 established Exeter based community cafés / coffee mornings were attended by the City Development team.

- Email notification or letter posted to all those included on Exeter City Council's planning policy database and any properties in the potential development sites.
 - A series of press releases during the consultation period.
 - Digital advertising screens at twenty locations in the city including prominent locations such as Central Station, the bus station, St Sidwell's Point Leisure Centre and the RAMM (museum).
 - Adverts on Exeter City Council's fleet of bin lorries facilitating repeat coverage of all households in Exeter.
 - Banners over Bridge Road and Topsham Road.
 - Article in Iscatape, Exeter's talking newspaper for visually impaired people.
 - Posters: More than 200 posters were distributed across the city including libraries, community centres, parks, car parks, shops and schools.
 - Articles included in the September 2023 and November 2023 editions of the Exeter Citizen newsletter which goes to each address in Exeter.
 - Promotion through Exeter Connect and associated networks.
 - Promotion through Exeter's Community Builders working at neighbourhood level in all Exeter wards.
 - A community organisation workshop.
 - Prominence on the City Council's website homepage.
 - Social media platforms: including Facebook and Instagram via Exeter City Council, other Exeter organisations, many of the Exeter Plan exhibition venues social media pages and calendars.
 - An online video outlining the Exeter Plan.
 - Prominence on the City Council's webpage.
 - Fully accessible online consultation documents, plus other formats available on request.
 - Copies of the full draft consultation document available in all of the city's libraries.
 - Permanent displays at Exeter venues including St Sidwell's Point Leisure Centre, Riverside Leisure Centre, Wonford Leisure Centre, RAMM (museum), Exeter Tickets (Corn Exchange) and the Civic Centre.
- 2.7 There were a total of 20 in person events that attracted 645 attendees. The Council held 15 exhibitions across the city, including one exhibition arranged by a Ward Councillor and attended 5 established community cafés (regular coffee morning style events).
- Total number of people attending the exhibitions: 537
 - Total number of people attending community cafés: 108
- 2.8 There were three planning policy public consultations running concurrently at the time of the Exeter Plan consultation. The in-person consultation events provided

information for all live consultations at the time the event. The two other consultations were:

- Liveable Water Lane Supplementary Planning Document (SPD) held between 23 October and 4 December 2023.
- Householder's Guide: Design of extensions and alterations Supplementary Planning Document (SPD) held between 23 October 2023 and 12 January 2024.

2.9 Table 1 outlines attendance by exhibition location. The exhibition at Alphington Village Hall received the most attendees (73), followed by the exhibition in the city centre at the Guildhall (71), and the event at the Quayside (65). The latter two also targeted the Liveable Water Lane SPD consultation and were also the second and third best attended for the outline draft Exeter Plan in 2022.

2.10 The lowest attendance was at the Pinhoe community café event (10), with a similar number of attendees to the officer-led Exeter Community Centre exhibition (11) and the Councillor-led exhibition at Toby Carvery (11).

Event type	Venue	Number of attendees	Ward
Exeter Plan exhibition	Alphington Village Hall	73	Alphington
Exeter Plan and Liveable Water Lane exhibition	The Guildhall, High Street	71	St David's
Exeter Plan and Liveable Water Lane exhibition	Custom House, Quay	65	St David's
Exeter Plan exhibition	Positive Lights, Sidwell Street	43	Newtown & St Leonard's
Exeter Plan and Liveable Water Lane exhibition	Haven Banks Outdoor Education Centre, Quay	41	St David's
Exeter Plan and Liveable Water Lane exhibition	Exeter Central Library (2)	40	St David's
Exeter Plan exhibition	Exeter Central Library (3)	40	St David's
Exeter Plan and Liveable Water Lane exhibition	Matthews Hall	40	Topsham
Exeter Plan exhibition	Newcourt Community Centre	38	Topsham
Community café	The Mount Radford Pub, Magdalen Road	35	St. Loyes
Community café	St Katherine's Priory	30	Mincinglake

Event type	Venue	Number of attendees	Ward
Community café	The Beacon Community Centre, Beacon Lane	20	Beacon Heath
Exeter Plan exhibition	St Thomas Cricket & Social Club, Marsh Barton (2)	20	Alphington
Exeter Plan and Liveable Water Lane exhibition	Exeter Central Library (1)	15	St David's
Exeter Plan and Liveable Water Lane exhibition	St Thomas Cricket & Social Club, Marsh Barton (1)	15	Alphington
Exeter Plan and Liveable Water Lane exhibition	Emmanuel Hall - Theatre Alibi	14	St. Thomas
Community café	The Star Inn, Whipton Village Road	13	Whipton
Exeter Plan and Liveable Water Lane exhibition	Exeter Community Centre, St David's Hill	11	St David's
Ward Councillor led Exeter Plan event	Toby Carvery, Middlemoor	11	St Loyes
Community café	Pinhoe United Reform Church, Old Pinn Lane	10	Pinhoe
TOTAL		645	

Table 1: Number of attendees by event

- 2.11 A community organisation workshop was held during the consultation. Full details can be found in Appendix E.
- 2.12 Ten Exeter community groups attended:
- Deaf Academy
 - Exeter Cycling Campaign
 - Exeter Civic Society
 - Exeter Doughnut
 - Inclusive Exeter
 - InExeter

- Parklife Heavitree
- Sidwell Street Methodist Church
- Slow Ways
- The Connexional Team - Methodist Church

2.13 At this workshop, the community group representatives discussed two topics:

1. Development pattern: Brownfield development, density and height.
2. Development quality: The key components of high quality development.

2.14 In response to the first topic, development pattern: brownfield development, density and height, the discussion included the following comments:

- Need to avoid edge of city development sprawl, including into green fields. This will help to meet low carbon aspirations and reduce the need to travel.
- Protecting public open space in the city is important but it is vital that these are managed appropriately.
- Brownfield development needs to reflect the identities of local communities, through supporting the existing community work and voluntary activities in new development and engender pride in the area.
- Development should be mixed-use and focussed on place making.
- High quality design is key, including ensuring the edges of brownfield sites are carefully designed to fit in with existing buildings.
- Higher density development is considered generally acceptable close to the city centre because it will help to support the vitality of the centre which is important for local pride in Exeter.
- The cost of brownfield development is seen as a key challenge and concern for the group in thinking about whether all development sites are realistic.
- Flood risk should be addressed safely.
- There was an understanding of the opportunities for more walkable development at higher densities.
- Community land trusts and stewardship should be considered as part of brownfield development.
- Appropriate densities and height (brownfield and greenfield) will need to be determined by a number of issues, local context, and will differ across the city.
- Development needs to be safe and provide social spaces for all and meet the access needs of everyone.
- Further thought needs to be given to the practicalities of how no car or low car development will work and meet the needs of all.

2.15 In response to the second topic, development quality: the key components of high quality development, the discussion included the following comments:

- High quality developing should be secured, particularly if at height and density, and should encompass place making and more than the quality of the building.
- Involving the community in understanding place is central to quality.
- Development should inspire delight, joy and playfulness, accommodating a mixed community, provide indoor and outdoor spaces, be accessible, inclusive and affordable, achieve net zero, reflect local identity and culture, and be resilient to ensure longevity.
- New development should be fitting but standalone in quality, identity and character.
- It should be beautiful and useable now and over time.
- It needs to connect with surrounding in terms of appearance and movement, ensure adequate bin and bike storage.
- Supporting infrastructure is vital to liveability.

2.16 Overall, the full draft Exeter Plan consultation received fewer responses than the outline draft. Table 2 provides a comparison of outline draft and full draft engagement measures. It is challenging to determine accurately the reasons for this. However, by reflecting on some informal conversations with people at consultation events, reviewing the comments received and by considering the context of what is happening in the city more widely, reasons for this could be:

- Time of year: The full draft plan consultation was a month later in the year, running more deeply into the winter than the outline draft which may have impacted event attendance, particularly on the occasions when specific weather coincided with consultation events (e.g. Storm Ciaran took place on the same day as one of the exhibitions).
- Consultation fatigue: After previous rounds of Exeter Plan consultation, Devon County Council consultations and various significant planning applications, the energy for engaging may have temporarily reduced.
- Similar consultation content: Although the Exeter Plan had evolved significantly between the outline and full drafts, to the wider public the overarching presentation, content and aims of the plan may have appeared similar.

Engagement measure	Outline draft plan (2022)	Full draft plan (2023/24)
Total number of respondents	1,489	1,118
Total number of responses	3,473	2,856
Total number of responses to the 'quick survey/quick questions'	773	715
Total number of people attending the exhibitions	1,053	537
Total number of people spoken to at coffee mornings	N/A	108
Total number of hits on the Commonplace consultation webpage	15,781	11,248

Table 2: Outline and full draft Exeter Plan engagement measures comparison

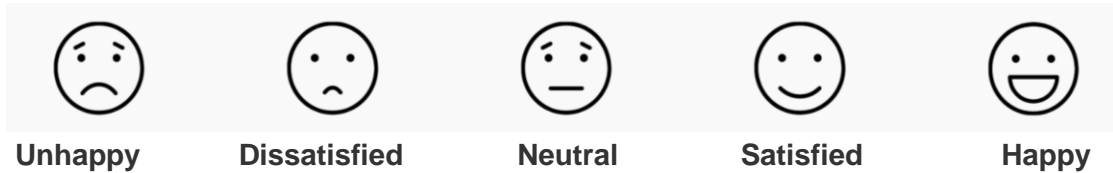
2.17 As previously stated, significant efforts were made to engage with a wide variety of groups in a number of ways. Response monitoring also took place during the consultation period in order that efforts could be made to encourage further engagement as the consultation progressed. This resulted in additional activities being implemented and a significant increase in number of responses in the last two weeks of the consultation when compared with the outline draft. The additional activities included:

- Additional exhibitions in a wide variety of venues.
- Attendance at existing community cafés.
- Use of 'quick questions' online.
- Frequent press releases.
- Frequent social media activity including Instagram reels.

3 The survey

- 3.1 The general form of questions used throughout the consultation survey was to initially ask how the respondent felt about the policy or site, with a follow-up open question asking for more detail as to why they felt that way and to provide any other comments. The 'initial feeling' question was a Likert scale question running through five options from unhappy to happy. This was accompanied by corresponding 'facial expression symbols' (e.g. from a frown through to a smile) to quickly demonstrate how the respondent felt about a policy or site, as set out below:

Question: *"How do you feel about policy/site xxx"*



- 3.2 Respondents had flexibility in responding and were able to choose which sections of the consultation they completed. It was not a requirement to provide an answer to all sections or all questions. It was possible to answer the 'initial feeling' question without providing further comment or vice versa. Similarly, those who submitted email or handwritten responses may not have provided responses that followed the survey format, but Commonplace included an option for general comments which accounted for such responses.

4 Response overview

- 4.1 The Exeter Plan Commonplace website received 11,248 hits, and 1,118 people, organisations and companies responded to the survey providing 2,856 responses. Table 3 outlines how respondents chose to submit their comments. Most respondents (1,043) submitted their comments online through Commonplace, but a significant number were also received via email (68 responses). The 75 responses not submitted via Commonplace were manually added to Commonplace by the Local Plans Team to be counted in the results. This represents a similar submission method distribution to the 2022 outline draft Exeter Plan consultation, although there were 371 fewer respondents to the full draft consultation.

Method of submission	Number of respondents
Commonplace	1,043
Email / PDF	68
Handwritten	7
TOTAL	1,118

Table 3: Number of respondents by method of submission

- 4.2 The consultation survey included the option to outline whether the response was on behalf of an individual or an organisation. The majority of the 1,489 unique respondents were individuals (1,030) with 88 stating they were responding on behalf of an organisation. A list of these organisations can be found in Appendix C. Table 4 below outlines a breakdown of the respondent type, including type of organisation. The type of respondent distribution is similar to the 2022 outline draft Exeter Plan consultation, with the only noteworthy difference being fewer individuals responded to the 2023/24 full draft consultation.

Respondent type	Number of respondents
Individuals	1,030
Other Organisations	42
Developers / Agents / Land Promoters	28
Government Agencies / Public Bodies	12
Councils	6
TOTAL	1,118

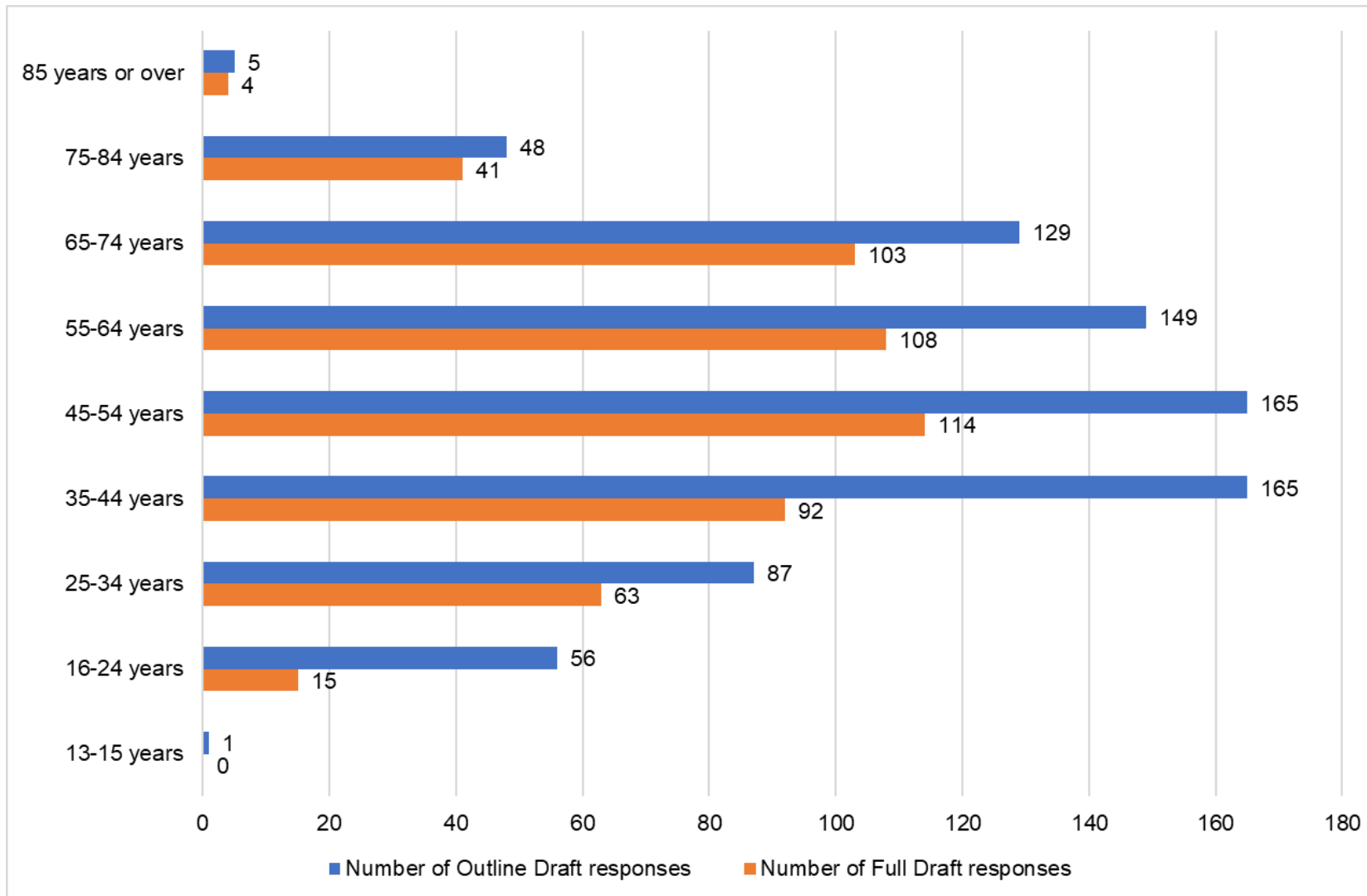
Table 4: Number of respondents by respondent type

- 4.3 The consultation survey included an option for the respondent to select their age range. Around half (578 respondents) chose to either leave this question blank or select 'prefer not to say' leaving 540 responses with an age range provided. The highest numbers of respondents were between the four age brackets covering 35-74

years, with 45-54 years being top with 114 respondents in the age category. The distribution of ages is presented in Graph 1.

- 4.4. There were 265 fewer responses to this question than the outline draft. Of the responses available, the biggest age category drop is 35-44 years, although some may not have reported their age. The reduction in responses in the 16-24 years category could be due to the presence held at Exeter College and the University of Exeter in 2022 raising outline draft responses from this age category. However, it also worth noting that the responses generated through College and University interactions were predominantly responses to the 'quick survey'³ that ran as part of the outline draft consultation.

³ The online 'quick survey' for the outline draft plan consultation in 2022 listed eleven topics and asked respondents to select a maximum of three that they considered the most important for the Exeter Plan. The eleven topics reflected the spatial strategy put forward in the Exeter Plan.



Graph 1: Age range distribution of respondents

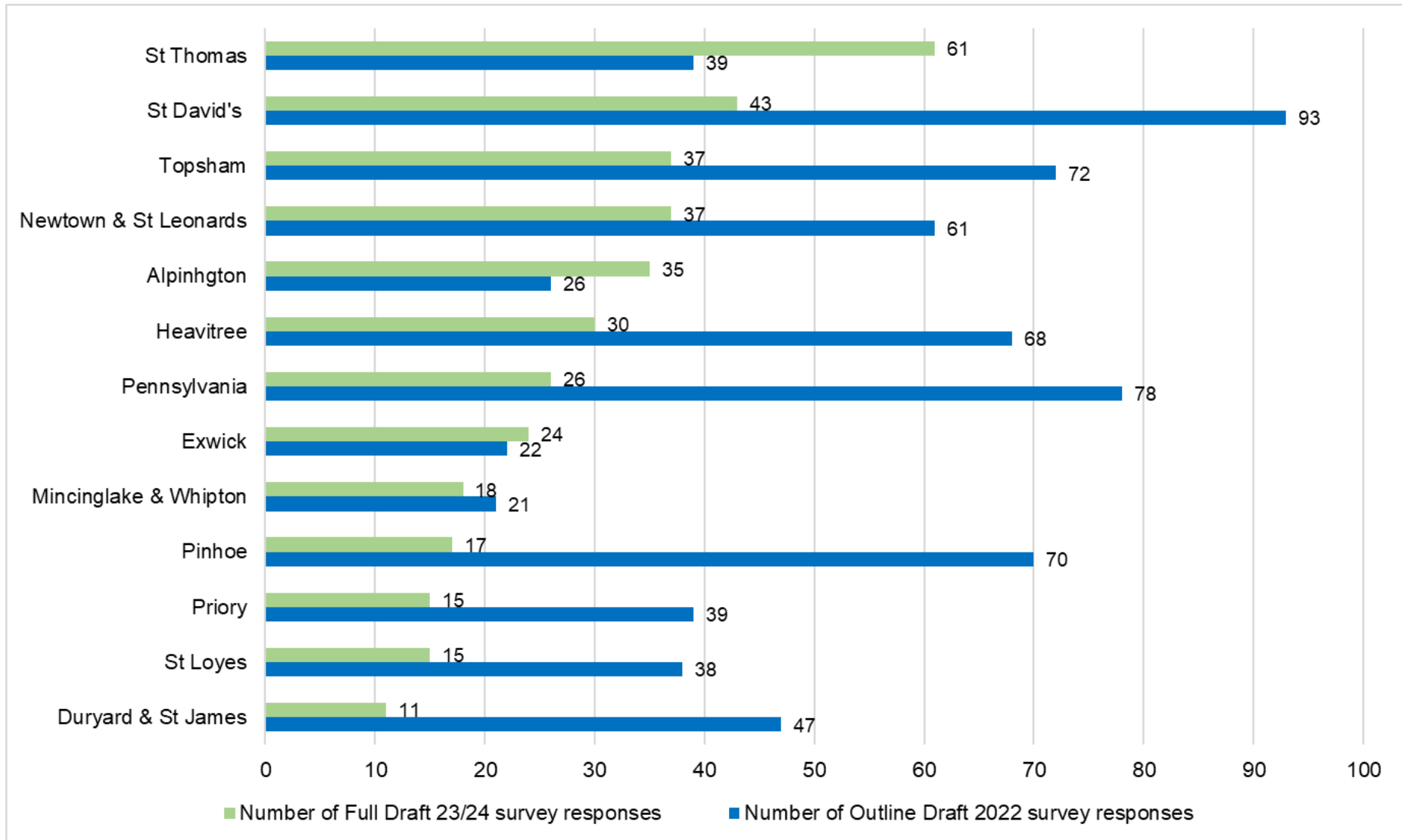
*578 Full draft and 684 outline draft responses not included in graph 1 as option left blank or 'prefer not to say' selected.

4.5 The survey provided an option for respondents to identify their home location. Table 5 outlines where respondents were geographically located. Most respondents (704) left this option blank, this number is far higher than those who left this question blank in the outline draft (409 out of 1,489). Of those who provided an answer (418 respondents), most (369) were from Exeter, a breakdown of this by ward is provided in Graph 2. There were 35 respondents from the rest of Devon, with the majority of these from Teignbridge (15) and East Devon (11). The 14 responses classed as 'other' included, Bristol, Bournemouth, Chichester, London, Ireland.

Location	Number of respondents
Exeter	369
Teignbridge	15
East Devon	11
Mid Devon	5
North Devon	2
West Devon	2
Other	14
Blank	704
TOTAL	1,118

Table 5: Number of respondents by location

- 4.6 There were 369 respondents reporting to be located in Exeter. Graph 2 outlines the respondents who identified which Exeter ward they were from and lists the wards in order of number of survey respondents from highest to lowest. Graph 2 also shows the number of 2022 outline draft survey responses.
- 4.7 Graph 2 demonstrates that St Thomas ward received the highest number of survey responses (61 responses). Duryard and St James received the fewest survey responses (11).
- 4.8 Graph 2 also shows that in three wards there were a greater number of survey responses to the full draft than the outline draft (Alphington, Exwick and St Thomas), whereas the other ten wards received fewer survey responses. This reflects the lower overall response rate to the full draft.
- 4.9 Given that response numbers fell across the city, and response rates were also lower in wards where one or more in-person events were held, and the number of responses was marginally higher in Exwick despite no in person event, it suggests other local issues are driving consultation responses. A review of the response distribution to both Exeter Plan draft versions suggests it appears likely that factors influencing response rate are likely to include live planning applications, proposed site allocations, and local campaigns rather than a local event or exhibition.



Graph 2: Exeter ward areas in order of number of full draft 2023/24 survey responses, with comparison bar showing number of outline draft 2022 survey responses.

- 4.10 The consultation survey asked respondents to identify their connection to Exeter. More than half (602) left this option blank and of those who did provide a connection, the vast majority were Exeter residents (464 respondents). Table 6 outlines that 9 respondents work or own a business in Exeter, and 12 commute through.

Connection to Exeter	Number of respondents
I live here	464
I work here	31
I commute through	12
I own a business here	8
I study here	1
Blank	602
TOTAL	1,118

Table 6: Number of respondents by connection to Exeter

- 4.11 Only 27 respondents provided a response to the question regarding gender (1,091 left blank). This was evenly split between those selecting female (12 responses) and male (13 responses), with the remaining two selecting 'prefer not to say'.

5 Quick questions

- 5.1 As part of the online consultation platform, four 'quick questions' were released at regular intervals. These were intended to provide people with a quick and easy way to provide feedback and comment on some of the key issues which the plan is addressing and to encourage responses from those who may not have time to go through the full survey.
- 5.2 The four quick questions asked during the consultation related to:
- Building heights and density
 - Climate change
 - High-tech business
 - The role of the city centre
- 5.3 The total number of responses to all four 'quick questions' was 715, which is on par with the number of responses to the outline draft consultation 'quick survey' (773 responses).
- 5.4 Each quick question had the option to respond with a 'yes' or 'no' as well as the option to provide further commentary to their response.
- 5.5 The first quick question covering building heights received the largest number of responses at 259. This was closely followed by the question on the role of the city centre with 218 responses. More detail on the responses to the quick survey is included in Table 7.
- 5.6 The majority of responses to all questions supported the topic posed. However, support for the building heights and density was not as strong as the other three topics, gaining 57% support rather than 80% or more in support demonstrated in the other questions. The comments supplementing the 'yes/no' responses also raised various provisos to emphasise that their response was not a straightforward 'yes' or 'no' as the topics are more complex. Supplementary comments considered, the quick question responses suggest broad support for important strands of the spatial strategy included in the draft plan including:
- Protecting our natural environment
 - Developing at higher densities with some taller buildings where appropriate
 - Efficient buildings and renewable energy generation
 - Encouraging innovative employment sectors
 - A wider mixture of uses in the city centre to maintain vitality.

Topic	Total	Answering yes	Answering no
To provide the homes Exeter needs and still protect green spaces and our natural environment, we need to build closer to the city centre at higher densities, with some taller buildings where appropriate but more generous streets and public spaces. Do you agree with this idea?	259	149 (58%)	110 (42%)
Would you like to see more buildings with higher energy efficiency standards and more renewable energy generation?	133	125 (94%)	8 (6%)
To increase earnings and encourage people to stay and live in the city, Exeter City Council wants to encourage more high-tech and innovative businesses into the city and improve training opportunities. Is this a good idea?	105	91 (87%)	14 (13%)
The way we shop and the role of the city centre is changing. In future, it will be important to have a wider variety of uses, facilities, jobs and homes in the city centre. Is this a good idea?	218	179 (82%)	39 (17%)

Table 7: Numbers of responses to the consultation quick questions

5.7 In addition to question one on building heights and density receiving 58% of 259 responses in support, 170 comments were also provided which included:

- High density / taller building only acceptable if green spaces, landscape, quality of life and views of and from the city are protected.
- To protect the setting and landscape it is important to build up rather than out.
- Lower building heights help to define Exeter and potential to set a maximum height to retain this.
- Acceptable only in certain areas of the city.
- Growth important to support the city and keep it lively, as well as to provide housing options.
- Concern as to whether the city has reached capacity.
- Concern regarding developments impacts on infrastructure and services.
- Design of buildings, landscaping and public realm is crucial.
- The potential to impact the city's heritage and character.
- The importance of occupiers' living conditions and access to personal outdoor space and gardens.

- 5.8 In addition to question two on climate change and energy efficient buildings with renewable energy receiving 94% of 133 responses in support, 76 comments were also provided which included:
- A high degree of support for the aim.
 - Such an approach should be mandatory for all new buildings.
 - Great support to retrofit existing buildings.
 - To include reference to the breadth of topics needing addressing to tackle climate change, in addition to improving the sustainability of buildings.
 - A need to consider the carbon in construction and in renewable energy products.
 - Concern about the reliability of renewable energy, a perception from some of the precedence of this issue above the cost of living crisis and also various other comments suggesting scepticism about climate change.
- 5.9 In addition to question three on encouraging high-tech business receiving 87% of 105 responses in support, 50 comments were also provided which included:
- Hi-tech business has potential to deliver an efficient economy as such businesses tend to require a smaller footprint.
 - It should be seen as positive to continue developing high quality jobs in all sectors and the tools to attract employees (housing, vibrant city etc)
 - Hi-tech business should not be pursued at the expense of other jobs, industries and services.
 - Suggestion that this approach should benefit the city economy, contribute to wellbeing and the city as a whole.
 - Concern regarding the future of other businesses.
 - Concern regarding the supporting infrastructure to support business and employees (further residents) including housing, transport and digital communications.
 - Query regarding where in Exeter is the most appropriate location for such business development.
 - Concern regarding Exeter's ability to compete with other locations and a wider recruitment struggle being faced in a number of areas.
- 5.10 In addition to question four on a variety of uses being important for the future of the city centre receiving 82% of 218 responses in support, 133 comments were also provided which included:
- The future of the city centre is also reliant upon less congestion and good and affordable transport to include active travel, public transport and car parking.
 - The city centre needs to better address disability needs including, parking, accessibility and toilets.
 - Rents should be lower.

- The city centre has an existing wide variety of uses and facilities and these should be maintained.
- Greater support for independents, pop ups, cultural facilities, social space, event space and the circular economy. These were accompanied by some negative comments about chain stores and high streets feeling like clones of one another.
- Mixed response as to whether the city centre should be for shops, businesses and commercial uses and not housing and those who believed mixed-use including housing brings benefits.
- Any city centre housing developed should be affordable and provide a range of housing types, not only be purpose built student accommodation or co-living, or single person flats.
- City centre housing will bring additional traffic through deliveries and waste collection.
- Exeter should develop a big attraction or USP (unique selling point) to ensure the future vibrancy of the city centre.
- Enhanced public realm, trees, safer streets will all be necessary.

6 Draft policies

- 6.1 The full draft Exeter Plan contained 62 policies for comment covering a range of topics. 61 of these were included in the policy section of the consultation survey. Policy H2: 'Housing allocations' listed all the potential development sites for allocation in the Exeter Plan and was not included in the consultation survey with a policy question as these potential development sites contained were all consulted on as individual sites.
- 6.2 This section provides a general overview of the responses to the draft policies included within the full draft plan. Summaries of the responses received on each policy can be found in Appendix A. All comments received will be considered in drafting the next version of the Exeter Plan.
- 6.3 The draft policies generally received a slightly greater volume of responses than the potential sites. The average number of responses to the 'initial feeling' question for policies was 45, whereas sites received an average of 33 responses. Furthermore, the average number of policy comments was 36, whereas sites received an average of 28 comments.
- 6.4 Graph 4 presents the policies in order of the number of 'initial feeling' responses received, running highest to lowest. Graph 4 also includes the number of comments received on each policy. Policy S1: Spatial Strategy received the most 'initial feeling' responses (113) and comments (99) when compared to all other policies and policy EJ4: Access to jobs and skills received the fewest responses (10 'initial feeling' and 12 comments). Policy S1 also received the most responses in the 2022 outline draft Exeter Plan consultation.
- 6.5 Five of the 61 policies received 80 or more 'initial feeling' responses, all of which also received over 80 comments. Table 6 lists the five policies in order of number of 'initial feeling' responses, starting with the highest. The policies with the most responses are similar to those that received the most responses in the outline draft consultation.

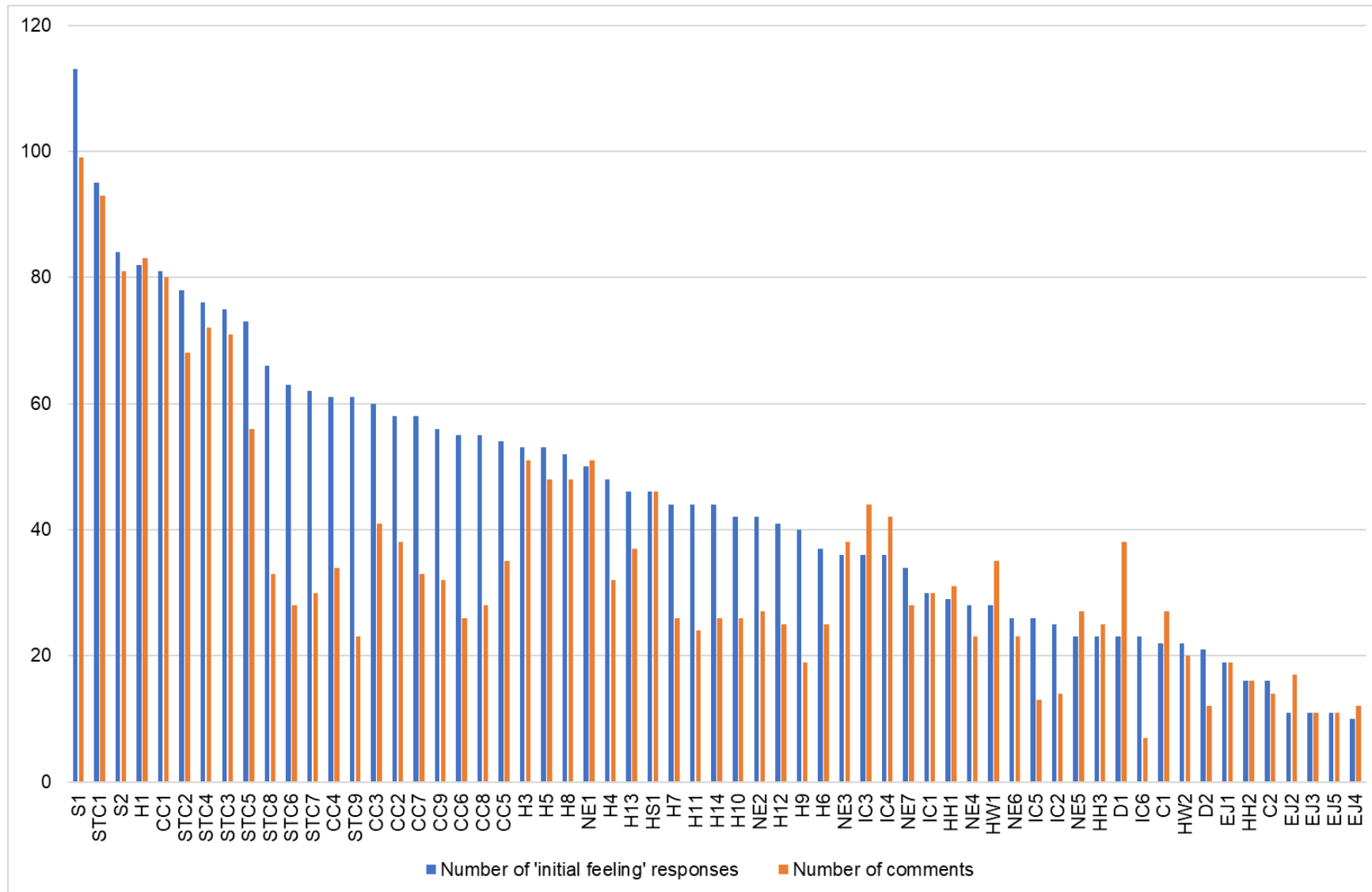
Policy	Number of 'initial feeling' responses	Number of comments
S1: Spatial strategy	113	99
STC1: Sustainable movement	95	93
S2: Liveable Exeter delivery principles	84	81
H1: Housing requirement	82	83
CC1: Net Zero Exeter	81	80

Table 6: The five policies with the highest numbers of responses

6.6 Seven of the 61 policies consulted on received fewer than 20 'initial feeling' responses and fewer than 20 comments. Table 7 lists the seven policies in order.

Policy	Number of 'initial feeling' responses	Number of comments
EJ1: Economic growth in the transformational sectors	19	19
HH2: Heritage assets and climate change	16	16
C2: Development and cultural provision	14	16
EJ2: Retention of employment land	17	11
EJ3: New forms of employment provision	11	11
EJ5: Provision of local services in employment areas	11	11
EJ4: Access to jobs and skills	10	12

Table 7: The seven policies with the lowest numbers of responses



Graph 4: Policies in order of number of 'initial feeling' responses per policy, second bar showing number of comments on each policy

6.7 The responses to the question asking people about their 'initial feeling' about each of the policies show that the majority of policies (67% or 41 out of the 61 policies) were generally well received with 50% or more respondents selecting feeling 'satisfied' or 'happy' with the policy. The remaining 20 policies received less than 50% of people selecting feeling 'satisfied' or 'happy'.

6.8 The policies which were positively received by 50% or more of respondents are:

- S1: Spatial strategy
- S2: Liveable Exeter delivery principles
- CC1: Net zero Exeter
- CC2: Renewable and low carbon energy
- CC3: Local energy networks
- CC4: Ground-mounted photovoltaic arrays
- CC5: Future development standards
- CC6: Embodied carbon
- CC7: Solar-ready development
- CC8: Flood risk
- CC9: Water quantity and quality
- H7: Specialist accommodation
- H11: Loss of residential accommodation
- H12: Accessible homes
- H14: Residential amenity and healthy homes
- EJ1: Economic growth in the transformational sectors
- EJ2: Retention of employment land
- EJ3: New forms of employment provision
- EJ4: Access to jobs and skills
- EJ5: Provision of local services in employment areas
- EJ6: New transformational employment allocations
- STC3: Supporting active travel
- STC4: Supporting public transport
- STC6: Travel plans
- STC7: Safeguarding transport infrastructure
- STC9: Digital communications
- NE2: Valley Parks

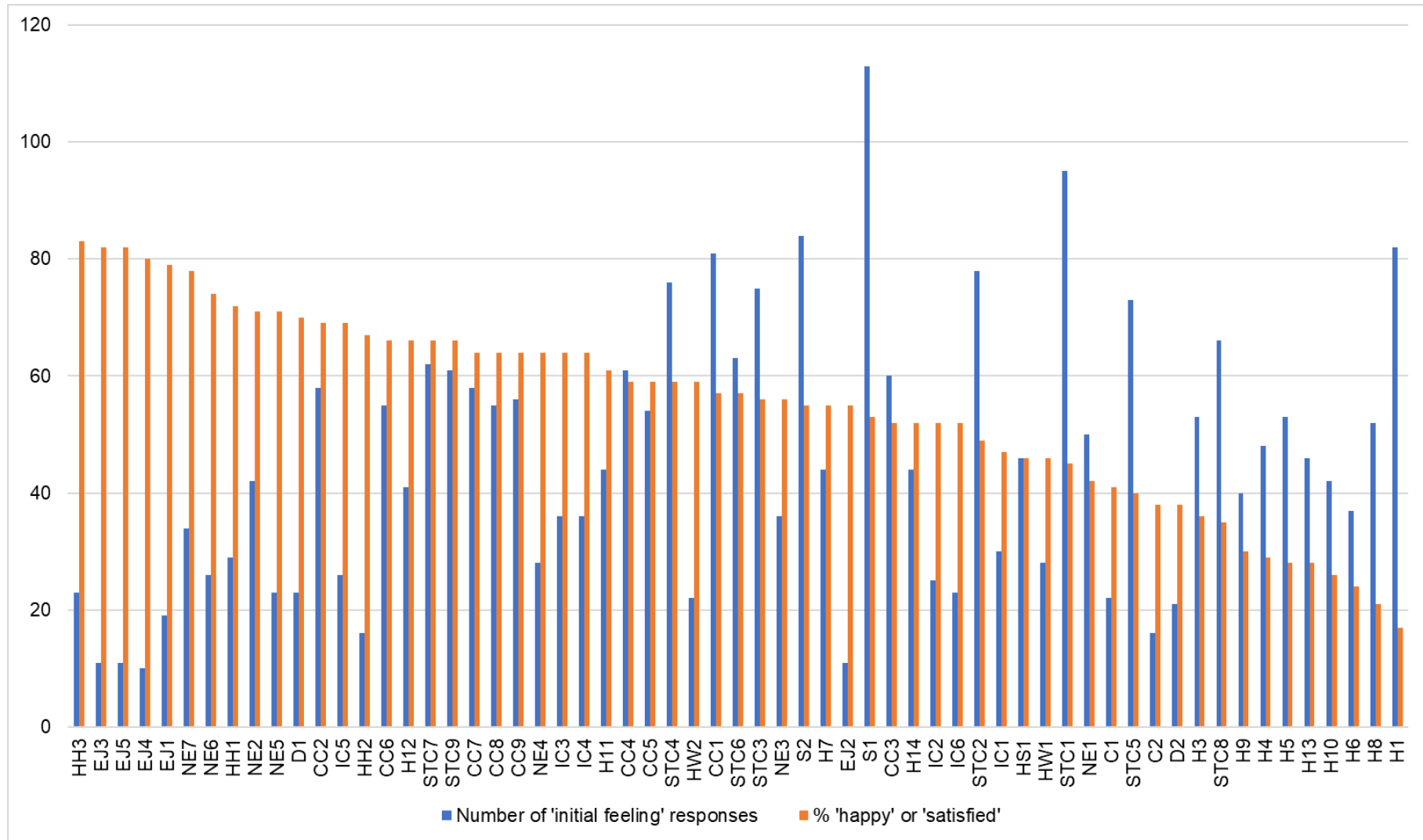
- NE3: Biodiversity
- NE4: Green infrastructure
- NE5: Green circle
- NE6: Urban greening factor
- NE7: Urban tree canopy cover
- HH1: Conserving and enhancing heritage assets
- HH2: Heritage assets and climate change
- HH3: Conserving and enhancing Exeter City Walls
- D1: Design principles
- HW2: Pollution and contaminated land
- IC2: Viability
- IC3: Community facilities
- IC4: Sport, recreation and allotment space in new development
- IC5: Play areas in new development
- IC6: New cemetery provision

6.9 The policies which were positively received by less than 50% of respondents are:

- H1: Housing requirement
- H3: Affordable housing
- H4: Build to rent
- H5: Co-living housing
- H6: Custom and self-build housing
- H8: Purpose built student accommodation
- H9: Gypsy and traveller accommodation
- H10: Residential conversions and houses in multiple occupation
- H13: Housing density and size mix
- HS1: The vitality of our high streets and centres
- STC1: Sustainable movement
- STC2: Active and sustainable travel in new developments
- STC5: Supporting new forms of car use
- STC8: Motorway service area
- NE1: Landscape setting areas
- C1: Protecting and enhancing cultural and tourism facilities

- C2: Development and cultural provision
- D2: Advertisements
- HW1: Health and wellbeing
- IC1: Delivery of infrastructure

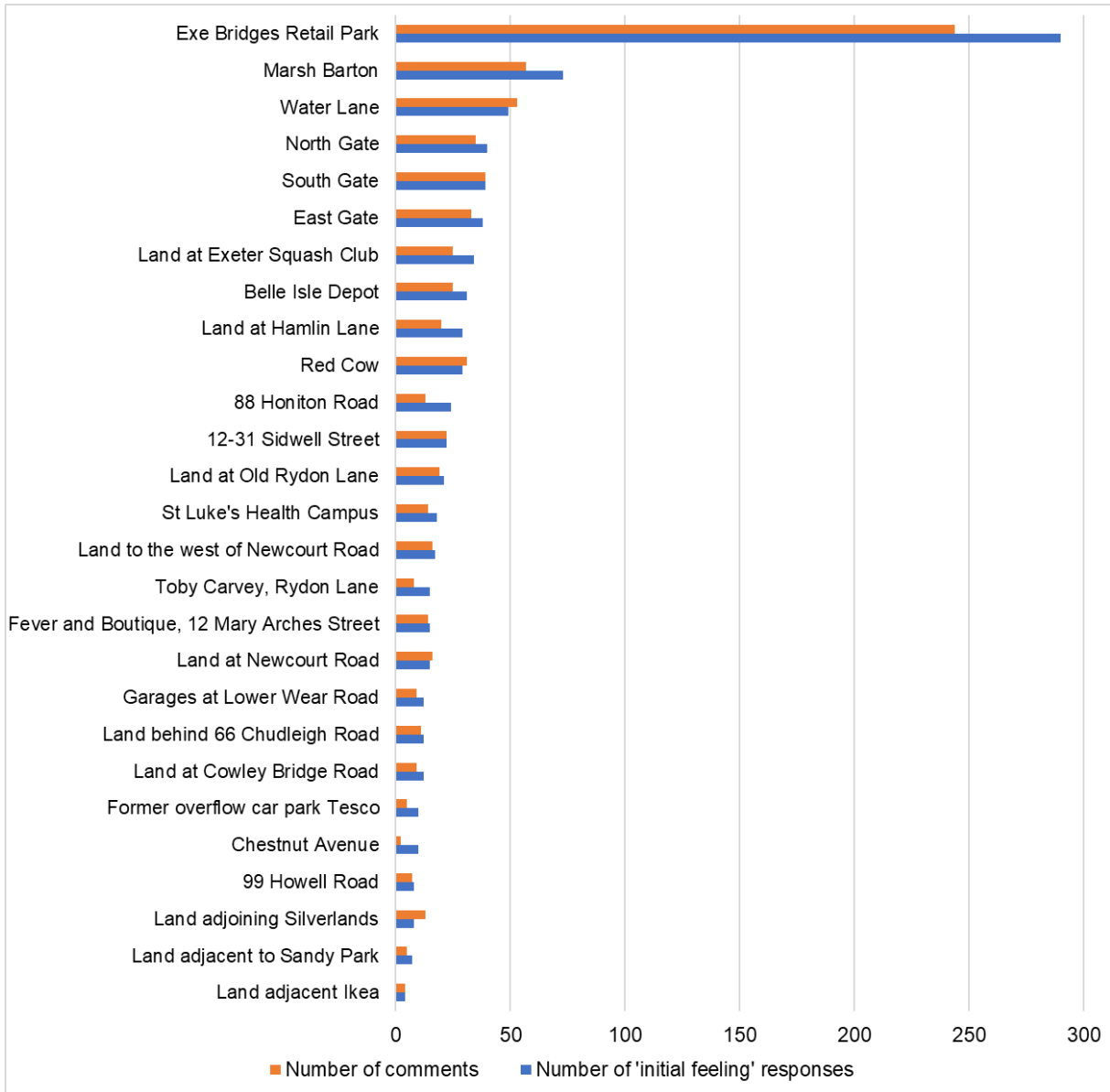
- 6.10 Policy S1: Spatial strategy received the most responses with 99 comments and 113 'initial feeling' responses (212 total). Notably, 53% of the 113 'initial feeling' responses expressed feeling 'happy' or 'satisfied' with the policy, which suggests it was generally well received. This is important because Policy S1 provides a summary of the key approach to be taken in relation to new development in Exeter from which much of the rest of the Exeter Plan content flows. A number of the housing and transport policies were less well received, this will be explored in Appendix A to this report.
- 6.11 Graph 5 presents the policies in order of the percentage of responses who felt 'happy' or 'satisfied' with the policy with a second bar outlining the number of 'initial feeling' responses the percentage is drawn from. Some of the more positively received policies had fewer responses, whereas some of the more negatively received policies had greater numbers of responses. This potentially indicates greater engagement when there is discontent.
- 6.12 Responses to policies are reviewed in Appendix A.



Graph 5: Policies in order of percentage of respondents who felt 'satisfied' or 'happy' with the policy

7 Potential sites

- 7.1 The full draft Exeter Plan proposed 28 sites for either mixed-used, residential or employment development. The sites varied significantly in scale, ranging from 6 to 1600 homes. Policy H2: 'Housing allocations' listed the 24 potential development sites for housing or mixed-use allocation in the Exeter Plan and these were consulted on as individual sites within the survey. Policy EJ6: 'New transformational employment allocations' listed the four sites proposed for transformational employment development allocation.
- 7.2 This section provides a general overview of public reaction to the potential sites included within the full draft. Summaries of the responses received on each site can be found in Appendix B. Responses to comments received through the consultation are not provided in this report. All comments received will be considered in drafting the next version of the Exeter Plan.
- 7.5 The potential sites generally received fewer responses, both 'initial feeling' and comments, than the draft policies. The average number of responses to the 'initial feeling' question for sites was 33, whereas policies received an average of 45 responses. Furthermore, the average number of comments on sites was 28, whereas policies received an average of 36 comments.
- 7.6 Graph 6 presents the sites in order of the number of 'initial feeling' responses received, running highest to lowest. Graph 6 also includes the number of comments received on each site. Out of all of the sites, Exe Bridges Retail Park received the highest number of 'initial feeling' responses (290) while it also received the highest number of comments (244). This was significantly greater than the next highest which was Marsh Barton (73 'initial feeling' responses and 57 comments).



Graph 6: Sites in order of number of 'initial feeling' responses per site, second bar showing number of comments on each site.

7.7 Table 9 lists the six sites that received over 35 'initial feeling' responses in order of number of responses, starting with the highest. These five sites also received the highest number of comments out of all sites, all receiving 33 or more comments. Four of the five are large mixed-use brownfield sites, with the other at Exe Bridges in use as an edge of city centre retail park. The majority of comments relating to Exe Bridges were in reference to the loss of retail and other facilities provided by the site.

Site	Number of 'initial feeling' responses	Number of comments
Exe Bridges Retail Park	290	244
Marsh Barton	73	57
Water Lane	49	53
North Gate	40	35
South Gate	39	39
East Gate	38	33

Table 9: The six sites with the highest numbers of responses

7.8 Six of the 28 sites consulted on received less than 20 'initial feeling' responses, and less than 20 comments on each. The six sites are varied, consisting of smaller scale residential greenfield and brownfield sites, plus two proposed employment sites.

Table 10 lists the six sites in order of number of 'initial feeling' responses.

Site	Number of 'initial feeling' responses	Number of comments
Chestnut Avenue	10	2
Former overflow car park Tesco	10	5
Land adjoining Silverlands	8	13
99 Howell Road	8	7
Land adjacent to Sandy Park (employment site)	7	5
Land adjacent IKEA (employment site)	4	4

Table 10: The six sites with the lowest numbers of responses

7.9 The responses to the question asking people about their 'initial feeling' about each of the sites show that the sites had a varied reception. 50% or more respondents selected feeling 'satisfied' or 'happy' for four of the 28 sites. All four of the sites most positively received are brownfield sites and, subject to site specific concerns, it was recognised that these sites provided opportunities for redevelopment and enhancement. Table 11 lists the four sites in order, starting with the highest percentages of respondents selecting 'happy' or 'satisfied'. These sites also received varying degrees of negative response from 13% (99 Howell Road) though to 40% (Former overflow car park, Tesco).

Site	% 'happy' or 'satisfied'	% 'unhappy' or 'dissatisfied'	Number of respondents
99 Howell Road	75	13	8
Chestnut Avenue	50	30	10
Former overflow car park, Tesco	50	40	10
88 Honiton Road	50	38	24

Table 11: The four sites with 50% or more respondents selecting 'happy' or 'satisfied'

7.10 Overall, the potential sites received fewer positive responses than the policies. 24 of the 28 sites received less than 50% feeling 'satisfied' or 'happy' initial feelings towards the sites, and five sites received over 70% of respondents selecting 'unhappy' or 'dissatisfied'. Four of the five most negatively received sites are greenfield sites.

7.11 Table 12 lists the five sites with over 70% of respondents selecting negative feelings about the potential site. The sites are listed in order starting with the highest percentage of negative responses. The table also includes corresponding low percentages of positive responses, and the relatively low number of respondents for all but Exe Bridges Retail Park. Four of the five sites are greenfield and are close or adjacent to areas where recent development has taken place. In responding to these four sites, the loss of greenfield land and the apparent omission of the potential to provide allotment, recreation or public open space was raised. Recent development was also mentioned in respondents' comments for these sites, particularly with reference to the existing and potential impacts of development on traffic, infrastructure and disturbance during construction. Concern expressed in relation to Exe Bridges Retail Park centred on the loss of the retail, a pharmacy, and shopping facilities.

Site	% 'happy' or 'satisfied'	% 'unhappy' or 'dissatisfied'	Number of respondents
Land to the west of Newcourt Road, Topsham	0	82	17
Exe Bridges Retail Park	16	81	290
Land at Newcourt Road, Topsham	7	80	15
Land adjoining Silverlands	0	77	13
Land at Old Rydon Lane	14	76	21

Table 12: The five sites with over 80% or more respondents selecting 'unhappy' or 'dissatisfied'

7.12 Unfortunately, due to an external IT issue that was not apparent until after the consultation closed, it appears that it was not possible to comment directly on the site 'East of Pinn Lane' via the sites section of Commonplace during part of the full draft consultation. However, comments could be submitted on the site in other sections of the website and through other means. No comments on this site were received through any submission method. In addition, this particular Commonplace IT issue was not raised by anyone during the course of the consultation, whilst other IT queries were received from a small number of individuals experiencing difficulties during the consultation. This suggests that it is unlikely that a large number of people were attempting to respond to this site. While the site is not included in this section of the reporting statement, Appendix B reviewing the sites in further detail uses the responses provided to the outline draft plan to ensure the site is represented in this review. 'East of Pinn Lane' is a greenfield site already allocated for development in the Core Strategy (2006-2026) as part of the Monkerton and Hill Barton Strategic Allocation.

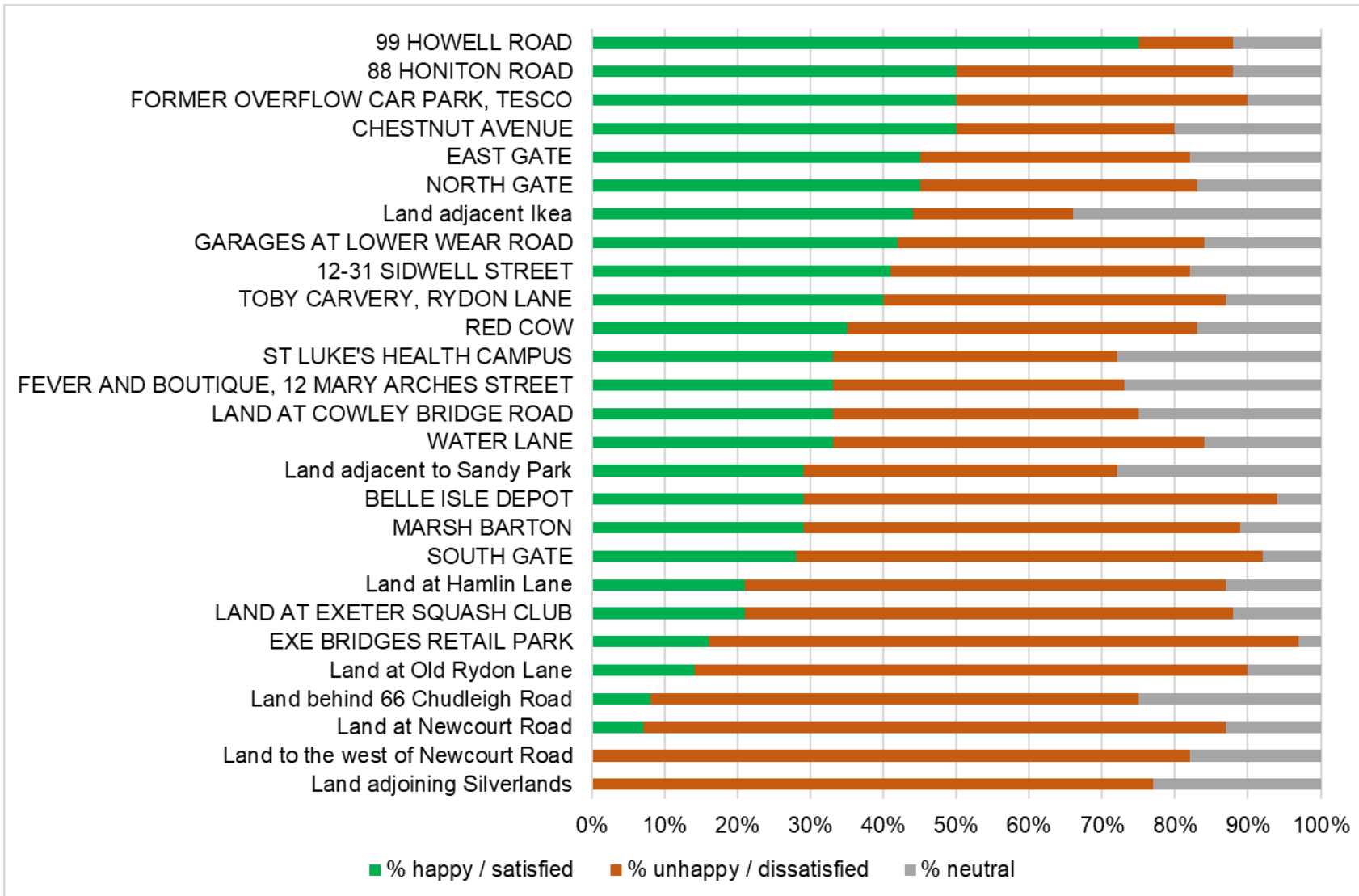
7.13 Policy EJ6: New transformational employment allocations proposes four potential sites for employment use in order to meet the specific requirements of the transformational sectors and provide additional floorspace to help meet identified employment demand. Two of these sites received the lowest numbers of responses of all the sites (Land adjacent to Sandy Park and Land adjacent IKEA). All received a mixed reception with all but Land adjacent IKEA receiving a greater proportion of negative responses. The details are presented in Table 13.

Employment site	Number of 'initial feeling' responses	Number of comments	% 'happy' or 'satisfied'	% 'unhappy' or 'dissatisfied'
St Luke's Health Campus	18	14	33%	39%
Toby Carvery, Rydon Lane	15	8	40%	47%
Land adjacent to Sandy Park (employment site)	7	5	29%	43%
Land adjacent IKEA (employment site)	4	4	44%	22%

Table 13: The four employment sites in order of numbers of responses.

7.14 Graph 7 presents all potential sites in order of percentage of respondents providing a positive 'initial feeling' to the site. The graph also shows the percentage of respondents offering negative or neutral responses. The site names on the left axis of the graph differentiate brownfield and greenfield sites, with the brownfield site names written in capital letters.

- 7.15 The six potential sites receiving most support are all brownfield, while the five sites receiving least support are all greenfield. Taking this high-level assessment further, six of the 19 brownfield sites (32%) received more responses of being 'happy' or 'satisfied' than 'unhappy' or 'dissatisfied'. This compares favourably when considered in the context of the greenfield sites proposed and all sites together. Only one of eight greenfield sites (13%) received more responses of being 'happy' or 'satisfied' than 'unhappy' or 'dissatisfied' and seven out of 27 (26%) proposed sites received a greater number of positive than negative responses. This suggests that the brownfield sites included in the plan received greater support than the greenfield sites.
- 7.16 The survey responses reflect the mixed reception and opinions on the sites. The overall site reception was less positive than conveyed in the outline draft consultation responses. However, it is again possible to conclude from the results of the full draft survey that the potential brownfield sites were generally more positively received than the potential greenfield sites. This suggests broad support for the brownfield first strategy which underpins the entire plan. Comments on sites were wide reaching and summaries of each site can be found in Appendix B.
- 7.17 The breadth of comment included acknowledgement of the need for further housing and therefore development sites and the potential opportunity posed by some sites. However, concern about the scale, height, density and extent of the proposed development, the delivery of adequate infrastructure and service provision, and sufficient heritage assessments were also raised. All comments and reflections received are to be considered and reviewed as policy drafting and site assessment continues and the Exeter Plan develops.



Graph 7: Sites in order of percentage of respondents who felt 'satisfied' or 'happy' with the site.

KEY: Sentence case: Greenfield site. CAPITALS: Brownfield site

Call for sites

- 7.18 Alongside the consultation, a further call for sites was held. This supplemented a previous call for sites which was held at the start of the plan-making process in 2020 and 2021. This process is required in order to demonstrate a suite of deliverable and available development sites for consideration in the plan-making process.
- 7.19 A total of 28 sites were submitted through this call for sites and the consultation. Where the sites have not been considered and assessed previously (some sites had been submitted before) and where the sites are in Exeter (some sites submitted were outside of the city boundary), the Council will assess the potential for development on these sites. This will take place through the Housing and Economic Land Availability Assessment (HELAA) process. Submission does not mean that the suggested sites will be included in the next round of plan-making. Appendix D lists the sites which were submitted.

8 Conclusion

- 8.1 The Exeter Plan full draft consultation was extensively publicised through a wide range of methods and was available for comment for twelve weeks, twice the required minimum statutory consultation period. As a result, there was significant engagement from a range of individuals and organisations within Exeter and beyond. The total number of respondents was 1,118.
- 8.2 The consultation survey generated a significant volume of opinions and comments to review and consider in continuing to draft the Exeter Plan. It also provides important data on response rate, type of respondent and broad data such as age range and connection to Exeter. This can be used to compare to previous consultations and inform future consultations.
- 8.3 Overall, the full draft Exeter Plan consultation received fewer responses than the outline draft. It is challenging to determine accurately the reasons for this. However, by reflecting on some informal conversations with people at consultation events, reviewing the comments received and by considering the context of what is happening in the city more widely, reasons for this could be:
- Time of year: The full draft plan consultation was a month later in the year, running more deeply into the winter than the outline draft which may have impacted event attendance.
 - Consultation fatigue: After previous rounds of Exeter Plan consultation, Devon County Council consultations and various significant planning applications, the appetite for engagement may have faded.
 - Similar consultation content: Although the Exeter Plan had evolved significantly between the outline and full drafts, to the wider public the overarching presentation, content and aims of the plan may have appeared similar.
- 8.4 Given the response rates were lower across the city, including in wards where one or more in-person events were held, it suggests other local issues drive consultation responses. A review of the response distribution to both the outline and full draft Exeter Plan versions suggests it appears likely that factors influencing response rate are likely to include live planning applications, proposed site allocations, and local campaigns rather than a local event or exhibition.
- 8.5 Significant efforts were made to engage with a wide variety of groups in a number of ways. Response monitoring also took place during the consultation period in order that further efforts could be made to encourage additional engagement as the consultation progressed. This resulted in additional activities being implemented and a significant increase in number of responses in the last two weeks of the consultation when compared with the outline draft.
- 8.6 The consultation responses demonstrate the broad reaction and opinion felt towards all draft policies and potential sites. Policies received a greater volume of responses than sites. In terms of the policy responses, it is possible to conclude that the majority were generally positively received. Importantly, policy S1: Spatial strategy, which underpins the entire plan, received broad support, collecting 53% positive responses compared to 28% negative. All but six of the 61 policies received a greater proportion

of positive 'initial feeling' responses than negative. Many of the policies on the natural environment, climate change, history and heritage, economy and jobs, and infrastructure received the greatest percentages of positive responses. Comments in support of these often cited laudable aims and intentions. A number of the housing and transport policies were less well received, these often related to the volume of development presented in the plan, current congestion issues and lack of real alternative transport options. There was also limited optimism about the ability to achieve all the goals of the plan including climate change aims, diversity of housing especially for those who need it most and adequate support to provide travel solutions.

- 8.7 While the potential sites did not receive as many overall responses or positive reactions when compared with the policies, the six potential sites in receipt of the most support are all brownfield, while the five sites receiving least support are all greenfield. Taking this high level assessment further, six of the 19 brownfield sites (32%) received more positive responses than negative whereas only one of eight greenfield sites (13%) received more positive responses than negative. This suggests that the brownfield sites included in the plan enjoyed greater support than the greenfield sites and again suggests broad support for the spatial strategy.
- 8.8 The potential sites did not tend to be as well received or responded to during the full draft consultation when compared with the outline draft responses. The reasons for this are difficult to ascertain however it is possible that this is due to the feeling of there being greater potential for these sites to be allocated and developed at this stage of Exeter Plan drafting, and therefore a greater level of concern about the detail and implications of the potential development arises. Given that it also appears that site allocations could provide a motivation to respond, alongside other local issues, campaigns and live planning applications, it may be that feeling less positive about a potential site allocation drives the number of responses.
- 8.9 The responses received in the full draft consultation will continue to be reviewed and used to inform the next stage of the plan-making process. A further Exeter Plan consultation will be held later in 2024 which will be the publication version.

APPENDIX A: Policy comments

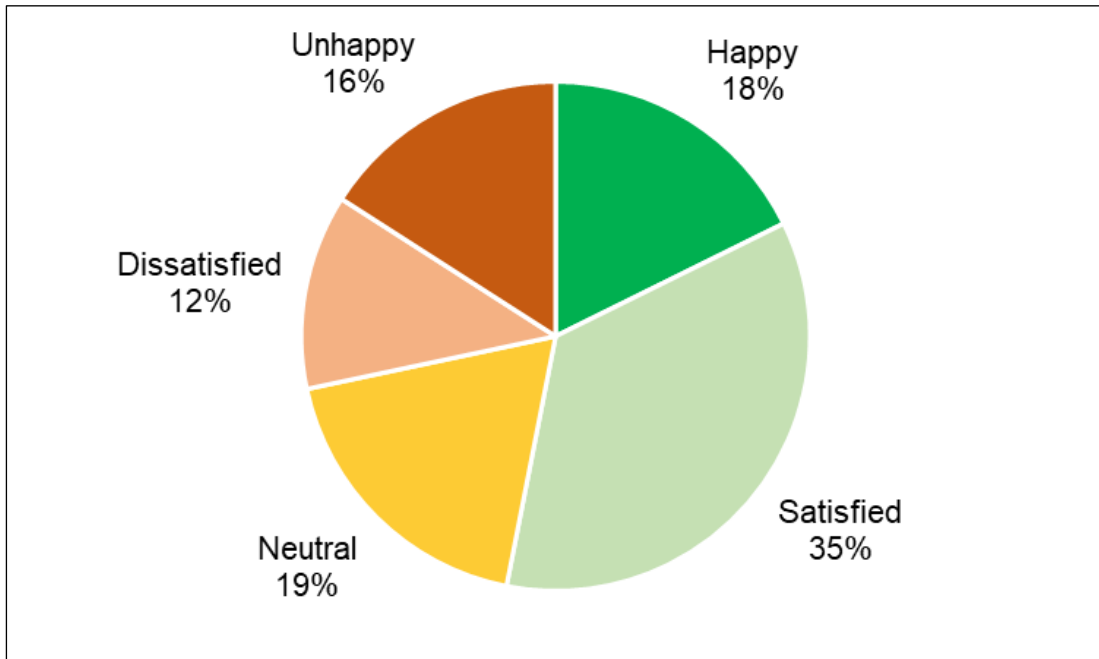
1 Overview

- 1.1 This section outlines respondents' 'initial feelings' about each of the policies included in the Exeter Plan full draft and provides summaries of comments received regarding each policy. The full draft contains 62 policies, and 60 were included in this part of the consultation survey. Policy H2: Housing allocations contains potential site allocations and these were consulted on as individual sites rather than as policy H2. Policy EJ6: New transformational employment allocations proposes new employment sites to meet the specific requirements of the transformational sectors. These allocations were also consulted on as individual policies rather than as a policy. A review of the sites included in the full draft Exeter Plan is contained in Appendix B of this report.
- 1.2 The summaries included in this section provide a general overview of the reaction to the draft policies. Responses to comments are not provided in this report. All comments received during the consultation will be considered in drafting the next version of the Exeter Plan.
- 1.3 Many policies received comments raising issues that are covered in other parts of the Exeter Plan showing that the issues and policies contained within the Exeter Plan are interlinked. The Exeter Plan is to be read and implemented as whole, together with other relevant policies and legislation, rather than each Exeter Plan policy existing in isolation.

2 Spatial strategy and Liveable Exeter principles

- 2.1 The spatial strategy sets out the main principles for guiding the pattern and characteristics of development in the city and underpins the whole plan. The proposed development sites included in the Exeter Plan have been guided by the spatial strategy.
- 2.2 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 and retain Exeter's environmental quality. While Policy S1 guides the location of development, Policy S2: Liveable Exeter principles sets out the high quality design requirements to be expected of large-scale brownfield developments. A summary of the responses to these two policies is included below.
- 2.3 **S1: Spatial strategy**
The new spatial strategy in Policy S1 guides the pattern and characteristics of development in the city and the proposed development sites included in the Exeter Plan.
- 2.4 Of the 113 responses received regarding 'initial feelings' about policy S1: Spatial Strategy, over half (53%) suggest support for the policy having selected feeling 'satisfied' or 'happy' with the policy. 28% selected feeling 'unhappy' or 'dissatisfied'. Full results are presented in graph A1.

2.5 This policy sets the tone for the whole plan, providing the key approaches to the main issues facing Exeter. The greater proportion of positive responses suggests broad support for the central elements of the emerging plan.



Graph A1: 'initial feelings' to policy S1: Spatial Strategy

2.6 99 detailed comments were provided on policy S1. The responses expressed satisfaction towards certain aspects of the policy such as the focus on brownfield development and protection of undeveloped land, including the hills. Overall, the feedback underscores the importance of balancing development with environmental protection and enhancement and community needs, while ensuring transparency and clarity in the planning process.

2.7 Concerns raised included:

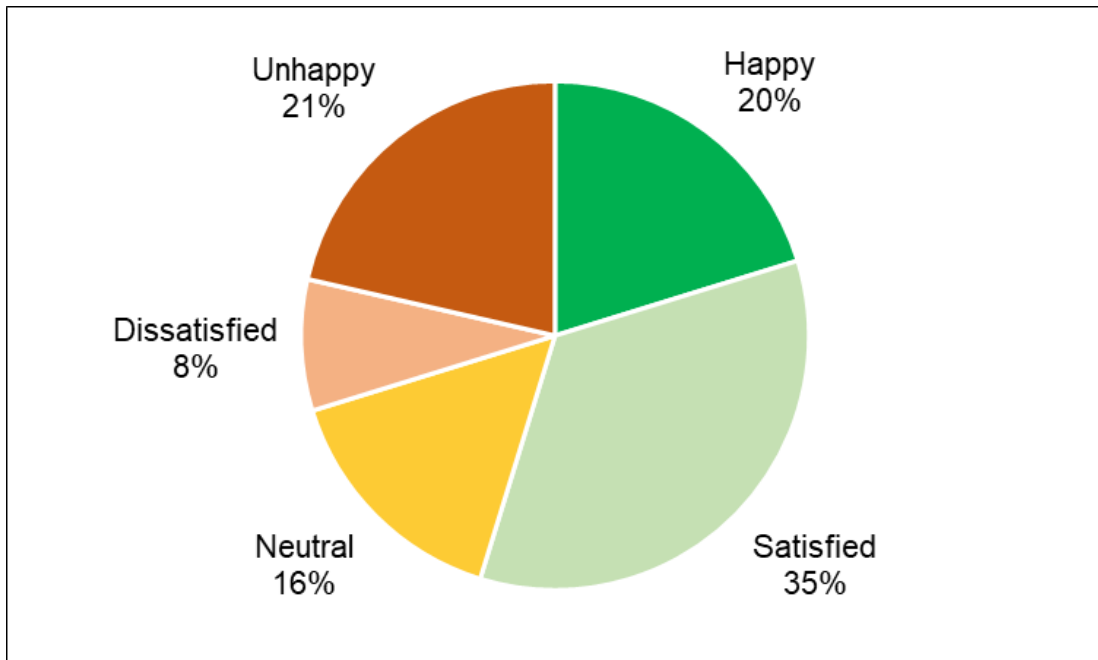
- Impact of development on existing infrastructure and services.
- Building height.
- Wildlife, biodiversity and provision of green space.
- Consideration of public objections to planning applications.
- Traffic.
- Discontent with quality of recent developments.
- Further clarity requested for certain terms such as 'optimal densities'.

2.8 **S2: Liveable Exeter principles**

Policy S2 includes the Liveable Exeter principles. These set out the requirements for the standard of development that the City Council will expect for all large-scale brownfield developments. Liveable Exeter is a growth and place-making initiative governed by seven principles which have been drawn from Exeter's Vision 2040. In adopting the Liveable Exeter principles, we aim to strengthen and reinvigorate

existing communities and repurpose and transform other parts of the city through high quality development.

- 2.9 Of the 84 responses received regarding 'initial feelings' about policy S2: Liveable Exeter delivery principles, over half (55%) suggest support for the policy having selected feeling 'satisfied' or 'happy' with the policy. 29% selected feeling 'unhappy' or 'dissatisfied'. Full results are presented in graph A2.



Graph A2: 'initial feelings' to policy S2: Liveable Exeter principles

- 2.10 81 detailed comments were provided on policy S2. These expressed mixed overall views with comments expressing both support for aspects of the Liveable Exeter principles and concerns about deliverability and potential consequences. There was broad support for the brownfield first approach and for enhancing liveability.
- 2.11 Comments displayed general agreement on the importance of providing high quality, affordable housing that provides for local needs. However, concerns emerge regarding development density. While some support this approach for efficient land use, others raise questions about potential negative impacts including on the historic environment, infrastructure and quality of life. The need for master planning and community engagement was highlighted as important by many alongside long term sustainability and resilience goals.

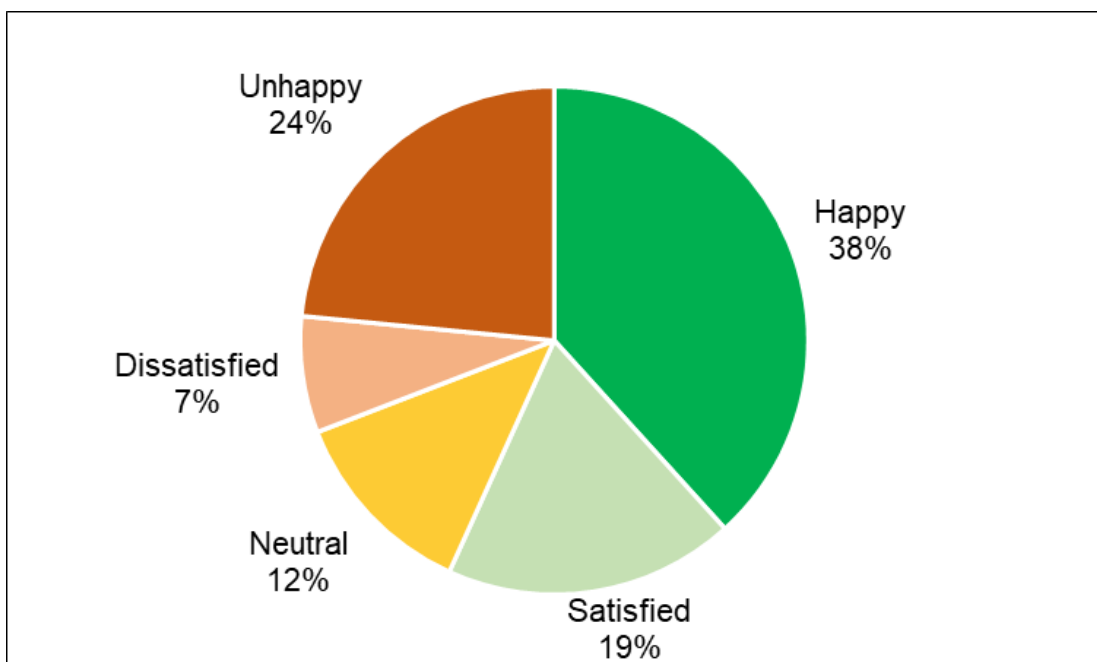
3 Climate change

3.1 Nine climate change policies were included in the full draft Exeter Plan. These seek to contribute to the mitigation of, and adaptation to, climate change and work towards creating a net zero carbon city.

3.2 CC1: Net zero Exeter

Policy CC1 brings together many considerations for development to contribute to achieving net zero over its whole lifetime.

3.3 Of the 81 responses received regarding 'initial feelings' about policy CC1: Net zero Exeter, 57% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 31% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A3.



Graph A3: 'initial feelings' to policy CC1: Net zero Exeter

3.4 80 detailed comments were provided on policy CC1. Many expressed the importance of the intention of this policy and support for its aims. However, there were also some responses that reflected scepticism about climate change and suggestion that resources should be focussed on other areas that were felt by some individuals to be more pressing.

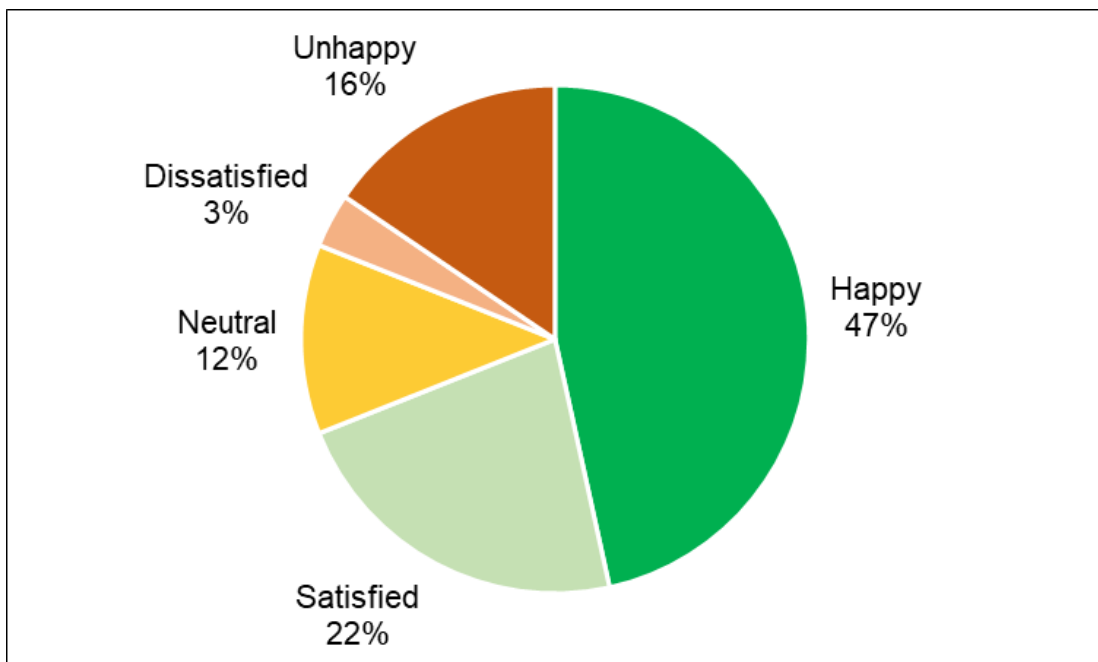
3.5 Concern was raised regarding the funding and national support or legislation in place to ensure the aims of the policy can be realised. The potential for unintended consequences of policies within the Exeter Plan was also raised along with the potential for policy aims and outcomes to conflict with one another.

3.6 Travel featured heavily in the comments, particularly regarding road closures, responses to proposals to reduce car use largely questioning whether Exeter's alternatives to car travel are fit for purpose and the instances when alternative travel may not be practicable.

3.7 **CC2: Renewable and low carbon energy**

Policy CC2 sets out that where planning permission is required for renewable and low carbon energy-generating development, the City Council will support proposals where its impacts are acceptable in terms of a variety of topics.

3.8 Of the 58 responses received regarding 'initial feelings' about policy CC2: Renewable and low carbon energy, 69% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 19% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A4.



Graph A4: 'initial feelings' to policy CC2: Renewable and low carbon energy

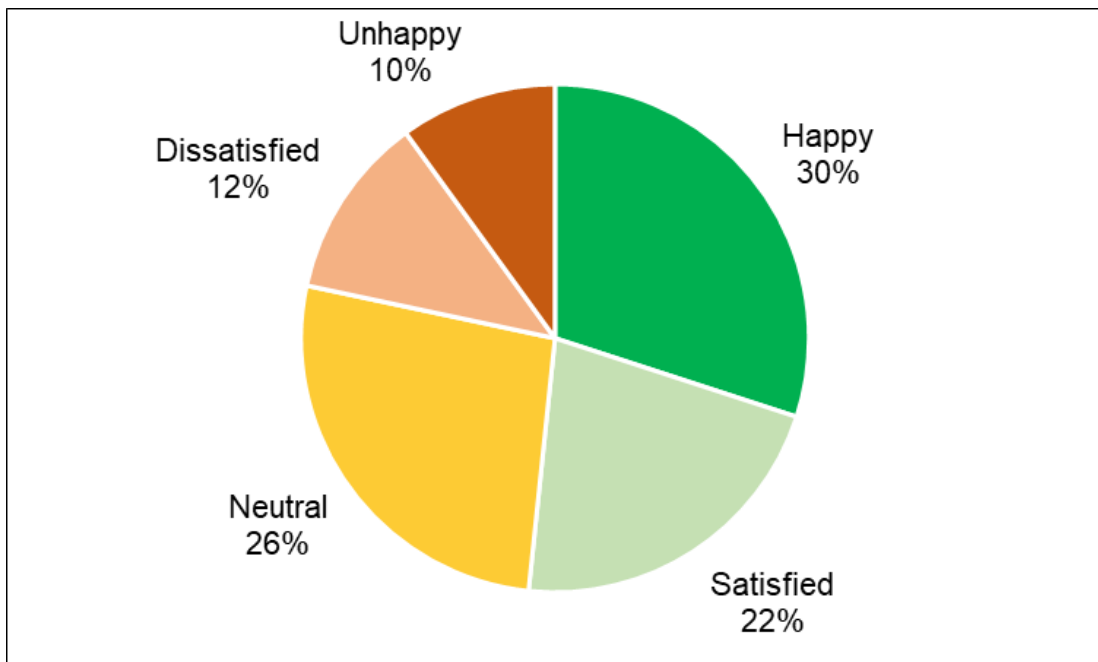
3.9 38 detailed comments were provided on policy CC2. These tend to reflect the general positive reception of this policy as expressed in graph A4, reiterating its critical role in addressing climate change and forging a sustainable future. The importance of community involvement in energy production is raised.

3.10 Those less satisfied with the policy or raising concerns often do not see climate change as a priority, question the practicality and reliability of certain renewable energy technologies and battery storage.

3.11 **CC3: Local energy networks**

Policy CC3 identifies the areas where evidence suggests local energy networks are feasible and viable, and areas where connection to a network could be achieved. Local energy networks are where energy (heat and/or power) is generated and distributed close to where it will be used rather than the conventional approach of large power plants providing energy (electricity and gas) through the national network.

3.12 Of the 60 responses received regarding 'initial feelings' about policy CC3: Renewable and low carbon energy, 52% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 22% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A5.



Graph A5: 'initial feelings' to policy CC3: Local energy networks

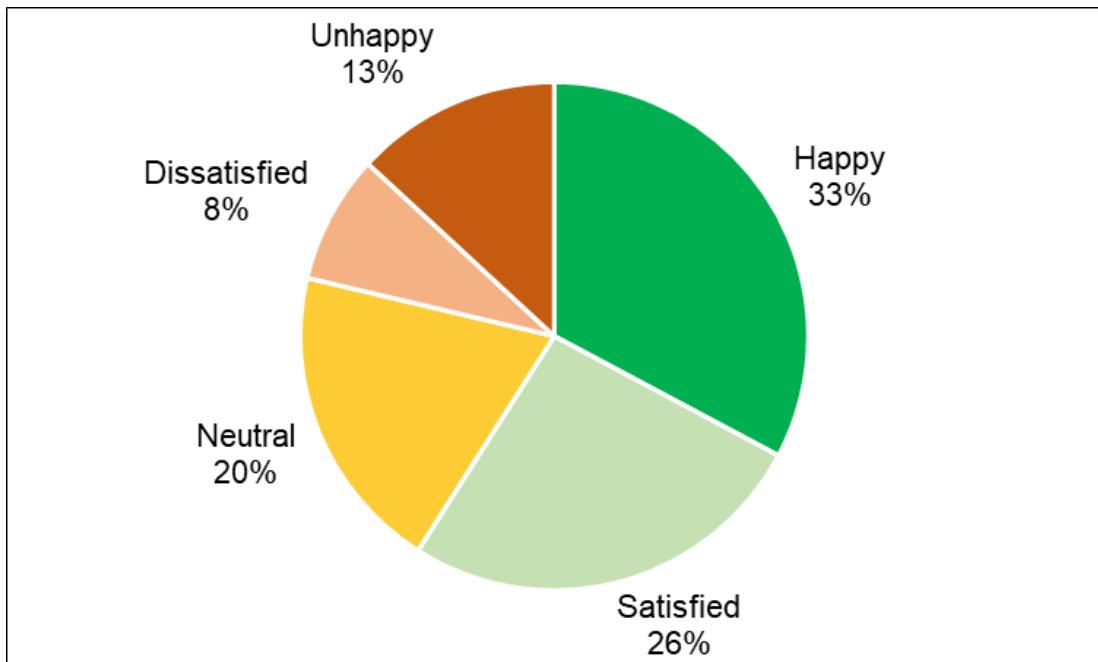
3.13 41 detailed comments were provided on policy CC3. These provide a mix of views on local energy networks with more positive responses focussing on the potential for these networks to help achieve sustainability goals and a low carbon transition. Those taking a neutral stance cite the need for more detail on local energy networks and their effectiveness.

3.14 Concerns raised include the economic viability and effectiveness of local energy networks and suggestions that there are other priorities for spending and resources ahead of investing in such technology.

3.15 **CC4: Ground-mounted photovoltaic arrays**

Policy CC4 outlines criteria to be met in order for ground-mounted photovoltaic arrays to be supported.

3.16 Of the 61 responses received regarding 'initial feelings' about policy CC4: Ground-mounted photovoltaic arrays, 59% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 21% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A6.



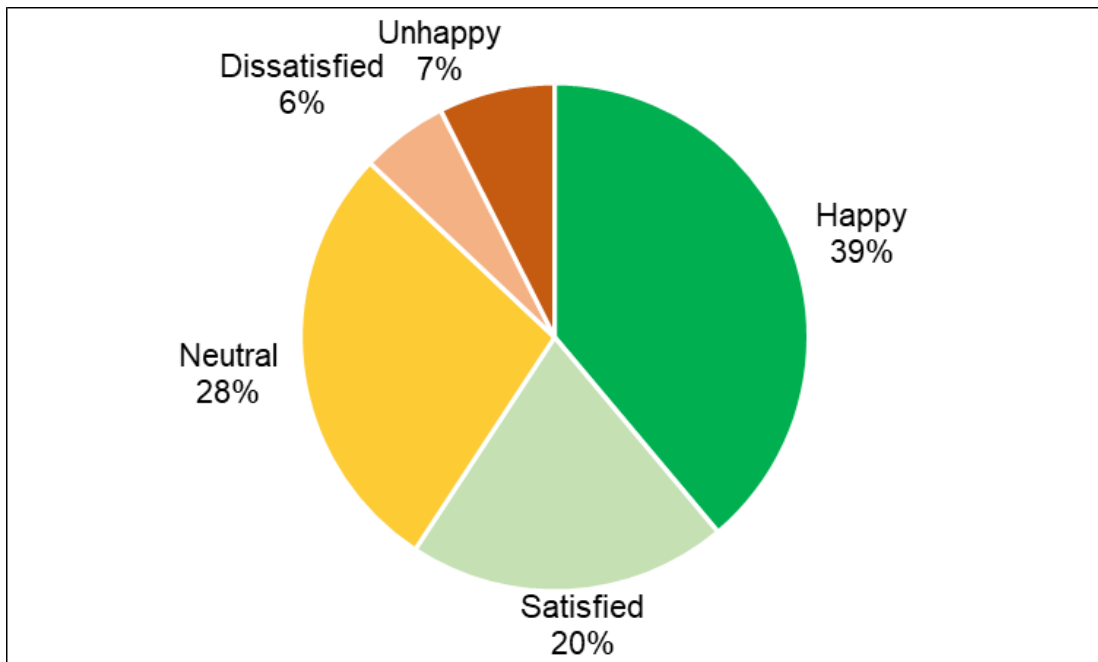
Graph A6: 'initial feelings' to policy CC4: Ground-mounted photovoltaic arrays

3.17 34 detailed comments were provided on policy CC4. The comments expressed an array of opinion regarding the acceptability of such installations, suggestions of appropriate locations or the addition of a clause for this to be only acceptable after all suitable buildings and car parks have photovoltaic arrays installed. This is in part due to personal preference for the appearance of these arrays as opposed to ground-mounted arrays. Concern was also expressed about potential locations of ground-mounted photovoltaic arrays, despite the policy intending to minimise harm caused by potential installations.

3.18 **CC5: Future development standards**

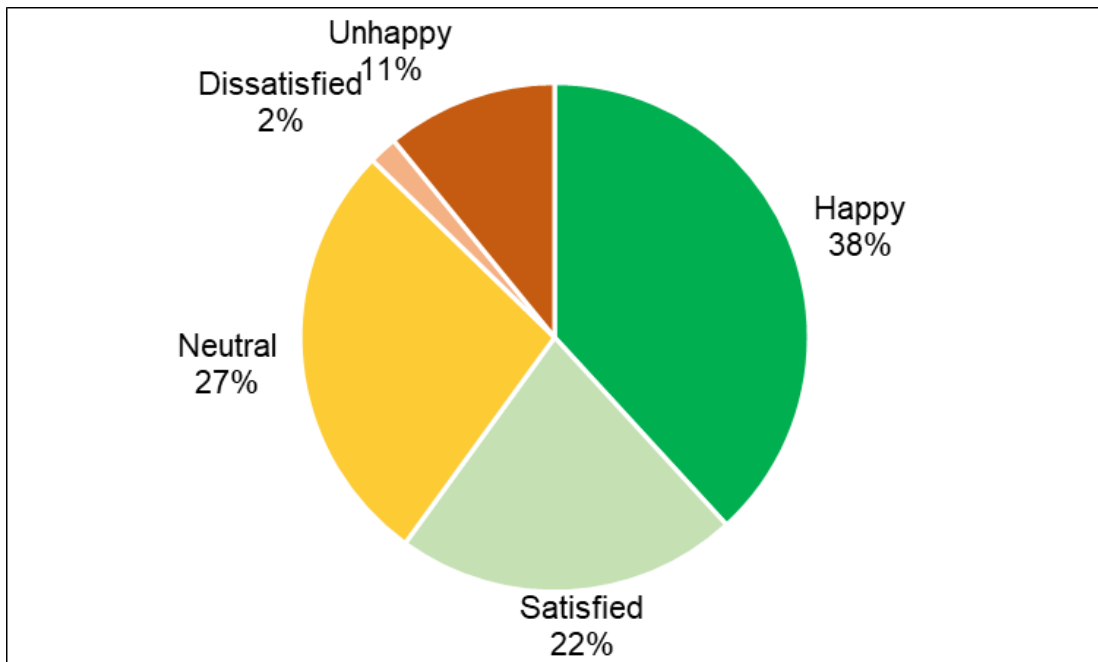
Policy CC5 seeks to provide a local back-up to the Future Homes Standard and the Future Building Standard. These are standards which the Government is proposing to introduce to deliver buildings which are zero carbon ready, better for the environment and fit for the future.

3.19 Of the 54 responses received regarding 'initial feelings' about policy CC5: Future development standards, 59% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 13% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A7.



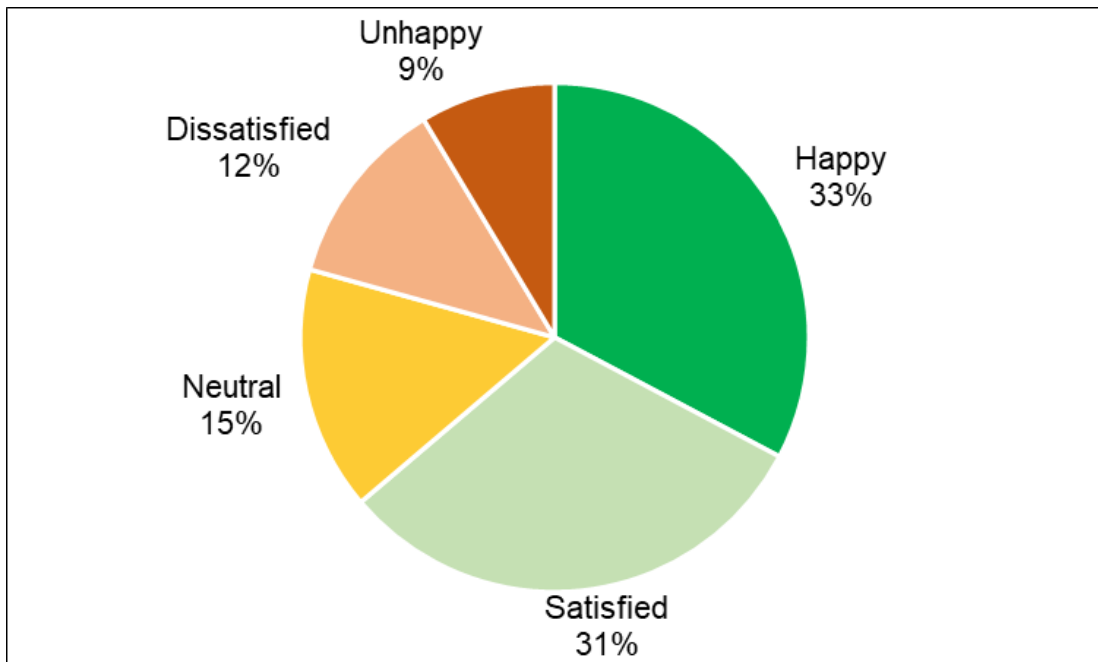
Graph A7: 'initial feelings' to policy CC5: Future development standards

- 3.20 35 detailed comments were provided on policy CC5. Positive responses acknowledge the intention of the policy to contribute to addressing climate change, with some calling for more ambitious standards and targets to be imposed through the policy.
- 3.21 Negative responses question the necessity of reducing carbon emissions, expressing doubts about whether the standards can be implemented and calling for more focus on providing other Council services, or prioritising and enforcing other approaches to reducing carbon emissions ahead of future development standards.
- 3.22 **CC6: Embodied carbon**
Policy CC6 introduces the requirement to measure and to reduce embodied carbon emissions associated with development. The policy also introduces a presumption against one-for-one demolition and replacement of existing housing.
- 3.23 Of the 55 responses received regarding 'initial feelings' about policy CC6: Embodied carbon, 60% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 13% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A8.



Graph A8: 'initial feelings' to policy CC6: Embodied carbon

- 3.24 26 detailed comments were provided on policy CC6. Those more satisfied with the policy commended the aim of the policy to measure and mitigate these emissions. However, the feasibility of measuring and enforcement was questioned. Concern was also raised regarding the implementation of the policy, particularly on brownfield sites and potential for increased expense, bureaucracy, and burden on developers.
- 3.25 **CC7: Solar-ready development**
 Policy CC7 seeks to ensure that all major development that does not already incorporate solar photovoltaic panels is designed and constructed for easy installation of solar at a later time.
- 3.26 Of the 58 responses received regarding 'initial feelings' about policy CC7: Solar-ready development, 64% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 21% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A9.



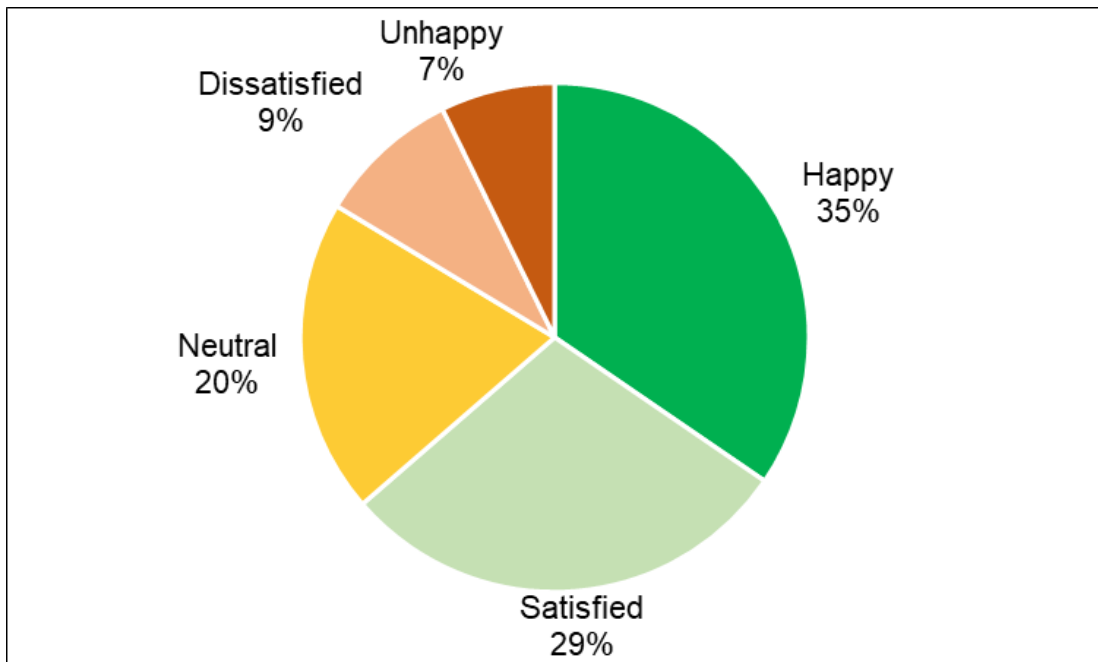
Graph A9: 'initial feelings' to policy CC7: Solar-ready development

3.27 33 detailed comments were provided on policy CC7. Positive comments support the intention of the policy and requirement to optimise solar potential in developments. Negative responses suggest it delays the installation of solar panels and it may be more cost effective to install solar panels at the point of development which would also help to meet future development standards.

3.28 **CC8: Flood risk**

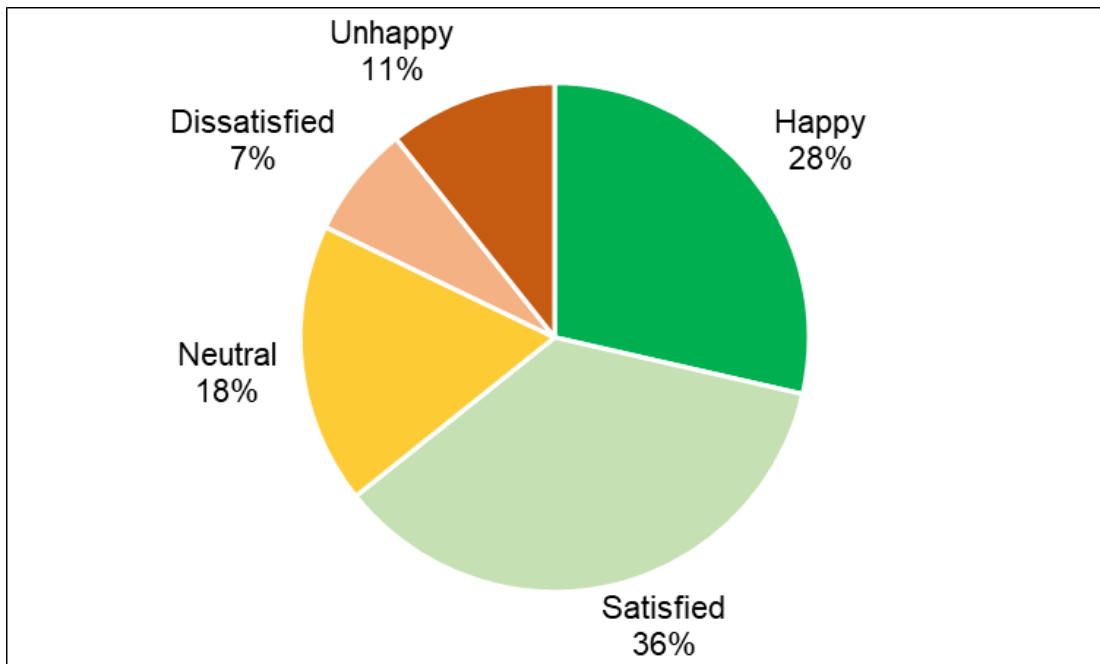
Policy CC8 sets out how the City Council will consider flood risk.

3.29 Of the 55 responses received regarding 'initial feelings' about policy CC8: Flood risk, 64% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 16% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A10.



Graph A10: 'initial feelings' to policy CC8: Flood risk

- 3.30 28 detailed comments were provided on policy CC8. Some comments expressed satisfaction with certain aspects of the policy, such as the emphasis on flood risk mitigation and the need for SuDS (Sustainable Urban Drainage Systems). Concern was raised regarding the effectiveness of the policy in addressing flood risk, the location of some sites in areas of flood risk and contribution of development on increasing flood risk.
- 3.31 **CC9: Water quality and quantity**
 Policy CC9 requires new development to contribute to improving water quality and reducing water demand, by installing features that naturally limit people's water usage such as aerated taps or rainwater harvesting.
- 3.32 Of the 56 responses received regarding 'initial feelings' about policy CC9: Water quality and quantity, 64% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 18% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A11.



Graph A11: 'initial feelings' to policy CC9: Water quality and quantity

- 3.33 32 detailed comments were provided on policy CC9. Many comments refer to wider issues regarding water supply, sewerage, drainage and South West Water. However, the policy intention is commended by some although further discussion about rainwater harvesting was raised. Other perceive the policy to be a personal infringement and having a lack of consideration for those who may need to use a greater volume of water daily.

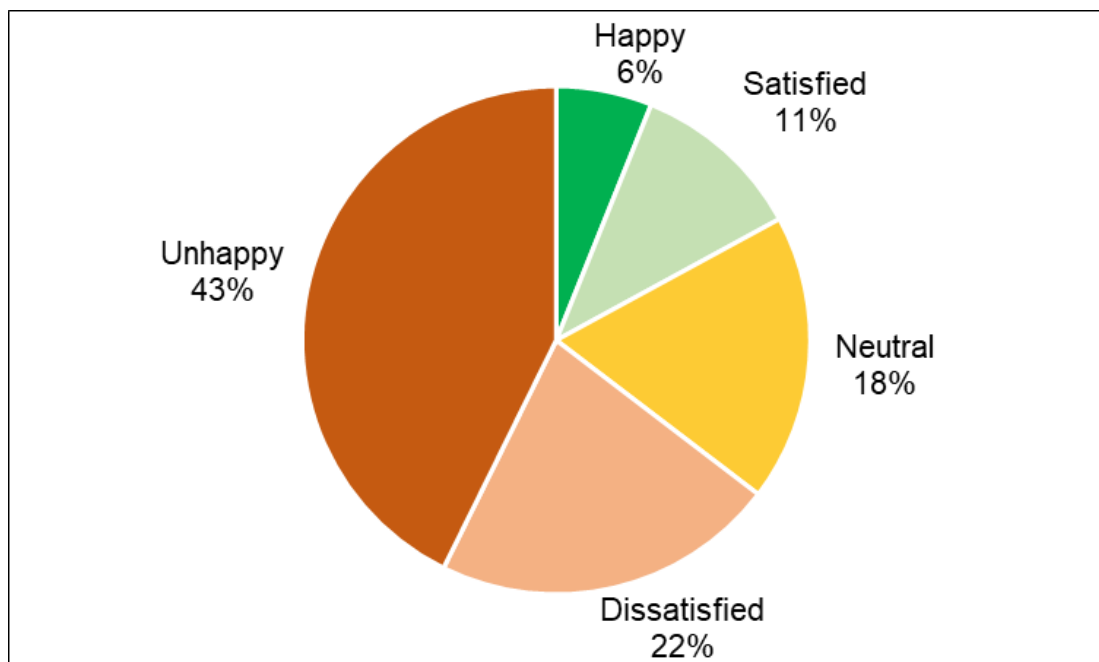
4 Homes

4.1 The Exeter Plan will help to address housing requirements, the shortage of affordable homes in the city and consider how best to provide the quantity, type and quality of homes that Exeter needs and to ensure they are in the right locations. The Government data which feed into the housing requirements are updated annually and as of 2023 the methodology requires the City Council to plan for 642 new homes to be built in Exeter each year. Fourteen housing policies were included in the full draft Exeter Plan.

4.2 H1: Housing requirement

Policy H1 sets out the City Council's proposed approach to meeting the Government's housing requirement for Exeter.

4.3 Of the 82 responses received regarding 'initial feelings' about policy H1: Housing requirement, 17% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 65% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A12.



Graph A12: 'initial feelings' to policy H1: Housing requirement

4.4 82 detailed comments were provided on policy H1. While some respondents acknowledge the necessity of increased housing, others express apprehension about the scale and pace of development, fearing overdevelopment and strain on existing infrastructure and services. Concerns include a loss of green spaces, the environmental impact of development, the volume of housing proposed, the methodology used to calculate housing need and the potential to challenge this, the quality and type of housing being built, the high need for social and affordable housing for local people and the perceived prevalence of student accommodation, the traffic impact of housing and finally the rising cost of accommodation.

4.5 Alongside these concerns, some convey optimism about the potential benefits of new housing developments, including economic growth and job opportunities in construction.

4.6 **H2: Housing allocations and windfalls**

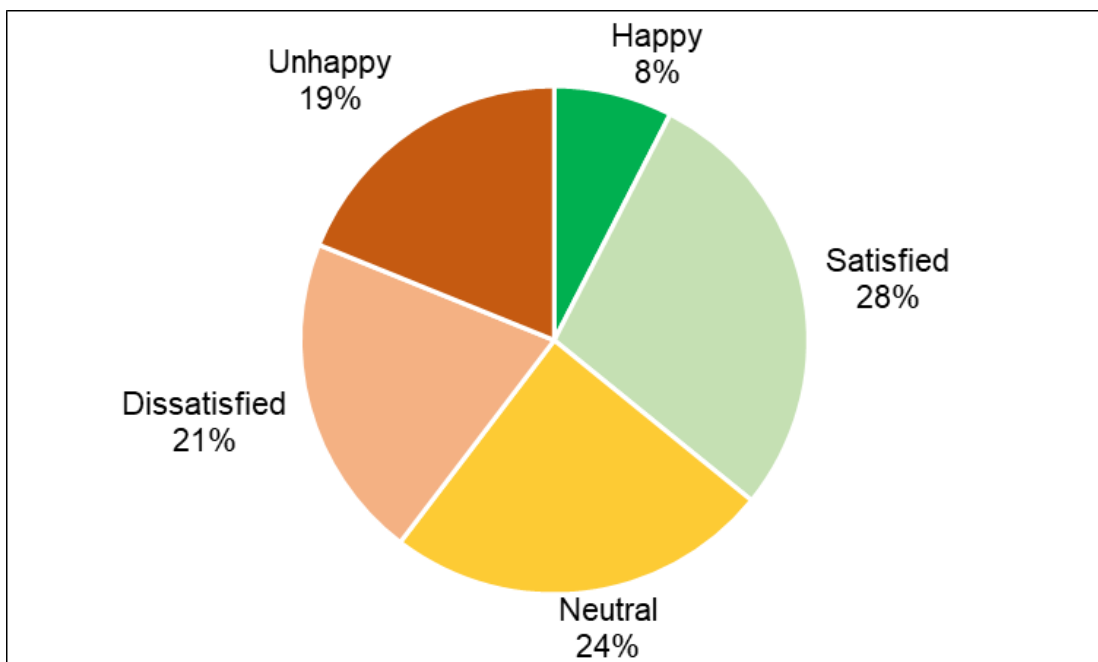
Policy H2 lists the development sites that the City Council, after assessment, suggests should be allocated to help meet the housing requirement. In line with the spatial strategy set out in policy S1, there is a focus on large, brownfield sites located close to the city centre and key transport hubs, with good access to green infrastructure including our Valley Parks.

4.7 The proposed sites included in policy H2 were consulted on individually and the responses received to each site is presented in Appendix B.

4.8 **H3: Affordable housing**

Policy H3 sets out the broad requirements for when developments are required to deliver affordable housing, including the types and proportions of affordable housing required.

4.9 Of the 53 responses received regarding 'initial feelings' about policy H3: Affordable housing, 36% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 40% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A13.



Graph A13: 'initial feelings' to policy H3: Affordable housing

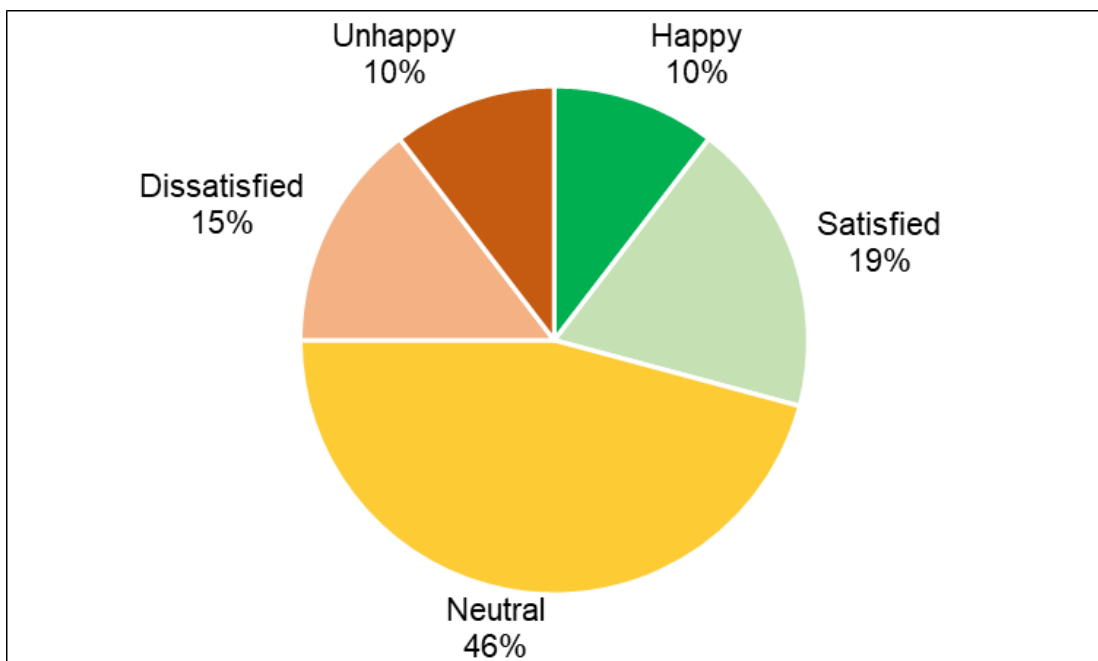
4.10 51 detailed comments were provided on policy H3. Many of the comments reflect some of the negative sentiment presented in graph A13. Positive remarks acknowledge the importance of affordable housing and social rent. Concerns include the quality and accessibility of affordable housing, the feasibility of achieving the proposed tenure splits with reference to viability the need for greater emphasis on providing affordable housing to support essential workers and a requirement for

greater emphasis on the need for stronger commitments to provide long-term, secure housing solutions for diverse community needs.

4.11 H4: Build to rent

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. Build to rent is high quality housing that is purposely built for private sector rent.

- 4.12 Of the 48 responses received regarding 'initial feelings' about policy H4: Build to rent, 29% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 25% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A14.



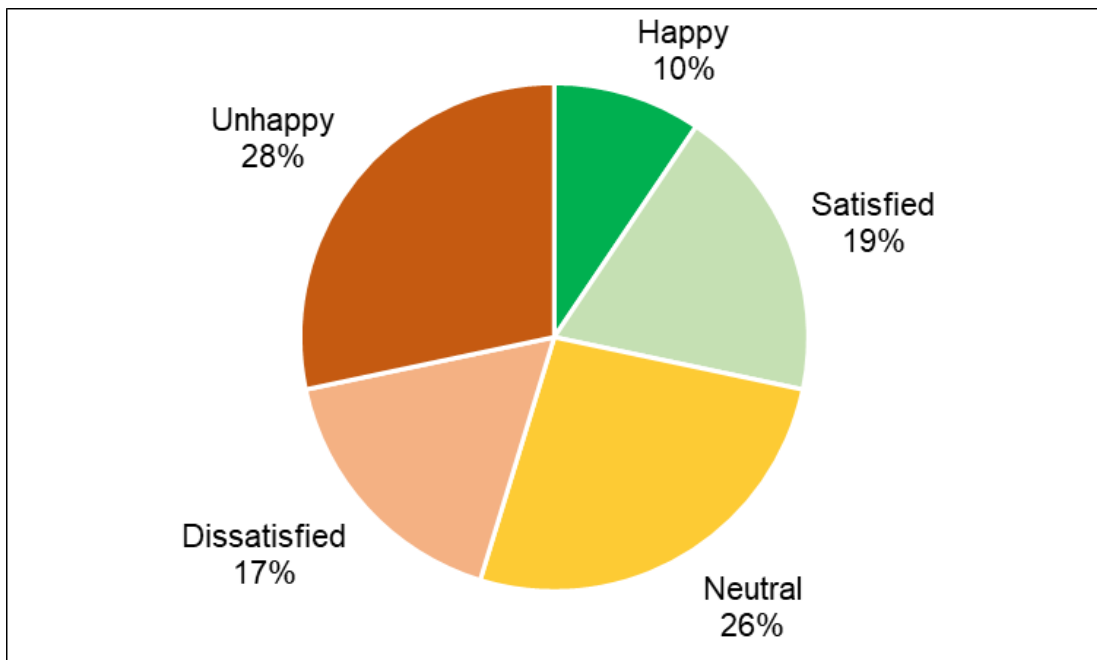
Graph A14: 'initial feelings' to policy H4: Build to rent

- 4.13 32 detailed comments were provided on policy H4. Support for build to rent schemes includes comments on their potential to address housing needs, offer affordable housing solutions and promote housing variety. However, a notable portion of the responses express negative sentiments regarding affordability, viability, the duration and effectiveness of affordability covenants, the suitability of build to rent for addressing broader housing challenges and a perception that this will provide an additional stream of student accommodation.

4.14 H5: Co-living housing

Policy H5 requires co-living developments to be located where day-to-day needs can be met without using a private car and suggests co-living accommodation should not be located where it would cause an excessive concentration of co-living housing in the locality. Co-living housing is high quality accommodation that is purposely built for private sector rent with an emphasis on communal living and social interaction, often for young professionals and essential local workers.

- 4.15 Of the 53 responses received regarding 'initial feelings' about policy H5: Co-living housing, 29% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 35% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A15.



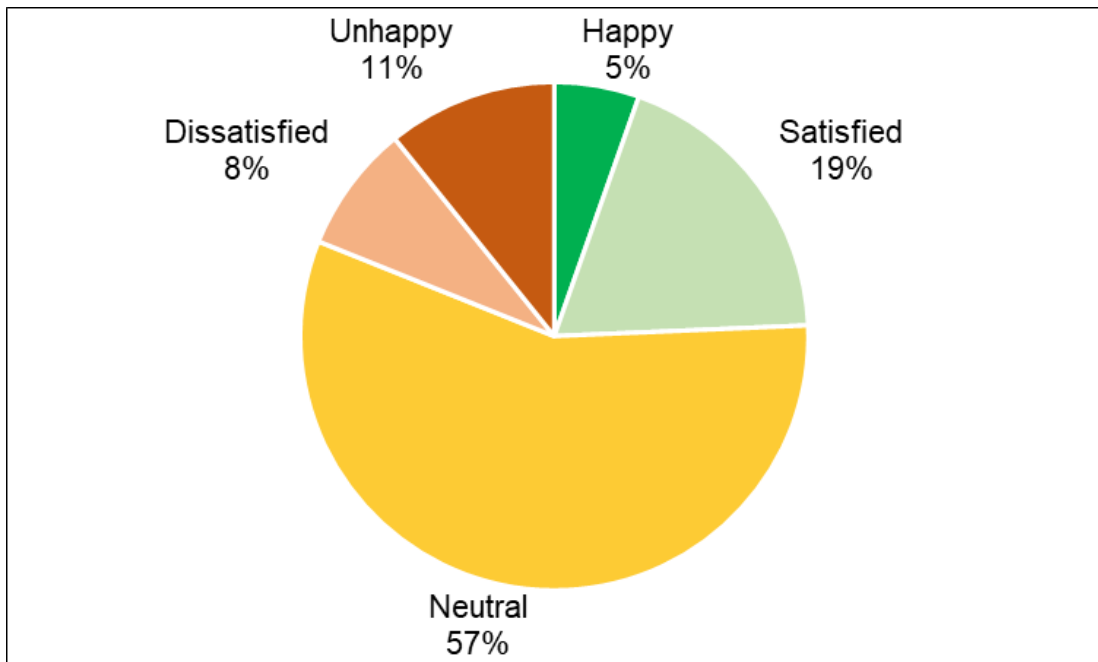
Graph A15: 'initial feelings' to policy H5: Co-living housing

- 4.16 48 detailed comments were provided on policy H5. While some express satisfaction with certain aspects of co-living, such as favouring active transport modes or recognising its potential to diversify housing options, others express dissatisfaction with the policy, as is also indicated in graph A15. Common concerns include quality of accommodation, affordability, suitability of this type of housing for communities, ambiguity surrounding the concept and criteria, parking issues, the size and density of developments and that this policy will deliver additional student accommodation rather than meeting the needs of other members of the community.

4.17 **H6: Custom and self-build housing**

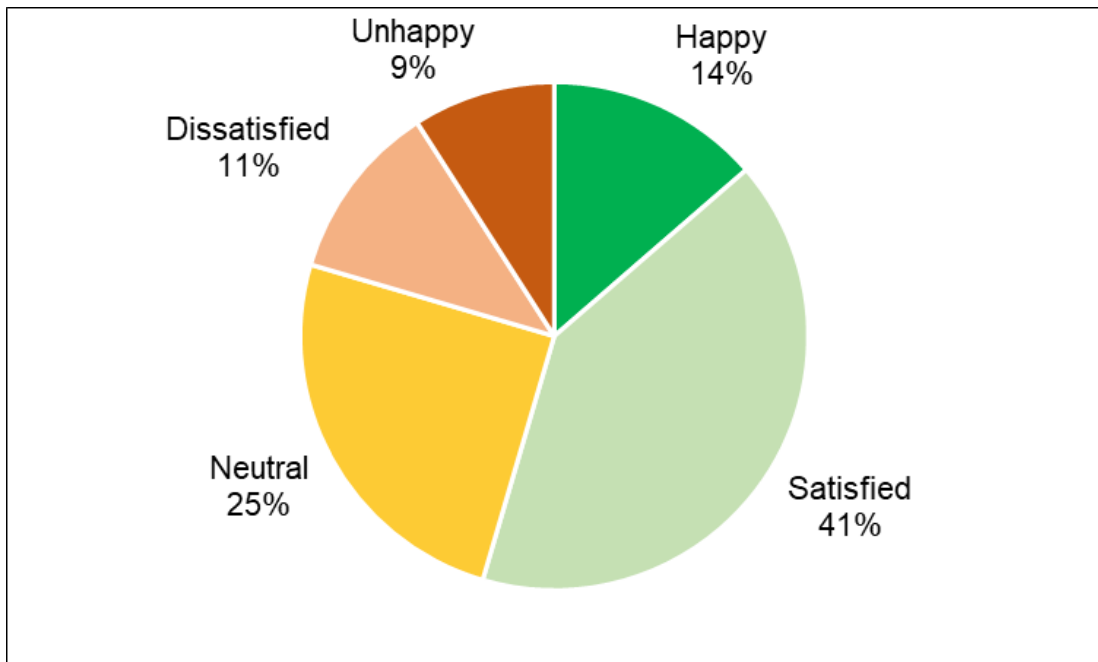
Policy H6 identifies sites considered to be appropriate for custom and self-build homes and sets out other requirements for custom and self-build development. A custom or self-build home is a home built or commissioned by an individual (or group of individuals) for their own occupation, where they have meaningful input into the final design and layout.

- 4.18 Of the 37 responses received regarding 'initial feelings' about policy H6: Custom and self-build housing, 24% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 19% were 'unhappy' or 'dissatisfied', and 57% of responses were neutral. Full results are presented in graph A16.



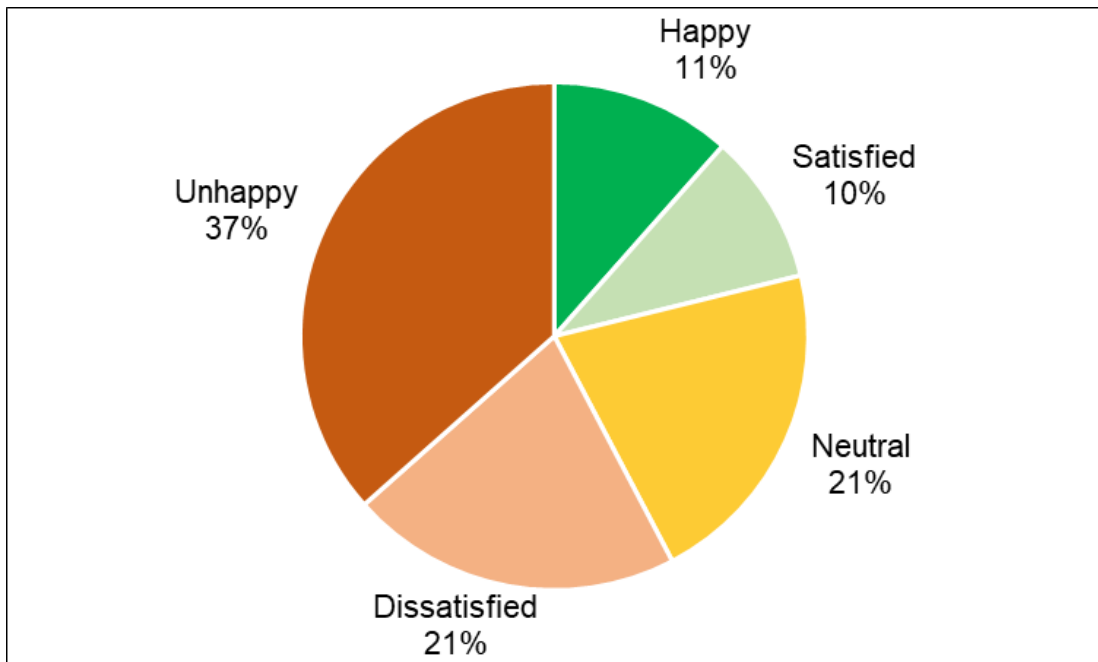
Graph A16: 'initial feelings' to policy H6: Custom and self-build housing

- 4.19 25 detailed comments were provided on policy H6. Some respondents express satisfaction with the policy, welcoming it as an innovative plan or an opportunity for eco-friendly housing, although it is often expressed that requirement for high energy efficiency and net zero should be fundamental. Others feel the concept and policy is vague and will face difficulties in delivery.
- 4.20 **H7: Specialist accommodation**
Policy H7 supports the provision of good quality specialist accommodation for people with support needs and for which there is an identified housing need.
- 4.21 Of the 44 responses received regarding 'initial feelings' about policy H7: Specialist accommodation, 55% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 20% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A17.



Graph A17: 'initial feelings' to policy H7: Specialist accommodation

- 4.22 26 detailed comments were provided on policy H7. Many respondents expressed satisfaction with the inclusion of a policy supporting and prioritising specialist accommodation. Concerns raised included financial obstacles in securing specialist housing, accessibility and location of such developments to ensure residents are not isolated and the need for beautiful landscaping and appropriate parking provision on site.
- 4.23 **H8: Purpose built student accommodation**
 Policy H8 sets out the criteria that proposals for purpose built student accommodation must meet. Purpose built student accommodation provides students with good quality, well managed housing and it eases pressure on existing housing in the city. 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 in order to ease pressure on the existing housing stock.
- 4.24 Of the 52 responses received regarding 'initial feelings' about policy H8: Purpose built student accommodation, 21% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 58% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A18.



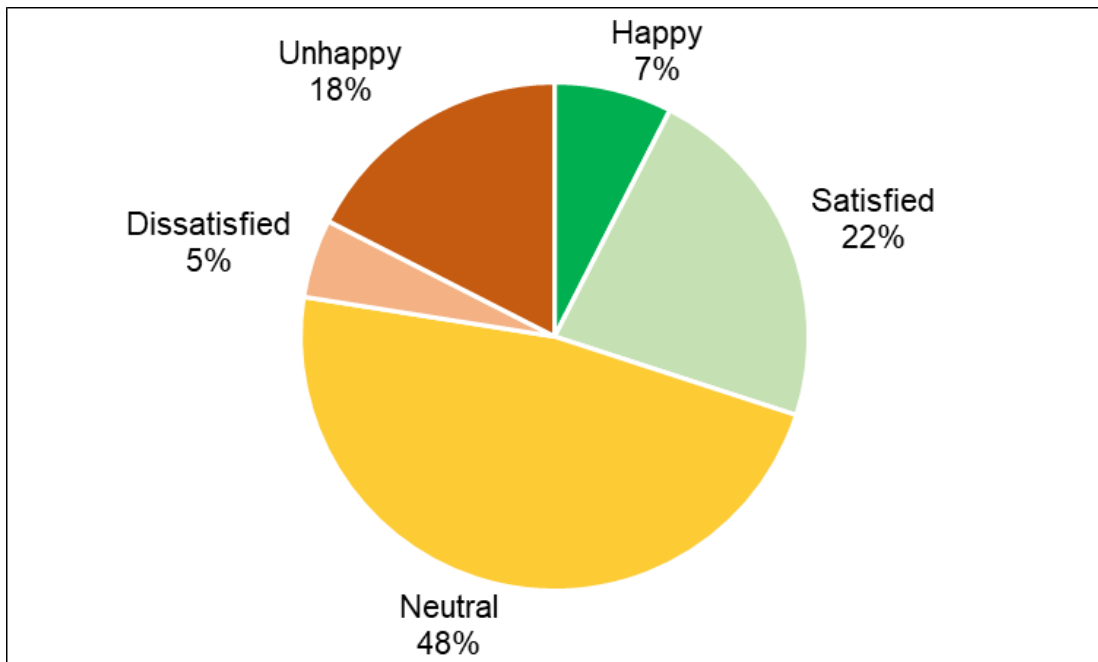
Graph A18: 'initial feelings' to policy H8: Purpose built student accommodation

4.25 49 detailed comments were provided on policy H8. While some express support for purpose built student accommodation, citing its importance in addressing student housing needs and bringing economic benefits, a prevalent negative sentiment emerges. Many respondents voice dissatisfaction with what is perceived as an abundance of student accommodation already in the city, further exacerbation of issues like noise, litter, parking congestion and concerns about the impact on community balance. There were calls for stricter regulation and a greater focus on affordable housing rather than increasing provision for students.

4.26 **H9: Gypsy and traveller accommodation**

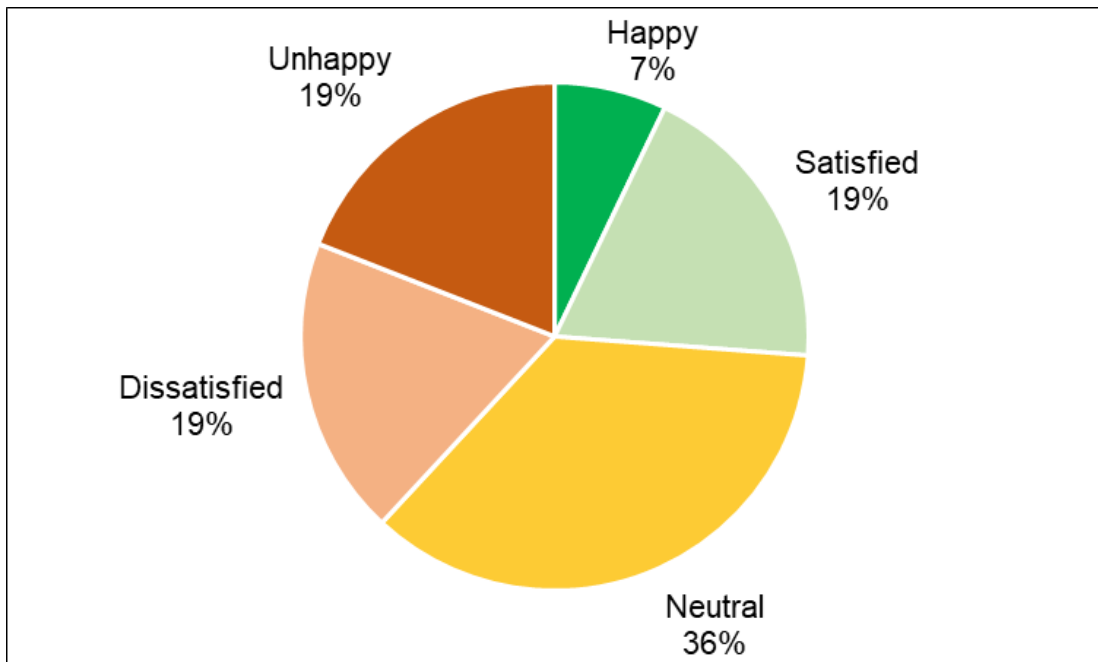
Policy H9 aims to facilitate the provision of accommodation for Gypsies, Travellers and Travelling Showpeople in a way that considers the travelling community's wellbeing and traditional way of life whilst respecting the interests of Exeter's settled community.

4.27 Of the 40 responses received regarding 'initial feelings' about policy H9: Gypsy and traveller accommodation, 29% of the responses identified feeling 'satisfied' or 'happy' with the policy. 23% were 'unhappy' or 'dissatisfied', and 48% were 'neutral'. Full results are presented in graph A19.



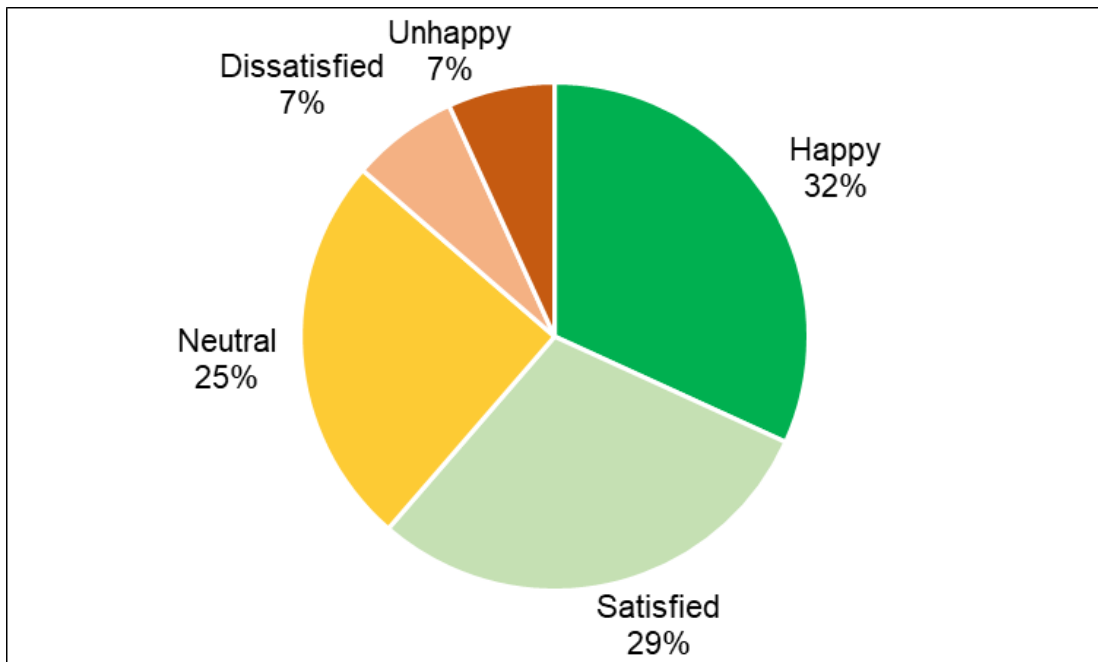
Graph A19: 'initial feelings' to policy H9: Gypsy and traveller accommodation

- 4.28 18 detailed comments were provided on policy H9. Some respondents express support for the allocation of gypsy and traveller accommodation sites within the city whereas others are critical of this provision, raising concerns regarding the delivery and management of sites and perceived social impact. There are requests for detailed discussions with relevant authorities to ensure comprehensive provision and that the accommodation respects the gypsy and traveller way of life.
- 4.29 **H10: Residential conversions and houses in multiple occupation**
 Policy H10 sets out the requirements that must be met in order for a planning application for a house in multiple occupation to be supported. A house in multiple occupation (HMO) is a property rented out by at least three people who are not from one 'household' (i.e. not a family) but share facilities like the bathroom and kitchen.
- 4.30 Of the 42 responses received regarding 'initial feelings' about policy H10: Residential conversions and houses in multiple occupation, 26% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 38% were 'unhappy' or 'dissatisfied' and 36% were 'neutral'. Full results are presented in graph A20.



Graph A20: 'initial feelings' to policy H10: Residential conversions and houses in multiple occupation

- 4.31 26 detailed comments were provided on policy H10. Concerns are raised about the negative impact of HMOs on residential areas and community balance. Further debate and concern is mentioned in relation to the recent Article 4 Direction consultation and amendment in Exeter. This includes a perceived failure of the Article 4 Direction to prevent the conversion of properties into HMOs versus criticism that it restricts HMO provision in the most logical locations. Issues relating to the management of HMOs in terms of rubbish, cars and parking and bike storage were mentioned.
- 4.32 **H11: Loss of residential accommodation**
 Policy H11 will ensure that, in most cases, existing homes are retained through the development process. This aims to protect against the loss of residential accommodation.
- 4.33 Of the 44 responses received regarding 'initial feelings' about policy H11: Loss of residential accommodation, 61% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 14% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A21.



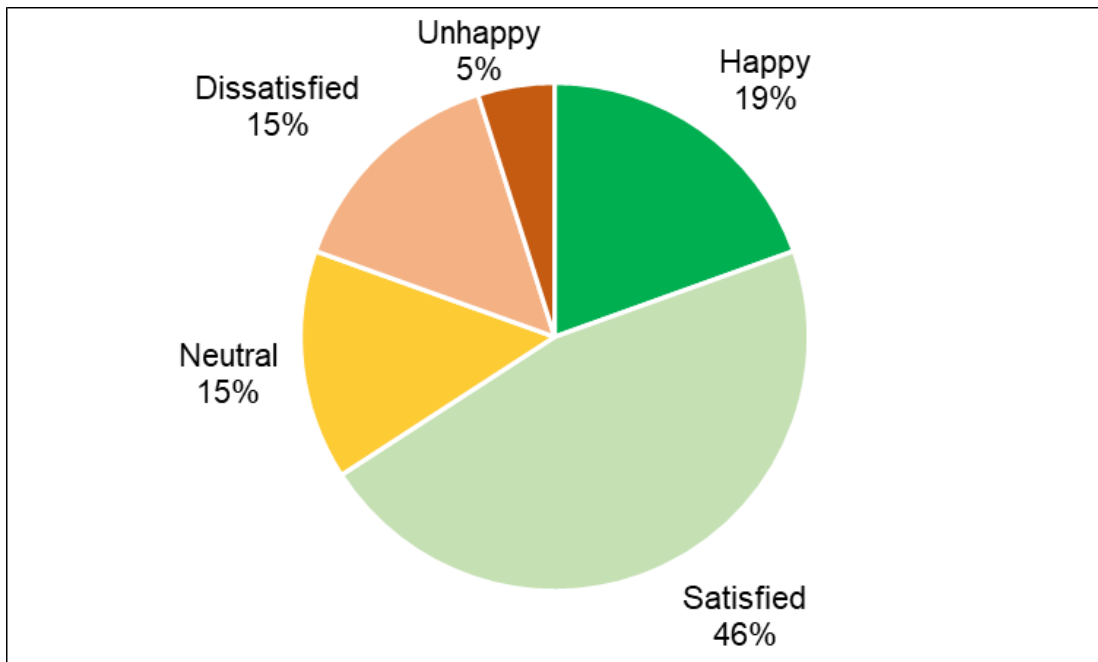
Graph A21: 'initial feelings' to policy H11: Loss of residential accommodation

4.34 24 detailed comments were provided on policy H11. Some express satisfaction with the policy and desire to keep the housing that the city already has. Others present dissatisfaction with the policy's apparent strict stance arguing it fails to account for when loss may be appropriate. Others call for a greater assessment of the type of housing involved in each case rather than a focus on whether the proposal results in a loss. Similarly, it is questioned whether this policy will result in flats, co-living and purpose built student accommodation being retained in perpetuity.

4.35 **H12: Accessible homes**

Policy H12 sets out the requirements for the proportions of accessible homes required as part of new housing developments. It includes requirements for wheelchair adaptable homes and accessible and adaptable homes, both standards defined by Building Regulations.

4.36 Of the 41 responses received regarding 'initial feelings' about policy H12: Accessible homes, 65% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 20% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A22.



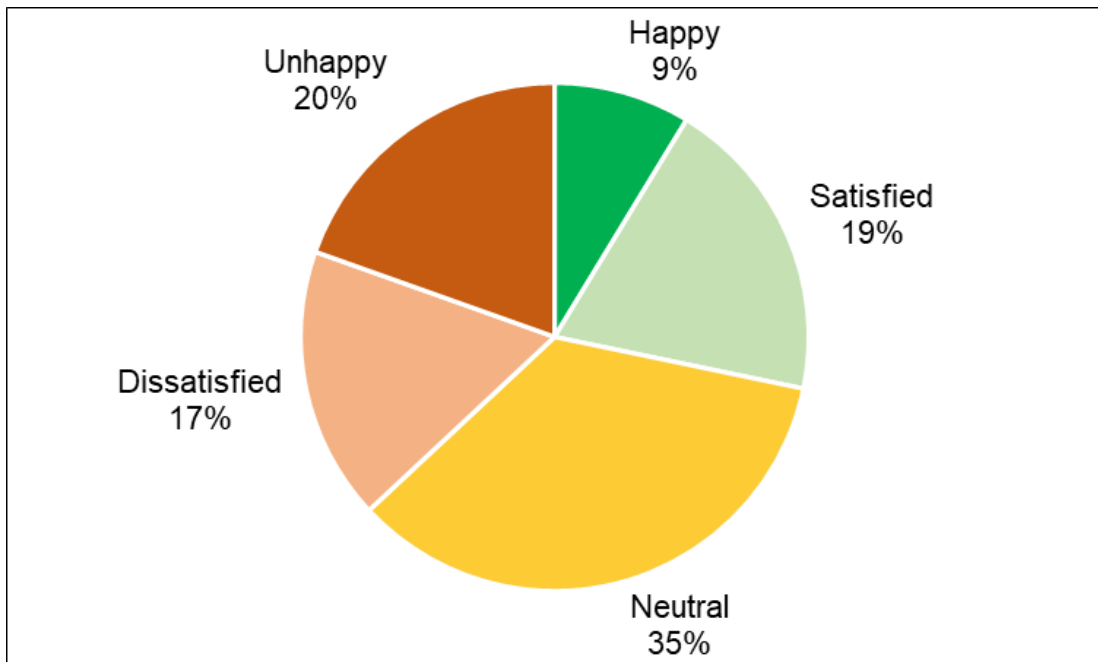
Graph A22: 'initial feelings' to policy H12: Accessible homes

4.37 25 detailed comments were provided on policy H12. Many comments endorse the policy's focus on promoting accessible housing standards and options. However, dissatisfaction was expressed with regard to the adequacy of the policy in achieving the number of homes and how far it goes in meeting the needs of diverse populations, alongside concern relating to specific site conditions or viability issues.

4.38 **H13: Housing density and size mix**

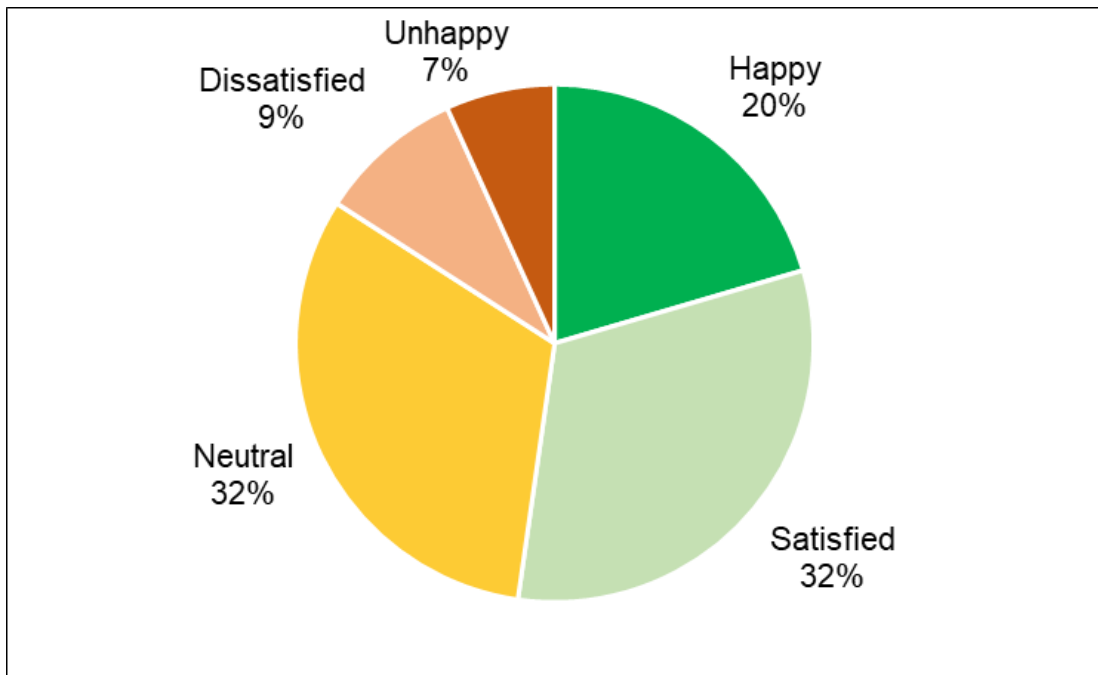
Policy H13 sets out criteria to ensure that developments propose the most optimal density of housing and mix of house size (i.e. number of bedrooms) to ensure we meet housing needs and consider what is appropriate for the site and surrounding area.

4.39 Of the 46 responses received regarding 'initial feelings' about policy H13: Housing density and size mix, 28% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 37% were 'unhappy' or 'dissatisfied' and 35% were 'neutral'. Full results are presented in graph A23.



Graph A23: 'initial feelings' to policy H13: Housing density and size mix

- 4.40 37 detailed comments were provided on policy H13. Many respondents feel the policy lacks specific detail, particularly regarding optimal densities and height. Concerns about pressure on infrastructure, environmental impacts, and opposition to high rise developments are raised on a number of occasions. Responses also identify the need for a strong emphasis on requirements for family housing and preserving the city's character, trees and green spaces and community cohesion.
- 4.41 **H14: Residential amenity and healthy homes**
 Policy H14 is one of a raft of policies in the Exeter Plan intended to ensure that new homes are healthy and safe whilst considering the impact of development on existing residents and communities.
- 4.42 Of the 44 responses received regarding 'initial feelings' about policy H14: Residential amenity and healthy homes, 52% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 16% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A24.



Graph A24: 'initial feelings' to policy H14: Residential amenity and healthy homes

- 4.43 26 detailed comments were provided on policy H14. While some respondents express dissatisfaction, citing concerns about privacy, noise, and overdevelopment particularly with regard to the intentions of policy H13 on housing density and size, others highlight the importance of considering factors like natural light, space standards and access to amenities. There are also suggestions for additions such as clearer guidelines on room sizes in co-living properties and the need to address issues like air pollution, green space preservation and provision, car parking and the size of gardens. However, there are also satisfied respondents who appreciate the inclusion of provisions like bike charging facilities and the aim to prevent harm to current residents' quality of life in future developments.

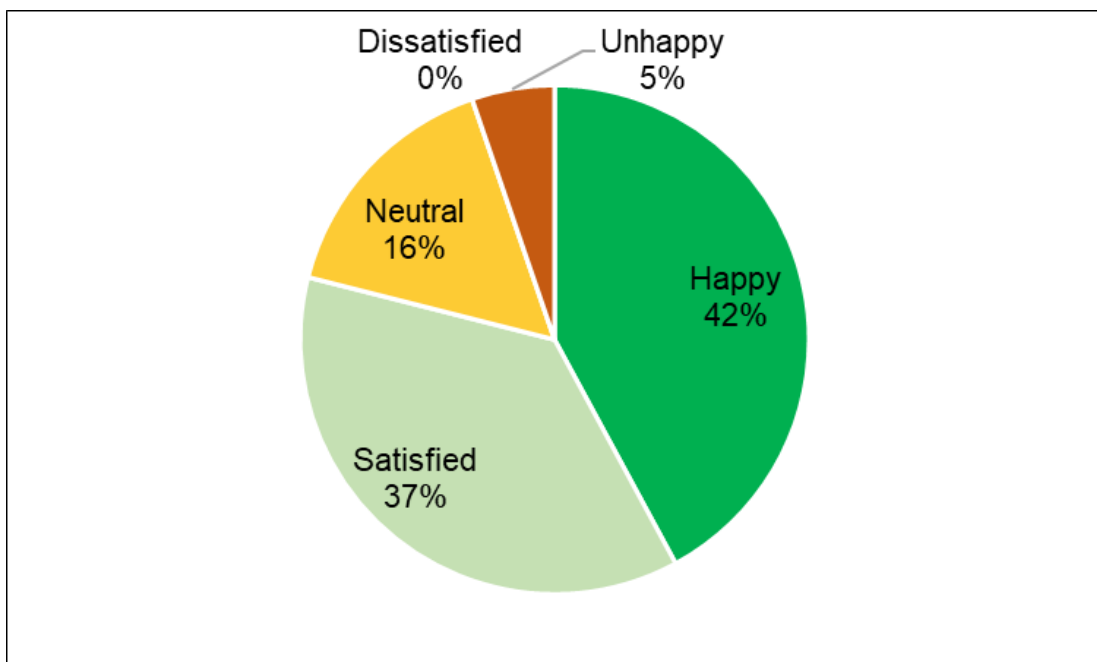
5 Economy and jobs

5.1 Six policies relating to the economy and employment were included in the full draft Exeter Plan. These policies seek to develop the potential of the city for economic growth with a particular focus on the knowledge economy and ensuring the benefits of jobs, skills and training are available to all.

5.2 EJ1: Economic growth in the transformational sectors

Policy EJ1 takes a flexible and supportive approach by encouraging appropriate development within transformational sectors, such as data analytics, environmental futures, digital innovation, health innovation and the creative industries. It also highlights the importance of working with partners to encourage growth and investment.

5.3 Of the 19 responses received regarding 'initial feelings' about policy EJ1: Economic growth in the transformational sectors, 79% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 5% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A25.



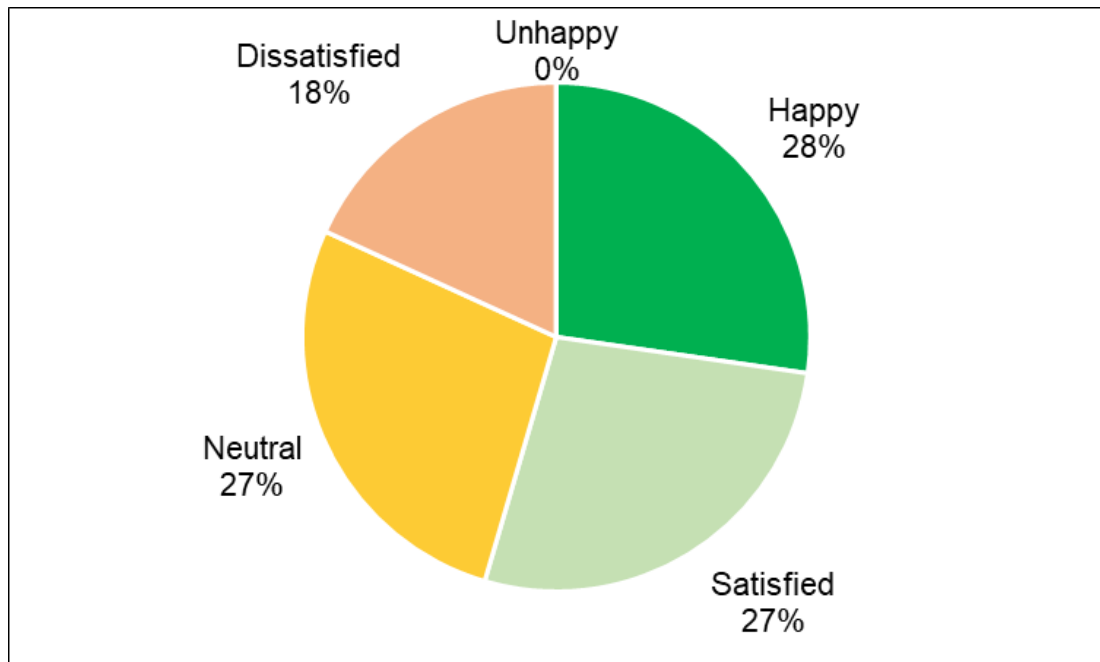
Graph A25: 'initial feelings' to policy EJ1: Economic growth in the transformational sectors

5.4 19 detailed comments were provided on policy EJ1. Positive sentiments include support for the policy but not at the expense of other sectors or existing employment areas and acknowledgments of the plan's vision for economic growth. Comments also highlight the importance of job growth and other support for employees, the need for a diverse economy and policy to support this, the potential for innovation in transformational sectors and the need for careful consideration of employment land demand.

5.5 **EJ2: Retention of employment land**

Policy EJ2 seeks to protect defined employment land located in established employment areas that are key to meeting our future employment needs, whilst also allowing change of use where it could be acceptable and justified.

5.6 Of the 17 responses received regarding 'initial feelings' about policy EJ2: Retention of employment land, 45% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 18% were 'dissatisfied' and no one selected 'unhappy'. Full results are presented in graph A26.



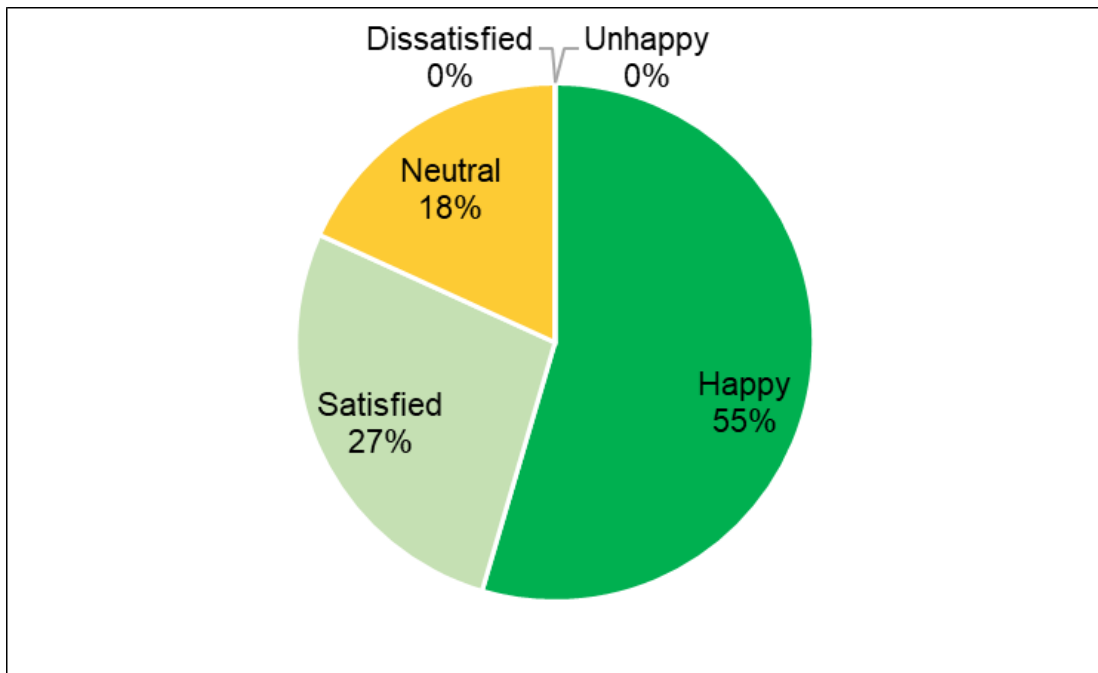
Graph A26: 'initial feelings' to policy EJ2: Retention of employment land

5.7 11 detailed comments were provided on policy EJ2. These include support for the intent to protect existing employment land but suggest flexibility within this to allow for change of use where appropriate, and to allow the policy to support a broad range of employment. Comments were raised regarding the nuance between change of use to mixed-use and residential led developments. Comments also raised the proposed site allocations within policy H2 that propose the redevelopment of employment land.

5.8 **EJ3: New forms of employment provision**

Policy EJ3 supports new forms of employment provision such as work hubs and collaborative work space and ensures the delivery of these within strategic development sites.

5.9 Of the 11 responses received regarding 'initial feelings' about policy EJ3: New forms of employment provision, 82% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 18% were 'neutral' and no one responded as 'unhappy' or 'dissatisfied'. Full results are presented in graph A27.



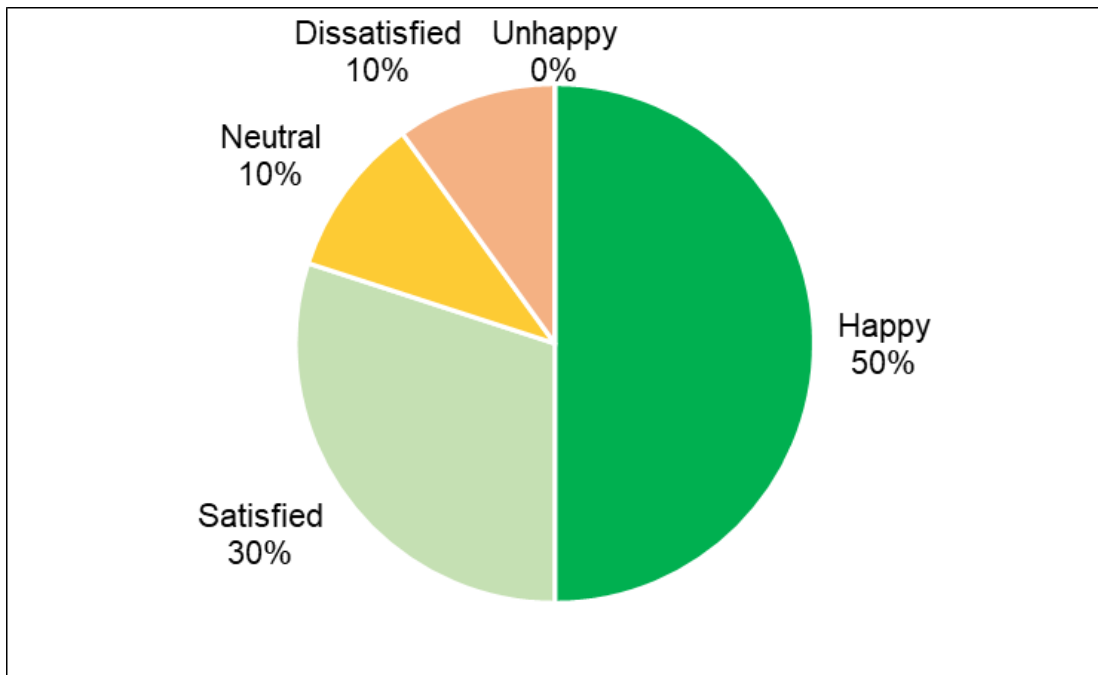
Graph A27: 'initial feelings' to policy EJ3: New forms of employment provision

5.10 11 detailed comments were provided on policy EJ3. Generally the comments were in support of the policy welcoming innovative forms of employment provision. The need to consider post-pandemic work provision, sustainability, reducing the need to travel, and biodiversity were also raised, along with the need for flexibility within the policy to accommodate a broad range of employment.

5.11 **EJ4: Access to jobs and skills**

Policy EJ4 supports ways in which major developments can support the improvement of skills, opening pathways to work for young people and disadvantaged groups. It requires major development proposals to submit and deliver an Employment and Skills Plan and expresses support for development proposals that contribute to providing local residents with access to employment, skills and social value opportunities.

5.12 Of the 10 responses received regarding 'initial feelings' about policy EJ4: Access to jobs and skills, 80% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy, 10% were 'neutral' and 10% were 'dissatisfied' with no one 'unhappy'. Full results are presented in graph A28.



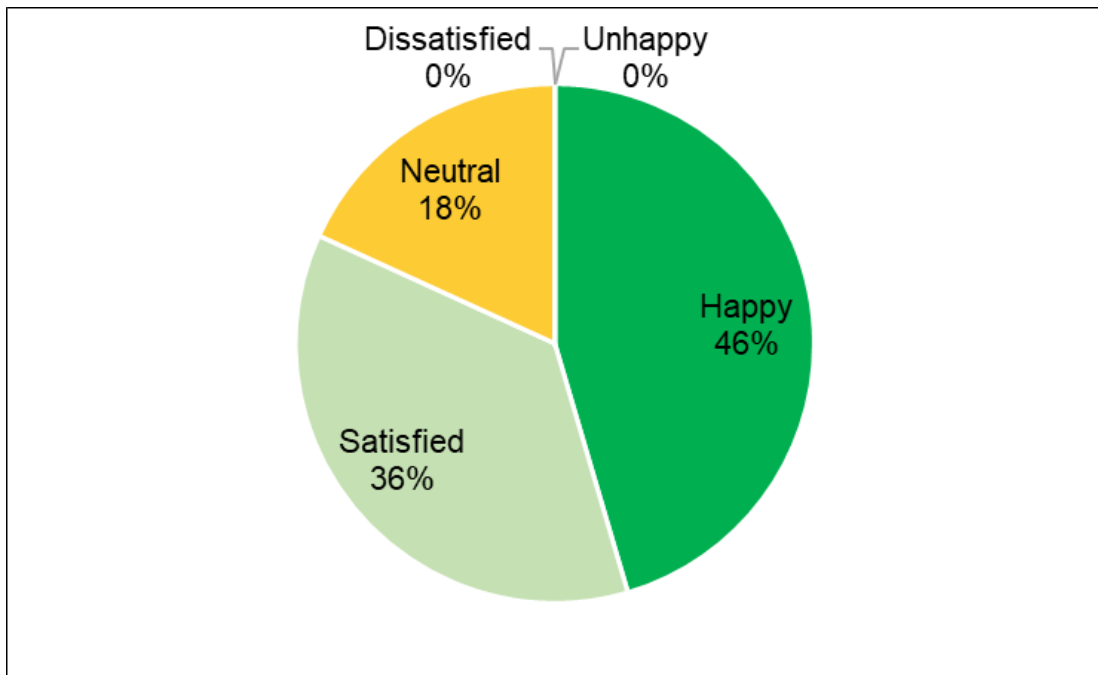
Graph A28: 'initial feelings' to policy EJ4: Access to jobs and skills

5.13 12 detailed comments were provided on policy EJ4. Support for the policy's intention was expressed regarding facilitating access to employment and learning opportunities, promoting social mobility and fostering city-wide inclusion. Concerns about policy implementation, particularly regarding the submission and delivery of Employment and Skills Plans were also raised, alongside the need to provide housing for workers.

5.14 **EJ5: Provision of local services in employment areas**

Policy EJ5 supports the provision of local services within employment areas for the benefit of the workforce. Local services could include a child care nursery, a medical practice or walk in centre, a dentist, a post office, a bank, a sandwich bar or a small convenience store. In addition to benefitting the workforce, these would be attractive to potential businesses and investors and should also reduce the need to travel.

5.15 Of the 11 responses received regarding 'initial feelings' about policy EJ5: Provision of local services in employment areas, 82% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. No one responded as 'unhappy' or 'dissatisfied'. Full results are presented in graph A29.



Graph A29: 'initial feelings' to policy EJ5: Provision of local services in employment areas

5.16 11 detailed comments were provided on policy EJ5. These acknowledged general support and the importance of providing services in employment areas, but also raised concern about the deliverability and potential exclusion of resident-use of services in favour of serving the local workforce. Provision of green spaces within employment areas was suggested as a policy omission.

5.17 **EJ6: New transformational employment allocations**

Policy EJ6 allocates new employment sites to meet the specific requirements of the transformational sectors, such as data analytics, environmental futures, digital innovation, health innovation and the creative industries. These transformational employment allocations will provide additional floorspace, alongside the employment provision set out in policy EJ3, to help meet identified employment demand.

5.18 The proposed sites included in policy EJ6 were consulted on individually and the responses received to each site is presented in Appendix B. The 4 sites proposed to be allocated for employment in this policy are:

- Land adjacent to Sandy Park, Newcourt
- Land adjacent Ikea, Newcourt
- Toby Carvery, Rydon Lane, Middlemoor
- St Luke's Health Campus, Heavitree Road

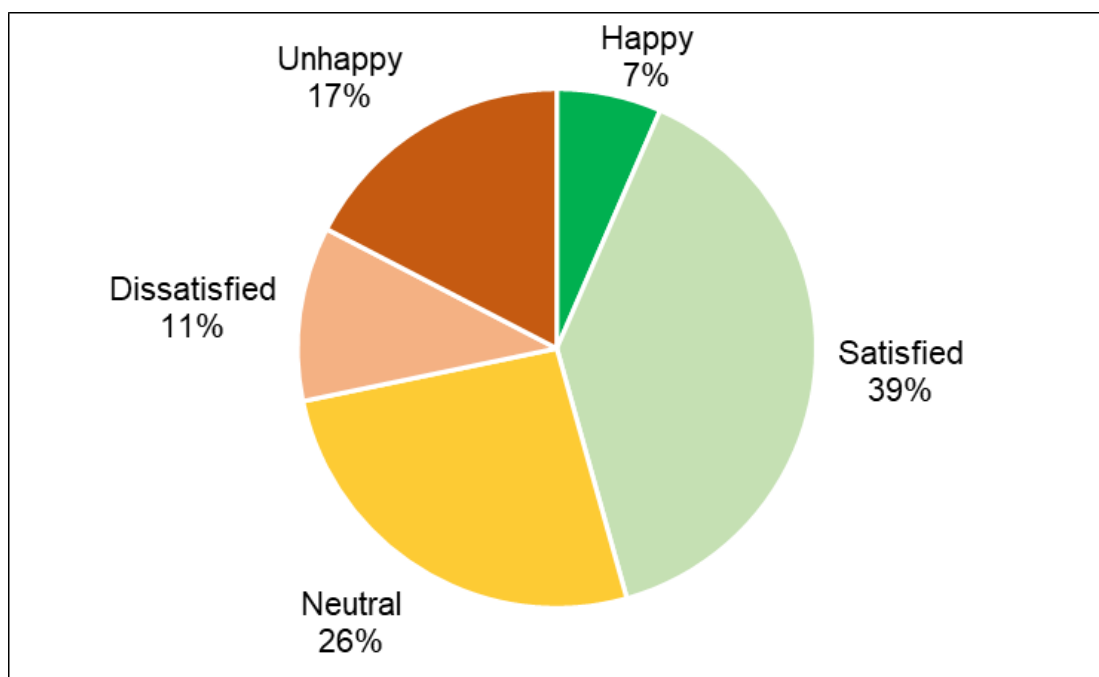
6 The future of our high streets

6.1 One policy was included in the full draft Exeter Plan that seeks to promote ways for the city centre and smaller centres within communities to continue to play an important role in our lives, increase the accessibility of services, reduce the need to travel and engender community cohesion.

6.2 HS1: The vitality of our high streets and centres

Policy HS1 seeks to protect and enhance the vitality of the city centre and other local centres so they continue to provide a key role in our day-to-day lives supporting communities, prosperity and cultural identity. This could include providing a greater variety of uses, extending hours of activity where appropriate, improving the cultural offer and delivering attractive public spaces. It also places strict control on the development of retail outside of the city, district and local centres.

6.3 Of the 46 responses received regarding 'initial feelings' about policy HS1: The vitality of our high streets and centres, 46% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 28% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A30.



Graph A30: 'initial feelings' to policy HS1: The vitality of our high streets and centres

6.4 46 detailed comments were provided on policy HS1. Those who appeared satisfied with the proposed policy, highlighted support for initiatives aimed at revitalising and diversifying the city centre and other high streets, calling for further promotion of local, independent, sustainable business and shops and enhancing the city's cultural and historic character. Others express dissatisfaction, particularly regarding issues such as parking cost and availability, the unreliability of public transport and the need for more community spaces and pleasant feel and enhanced public realm. In response to retail outside of the city, district and local centres, there were many who

felt this has its place in Exeter and the economy, whereas others supported the intention to restrict these developments.

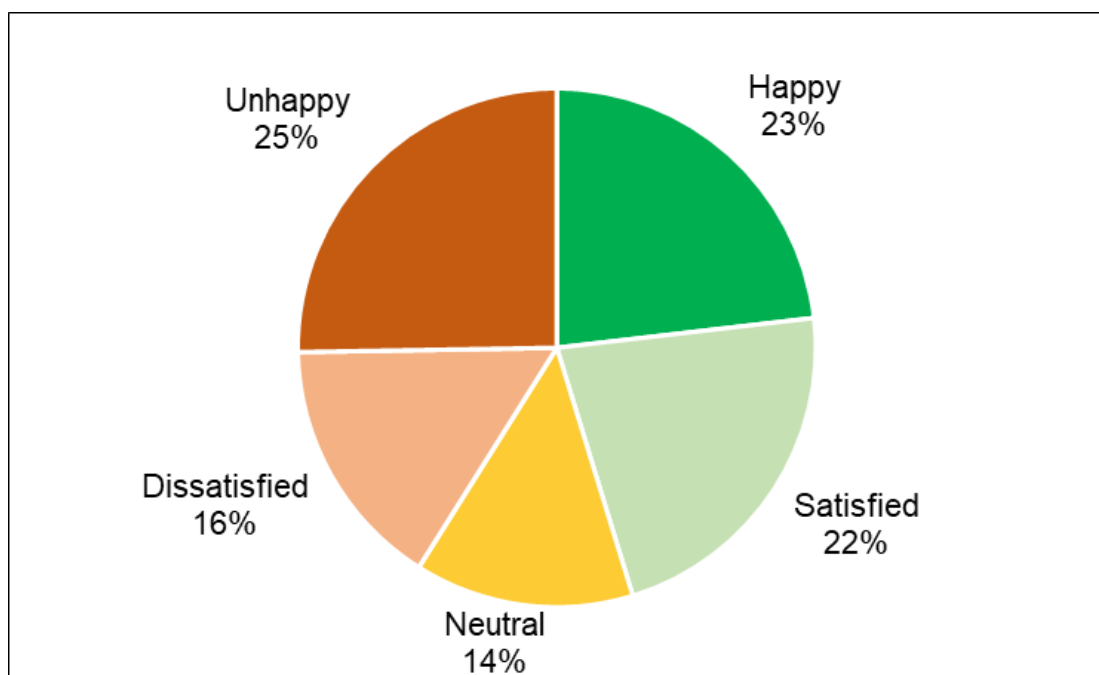
7 Sustainable transport and communications

7.1 Nine policies relating to sustainable transport and communications were included in the full draft Exeter Plan. These seek to deliver development in appropriate locations with high quality infrastructure to minimise the need to travel, maximise sustainable transport and support emerging forms of mobility. It also sets the intention to work in collaboration with partners in delivering sustainable transport options and invest in digital telecommunications.

7.2 STC1: Sustainable movement

Policy STC1 sets out an overarching approach to sustainable movement and ensuring development and transport work together.

7.3 Of the 95 responses received regarding 'initial feelings' about policy STC1: Sustainable movement, 45% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 41% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A31.



Graph A31: 'initial feelings' to policy STC1: Sustainable movement

7.4 93 detailed comments were provided on policy STC1. While some comments are in support of greater promotion and use of sustainable and active travel modes for health, environmental and place-making reasons, others express dissatisfaction with the lack of alternative, safe, reliable, and affordable alternatives to car travel and present these as barriers to the policy achieving the stated intentions. Many provide examples of when using alternative forms of travel is not practical, refer to those travelling into the city from elsewhere and cite potential negative impacts on Exeter's businesses and economy if people cannot access the city with ease.

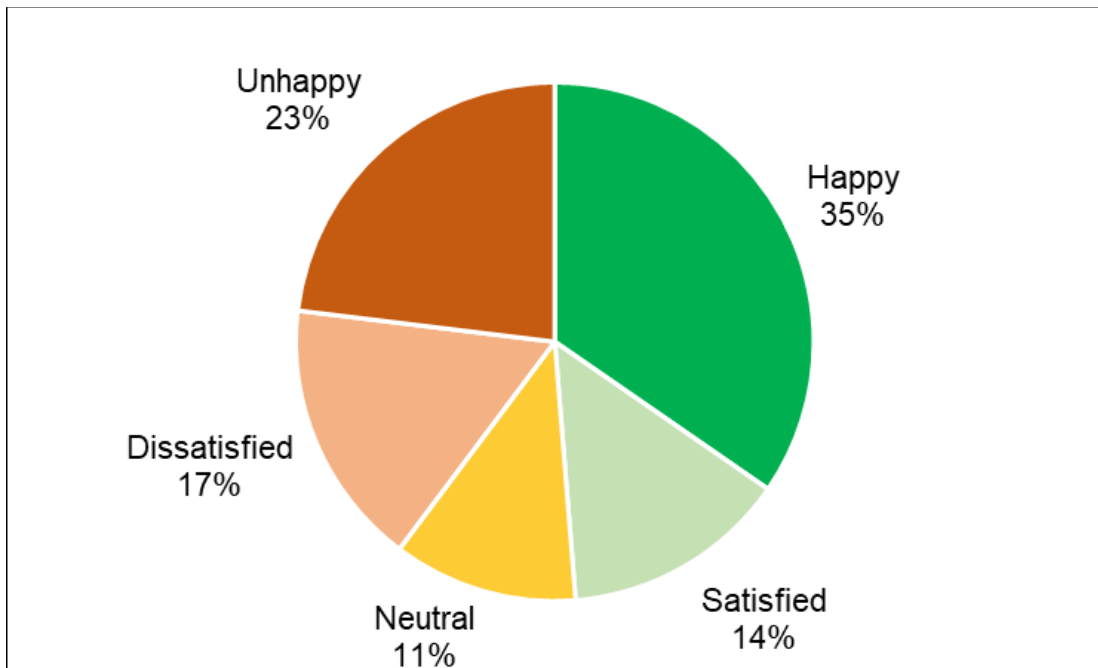
7.5 In addition to many negative comments made about public transport, Low Traffic Neighbourhoods, particularly the Devon County Council Active Streets schemes

around Heavitree and Whipton, are also heavily commented on which include both praise and criticism.

7.6 **STC2: Active and sustainable travel in new developments**

Policy STC2 explains what new development will need to look like and provide to make it easier for people to use active and sustainable travel options. This includes delivering attractive and direct walking, cycling and public transport access/routes, providing high quality cycle parking options, reducing the dominance of cars, ensuring appropriate space for buses and requiring charging points for bikes and cars.

7.7 Of the 78 responses received regarding 'initial feelings' about policy STC2: Active and sustainable travel in new developments, 49% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 40% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A32.



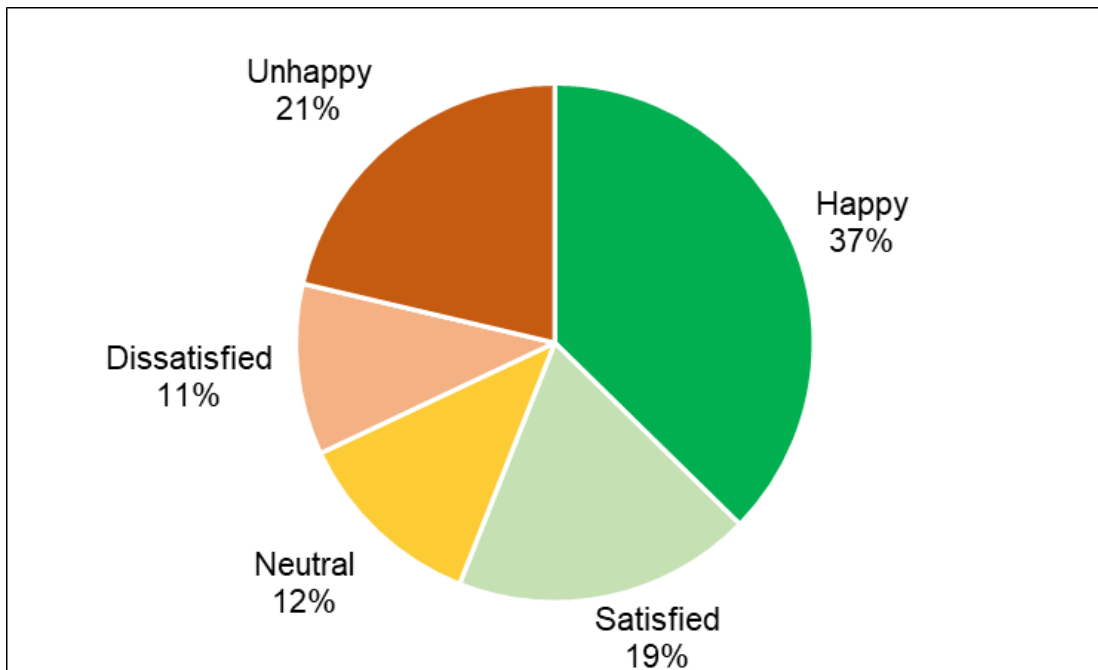
Graph A32: 'initial feelings' to policy STC2: Active and sustainable travel in new developments

7.8 68 detailed comments were provided on policy STC2. Many highlight the importance of prioritising and transitioning to active and sustainable travel for reduced congestion, improved air quality and health. However, concerns were raised about inclusivity and the consequences of this policy for vulnerable groups unable to rely on active and sustainable travel, particularly without significant improvements to public transport. Other concerns included pedestrian and cyclist safety, electric vehicle charging availability, queries about whether the source of electricity is renewable and the need for delivery drivers to operate without causing parking or travel flow issues i.e. blocking roads or paths.

7.9 **STC3: Supporting active travel**

Policy STC3 identifies a set of key active travel proposals that the City Council will work with other authorities and organisations to support.

7.10 Of the 75 responses received regarding 'initial feelings' about policy STC3: Supporting active travel, 56% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 32% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A33.



Graph A33: 'initial feelings' to policy STC3: Supporting active travel

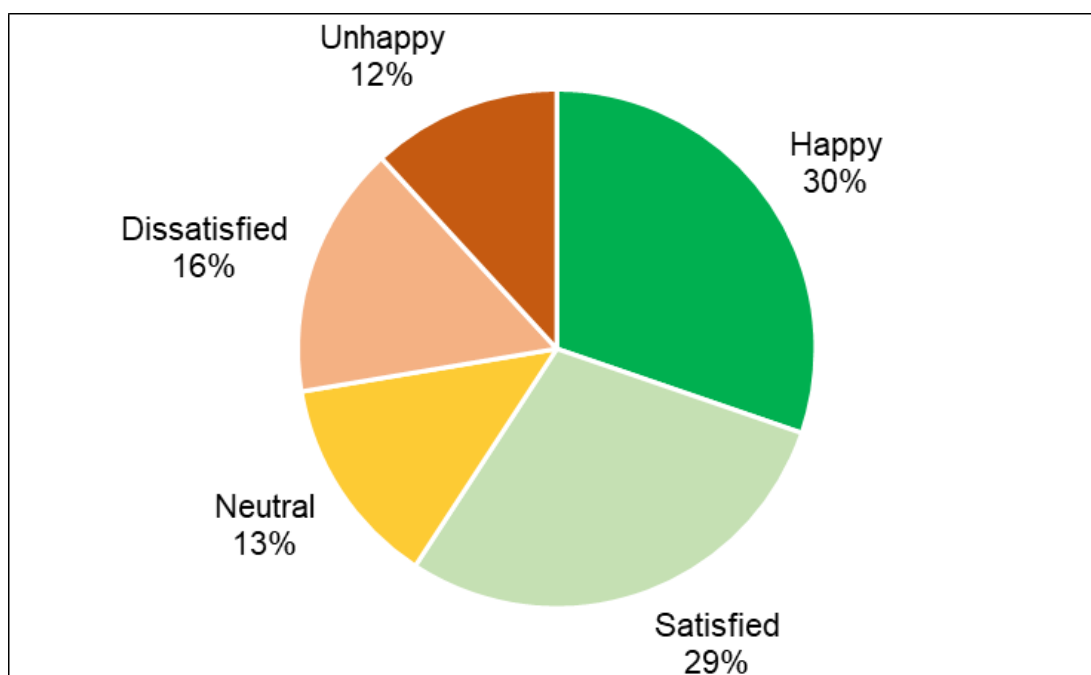
7.11 71 detailed comments were provided on policy STC3. Positive comments centred on the importance of promoting active travel, making it safer and the provision of more dedicated routes with associated infrastructure. Criticism arises from a feeling that the diverse needs of different communities and individuals are not met through active travel promotion, the potential for those reliant on car use to be overlooked and the need for significant improvements to safety, multi-modal integration as well as funding. Comments also referenced Low Traffic Neighbourhoods, providing a combination of support and concern.

7.12 **STC4: Supporting public transport**

Policy STC4 promotes a number of public transport proposals including support for greater integration of transport modes and ticketing systems. For buses, these include strategic bus improvements, the provision of electric vehicles and park and ride/park and change facilities. For rail, these include support for another new railway station at Monkerton, enhancement of St David's station and accessibility improvements to all city stations.

7.13 Of the 76 responses received regarding 'initial feelings' about policy STC4: Supporting public transport, 59% of the responses suggest support for the policy in

identifying feeling 'satisfied' or 'happy' with the policy. 28% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A34.



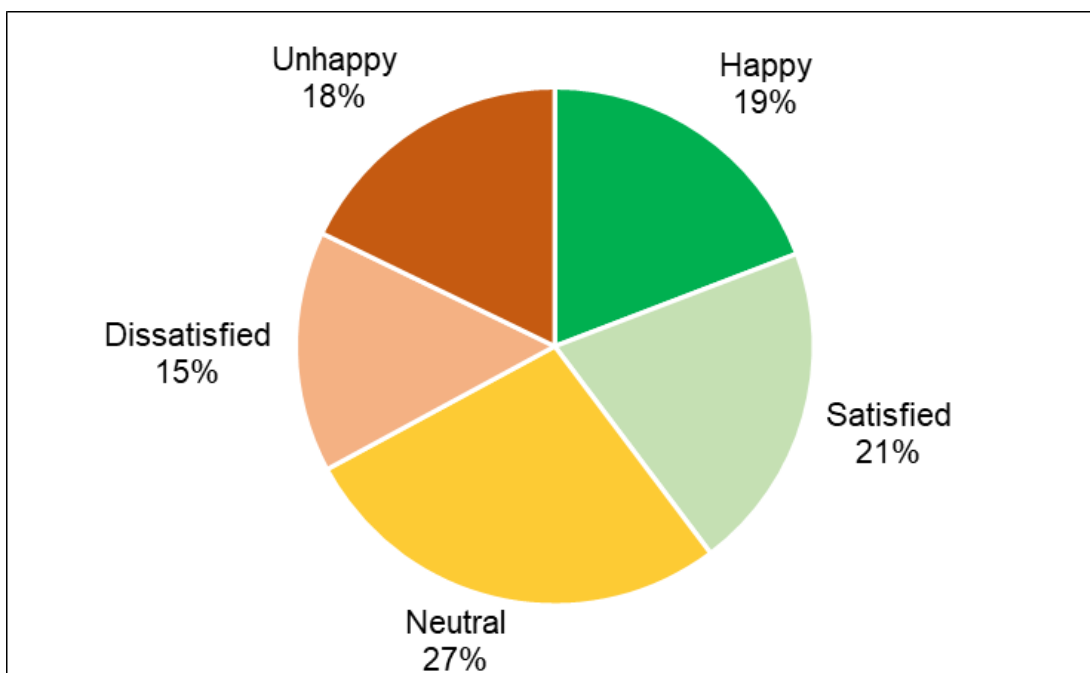
Graph A34: 'initial feelings' to policy STC4: Supporting public transport

7.14 72 detailed comments were provided on policy STC4. While many showed support for the aims of this policy, this was accompanied by many comments expressing dissatisfaction with public transport in Exeter citing issues such as unreliability, poor frequency, cost and lack of accessibility. Overall, it is clear that there is a desire for significant improvements to make public transport more attractive, convenient and accessible. Many strategies for achieving this were suggested. There were groups advocating for public ownership of public transport services, others calling for closer collaboration between councils and transport providers and some calling for greater accountability from providers.

7.15 **STC5: Supporting new forms of car-use**

Whilst active travel and public transport will be prioritised, 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, including through provision for electric vehicles and shared mobility (where transport options are shared amongst users who pay to access transport on a flexible basis).

7.16 Of the 73 responses received regarding 'initial feelings' about policy STC5: Supporting new forms of car-use, 40% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 33% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A35.



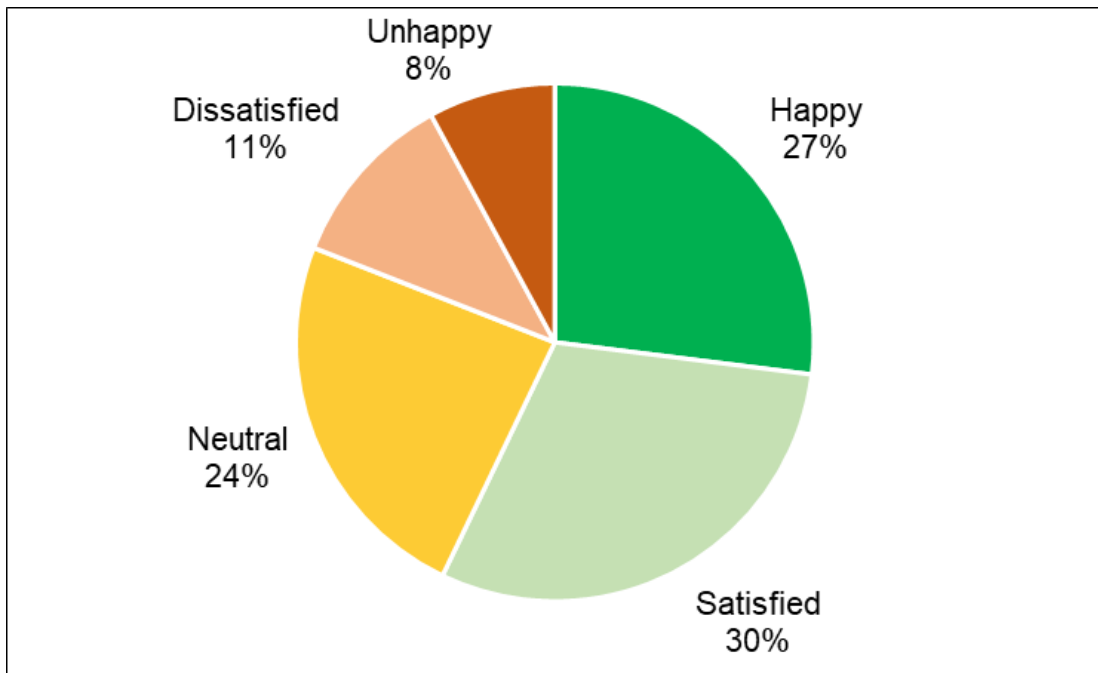
Graph A35: 'initial feelings' to policy STC5: Supporting new forms of car-use

7.17 56 detailed comments were provided on policy STC5. Many comments included criticism of the locations, perceived limited use of, and costs associated with, electric charging points, dissatisfaction over the discontinuation of Co-Cars/Bikes shared transport services without adequate replacement, debate surrounding whether electric vehicles/bikes are the best solution and concerns about affordability. There were also comments of support for low and car free development, reducing car use and intent to support emerging transport technology.

7.18 **STC6: Travel plans**

Travel plans are long-term management strategies for integrating proposals for sustainable travel into the planning and development process. 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 of travel for comparatively low cost. Policy STC6 sets out the requirements in relation to travel plans.

7.19 Of the 63 responses received regarding 'initial feelings' about policy STC6: Travel plans, 57% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 19% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A36.



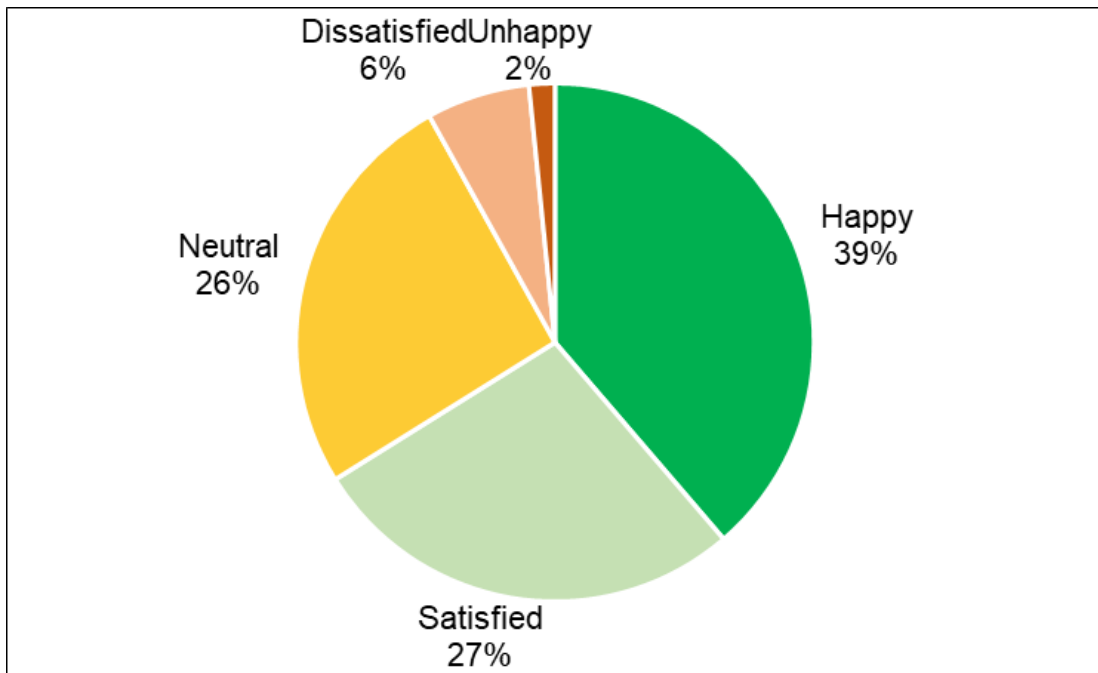
Graph A36: 'initial feelings' to policy STC6: Travel plans

7.20 28 detailed comments were provided on policy STC6. Concerns are raised about the timing of travel plan implementation and delivery of supporting infrastructure to ensure travel plan success. Equally the need for quality travel options was raised again as essential by responders to this policy. While some acknowledge the role and importance of travel plans, other question how they will be monitored and enforced.

7.21 **STC7: Safeguarding transport infrastructure**

National planning policy states that planning policies should identify and protect, where there is robust evidence, sites and routes which could be critical in the future. 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. This includes land for the proposed new Monkerton railway station and access routes to proposed large development sites.

7.22 Of the 62 responses received regarding 'initial feelings' about policy STC7: Safeguarding transport infrastructure, 66% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 8% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A37.



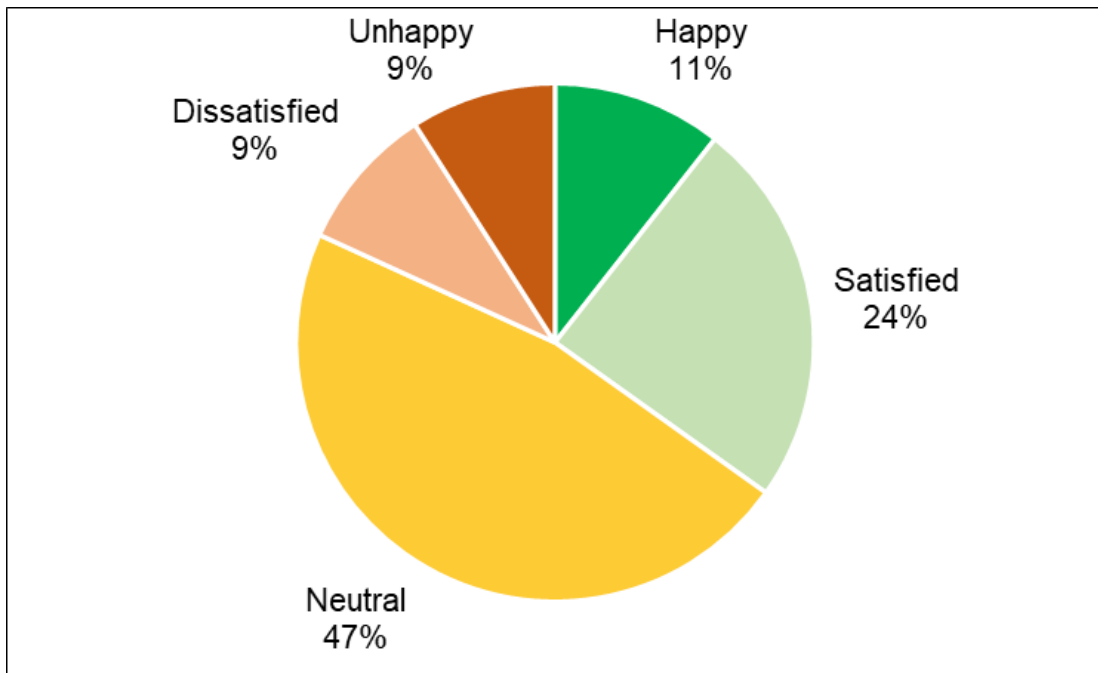
Graph A37: 'initial feelings' to policy STC7: Safeguarding transport infrastructure

7.23 30 detailed comments were provided on policy STC7. Many comments on this policy express strong support for the safeguarding measures outlined. Others raise further discussion about active travel and respond to schemes included in the policies or make suggestions for other enhancements, such as replacing Mallison Bridge at the quay, improving accessibility at Polsloe Bridge railway station and providing additional crossings of the canal, River Exe, Alphington Road, Sidmouth Road and railway lines.

7.24 **STC8: Motorway service area**

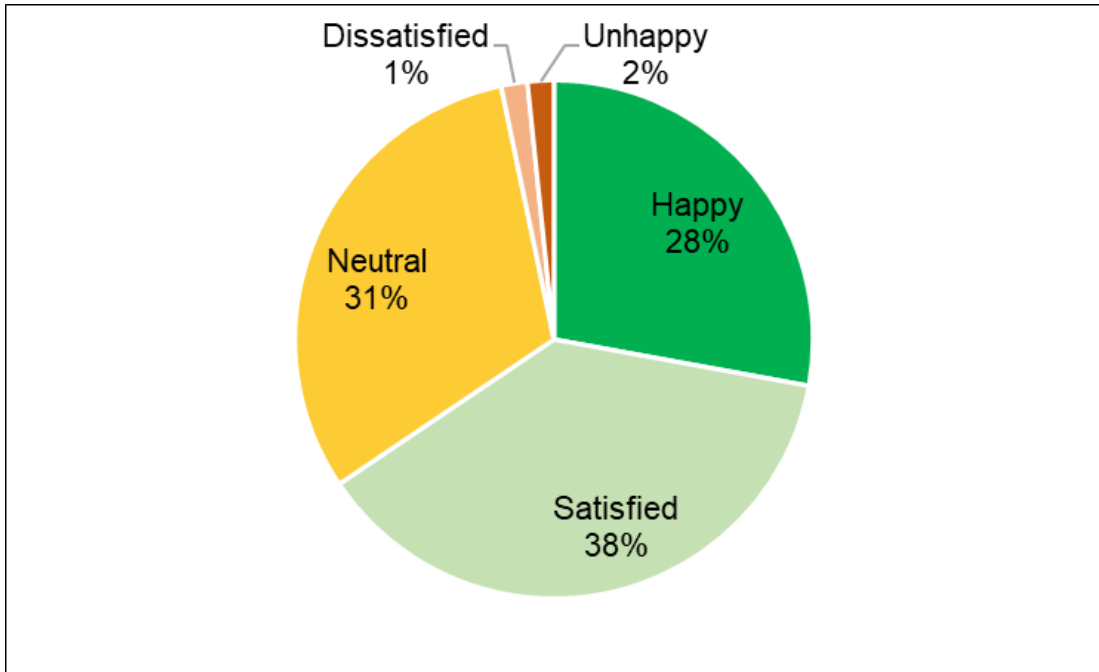
If an alternative service area to the current motorway services adjacent to Junction 30 on the M5 could be provided close to Exeter, this would provide relief for the local highway network, providing significant benefits. As set out in policy STC8, the City Council would support the provision of an alternative service area close to the city if a site could be delivered. This would rely on an appropriate alternative site coming forward.

7.25 Of the 66 responses received regarding 'initial feelings' about policy STC8: Motorway service area, 35% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy, 47% were neutral and 18% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A38.



Graph A38: 'initial feelings' to policy STC8: Motorway service area

- 7.26 33 detailed comments were provided on policy STC8. While there is support for potential relocation of the motorway services, the limitations and expense of doing so are also noted. Some responders would rather the services remain in situ or other solutions implemented to make them more accessible.
- 7.27 **STC9: Digital communications**
 Digital communication goes hand in hand with transport provision; people increasingly access services, shopping and work online, reducing the need to travel. 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.
- 7.28 Of the 61 responses received regarding 'initial feelings' about policy STC9: Digital communications, 66% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 3% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A39.



Graph A39: 'initial feelings' to policy STC9: Digital communications

7.29 23 detailed comments were provided on policy STC9. Generally, comments expressed satisfaction with the aim of enhancing digital communications. Concerns raised relate to 5G, potential health impacts, energy consumption and harm to heritage or the environmental associated with, for example, removing trees and hedgerows to improve signal, or the design and installation of equipment.

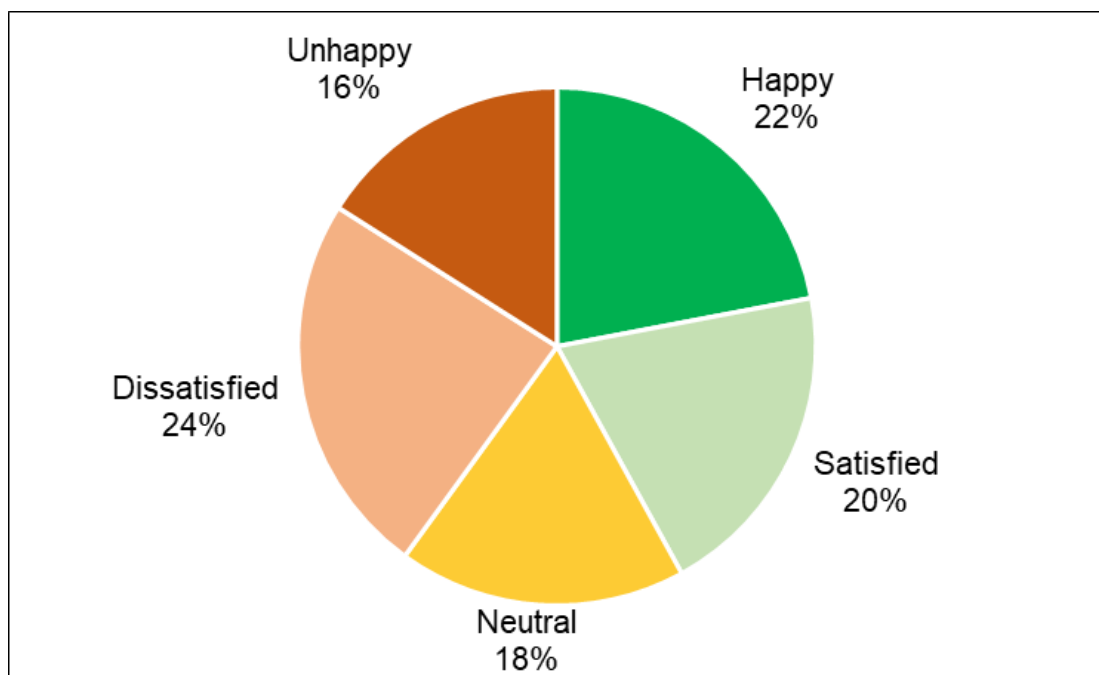
8 Natural environment

8.1 Seven natural environment policies were included in the full draft Exeter Plan. These seek to protect and enhance the city's unique natural setting provided by the hills, the valley parks and River Exe, improve access to natural green spaces and provide net gains for biodiversity.

8.2 NE1: Landscape setting areas

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 to the city and its residents and provides the landscape setting for the city and for surrounding areas. On this basis, policy NE1 provides protection for identified landscape setting areas in the city.

8.3 Of the 50 responses received regarding 'initial feelings' about policy NE1: Landscape setting areas, 42% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 40% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A40.



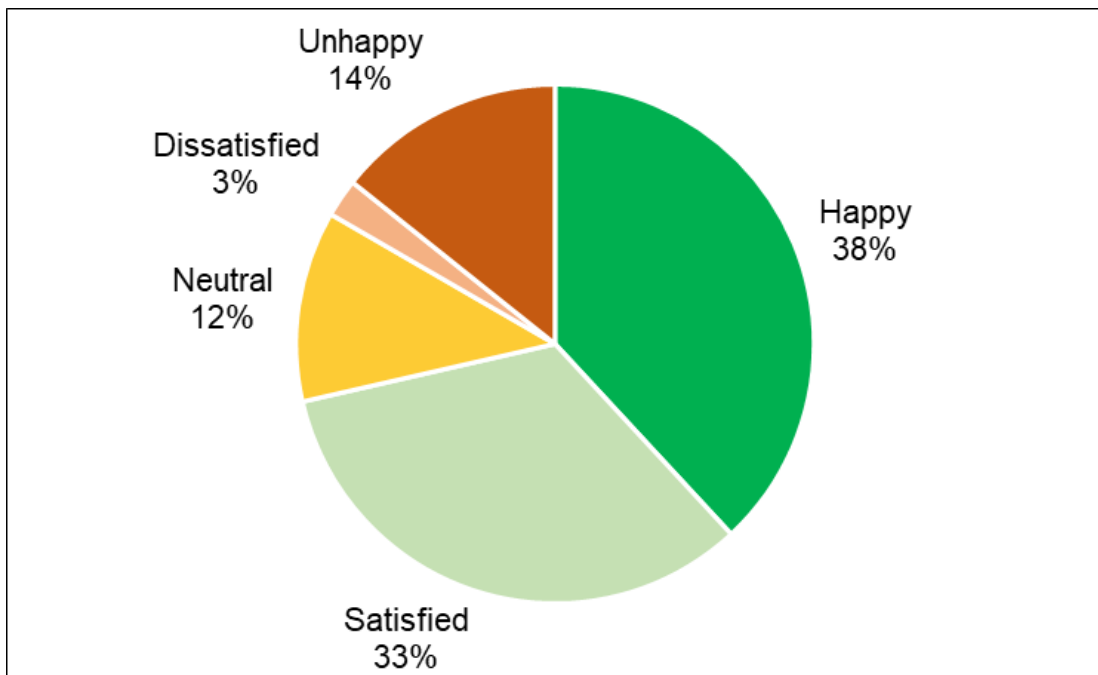
Graph A40: 'initial feelings' to policy NE1: Landscape setting areas

8.4 51 detailed comments were provided on policy NE1. Those writing supportive comments express satisfaction with the aim to protect Exeter's valued landscapes. Criticism is directed at the potential for the policy to be stronger at protecting these areas from development, to protect more areas and green spaces than it does and suggests the need for the evidence base to be improved. Conversely, some also suggest that the policy is too restrictive and should not offer such degree of protection to landscape setting areas, in addition to advocating green spaces which are considered suitable for development.

8.5 NE2: Valley Parks

Exeter has nine Valley Parks (including two new Valley Parks proposed in the Exeter Plan) which provide informal recreation to the public and which are also of significant wildlife value. They contribute significantly to the quality of life offered in Exeter and enable public access to nature as well as informal outdoor recreation. Policy NE2 seeks to protect the Valley Parks and only permit development that supports the functions of the Valley Parks.

8.6 Of the 42 responses received regarding 'initial feelings' about policy NE2: Valley Parks, 71% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 17% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A41.



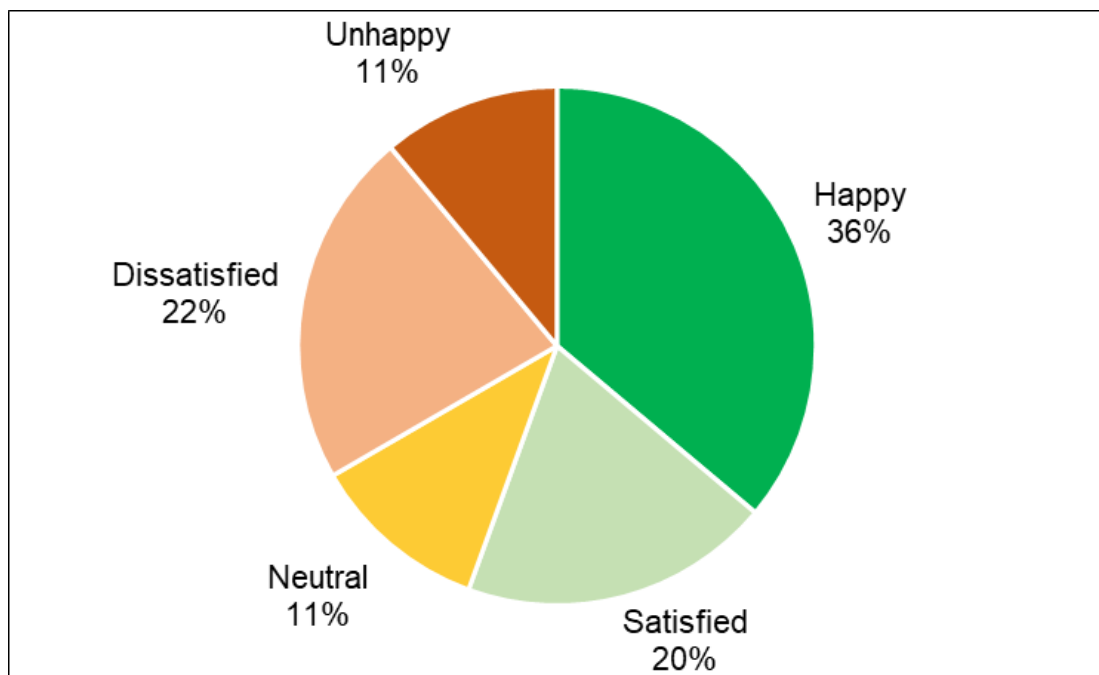
Graph A41: 'initial feelings' to policy NE2: Valley Parks

8.7 27 detailed comments were provided on policy NE2. Generally, comments were in support of protection for Valley Parks while there were calls for there to be minimal development in or near these valuable natural assets. Additional points for consideration or potential policy enhancements included recognising the heritage role within the Valley Parks, the need to carefully balance access, additional development pressures and protection of Valley Parks and the potential to extend this level of protection to all green and open spaces in the city and to ensure all are linked providing wildlife corridors. There were also questions about the potential impact of development negatively affecting Valley Parks including references to specific recent or live planning applications. Some also suggested the need for additional provision and SANG (Suitable Alternative Natural Greenspace) to appropriately absorb recreation pressure from additional development. Finally, clearer wording was advocated around potential permitted development in Valley Parks, particularly solar farms / ground mounted photovoltaic arrays and other renewable energy projects.

8.8 NE3: 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. Policy NE3 provides criteria to ensure all proposals follow the 'mitigation hierarchy' (which puts avoiding harm to biodiversity ahead of mitigating harm, with compensation as a last resort) and provide a 10% net gain in biodiversity as is the legal requirement.

8.9 Of the 36 responses received regarding 'initial feelings' about policy NE3: Biodiversity, 56% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 33% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A42.



Graph A42 'initial feelings' to policy NE3: Biodiversity

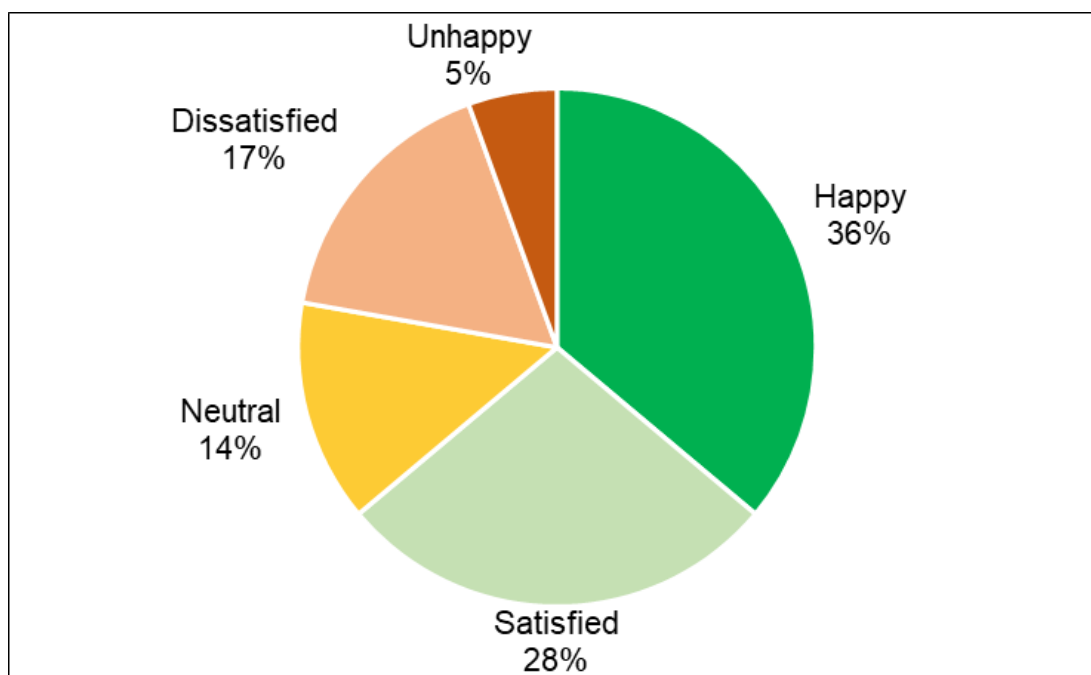
8.10 38 detailed comments were provided on policy NE3. Comments expressing satisfaction with the policy emphasise its importance. Suggested improvements included the need to ensure that the policy aligns with Biodiversity Net Gain (BNG) legislation and emerging guidance, the suggestion to include BNG in site selection and assessment processes, the need to clearly link to emerging strategies, such as Local Nature Recovery and the benefits of including reference to protection of the water environment. Concerns were raised about the potential impacts of the policy on development viability, implementation, monitoring and enforcement and a perception from some that the premise of this policy conflicts with the proposed level of development required in Exeter.

8.11 NE4: Green infrastructure

Green Infrastructure is a network of multi-functional green and blue spaces and other natural features which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits. Policy NE4 seeks to ensure that

development takes a positive approach to protection, enhancement and delivery of green infrastructure.

- 8.12 Of the 28 responses received regarding 'initial feelings' about policy NE4: Green infrastructure, 64% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 22% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A43.



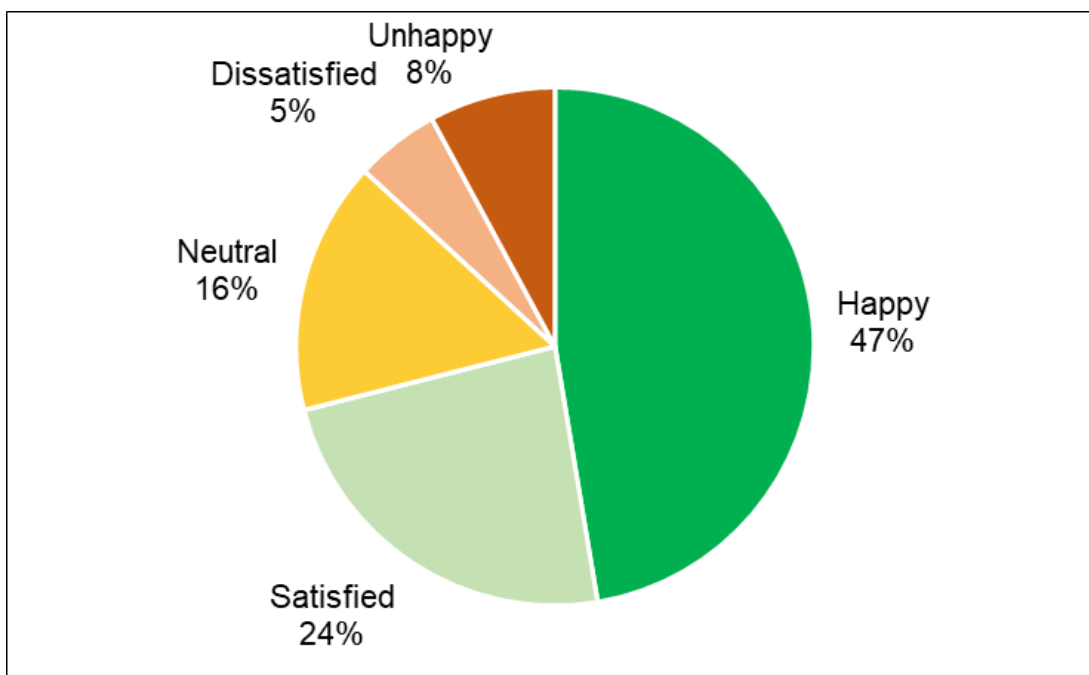
Graph A43: 'initial feelings' to policy NE4: Green infrastructure

- 8.13 23 detailed comments were provided on policy NE4. These outline general support for the policy's intention to protect and enhance green infrastructure. Suggestions include greater heritage consideration in terms of green infrastructure, ensuring links extend beyond the city, greater inclusion of blue (water) infrastructure and for the timely delivery of green infrastructure ahead of occupation. A number of local concerns were raised, predominantly with reference to specific areas of the city and past development.

8.14 **NE5: Green circle**

The Exeter Green Circle is a twelve mile walk that provides a great walking experience within the boundaries of Exeter, providing people with access to nature-rich, beautiful places and encouraging active and healthy lives. It is therefore important that development protects this important city asset which policy NE5 seeks to do.

- 8.15 Of the 23 responses received regarding 'initial feelings' about policy NE5: Green circle, 71% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 13% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A44.



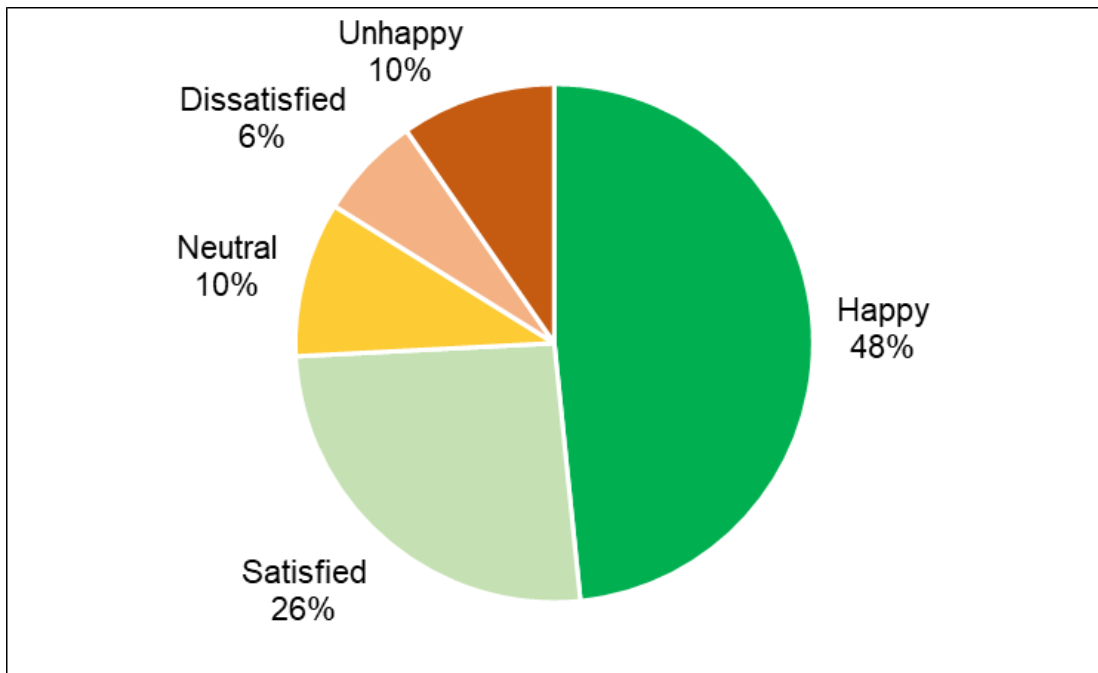
Graph A44: 'initial feelings' to policy NE5: Green circle

8.16 27 detailed comments were provided on policy NE5. Comments included a significant degree of support for the protection and enhancement of the Green Circle. Some queried the wording of the policy and subsequent implications of the wording. Several suggestions were made for further improvement of the green circle, including the need for improved access for a variety of users including disabled groups, cyclists, hand-cyclists and pushchairs, the potential for extensions, smaller loops and links to other public rights of way and the need for improved signage and facilities on the route.

8.17 **NE6: Urban greening factor**

The pressures of development and the impact of climate change will be likely to put increased pressure on green spaces, the natural environment and ecosystems. In response to this, through policy NE6, the City Council is proposing to introduce a requirement for all major development to increase the level of greening in urban environments through requiring the inclusion on an Urban Greening Factor calculation. This is a Natural England generated measurement of the greenery proposed within planning applications and includes all forms of vegetation including trees, parks, gardens and green roofs.

8.18 Of the 26 responses received regarding 'initial feelings' about policy NE6: Urban greening factor, 74% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 16% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A45.



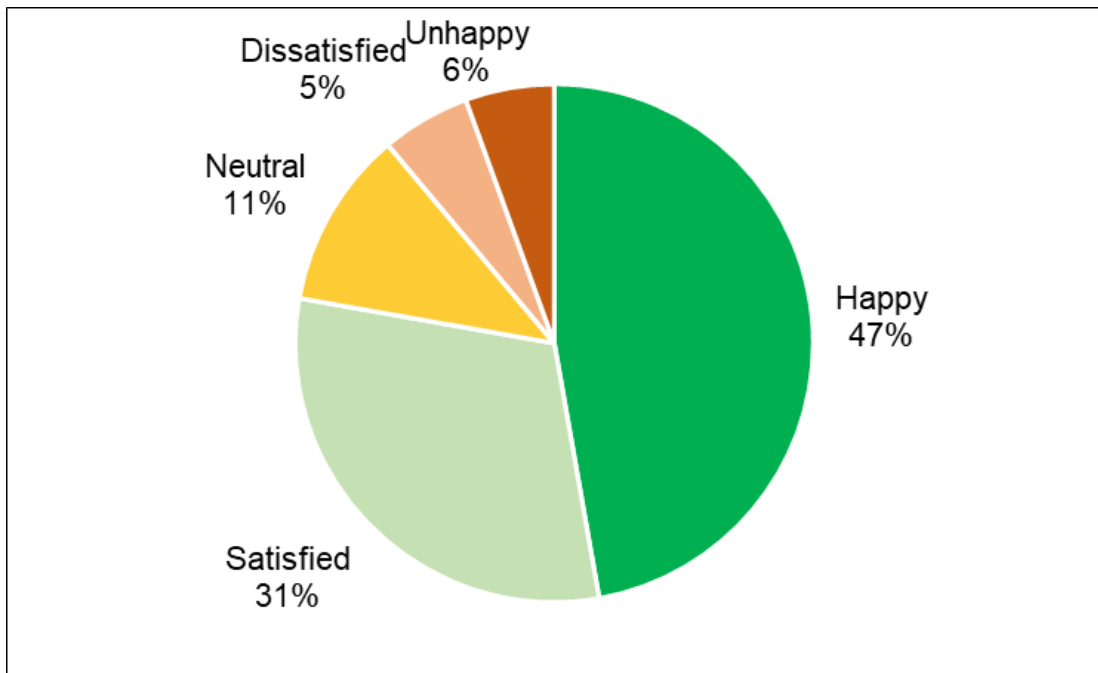
Graph A45: 'initial feelings' to policy NE6: Urban greening factor

8.19 23 detailed comments were provided on policy NE6. Many comments express support for the policy, however alongside these are concerns about implementation of the urban greening factor, whether the standards are high enough, potential impacts on viability and the generation of an additional layer of bureaucracy. Some also queried how this aligns with Biodiversity Net Gain.

8.20 **NE7: Urban tree canopy cover**

Trees provide an enormous benefit to people and wildlife, helping to improve health and wellbeing, providing biodiversity habitats and recreational opportunities, preventing flooding, reducing the impact of climate change and improving air and water quality. The City Council has set a local target to increase tree cover in the city over the next 20 years. Policy NE7 seeks to ensure that new developments contribute towards meeting this target.

8.21 Of the 34 responses received regarding 'initial feelings' about policy NE7: Urban tree canopy cover, 78% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 11% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A46.



Graph A46: 'initial feelings' to policy NE7: Urban tree canopy cover

- 8.22 28 detailed comments were provided on policy NE7. Many comments emphasise the importance of urban tree canopy expansion and support for this policy. Suggestions for policy improvement include ensuring tree planting does not harm heritage assets, more guidance on tree species selection, flexibility for cases when tree retention may be more advantageous than planting and ensuring shade provision. Concerns include whether the targets can be achieved, maintenance, alignment with Biodiversity Net Gain and previous tree removal across the city including that associated with development.

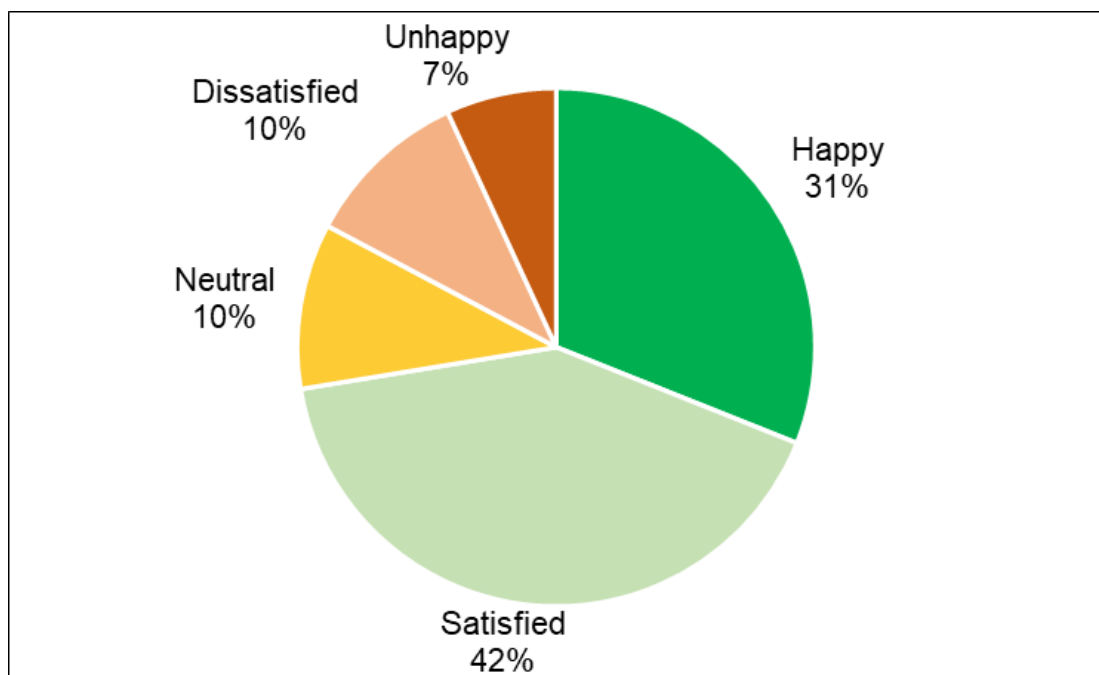
9 History and heritage

9.1 Three history and heritage policies were included in the full draft Exeter Plan. These policies seek to conserve and enhance the city's unique historic character by promoting development that complements and celebrates the city's heritage, identity and culture.

9.2 HH1: Conserving and enhancing heritage assets

New development can raise challenges for Exeter's rich historic environment but also provides an opportunity to protect and enhance Exeter's historic assets whilst exploring the cultural links and celebrating the contribution of heritage to attractiveness the city. Policy HH1 requires development to make positive contributions to the historic environment and identity of the city and sets out key considerations for development affecting heritage assets in Exeter.

9.3 Of the 31 responses received regarding 'initial feelings' about policy HH1: Conserving and enhancing heritage assets, 73% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 17% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A47.



Graph A47: 'initial feelings' to policy HH1: Conserving and enhancing heritage assets

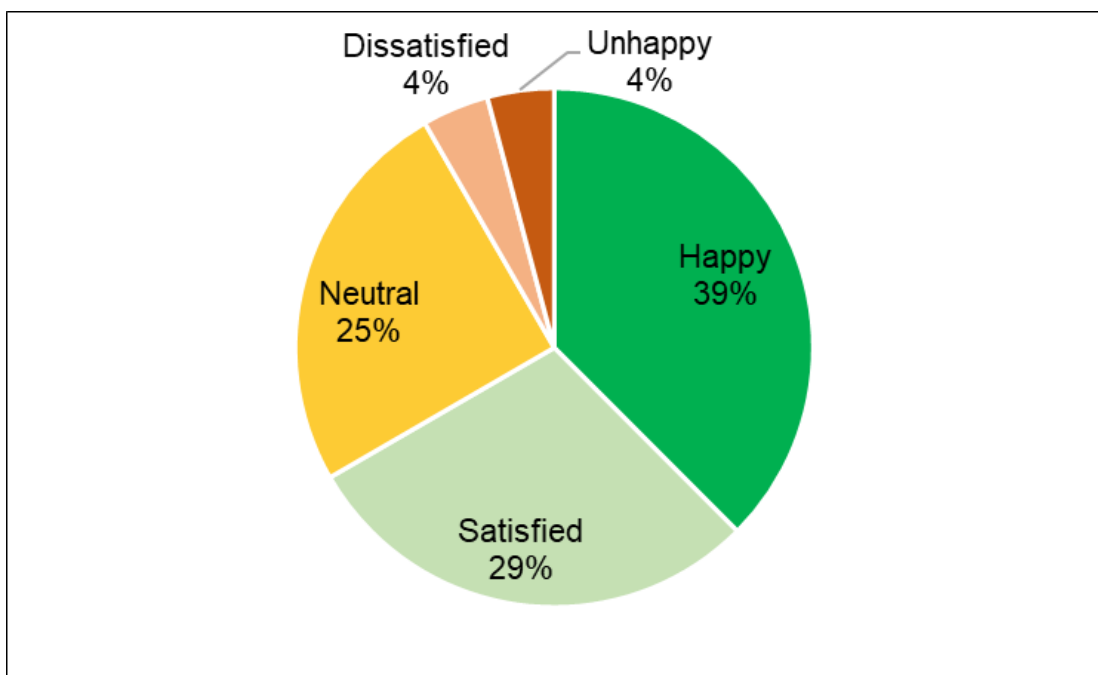
9.4 21 detailed comments were provided on policy HH1. These include support for the efforts being made to conserve and enhance Exeter's heritage assets. Suggestions for improvements include the potential to strengthen policy wording, support additional access to heritage assets, ensure more proactive conservation efforts and greater investment, provide the same protection to historic assets as that provided to the natural environment and include specific reference to the historic quay and canal in the policy. Concerns are expressed about the potential harm from development, the need for stronger protection from inappropriate proposals and neglect and decay.

Some also considered that this policy conflicts with other policies and site proposals within the Exeter Plan.

9.5 HH2: Heritage assets and climate change

Historic buildings can positively contribute towards reducing carbon emissions through sensitive and sympathetic adaptations that secure their retention and conserve the design and special significance of the heritage asset. This approach is set out in Policy HH2.

9.6 Of the 16 responses received regarding 'initial feelings' about policy HH2: Heritage assets and climate change, 68% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 8% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A48.



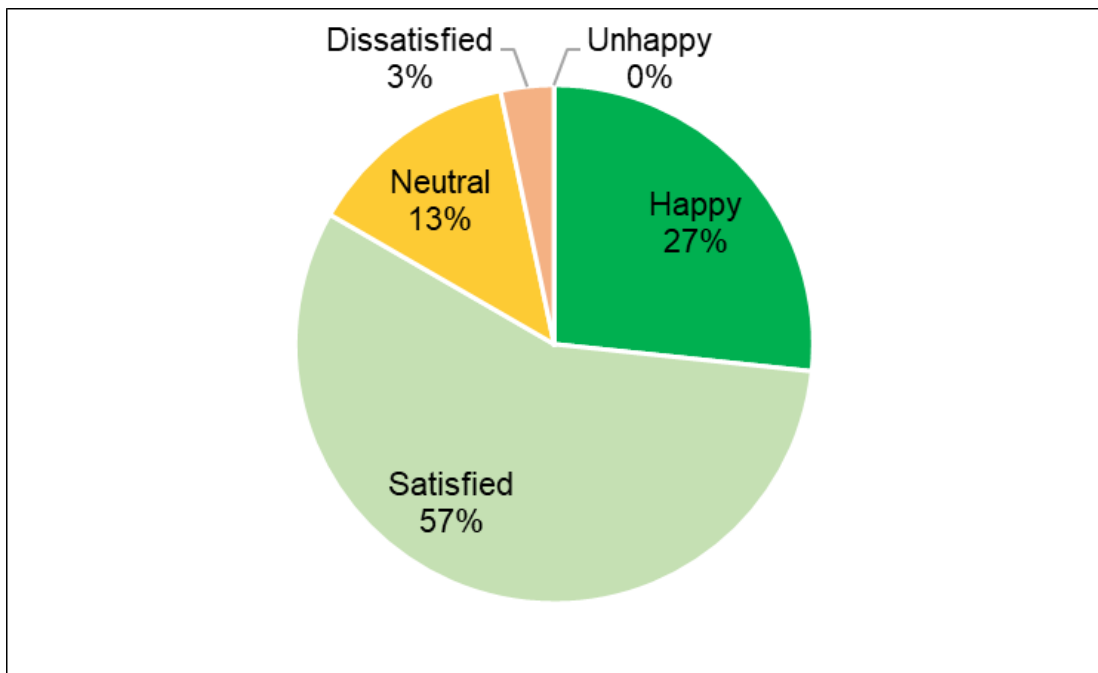
Graph A48: 'initial feelings' to policy HH2: Heritage assets and climate change

9.7 16 detailed comments were provided on policy HH2. Comments generally present positive responses to the policy with support for sustainable innovation and the potential to foster positive change, with notable emphasis on the importance of preserving and renovating historic buildings. Other comments refer to the need for differentiation in the carbon requirements of historic buildings based on significance and designation of the asset and proposal detail. A mix of views are expressed regarding the balance between climate change and heritage preservation and whether the policy allows for enough adaptation of historic buildings or offers the required degree of heritage protection.

9.8 HH3: Conserving and enhancing Exeter City Walls

Policy HH3 recognises the importance of the Exeter City Walls scheduled monument and sets out the intention to seek ways to secure funding to support a programme of works to conserve, repair, maintain and enhance the Walls and improve public access and their visibility.

9.9 Of the 23 responses received regarding 'initial feelings' about policy HH3: Conserving and enhancing Exeter City Walls, 84% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 3% were 'dissatisfied' and no one 'unhappy'. Full results are presented in graph A49.



Graph A49: 'initial feelings' to policy HH3: Conserving and enhancing Exeter City Walls

9.10 25 detailed comments were provided on policy HH3. These largely reflected the high level of support expressed in the 'initial feeling' responses in terms of the policy's objectives and the importance of conserving and enhancing the Exeter City Walls. Concerns include the implementation of the policy, perceived neglect, the lack of a maintenance programme and the potential for proposed development to negatively affect the Walls, particularly referencing the potential height of development. Other responses specify additional heritage assets that respondents consider of equal importance and worthy of equivalent policy recognition.

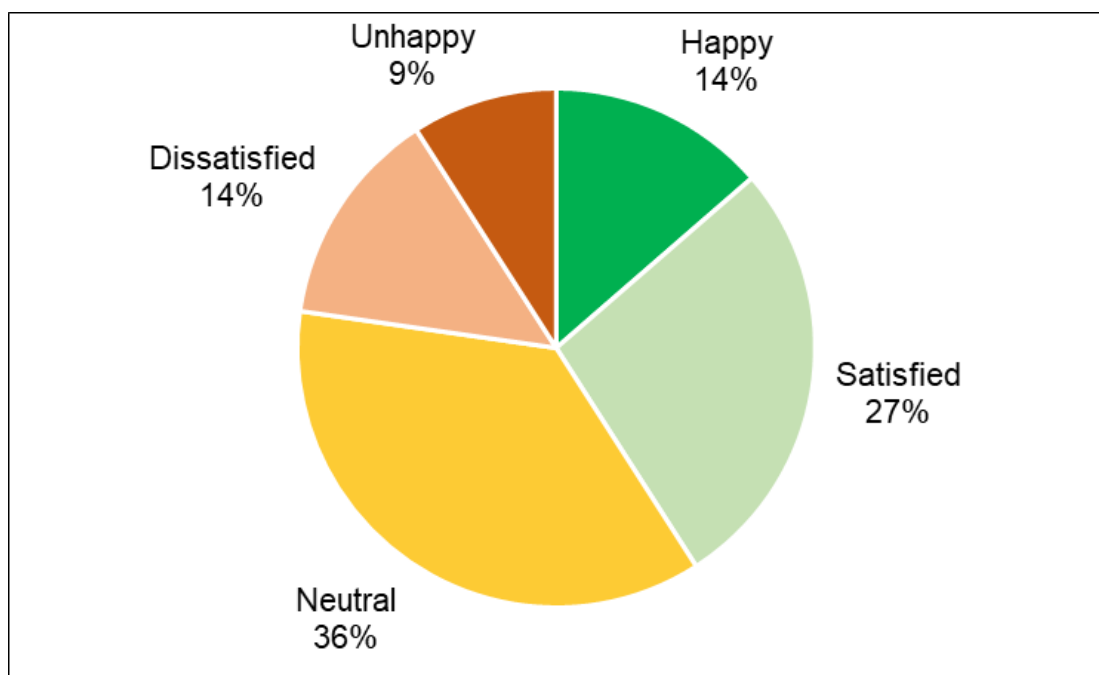
10 Culture and tourism

10.1 Two culture and tourism policies were included in the full draft Exeter Plan. These seek to explore, enhance and celebrate the cultural richness of the city and its profile as a prominent tourist destination.

10.2 C1: Protecting and enhancing cultural and tourism facilities

Enhancing Exeter's cultural offering will be key to the city's future success, building the sense of place and belonging in the city. Policy C1 seeks to protect the many cultural and tourist facilities found in Exeter and support appropriate development proposals that enhance Exeter's cultural and tourist profile and identity.

10.3 Of the 22 responses received regarding 'initial feelings' about policy C1: Protecting and enhancing cultural and tourism facilities, 41% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy, 36% were neutral and 23% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A50.



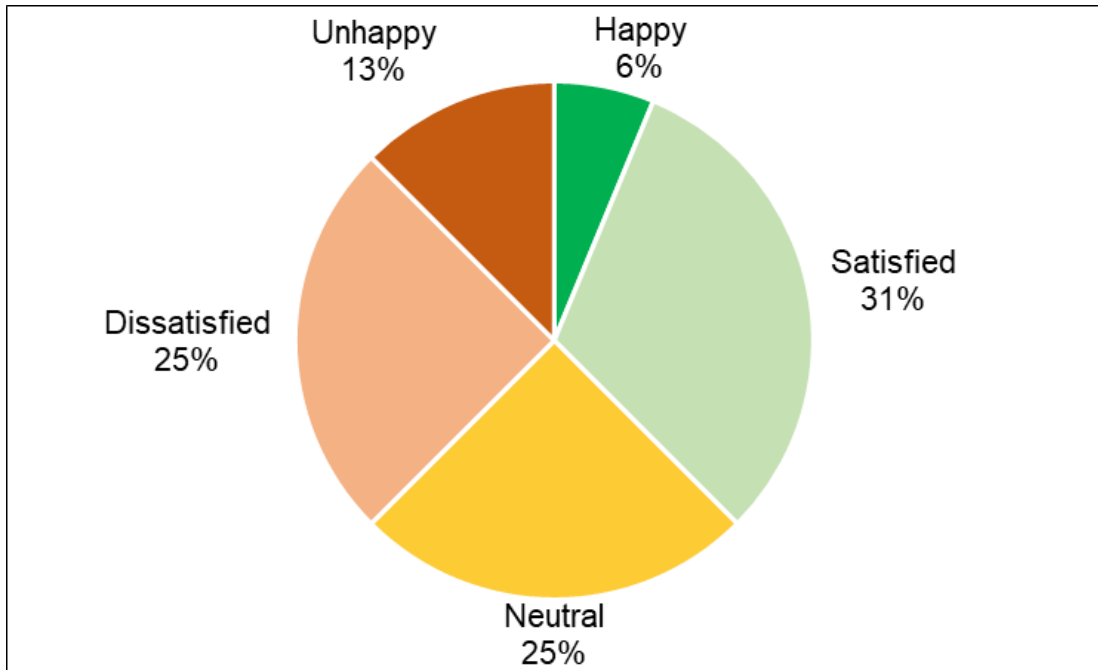
Graph A50: 'initial feelings' to policy C1: Protecting and enhancing cultural and tourism facilities

10.4 27 detailed comments were provided on policy C1. Some responses express satisfaction with the recognition of Exeter's cultural heritage and the importance of preserving it, whereas others express dissatisfaction with the lack of ambition in the policy. Concerns include the omission of references to the cultural value of parks, open spaces and waterway tourism, the need to improve the accessibility of venues and facilities, the lack of coach parking in the city and aspirations for a large theatre / multifunctional venue.

10.5 **C2: Development and cultural provision**

Policy C2 sets out the expectation for large scale development to contribute to and reflect local culture through, for example, providing high quality, creative public spaces, cultural projects and public art. The cultural contribution should be identified through engaging with local communities.

10.6 Of the 16 responses received regarding 'initial feelings' about policy C2: Development and cultural provision, 37% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 38% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A51.



Graph A51: 'initial feelings' to policy C2: Development and cultural provision

10.7 14 detailed comments were provided on policy C2. Some respondents express satisfaction with aspects of the policy, such as its emphasis on reflecting local identity and supporting cultural development. Others question how the policy will achieve engagement with local communities and contribute to cultural development effectively.

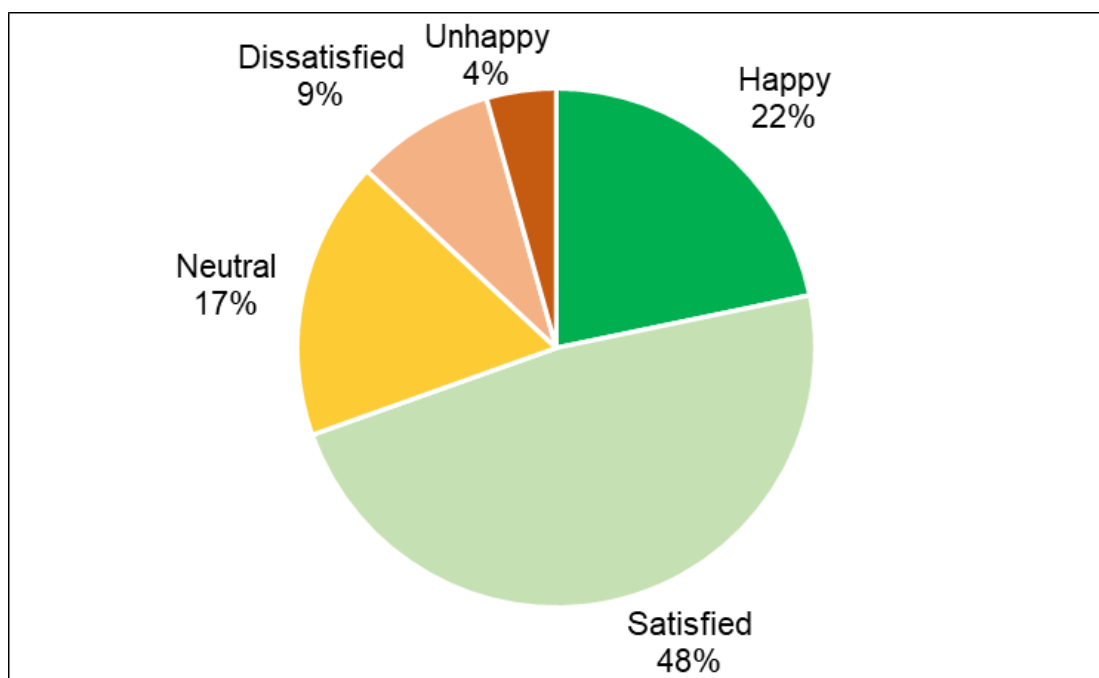
11 High quality places and design

11.1 Two design policies were included in the full draft Exeter Plan. These seek to deliver the development we need in high quality, liveable, connected places. The quality of the places in which we live and work is fundamental to the success of the city, the wellbeing of our communities and the beauty of our environment.

11.2 D1: Design principles

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.

11.3 Of the 23 responses received regarding 'initial feelings' about policy D1: Design principles, 70% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 13% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A52.



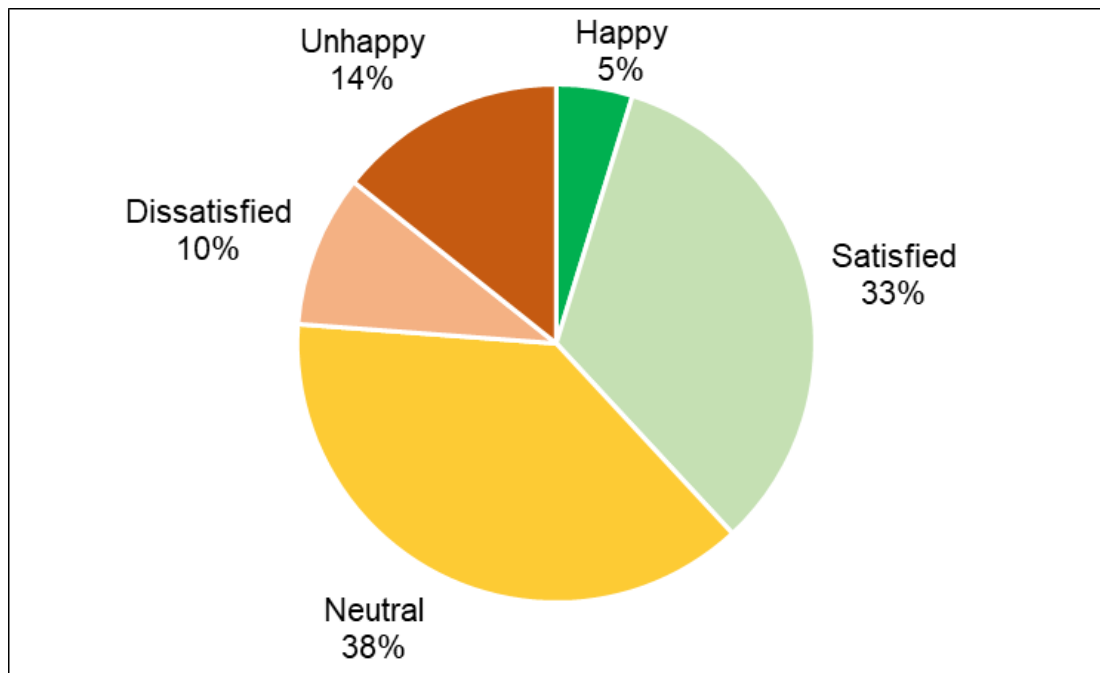
Graph A52: 'initial feelings' to policy D1: Design principles

11.4 38 detailed comments were provided on policy D1. Generally, the intention of the policy is welcomed however others raised concerns of potential conflict with other Exeter Plan policies and proposals, particularly high density development, wildlife preservation and provision of green spaces and public spaces in development. Preservation of historic buildings, promotion of sustainable development, and advocacy for active design principles were also highlighted.

11.5 D2: Advertisements

Policy D2 sets out the conditions that are required for planning applications for advertisements to be supported, including avoiding harm to amenity or public safety.

- 11.6 Of the 21 responses received regarding 'initial feelings' about policy D2: Advertisements, 38% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy, 38% were neutral and 19% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A53.



Graph A53: 'initial feelings' to policy D2: Advertisements

- 11.7 12 detailed comments were provided on policy D2. While some express satisfaction with the policy's recognition of historic environments, others advocate for stronger measures to limit advertising, particularly digital advertisements due to concerns about environmental pollution and distraction. Others were concerned about the perceived fundamental aim of advertising to encourage consumption.

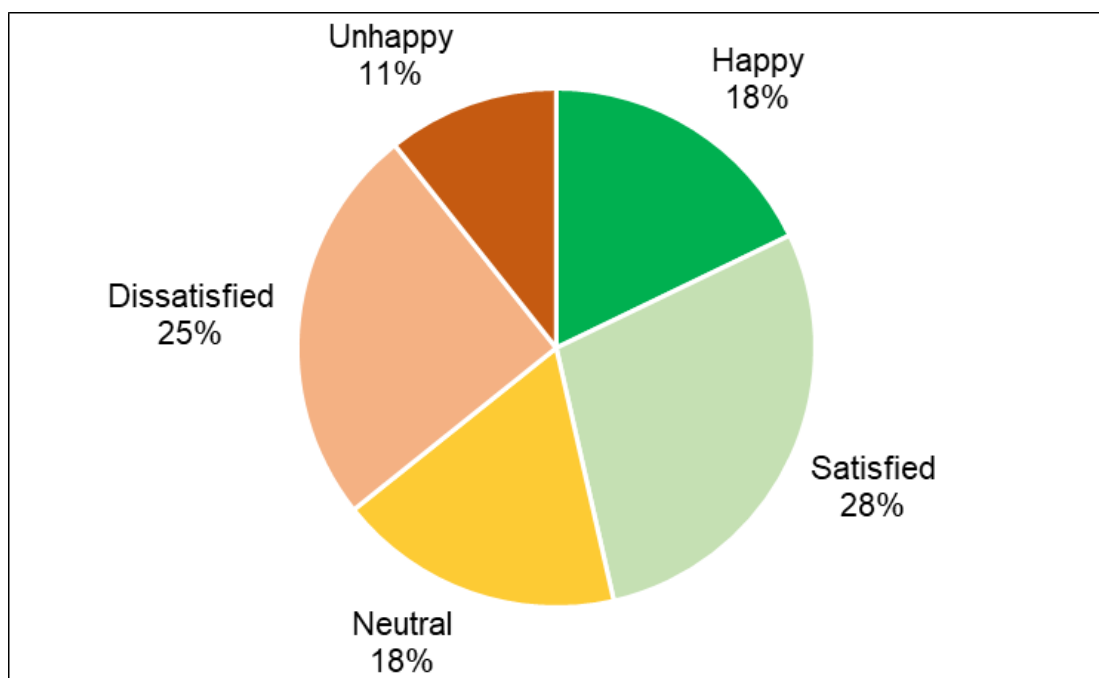
12 Health and wellbeing

12.1 Two health and wellbeing policies were included in the full draft Exeter Plan. These seek to promote inclusive development which supports communities in becoming healthier and more active.

12.2 HW1: Health and wellbeing

Policy H1 requires development proposals to consider a number of key health and wellbeing priorities including promoting community inclusion, encouraging safe and healthy neighbourhoods, promoting active lifestyles enhancing nature, providing quality housing, supporting job creation, improvements in air quality and the delivery of the health infrastructure we need.

12.3 Of the 28 responses received regarding 'initial feelings' about policy HW1: Health and wellbeing, 46% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 36% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A54.



Graph A54: 'initial feelings' to policy HW1: Health and wellbeing

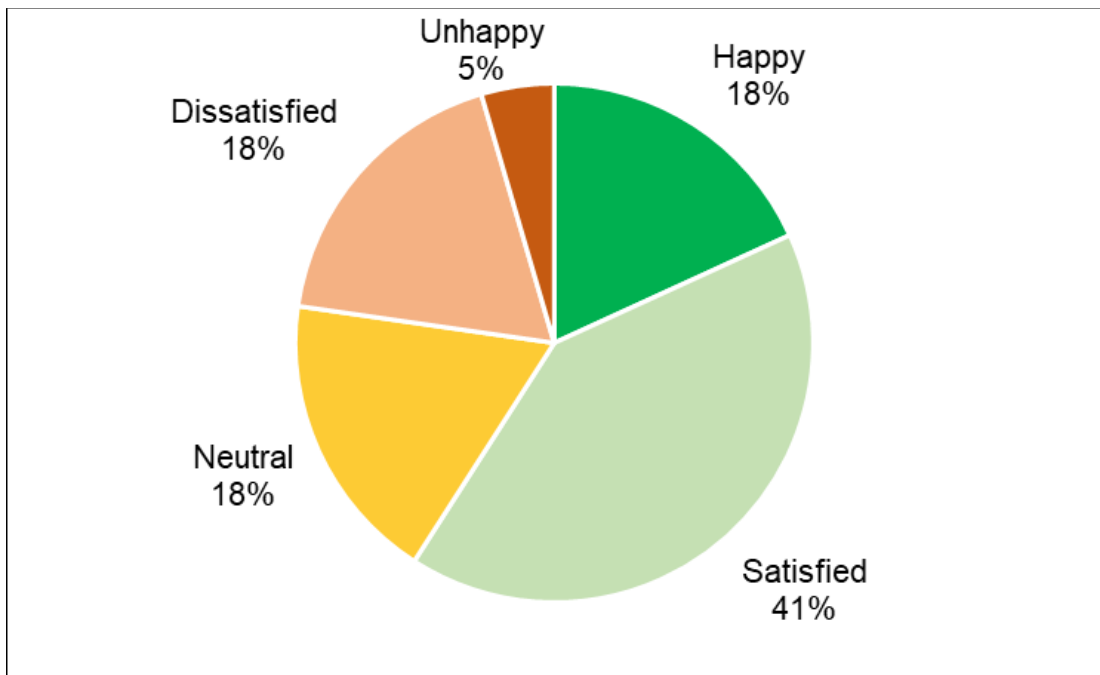
12.4 35 detailed comments were provided on policy HW1. The comments expressed a notable level of support for the policy objective. However, some feel that development has already negatively affected infrastructure and services (health provision and schools in particular), traffic, green spaces, wildlife corridors and the environment. These are considered as key to supporting communities and health and wellbeing and there is concern about their capacity to provide necessary support with future development placing further pressure. The importance of developer contributions towards necessary infrastructure, services and facilities was raised. Other concerns include the need for greater consideration of the historic environment's contribution to health and wellbeing, the importance of provision and maintenance of community use sports facilities and the potential negative impacts of

active travel proposals for some members of the community including vulnerable and disabled groups in terms of exclusion and social isolation. Some responses identified the need for further engagement with disability groups to understand accessibility requirements and the importance of community engagement in meeting health and wellbeing objectives.

12.5 HW2: Pollution and contaminated land

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 of historical contamination. Development can also be adversely affected by pollution. Policy HW2 requires development proposals to mitigate and reduce adverse pollution resulting from construction and operational phases of development and to make contaminated land suitable for the proposed use.

12.6 Of the 22 responses received regarding 'initial feelings' about policy HW2: Pollution and contaminated land, 59% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 23% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A55.



Graph A55: 'initial feelings' to policy HW2: Pollution and contaminated land

12.7 20 detailed comments were provided on policy HW2. These included support for the overall intent of the policy with suggestions for greater consideration of light and noise pollution, more stringent control of air pollution levels and monitoring. Other queries related to the means for determining 'acceptable' levels and potential viability implications.

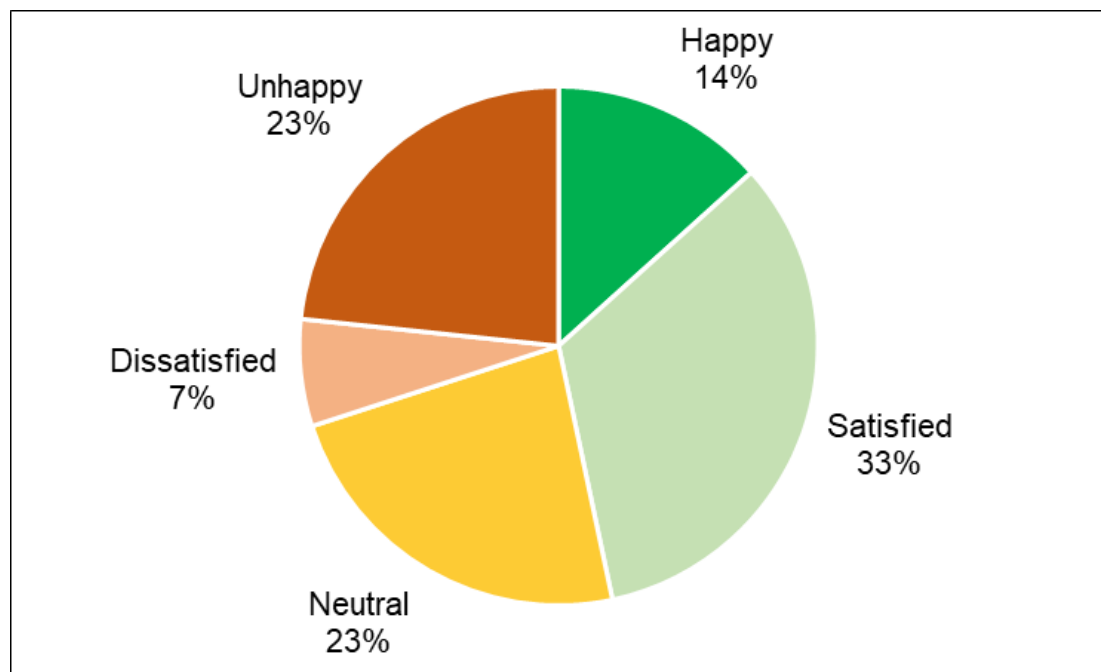
13 Infrastructure and facilities

13.1 Six infrastructure and facilities policies were included in the full draft Exeter Plan. These seek to plan for new infrastructure and facilities at the right time and in the right places and protect existing services that play an essential role in the lives of our residents.

13.2 IC1: Delivery of infrastructure

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 and a draft version accompanied this consultation. In addition, more detail about the specific infrastructure and community facilities required to go alongside the various development proposals was included in the draft site allocation policies.

13.3 Of the 30 responses received regarding 'initial feelings' about policy IC1: Delivery of infrastructure, 47% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 30% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A56.



Graph A56: 'initial feelings' to policy IC1: Delivery of infrastructure

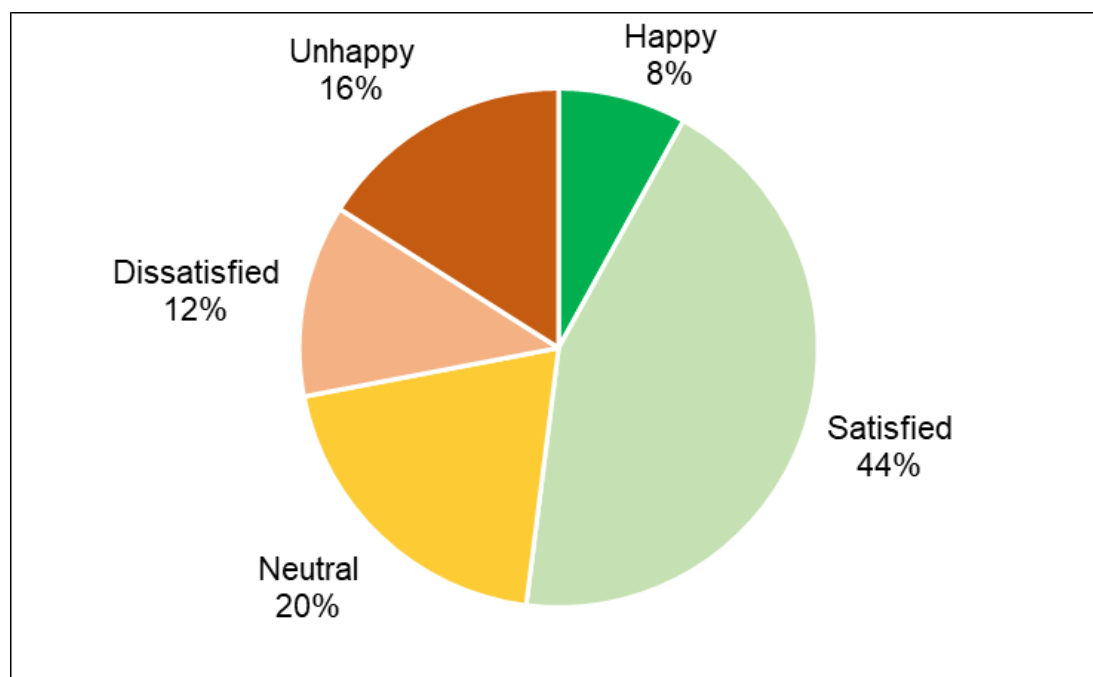
13.4 30 detailed comments were provided on policy IC1. These often reiterated the importance of delivering a wide range of necessary infrastructure alongside housing and that this should be delivered as early as possible in the development process. The existing pressures on current infrastructure and services was often mentioned as was the essential need for cross boundary planning for many issues.

13.5 IC2: Viability

Policy IC2 explains the approach that will be taken to considering the viability of development. The policy indicates potential viability changes which may be

considered reasonable in discussions over what infrastructure and affordable housing could be provided by the development.

- 13.6 Of the 25 responses received regarding 'initial feelings' about policy IC2: Viability, 52% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 28% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A57.



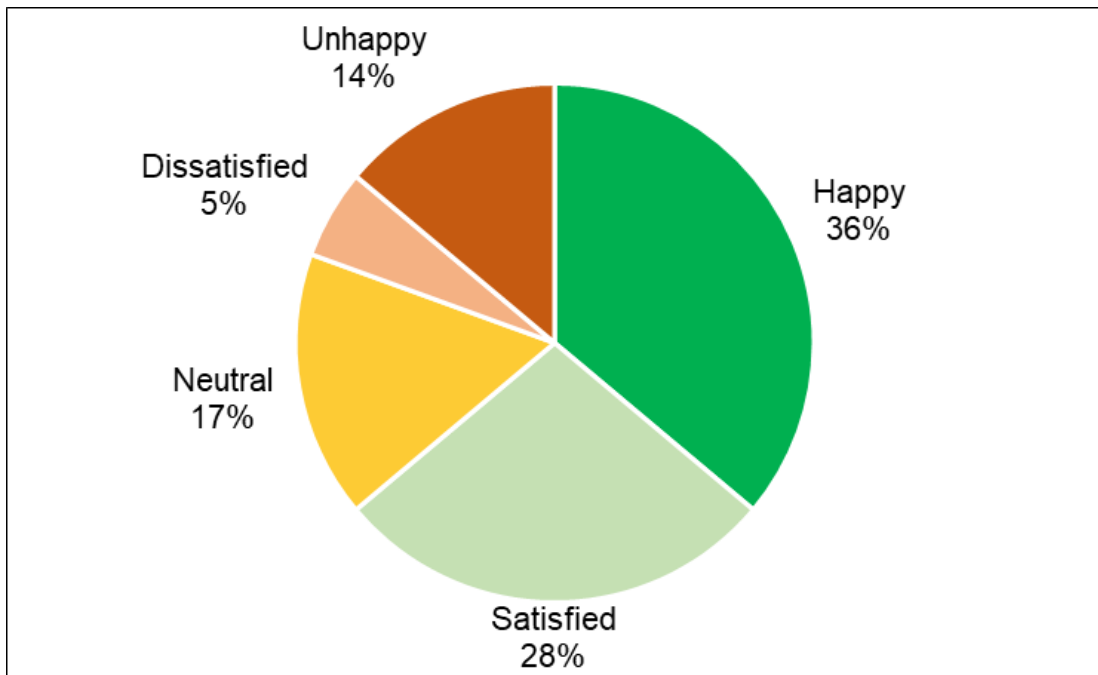
Graph A57: 'initial feelings' to policy IC2: Viability

- 13.7 14 detailed comments were provided on policy IC2. A mix of views came across in these comments including the implications of viability testing and the extent to which this could undermine the aspiration of many other policies within the plan, particularly the delivery of affordable and other types of housing. Other comments refer to processes and details relating to the timing of sites coming forward, site specifics and the importance of maintaining viable developments.

13.8 **IC3: Community facilities**

Policy IC3 sets out the approach for the protection of existing, and delivery of new, community facilities in the city.

- 13.9 Of the 36 responses received regarding 'initial feelings' about policy IC3: Community facilities, 64% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 19% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A58.



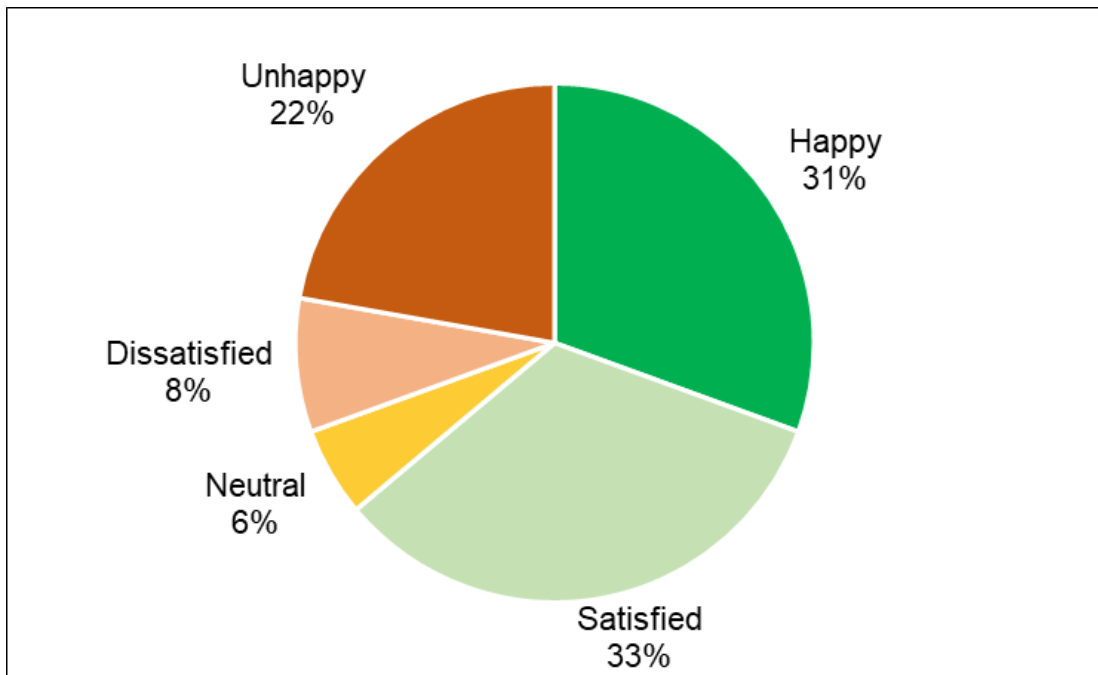
Graph A58: 'initial feelings' to policy IC3: Community facilities

13.10 44 detailed comments were provided on policy IC3. Many respondents advocate for inclusive and accessible community facilities, stressing the need for amenities that cater for diverse groups and promote public health. Some mention the need for greater consideration of users in locating facilities, particularly sport facilities. While some suggest the policy should offer greater protection to community facilities, others advocate greater flexibility for redevelopment when appropriate. A number of comments relate to specifics regarding Mount Radford Lawn.

13.11 IC4: Sport, recreation and allotment space in new development

Policy IC4 requires proposals for residential development to provide a range of publicly accessible open space such as sport, recreation and allotment space. Play areas are considered separately in policy IC5.

13.12 Of the 36 responses received regarding 'initial feelings' about policy IC4: Sport, recreation and allotment space in new development, 64% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 30% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A59.



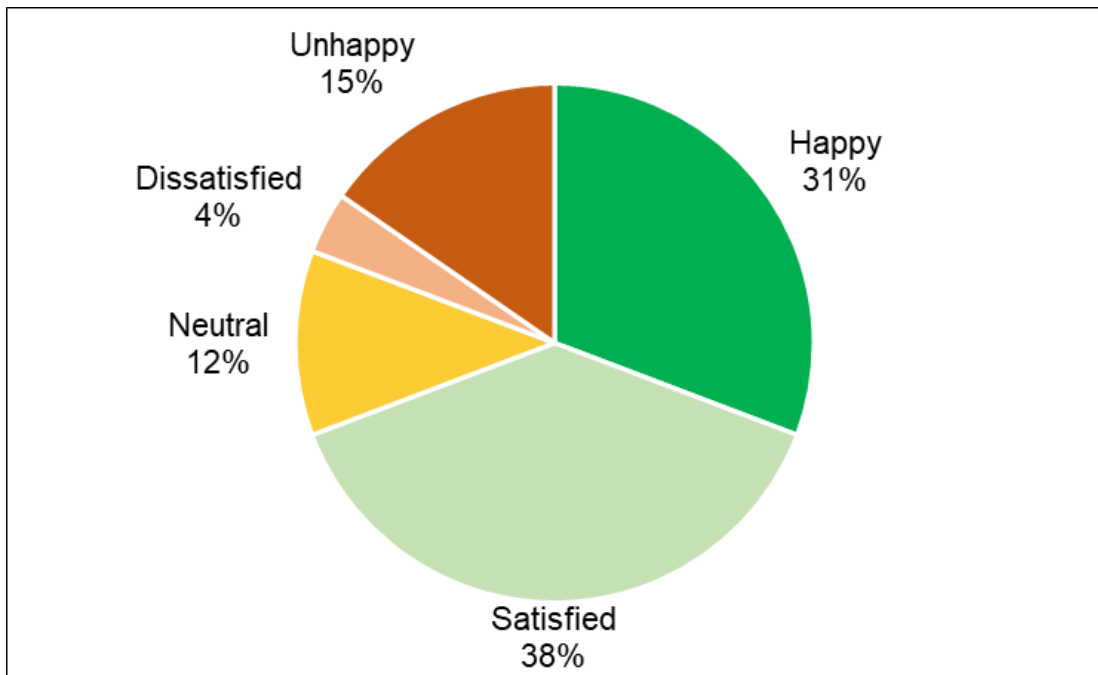
Graph A59: 'initial feelings' to policy IC4: Sport, recreation and allotment space in new development

13.13 42 detailed comments were provided on policy IC4. Many support the aims of the policy and desire to improve sport, recreation and allotment spaces and the alignment of this with other City Council aims. However, many also consider there is a great deal to be done to improve the volume, range, quality, and maintenance of such spaces in Exeter. The inclusivity and accessibility of these spaces is also raised. A number of comments relate specifically to Mount Radford Lawn.

13.14 IC5: Play areas in new development

Policy IC5 requires proposals for larger residential development to contribute to improving play area provision.

13.15 Of the 26 responses received regarding 'initial feelings' about policy IC5: Play areas in new development, 69% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy. 19% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A60.



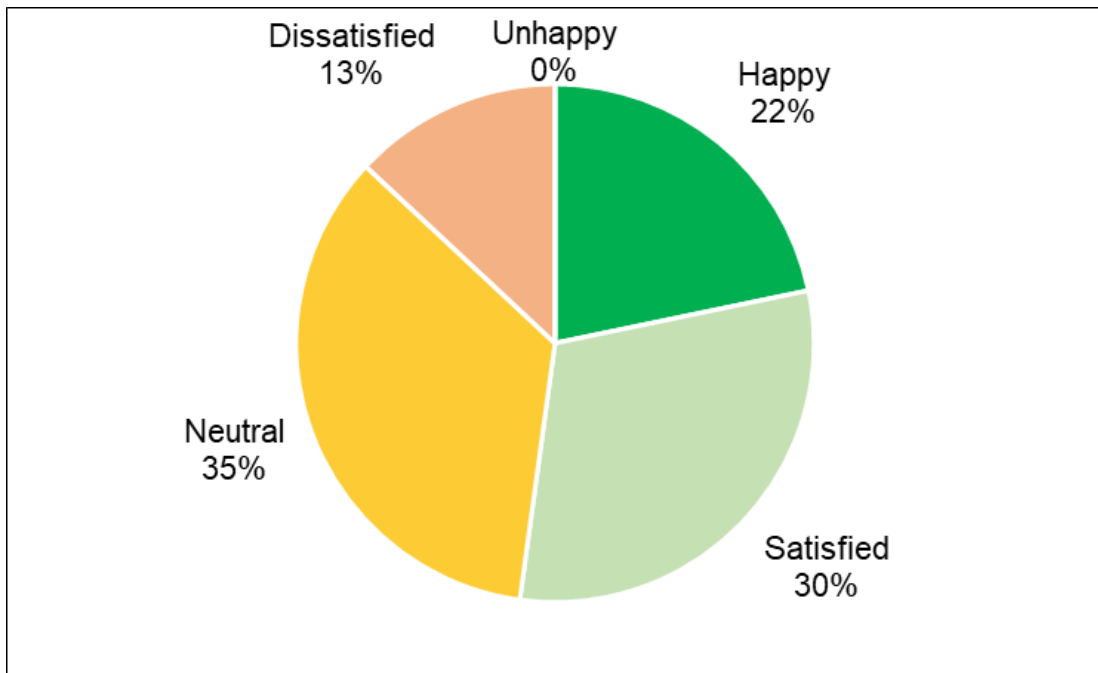
Graph A60: 'initial feelings' to policy IC5: Play areas in new development

13.16 13 detailed comments were provided on policy IC5. Overall, these expressed broad support for the policy. Predominant themes in the comments raised the importance of inclusive and accessible play spaces and the timely completion of play areas. Concern was raised regarding the protection of community spaces and the focus solely on children's play areas, with suggestions for broader considerations such as adult facilities and wider safety within the built environment.

13.17 **IC6: New cemetery provision**

Cemetery provision in Exeter is nearing capacity. Policy IC6 sets out criteria that must be met in order for proposals for additional cemetery provision to be supported in the city.

13.18 Of the 23 responses received regarding 'initial feelings' about policy IC6: New cemetery provision, 52% of the responses suggest support for the policy in identifying feeling 'satisfied' or 'happy' with the policy, 35% were 'neutral', 13% were 'dissatisfied' and no one 'unhappy'. Full results are presented in graph A61.



Graph A61: 'initial feelings' to policy IC6: New cemetery provision

13.19 7 detailed comments were provided on policy IC6. While there is support for new cemetery provision, alternative burial methods with a lower environmental impact were also advocated. In addition, comments expressed the need to prevent the loss of allotment land and to locate cemeteries to avoid or minimise environmental, watercourse or heritage harm.

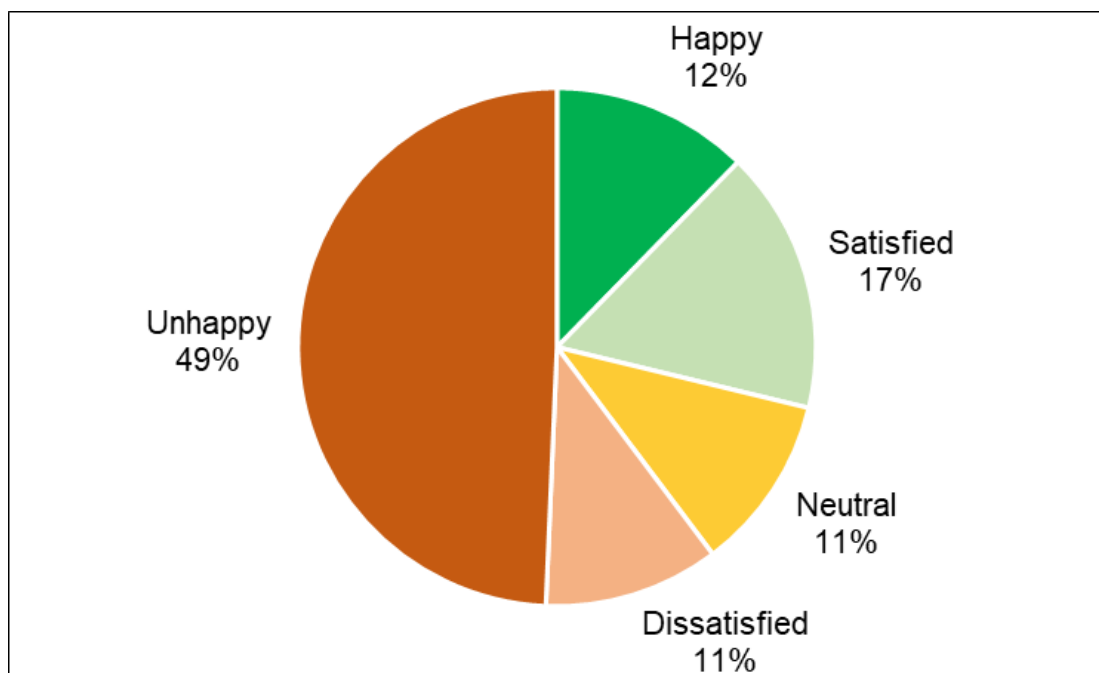
APPENDIX B: Site comments

1 Overview

- 1.1 This section outlines respondents' 'initial feelings' about each proposed site included in the Exeter Plan full draft and provides summaries of comments received.
- 1.2 The summaries included in this section provide a general overview of public reaction to the proposed sites. Responses to comments are not provided in this report. All comments received during consultation will be considered in drafting the next version of the Exeter Plan.

2 Marsh Barton

- 2.1 Marsh Barton was the largest strategic site (in terms of area) proposed for allocation in the full draft Exeter Plan for mixed-use development. Located between Alphington Road and the Great West Mainline railway in the southwest of the city, it was presented to provide high quality, mixed-use development in phases up to the end of the plan period and beyond. The site is brownfield and currently contains a variety of uses. It is included in the Liveable Exeter initiative.
- 2.2 Of the 73 responses received regarding 'initial feelings' about Marsh Barton, 29% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation, however 60% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B1.
- 2.3 Marsh Barton was consulted on in the outline draft. The support expressed in the full draft is lower than the outline draft and the percentage of those dissatisfied in the full draft greater. (Outline draft: 43% selected 'satisfied' or 'happy' and 31% selected feeling 'dissatisfied' or 'unhappy').

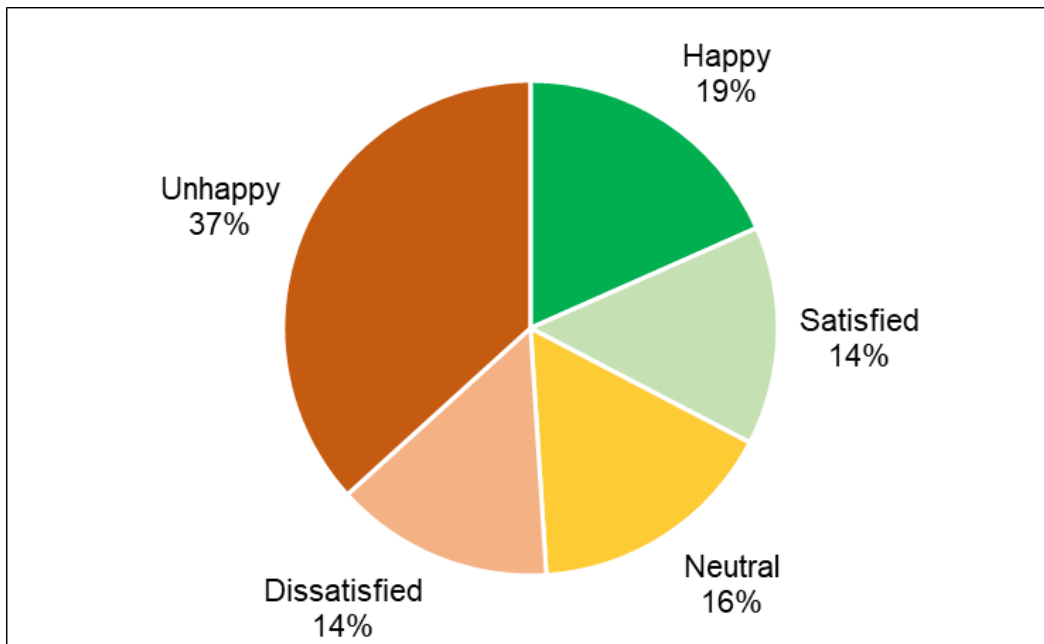


Graph B1: 'initial feelings' to Marsh Barton

- 2.4 57 detailed comments were provided on Marsh Barton. It was the second highest response rate of all proposed sites. Comments convey a mix of opinion leaning towards the negative side. While some perceive the potential of the site to provide opportunities for positive redevelopment a greater number of comments raise concerns. These revolve around economic impact of the loss of jobs and employment land, flood risk and disruption to flood plains / water courses, potential pollution and land contamination, the need for greater understanding of feasibility and viability, the need for improved public transport options and community facilities ahead of residential development, the impact on traffic and infrastructure, scepticism about feasibility of implementing a low car development and perceived overdevelopment of the area.

3 Water Lane

- 3.1 Water Lane is one of the largest strategic sites proposed for allocation in the Exeter Plan for mixed-use development. It is located between the Exeter Ship Canal and the Great Western Main Line railway. The site is brownfield and currently contains a variety of uses. The majority of the proposed Water Lane allocation is already identified for mixed-use, residential-led redevelopment in the Exeter Local Plan First Review (1995-2011). The site is also included in the Liveable Exeter initiative. The City Council proposes to roll this allocation forwards into the Exeter Plan and consulted on a Design Code for the area alongside the plan.
- 3.2 Of the 49 responses received regarding 'initial feelings' about Water Lane, 33% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation, however 51% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B2.
- 3.3 Water Lane was consulted on in the outline draft. The support expressed in the full draft is less than the outline draft and the percentage of those dissatisfied in the full draft is also greater. (Outline draft: 39% selected 'satisfied' or 'happy' and 43% selected feeling 'dissatisfied' or 'unhappy').



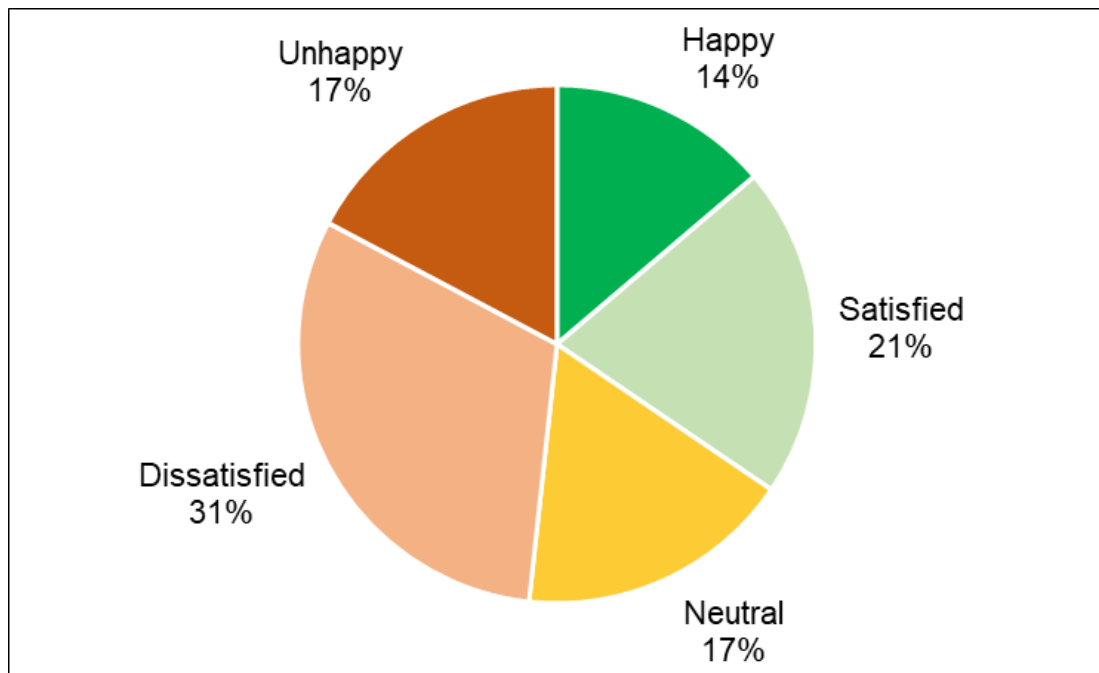
Graph B2: 'initial feelings' to Water Lane

- 3.4 53 detailed comments were provided on Water Lane. These express a mix of views. Concerns primarily revolve around the potential negative impacts of traffic, disruption to quality of life during and after construction, opposition to tall development altering the area's aesthetics and a strain on infrastructure and services such as parking and healthcare.
- 3.5 Some respondents also claim a lack of community consultation and viability assessment. However, there are also voices expressing support for the renewal of the site but with the need for sustainable design features plus the incorporation of other wildlife and environmental considerations into site and building design.

4 Red Cow

- 4.1 Red Cow is a large strategic site proposed for allocation in the Exeter Plan for mixed-use development. It is located in the area of St David's railway station. The site is brownfield and currently contains various station buildings, 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. Part of the site is already allocated for mixed-use redevelopment in the Exeter Local Plan First Review (1995-2011). 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.
- 4.2 Of the 29 responses received regarding 'initial feelings' about Red Cow, 35% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation, however 48% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B3.

- 4.3 Red Cow was consulted on in the outline draft. The support expressed in the full draft is lower than the outline draft and the percentage of those dissatisfied in the full draft greater. (Outline draft: 45% selected feeling 'satisfied' or 'happy' and 37% selected feeling 'dissatisfied' or 'unhappy').

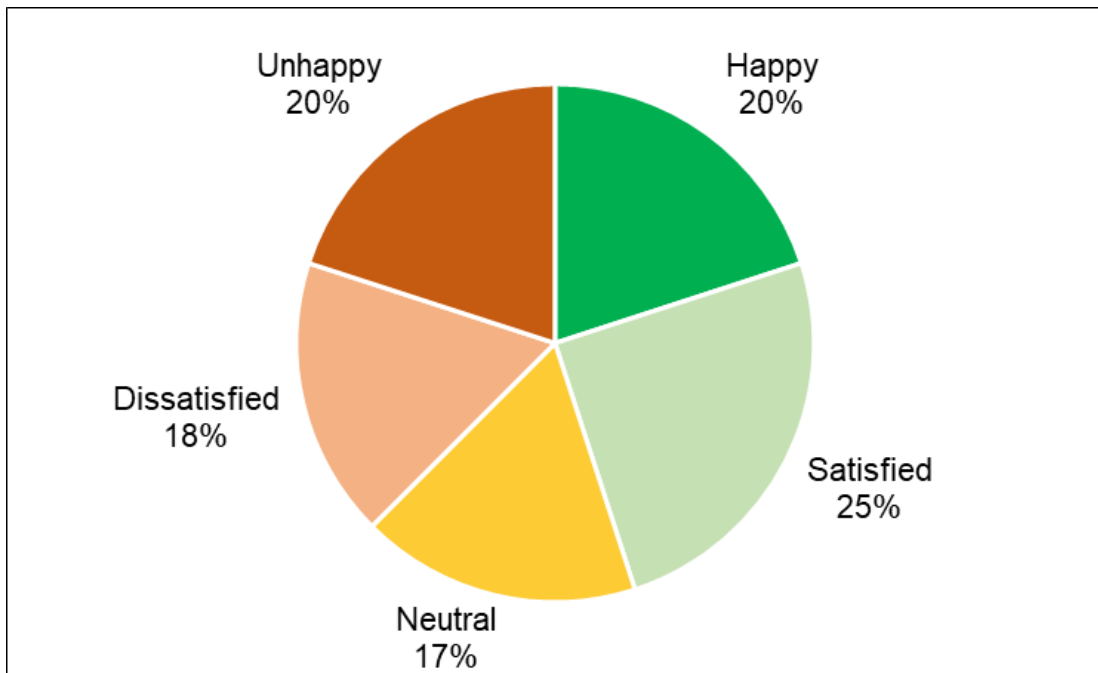


Graph B3: 'initial feelings' to Red Cow

- 4.4 31 detailed comments were provided on Red Cow. Some respondents express satisfaction with certain aspects such as the potential for positive redevelopment, improved sustainable transport connections and opportunity to deliver affordable housing. Others voice dissatisfaction and concerns about increased traffic, pollution, the proposed housing mix and density, heritage and archaeological impacts, parking, access to the railway station and underutilisation of opportunity to create green spaces and allotments.

5 North Gate

- 5.1 North Gate is a large strategic site proposed for allocation in the Exeter Plan for mixed-use development. It is 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, housing and a number of important historic buildings.
- 5.2 Of the 40 responses received regarding 'initial feelings' about North Gate, 45% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation. 38% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B4.
- 5.3 North Gate was consulted on in the outline draft. The support expressed in the full draft is lower than the outline draft, and the percentage of those dissatisfied in the full draft greater. (Outline draft: 53% selected feeling 'satisfied' or 'happy' and 23% selected feeling 'dissatisfied' or 'unhappy').

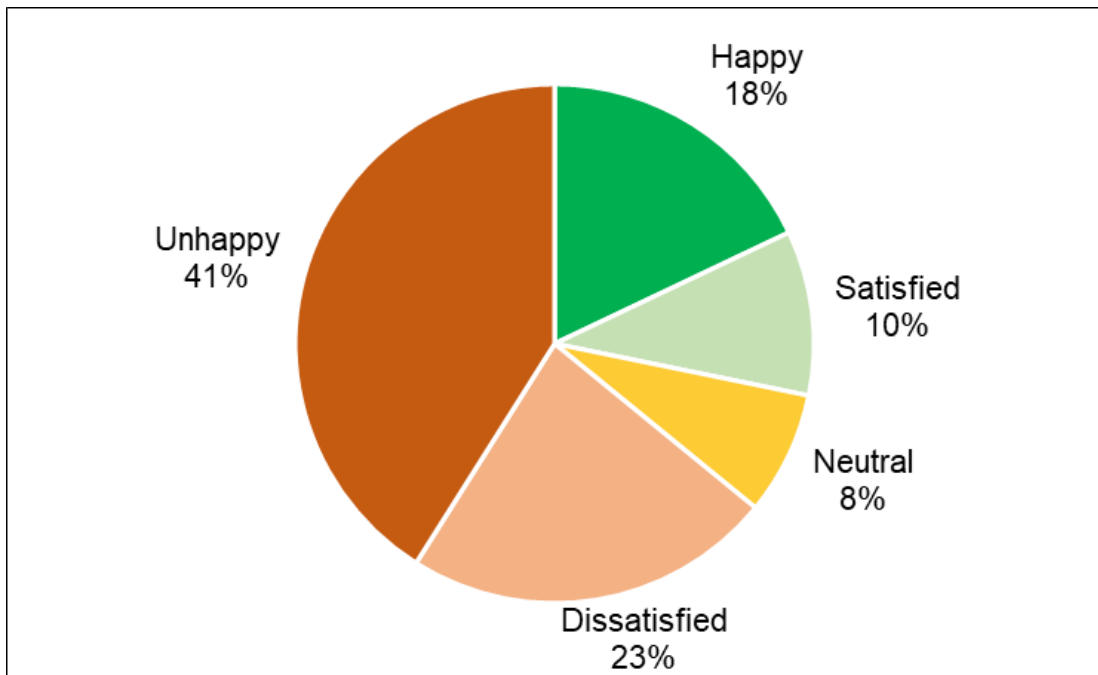


Graph B4: 'initial feelings' to North Gate

- 5.4 35 detailed comments were provided on North Gate. Concerns are raised about various aspects, including the potential loss of car parking without adequate public transport alternatives, the suitability of the site for residential use, access, and infrastructure issues. Additionally, the need for adequate affordable housing provision and thorough archaeological and heritage impact assessments are raised. However, some respondents express satisfaction with the opportunity to repurpose the area into a more inviting, pedestrian-friendly space.

6 South Gate

- 6.1 South Gate is a strategic site proposed for allocation in the Exeter Plan for mixed-use development and included in the Liveable Exeter initiative. It is located on the edge of the city centre and currently provides a surface car park. It provides opportunity to enhance the appearance of the area, provide better active travel links between the city centre and the quayside, consolidate highway space and deliver a significant number of new homes.
- 6.2 Of the 39 responses received regarding 'initial feelings' about South Gate, 28% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation, however 64% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B5.
- 6.3 South Gate was consulted on in the outline draft. The support expressed in the full draft is lower than the outline draft, and the percentage of those dissatisfied in the full draft is greater. (Outline draft: 58% selected feeling 'satisfied' or 'happy' and 27% selected feeling 'dissatisfied' or 'unhappy').



Graph B5: 'initial feelings' to South Gate

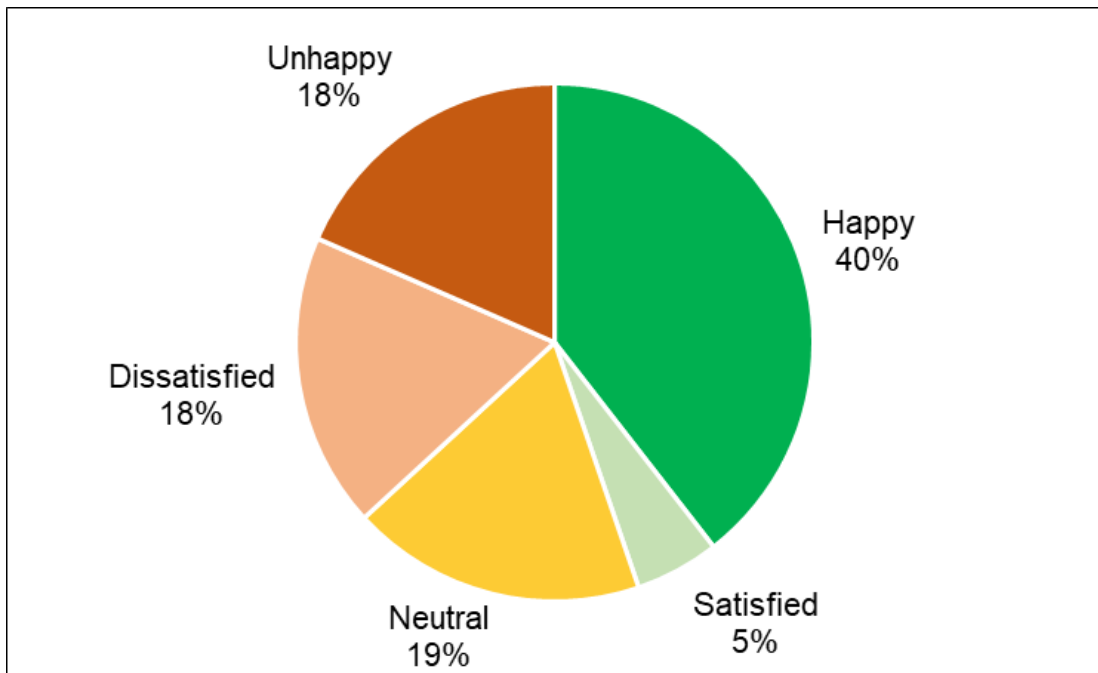
6.4 39 detailed comments were provided on South Gate. These reflect the general dissatisfaction expressed in the 'initial feeling' responses. Concerns were raised about the potential loss of car parking, increased traffic congestion, the impact on the historic environment, the suitability of the site for housing and the lack of consideration for infrastructure. Some respondents also express concerns about the potential disruption to traffic flows and the need for better public transport options, and the impact on elderly and disabled individuals. However, there are also some positive responses highlighting the importance of improving the area for pedestrians, cyclists, and residents, as well as the potential for positive transformation of the site. The need to address flood risk and undertake heritage and archaeology impact assessments, particularly in terms of height and density, was also raised.

7 East Gate

7.1 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. It is included in the Liveable Exeter initiative.

7.2 Of the 38 responses received regarding 'initial feelings' about East Gate, 45% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation. 36% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B6.

7.3 East Gate was consulted on in the outline draft. The support expressed in the full draft is slightly lower than the outline draft and the percentage of those dissatisfied in the full draft is the same. (Outline draft: 51% selected feeling 'satisfied' or 'happy' and 36% selected feeling 'dissatisfied' or 'unhappy').

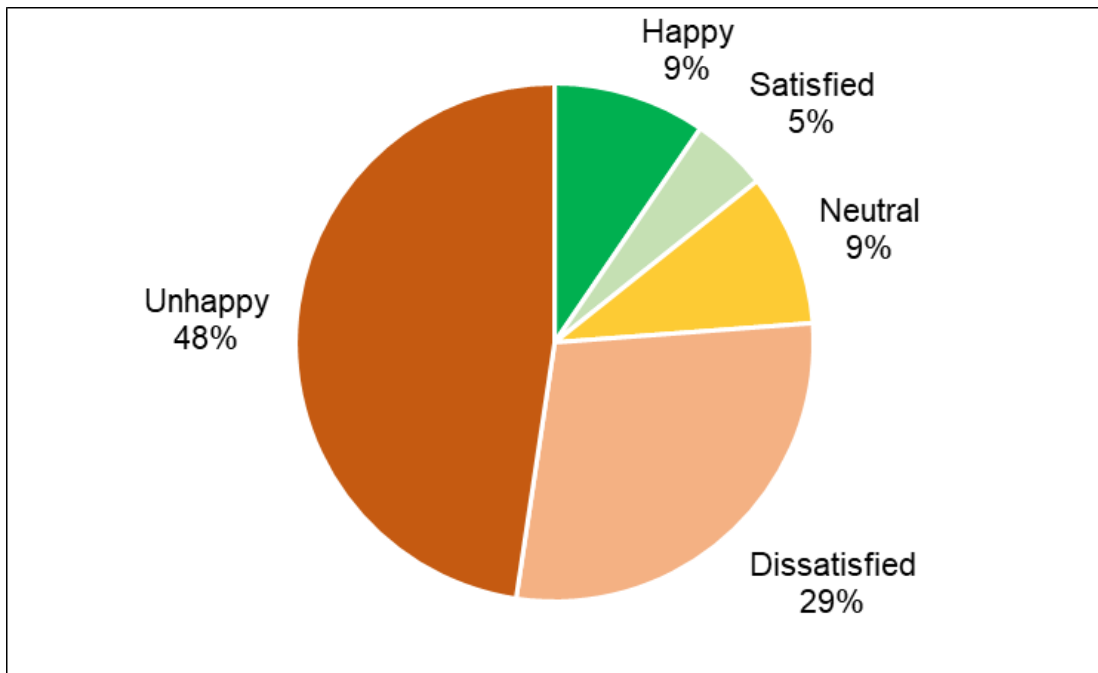


Graph B6: 'initial feelings' to East Gate

- 7.4 33 detailed comments were provided on East Gate. Many respondents supported the idea of mixed-use development but emphasised the importance of maintaining a balance between residential, commercial and public spaces. There were also calls for the inclusion of green spaces and wildlife in the redevelopment plans. Comments had a strong emphasis on the need for affordable and social housing provision, alongside concerns about infrastructure, traffic and pedestrian safety. There is also a notable focus on heritage and the need for a full heritage and archaeology assessment and considerate design. While some respondents express dissatisfaction with specific aspects of the proposal, such as the perceived inclusion of purpose-built student accommodation, others highlight the potential for positive transformation.

8 Old Rydon Lane

- 8.1 Old Rydon Lane is proposed as a predominantly residential site. It is largely greenfield comprising gently sloping fields located adjacent to the M5 on the southeastern edge of the city. The proposed site is already identified for development in the Exeter Core Strategy (2006-2026) as part of the Newcourt Strategic Allocation. The City Council proposes to roll this allocation forwards into the Exeter Plan.
- 8.2 Of the 21 responses received regarding 'initial feelings' about Old Rydon Lane, 14% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation, however 77% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B7.
- 8.3 Old Rydon Lane was included as part of a larger site allocation consulted on in the outline draft and so it is not possible to draw a comparison of the responses to the two sites.

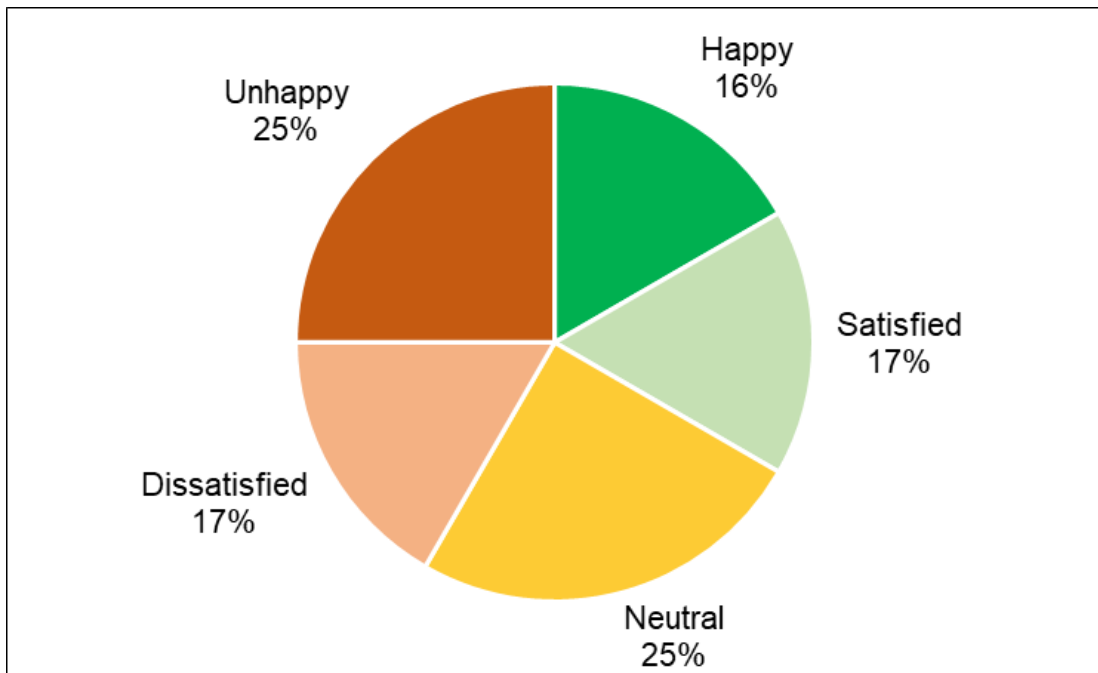


Graph B7: 'initial feelings' to Old Rydon Lane

- 8.4 19 detailed comments were provided on Old Rydon Lane. These reflect the general dissatisfaction expressed in the 'initial feeling' responses. Key concerns centre around infrastructure, particularly regarding roads, access routes and public transport, alongside worries about the loss of green space, environmental impact, and overdevelopment. The location of this site is felt by some to be subject to noise, light and air pollution which may impact on wellbeing of future residents. The need for a full assessment of heritage and archaeology impacts is also raised.

9 Cowley Bridge Road

- 9.1 Cowley Bridge Road is proposed as a predominantly residential site. It is a brownfield site formerly containing industrial units related to Johnsons cleaners and apparelmaster. The site is now cleared and unused following a major fire in 2020. Cowley Bridge Road runs along the eastern site boundary and a mainline railway lies to the west.
- 9.2 This site received planning permission during the full draft consultation period. Please see planning application reference 23/0232/FUL for further information.
- 9.3 Of the 12 responses received regarding 'initial feelings' about Cowley Bridge Road, 33% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation. 42% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B8.
- 9.4 This site was not consulted on in the outline draft.

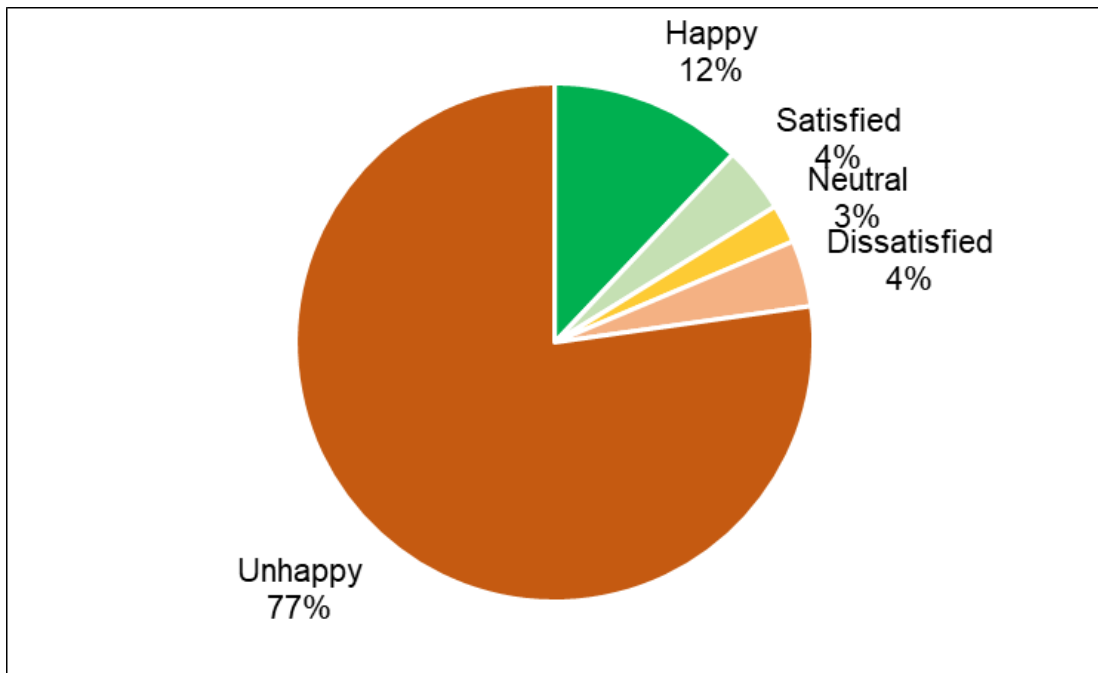


Graph B8: 'initial feelings' to Cowley Bridge Road

- 9.5 9 detailed comments were provided on Cowley Bridge Road. Many refer to the planning application that was live during the Exeter Plan consultation and has subsequently been approved. Comments debated further provision of purpose built student accommodation and the use of part of the site for active travel.

10 Exe Bridges Retail Park

- 10.1 Exe Bridges Retail Park is proposed as a predominantly residential site. It is a relatively flat brownfield site occupied by an edge-of-city-centre retail park and associated parking. St Thomas train station and a mainline railway are adjacent to the site.
- 10.2 The site received the largest number of responses of all sites included in the consultation. Of the 290 responses received regarding 'initial feelings' about Exe Bridges Retail Park, 16% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation, however 81% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B9.
- 10.3 Exe Bridges Retail Park was included as part of the West Gate site identified for redevelopment and consulted on in the outline draft. It is part of the West Gate site within the Liveable Exeter initiative. It is not possible to draw a comparison of the responses to the two sites.

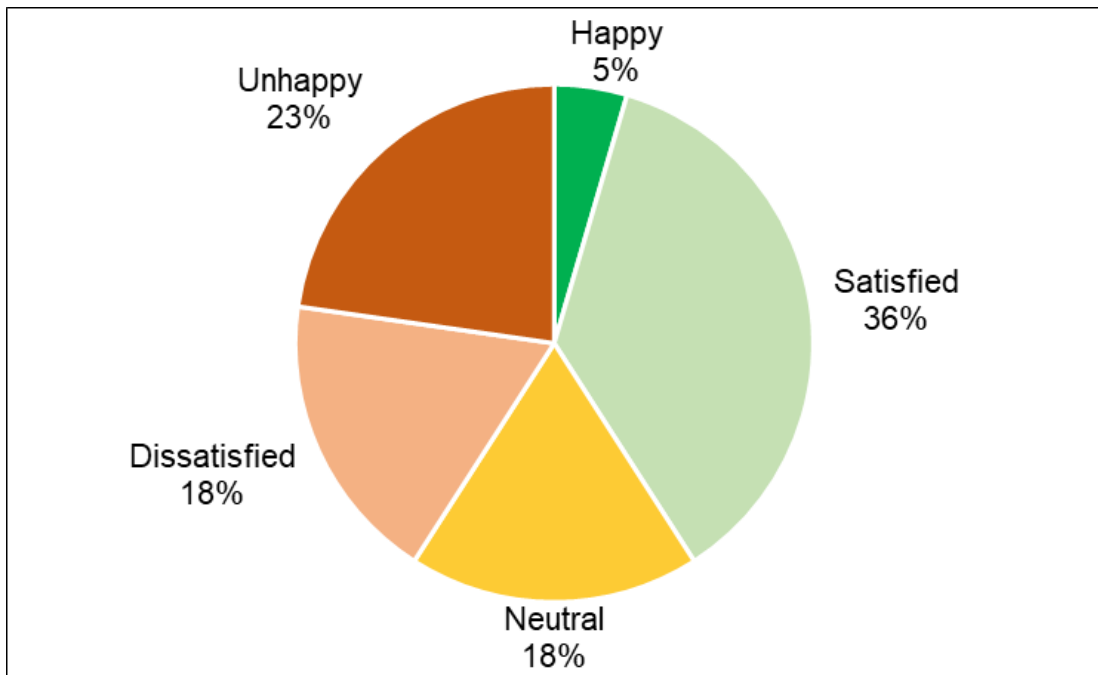


Graph B9: 'initial feelings' to Exe Bridges Retail Park

- 10.4 244 detailed comments were provided on Exe Bridges Retail Park. These reflect a strong negative sentiment towards the proposed redevelopment of this site. Respondents express concerns about the loss of valuable community resources, especially a pharmacy, but also shops and social meeting places. Many raise concern about further housing exacerbating traffic and the lack of current infrastructure and services to adequately serve the population. The need for the development to appropriately assess heritage and archaeology is raised, along with some feeling frustrated over a perceived lack of consultation regarding the redevelopment of this site.

11 12 – 31 Sidwell Street

- 11.1 12-31 Sidwell Street is proposed as a predominantly residential site. This city centre site comprises post-war units, most in commercial use at ground floor level with leisure, retail storage and residential uses above. The site also includes an NHS walk-in centre. The site slopes such that existing buildings are three storeys high along Sidwell Street and five storeys high along King William Street.
- 11.2 Of the 22 responses received regarding 'initial feelings' about 12-31 Sidwell Street, 41% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation and 41% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B10.
- 11.3 12-31 Sidwell Street was consulted on in the outline draft. The support expressed in the full draft is less than the outline draft, and the percentage of those dissatisfied in the full draft is greater. (Outline draft: 63% selected feeling 'satisfied' or 'happy' and 15% selected feeling 'dissatisfied' or 'unhappy').

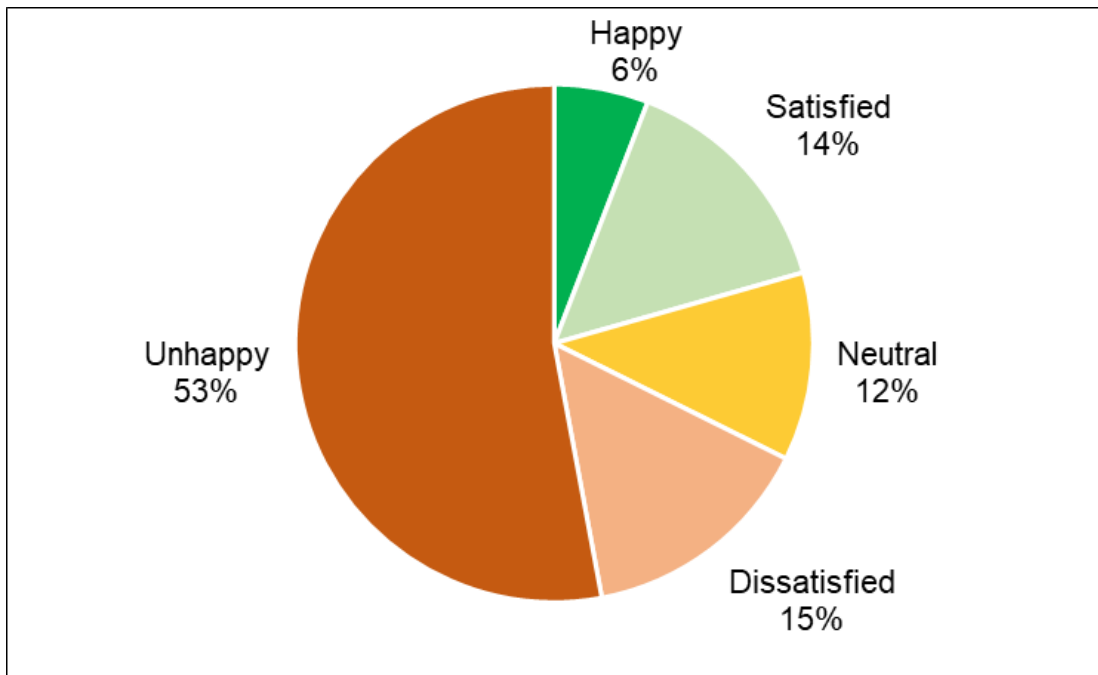


Graph B10: 'initial feelings' to 12-31 Sidwell Street

- 11.4 22 detailed comments were provided on 12-31 Sidwell Street. While some express satisfaction with the potential for regeneration and the opportunity for improvement in the area, others express concerns about its impact on heritage assets, retail vitality and community services such as the NHS walk-in centre and the potential height and density of development. There is a notable emphasis on the importance of preserving heritage and archaeological assets, maintaining active street-level retail spaces and supporting local businesses during redevelopment as well as within the new development.

12 Land at Exeter Squash Club

- 12.1 Land at Exeter Squash Club is proposed as a predominantly residential site. The site is occupied by the Squash Club building and associated car parking. Prince of Wales Road runs along the northern boundary and Exeter Cricket Club is adjacent to the site.
- 12.2 Of the 34 responses received regarding 'initial feelings' about Land at Exeter Squash Club, 20% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation, however 68% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B11.
- 12.3 Land at Exeter Squash Club was consulted on in the outline draft. The support expressed in the full draft is slightly less than the outline draft and the percentage of those dissatisfied in the full draft is slightly greater. (Outline draft: 23% selected feeling 'satisfied' or 'happy' and 60% selected feeling 'dissatisfied' or 'unhappy').

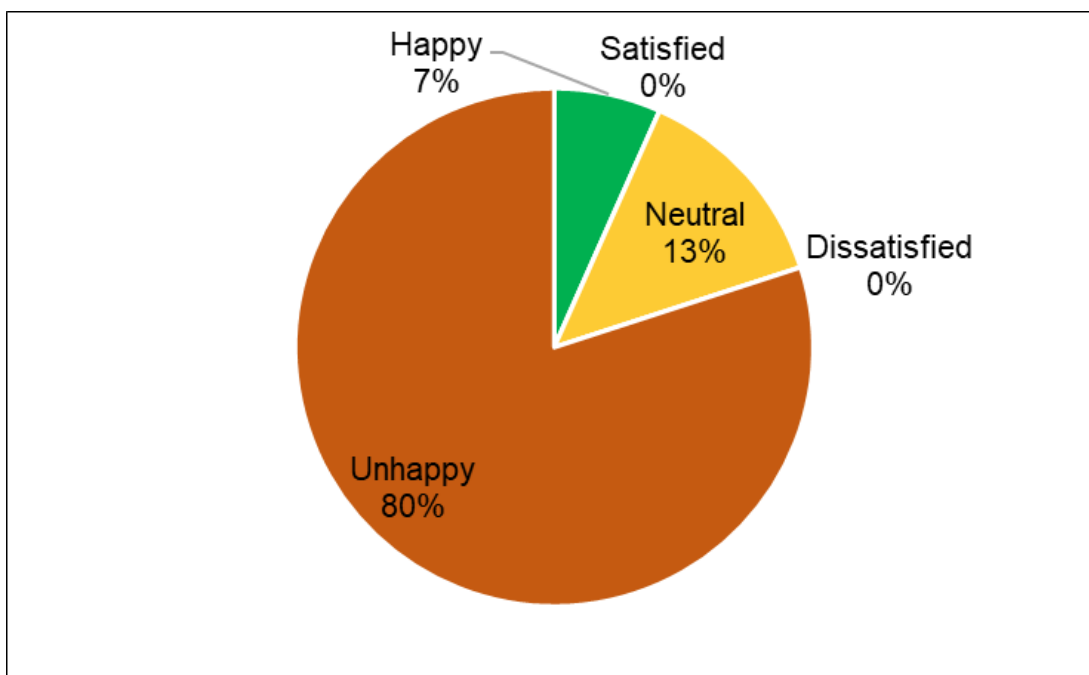


Graph B11: 'initial feelings' to Land at Exeter Squash Club

- 12.4 25 detailed comments were provided on Land at Exeter Squash Club. Some support the potential allocation of the site for housing, citing it as a brownfield location suitable for housing development and highlighting the opportunity for improved recreational facilities. However, they emphasise the importance of retaining the squash club within any development. Dissatisfaction with the potential loss of the squash club, highlighting its importance as a recreational and social hub for the community is frequently cited.

13 Land at Newcourt Road, Topsham

- 13.1 Land at Newcourt Road, Topsham is proposed as a predominantly residential site. It is a reasonably flat triangular parcel of greenfield land bound by the Exmouth – Exeter railway line, M5 motorway and Newcourt Road.
- 13.2 Of the 15 responses received regarding 'initial feelings' about Land at Newcourt Road, Topsham, 7% of the responses suggest support for the site in identifying feeling 'happy' with the allocation, however 80% were 'unhappy'. No one responded as 'satisfied' or 'dissatisfied', and 13% were 'neutral'. Full results are presented in graph B12.
- 13.3 Land at Newcourt Road, Topsham was consulted on in the outline draft. The support expressed in the full draft is slightly greater than the outline draft, although still low, and the percentage of those dissatisfied in the full draft is slightly lower. (Outline draft: 4% selected feeling 'satisfied' or 'happy' and 89% selected feeling 'dissatisfied' or 'unhappy').



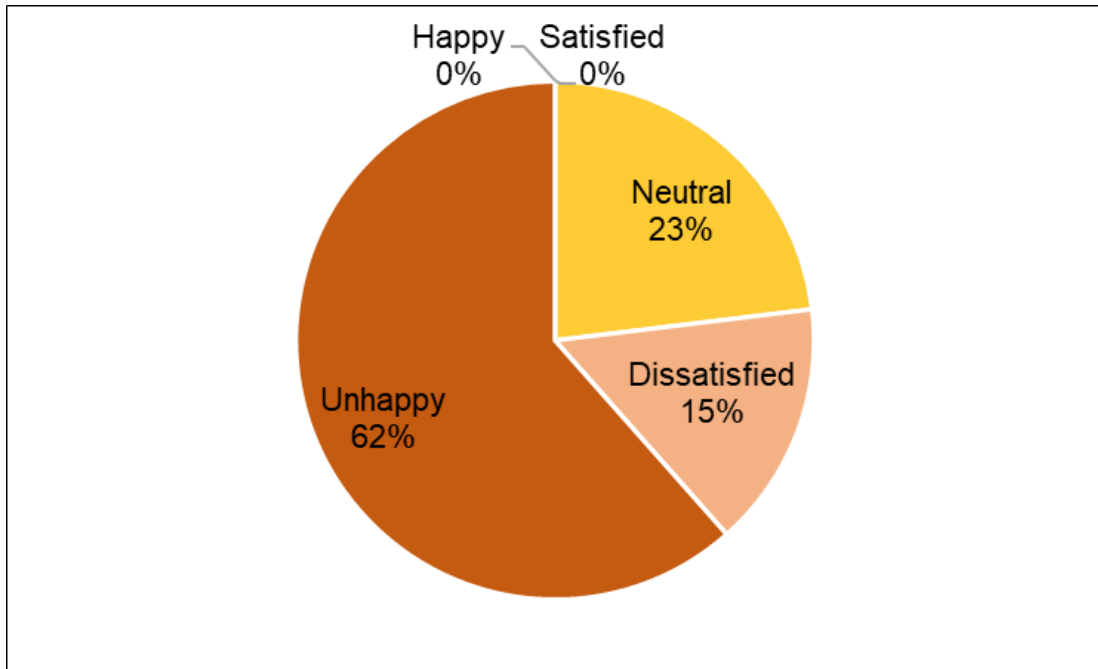
Graph B12: 'initial feelings' to Land at Newcourt Road, Topsham

- 13.4 16 detailed comments were provided on Land at Newcourt Road, Topsham. These reflect the general dissatisfaction expressed in the 'initial feeling' responses. Concerns are raised about the further loss of green space, traffic, particularly in relation to Newcourt Road, Denver Road, Elm Grove Road and Clyst Road, inadequate infrastructure, and the strain on local services. The location of this site is felt to be subject to noise, light and air pollution which may impact on wellbeing of future residents. The volume of recent, current and proposed development in this area was often cited including the disturbance this has caused to nearby residents and pressure on local infrastructure and services contributing to a diminished quality of life for all local residents. The potential for archaeological disturbance and need for assessment and appropriate mitigation was also raised. As well as the potential for the site to deliver mixed-uses, many responders suggested the need to include local and community amenities, allotment and play space rather than a predominantly residential development.

14 Land adjoining Silverlands

- 14.1 Land adjoining Silverlands is proposed as a predominantly residential site. It is a greenfield site on the edge of Exeter to the south of Alphington. The proposed site is already identified for development in the Exeter Core Strategy (2006-2026) as part of the Newcourt Strategic Allocation. The City Council proposes to roll this allocation forwards into the Exeter Plan.
- 14.2 Of the 13 responses received regarding 'initial feelings' about Land adjoining Silverlands, no one identified feeling 'satisfied' or 'happy' with the allocation, however 77% were 'dissatisfied' or 'unhappy' and 23% were 'neutral'. Full results are presented in graph B13.

- 14.3 Land adjoining Silverlands was consulted on in the outline draft. No support is expressed in the full draft whereas there was 14% in the outline draft, and the percentage of those dissatisfied in the full draft is greater. (Outline draft: 14% selected feeling 'satisfied' or 'happy' and 57% selected feeling 'dissatisfied' or 'unhappy').

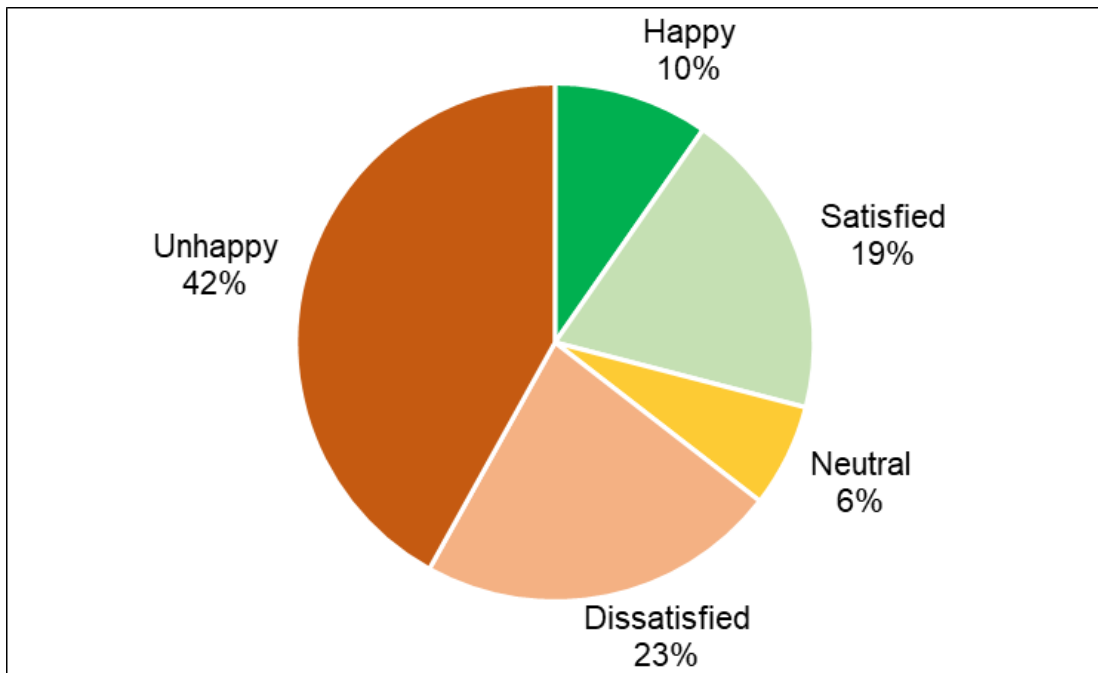


Graph B13: 'initial feelings' to Land adjoining Silverlands

- 14.4 9 detailed comments were provided on land adjoining Silverlands. These reflect the general dissatisfaction expressed in the 'initial feeling' responses, raising concern about the existing level of development in and around Alphington and associated traffic. There is a suggestion the land be identified as public open space and some raise the need to address potential archaeological disturbance.

15 Belle Isle Depot, Belle Isle Drive

- 15.1 Belle Isle Depot, Belle Isle Drive is proposed as a predominantly residential site. It is a brownfield depot station in nursery use, set within Belle Isle Park and the Riverside Valley Park.
- 15.2 Of the 31 responses received regarding 'initial feelings' about Belle Isle Depot, Belle Isle Drive, 29% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation, however 65% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B14.
- 15.3 Belle Isle Depot, Belle Isle Drive was consulted on in the outline draft. The support expressed in the full draft is less than the outline draft, and the percentage of those dissatisfied in the full draft is greater. (Outline draft: 38% selected feeling 'satisfied' or 'happy' and 48% selected feeling 'dissatisfied' or 'unhappy').

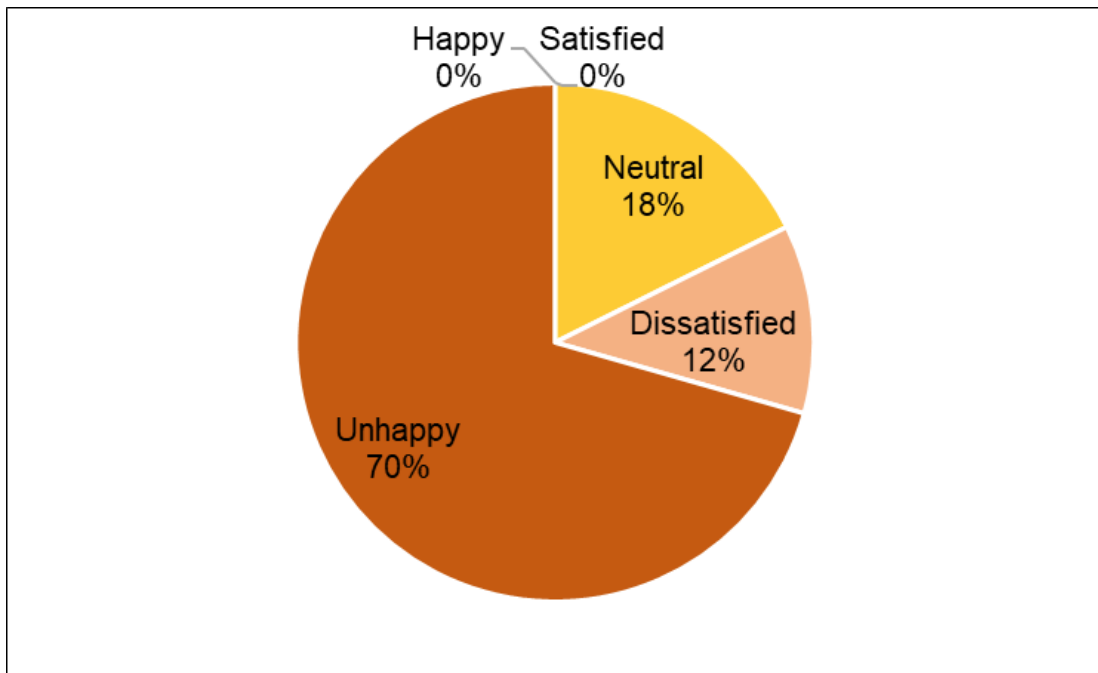


Graph B14: 'initial feelings' to Belle Isle Depot, Belle Isle Drive

- 15.4 25 detailed comments were provided on Belle Isle Depot, Belle Isle Drive. While there are some comments suggesting it is appropriate for development, more express concern about the loss of green space (note that the site is brownfield) and the potential for this to be incorporated into adjacent Belle Isle Park / Riverside Valley Park to increase green space provision. There is concern about the potential density and height of development and requests for more detail about the proposal. Others raise the need to address potential flood risk, archaeological disturbance and access.

16 Land to the west of Newcourt Road, Topsham

- 16.1 Land to the west of Newcourt Road is proposed as a predominantly residential site. It is a greenfield site comprising a bungalow, adjacent agricultural field and outbuildings/sheds. The site is accessed from Newcourt Road and adjacent to recent development.
- 16.2 Of the 17 responses received regarding 'initial feelings' about Land to the west of Newcourt Road, Topsham, no one identified feeling 'satisfied' or 'happy' with the allocation, however 82% were 'dissatisfied' or 'unhappy' and 18% were 'neutral'. Full results are presented in graph B15.
- 16.3 Land to the west of Newcourt Road, Topsham was consulted on in the outline draft. No support for this site was expressed in the full draft, however the percentage of those dissatisfied in the full draft is slightly lower than the outline draft. (Outline draft: 7% selected feeling 'satisfied' or 'happy' and 88% selected feeling 'dissatisfied' or 'unhappy').



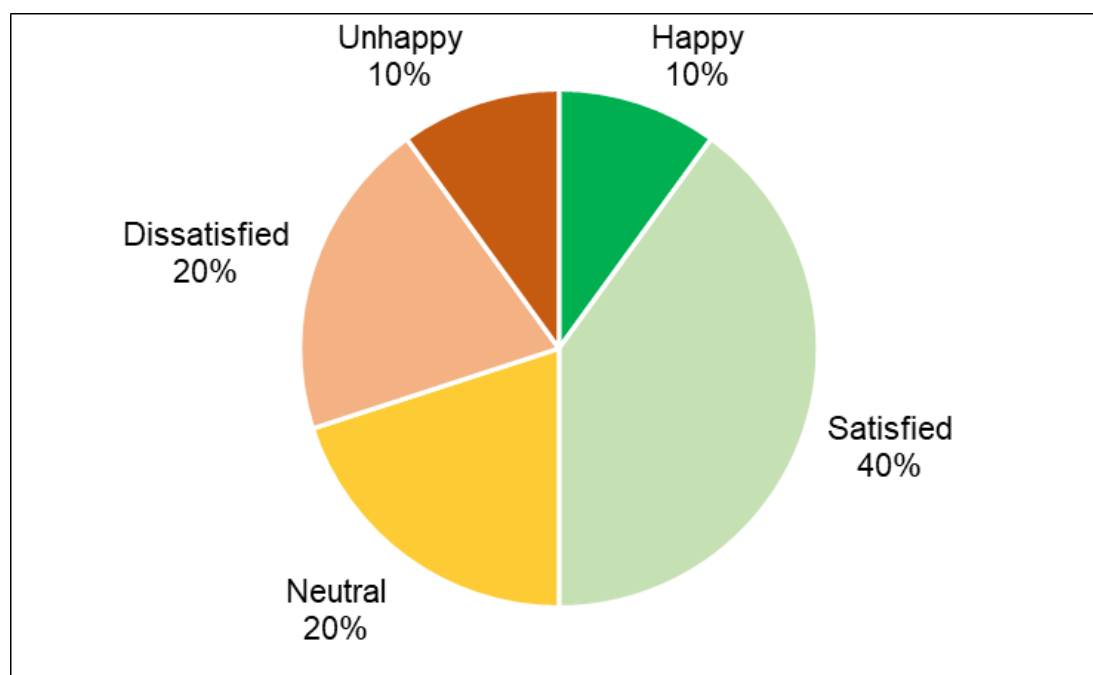
Graph B15: 'initial feelings' to Land to the west of Newcourt Road, Topsham

- 16.4 16 detailed comments were provided on Land to the west of Newcourt Road, Topsham. These reflect the general dissatisfaction expressed in the 'initial feeling' responses. The location of this site is felt to be subject to noise, light and air pollution which may impact on wellbeing of future residents. Concerns are raised about the further loss of green space, traffic, particularly in relation to Newcourt Road, Denver Road and Clyst Road, inadequate infrastructure and the strain on local services. The volume of recent, current and proposed development in this area was often cited including the disturbance this has caused to nearby residents and pressure on local infrastructure and services contributing to a diminished quality of life for all local residents. The potential for archaeological disturbance and need for assessment and appropriate mitigation was also raised.

17 Chestnut Avenue

- 17.1 Chestnut Avenue is proposed as a predominantly residential site. It is in existing residential use with a wider residential area adjacent to Ludwell Valley Park.
- 17.2 Of the 10 responses received regarding 'initial feelings' about Chestnut Avenue, 50% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation. 30% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B16.
- 17.3 Chestnut Avenue was consulted on in the outline draft. The support expressed in the full draft is greater than the outline draft and the percentage of those dissatisfied in the full draft is significantly lower. (Outline draft: 19% selected feeling 'satisfied' or 'happy' and 76% selected feeling 'dissatisfied' or 'unhappy'). Chestnut Avenue received a high response rate in the outline draft due to widespread local concern regarding the potential loss of the playground, despite the intention for potential

development to include enhancements to the play area and open space. The play area is no longer in the proposed site allocation.

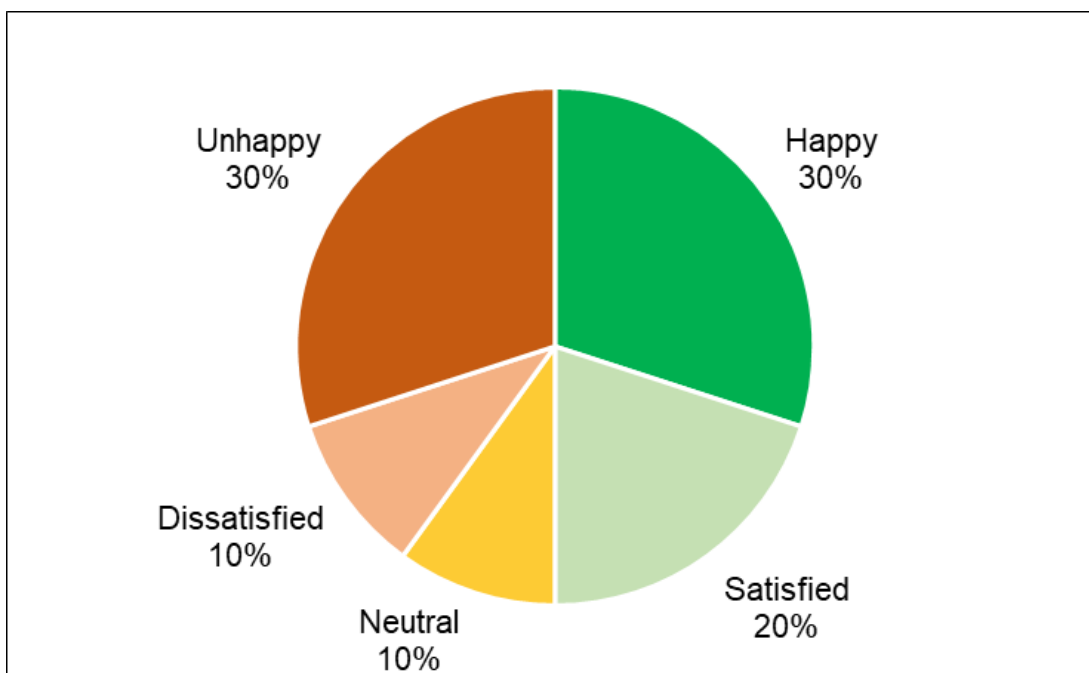


Graph B16: 'initial feelings' to Chestnut Avenue

- 17.4 2 detailed comments were provided on Chestnut Avenue. These raised concerns over increased traffic arising from additional residential development, the need for supporting infrastructure and services and also a request to consider parking provision in the vicinity of the site which is already felt to be a problem particularly if disabled.

18 Former overflow car park, Tesco, Russell Way

- 18.1 Former overflow car park, Tesco, Russell Way is proposed as a predominantly residential site. The site comprises a relatively flat car park previously used to serve an adjoining Tesco store at peak times.
- 18.2 Of the 10 responses received regarding 'initial feelings' about Former overflow car park, Tesco, Russell Way, 50% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation. 40% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B17.
- 18.3 Former overflow car park, Tesco, Russell Way was consulted on in the outline draft. The support expressed in the full draft is greater than the outline draft, but the percentage of those dissatisfied in the full draft is slightly greater. (Outline draft: 38% selected feeling 'satisfied' or 'happy' and 38% selected feeling 'dissatisfied' or 'unhappy').

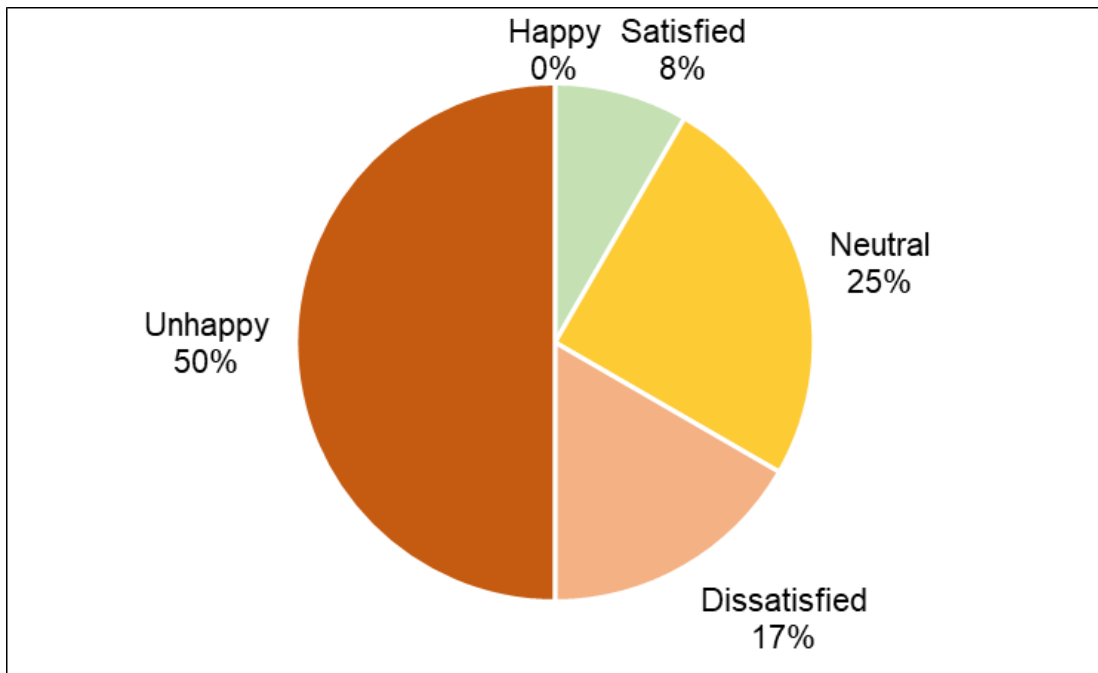


Graph B17: 'initial feelings' to Former overflow car park, Tesco, Russell Way

- 18.4 5 detailed comments were provided on the former overflow car park, Tesco, Russell Way. Some raise this as a site suitable for development, however there is a suggestion it could be better used as a sports pitch rather than residential. Others raise the need to protect trees on site, the need for appropriate parking provision or a significant improvement in alternative travel options and the need for communal green space provision.

19 Land behind 66 Chudleigh Road

- 19.1 Land behind 66 Chudleigh Road is proposed as a predominantly residential site. It is greenfield and the southern half of the site is already identified for development in the Exeter Core Strategy (2006-2026) as part of the South West Alphington Strategic Allocation. The City Council proposes to roll this allocation forwards into the Exeter Plan.
- 19.2 Of the 12 responses received regarding 'initial feelings' about Land behind 66 Chudleigh Road, 8% of the responses suggest support for the site in identifying feeling 'satisfied' with the allocation, no one was 'happy', however 67% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B18.
- 19.3 Land behind 66 Chudleigh Road was consulted on in the outline draft. The support expressed in the full draft is slightly greater than the outline draft although still low, and the percentage of those dissatisfied in the full draft is greater. (Outline draft: 4% selected feeling 'satisfied' or 'happy' and 57% selected feeling 'dissatisfied' or 'unhappy').



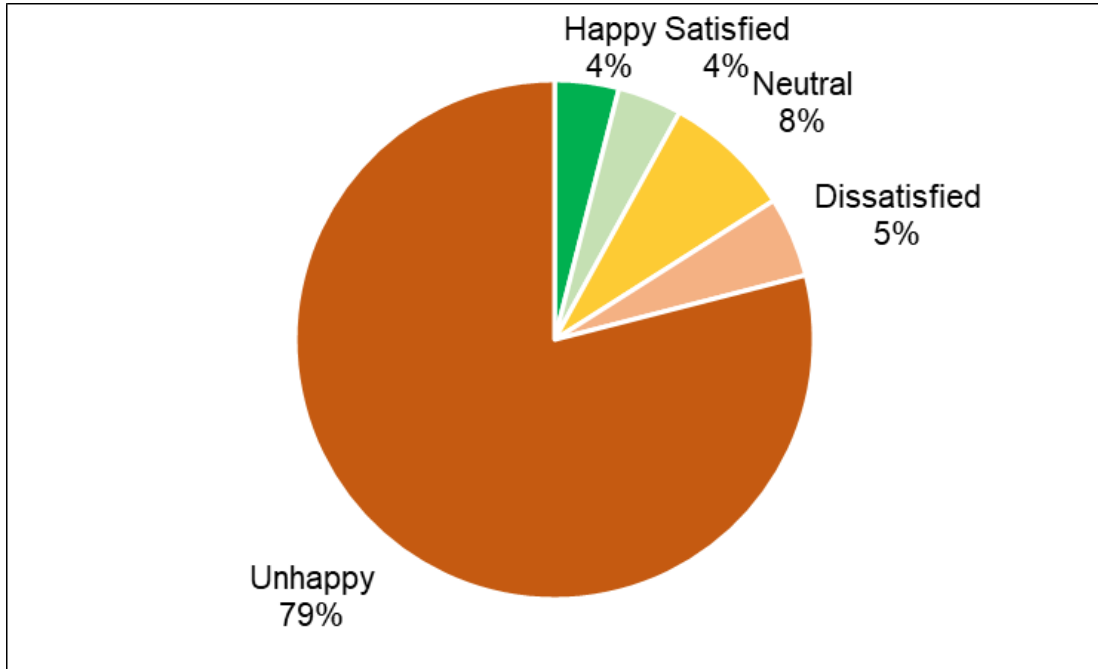
Graph B18: 'initial feelings' to Land behind 66 Chudleigh Road

- 19.4 11 detailed comments were provided on Land behind 66 Chudleigh Road. These reflect the general dissatisfaction expressed in the 'initial feeling' responses, raising concern about the existing level of development in and around Alphington, and associated traffic. There was a suggestion the land be identified as public open space, a query as to how biodiversity net gain can be provided on the site, and a request for further detail on the specifics of the proposed site development.

20 East of Pinn Lane

- 20.1 East of Pinn Lane is proposed as a predominantly residential site. It is a greenfield site largely comprising scrub which is already identified for development in the Exeter Core Strategy (2006-2026) as part of the Monkerton and Hill Barton Strategic Allocation. The City Council proposes to roll this allocation forwards into the Exeter Plan.
- 20.2 Unfortunately, due to an external IT issue that was not realised until after the consultation closed, it appears that it was not possible to comment on the site 'East of Pinn Lane' via Commonplace during part of the full draft consultation. Comments could be submitted through other means, or by responding to other questions online. No comments on this site were received through any submission method. In addition, this particular Commonplace IT issue was not raised by anyone during the course of the consultation, unlike some other IT queries were received from individuals experiencing difficulties during the consultation. This suggests that is unlikely that a large number of people were attempting to respond to this site. This section presents the responses provided to the outline draft to ensure the site is represented in this consultation review.

- 20.3 RESPONSES TO OUTLINE DRAFT EXETER PLAN: Of the 66 responses received regarding 'initial feelings' about site 106: East of Pinn Lane, 8% suggested support through a selection of feeling 'satisfied' or 'happy' with the site whereas 84% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B19.

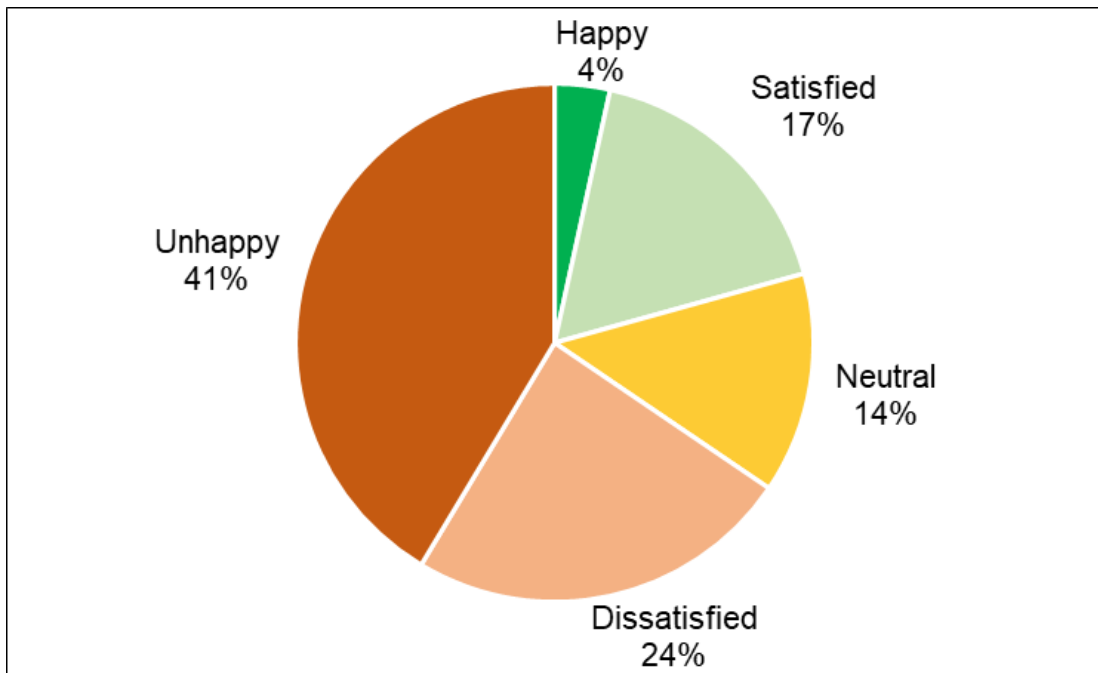


Graph B19: 'initial feelings' to site: East of Pinn Lane

- 20.4 58 detailed comments reflected the generally negative response to this site, covering a range of topics including a loss of greenfield land, the lack of amenities and open space in the area and concerns over access. There was also comment that houses should minimise car use and be as energy efficient as possible. Other concerns included the impact on existing infrastructure and the amount of development that this area of Exeter has already seen.

21 Land at Hamlin Lane

- 21.1 Land at Hamlin Lane is proposed as a predominantly residential site. The site comprises a workshop and associated private garden and is adjacent to the Northbrook and Hamlin Lane playing fields which lie to the east. Housing adjoins to the west and to the north is an access road and railway line.
- 21.2 Of the 29 responses received regarding 'initial feelings' about Land at Hamlin Lane, 21% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation, however 65% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B20.
- 21.3 Land at Hamlin Lane was consulted on in the outline draft. The support expressed in the full draft is less than the outline draft, and the percentage of those dissatisfied in the full draft is greater. (Outline draft: 41% selected feeling 'satisfied' or 'happy' and 42% selected feeling 'dissatisfied' or 'unhappy').

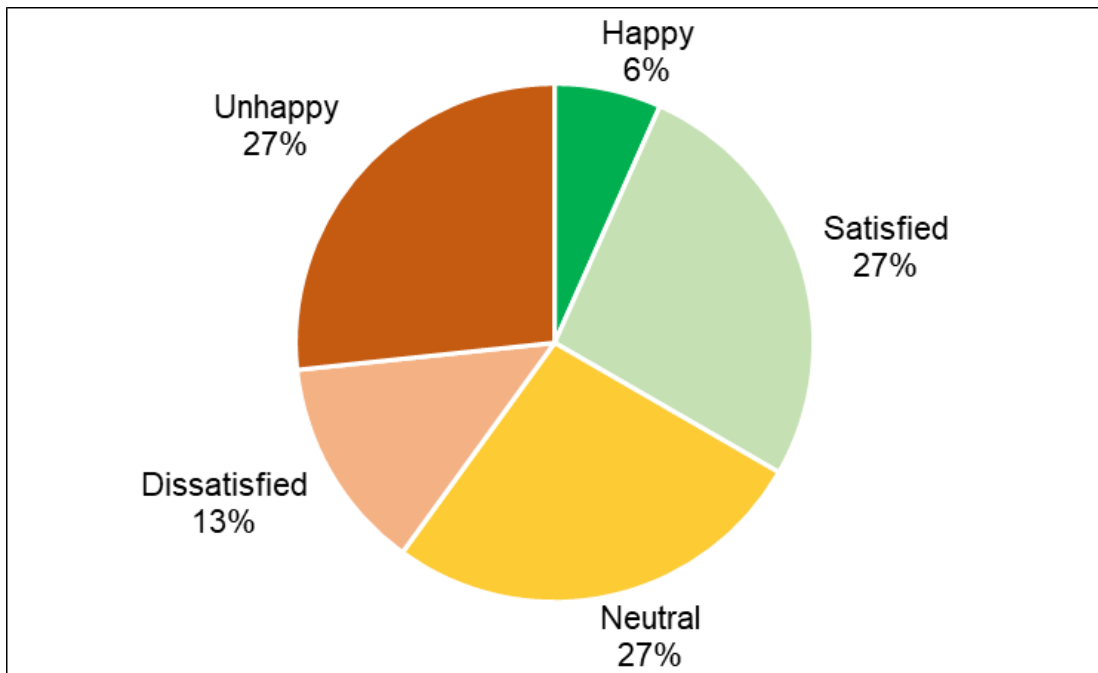


Graph B20: 'initial feelings' to Land at Hamlin Lane

- 21.4 20 detailed comments were provided on Land at Hamlin Lane. These raise a mixture of negative feeling largely focussed on traffic, congestion, parking, inadequate infrastructure to support development and the loss of green space, allotments and an affordable business site. There is mention of the need to address flood risk, recognise the historic interest and value within the site and that significant improvements are required to Polsloe Bridge railway station, particularly access.

22 Fever and Boutique, 12 Mary Arches Street

- 22.1 Fever and Boutique, 12 Mary Arches Street is proposed as a predominantly residential site. This city centre site comprises a nightclub. The existing two storey flat-roofed brick building fills the entire site which is located in the Central conservation area.
- 22.2 Of the 15 responses received regarding 'initial feelings' about Fever and Boutique, 12 Mary Arches Street, 33% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation. 40% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B21.
- 22.3 Fever and Boutique, 12 Mary Arches Street was consulted on in the outline draft. The support expressed in the full draft is less than the outline draft and the percentage of those dissatisfied in the full draft is greater. (Outline draft: 75% selected feeling 'satisfied' or 'happy' and 17% selected feeling 'dissatisfied' or 'unhappy').

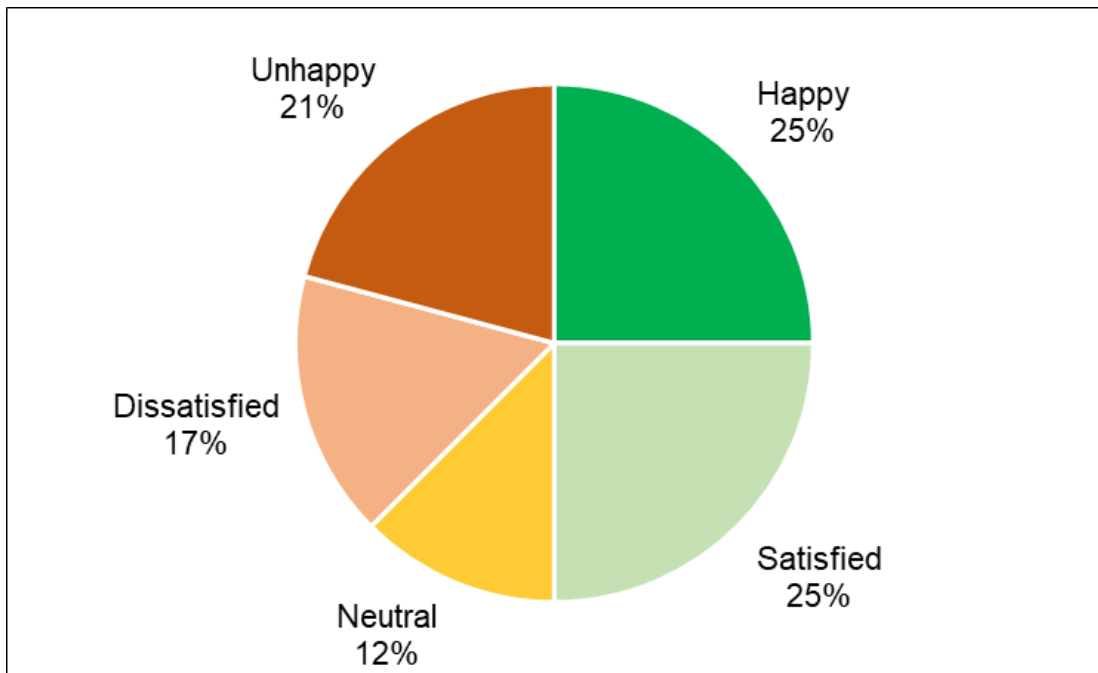


Graph B21: 'initial feelings' to Fever and Boutique, 12 Mary Arches Street

- 22.4 14 detailed comments were provided on Fever and Boutique, 12 Mary Arches Street. Some suggest the site is appropriate for redevelopment while others raise concern about the loss of a nightclub and loss of jobs. Concern is raised about potential heritage impact and archaeological disturbance with requests for full assessment and appropriate mitigation if required. Some suggest development could be for flexible community and arts spaces, while others await further detail with hope for a positive transformation.

23 88 Honiton Road

- 23.1 88 Honiton Road is proposed as a predominantly residential site. Located towards Middlemoor roundabout, it is a relatively flat parcel of land currently used as a car wash. St Nicholas Catholic Primary School playing fields lie to the north, to either side it is residential and Honiton Road runs along the southern boundary.
- 23.2 Of the 24 responses received regarding 'initial feelings' about 88 Honiton Road, 50% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation. 38% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B22.
- 23.3 88 Honiton Road was consulted on in the outline draft. The support expressed in the full draft is slightly lower than the outline draft and the percentage of those dissatisfied in the full draft is greater. (Outline draft: 54% selected feeling 'satisfied' or 'happy' and 28% selected feeling 'dissatisfied' or 'unhappy').

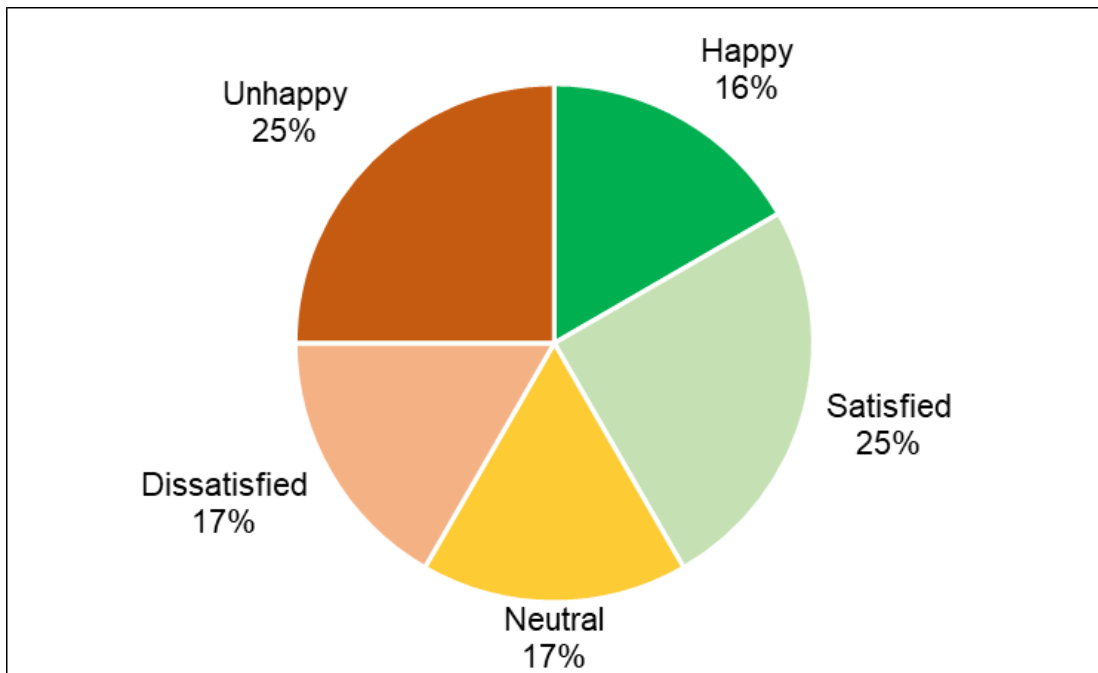


Graph B22: 'initial feelings' to 88 Honiton Road

- 23.4 13 detailed comments were provided on 88 Honiton Road. While some suggest it is an appropriate site for redevelopment, others raise concerns about access and traffic, pollution on site, the proposed density of development and a lack of nearby easily accessed amenities and supporting infrastructure for the proposed development.

24 Garages at Lower Wear Road

- 24.1 Garages at Lower Wear Road is proposed as a predominantly residential site. This is a small site near Countess Wear Roundabout and Bridge Road comprising of garages set within a residential area.
- 24.2 Of the 12 responses received regarding 'initial feelings' about Garages at Lower Wear Road, 41% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation and 42% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B23.
- 24.3 Garages at Lower Wear Road was consulted on in the outline draft. The support expressed in the full draft is lower than the outline draft, and the percentage of those dissatisfied in the full draft is greater. (Outline draft: 54% selected feeling 'satisfied' or 'happy' and 28% selected feeling 'dissatisfied' or 'unhappy').

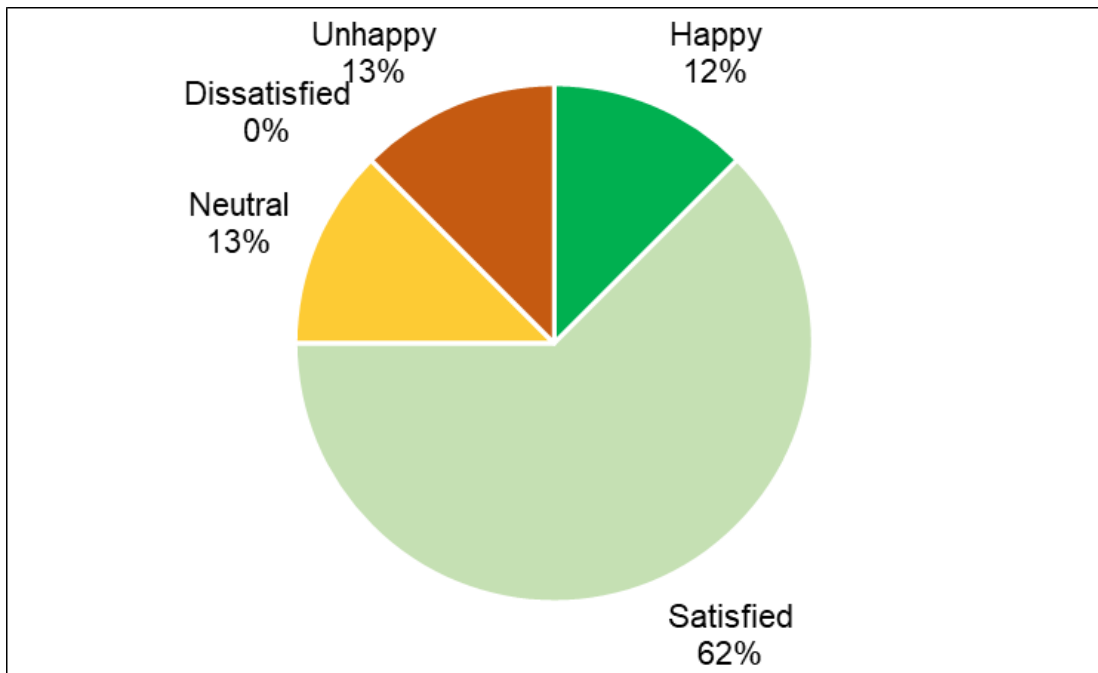


Graph B23: 'initial feelings' to Garages at Lower Wear Road

- 24.4 9 detailed comments were provided on Garages at Lower Wear Road. While some suggest it is an appropriate site for redevelopment others are concerned about access to the site and the loss of garages and parking. Requests to retain the public right of way and access to adjacent properties are presented as well as a need for associated infrastructure and a new bus stop on Bridge Road.

25 99 Howell Road

- 25.1 99 Howell Road is proposed as a predominantly residential site. This is a small site within Exeter's urban area consisting of a large Victorian detached dwelling (Oakfield) and associated garden. The site is bounded by walls and roads on three sides (Howell Road and New North Road) and is within a residential area.
- 25.2 Of the 8 responses received regarding 'initial feelings' about 99 Howell Road, 74% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation. 13% were 'unhappy'. Full results are presented in graph B24.
- 25.3 99 Howell Road was consulted on in the outline draft. The support expressed in the full draft is the same as the outline draft and the percentage of those dissatisfied in the full draft is greater although still low. (Outline draft: 74% selected feeling 'satisfied' or 'happy' and no one selected feeling 'dissatisfied' or 'unhappy').

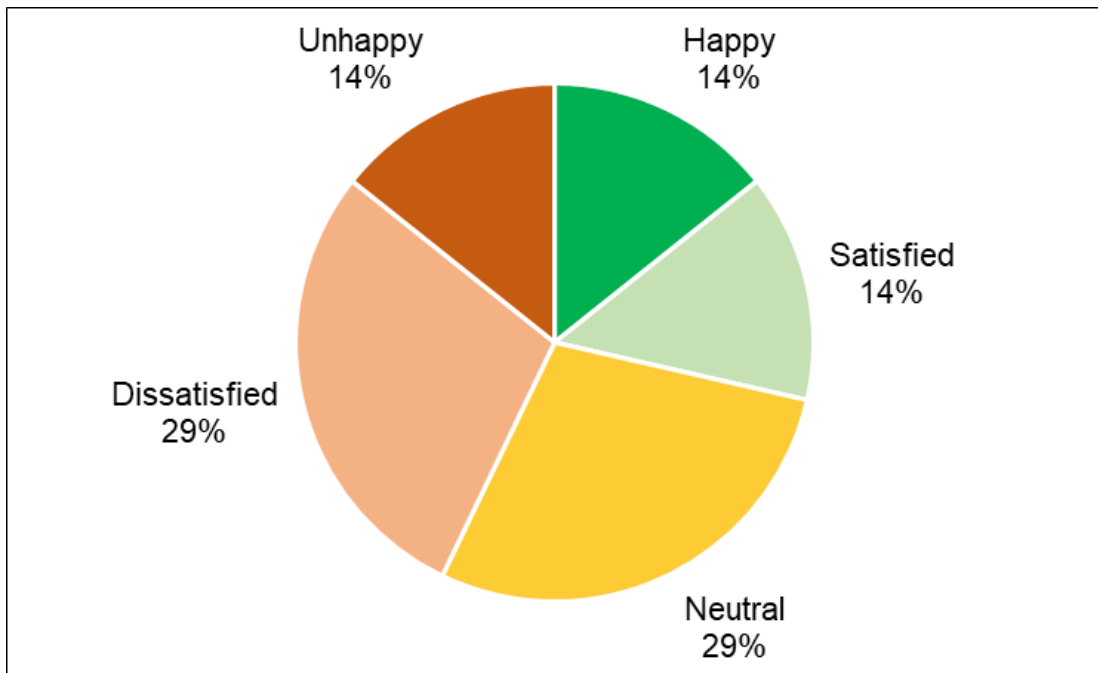


Graph B24: 'initial feelings' to 99 Howell Road

- 25.4 7 detailed comments were provided on 99 Howell Road. Comments raised included support for development as long as the proposal was of a high quality and provided affordable homes. Concerns related to the specifics of any proposal and design including respect for the conversation area, the existing building 'Oakfield House' and mature tree cover on site.

26 Land adjacent to Sandy Park, Newcourt

- 26.1 Land adjacent to Sandy Park, Newcourt is proposed to be allocated for transformational employment development in policy EJ6. It is a greenfield site adjacent to Sandy Park rugby stadium. The proposed site is already identified for development in the Exeter Core Strategy (2006-2026) as part of the Newcourt Strategic Allocation. An existing masterplan identifies the site for employment. The City Council proposes to roll this allocation forwards into the Exeter Plan.
- 26.2 Of the 7 responses received regarding 'initial feelings' about Land adjacent to Sandy Park, Newcourt, 28% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation. 43% were 'dissatisfied' or 'unhappy' and 29% were 'neutral'. Full results are presented in graph B25.
- 26.3 This site was included as part of a larger site identified for redevelopment and consulted on in the outline draft. It is not possible to draw a comparison of the responses to the two sites.

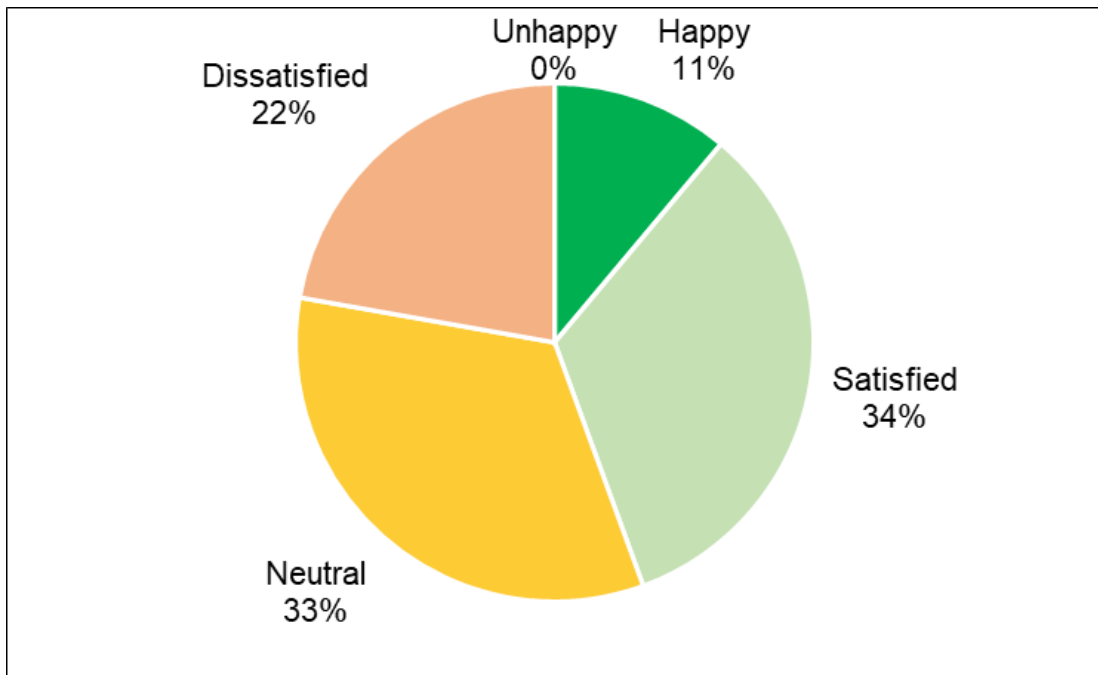


Graph B25: 'initial feelings' to Land adjacent to Sandy Park, Newcourt

- 26.4 5 detailed comments were provided on Land adjacent to Sandy Park, Newcourt. Concerns raised include the loss of green space, the potential for archaeological disturbance on the site and requirement for mitigation and a request for more information on specifics of development and further explanation of 'employment allocation'. Finally, there are comments reference a related submitted planning application.

27 Land adjacent to IKEA, Newcourt

- 27.1 Land adjacent to IKEA, Newcourt is proposed to be allocated for transformational employment development in policy EJ6. It is a greenfield site already identified for development in the Exeter Core Strategy (2006-2026) and identified in an existing masterplan for employment. The City Council proposes to roll this allocation forwards into the Exeter Plan.
- 27.2 Of the 9 responses received regarding 'initial feelings' about Land adjacent to IKEA, Newcourt, 45% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation and 22% were 'dissatisfied', 33% were 'neutral and no one 'unhappy'. Full results are presented in graph B26.
- 27.3 Land adjacent to IKEA, Newcourt was included in the outline draft as 'Land south of A379'. The outline draft did not specifically identify the site for employment however the support expressed in the full draft is similar to the outline draft. (Outline draft: 50% selected feeling 'satisfied' or 'happy' and 25% selected feeling 'dissatisfied' or 'unhappy').

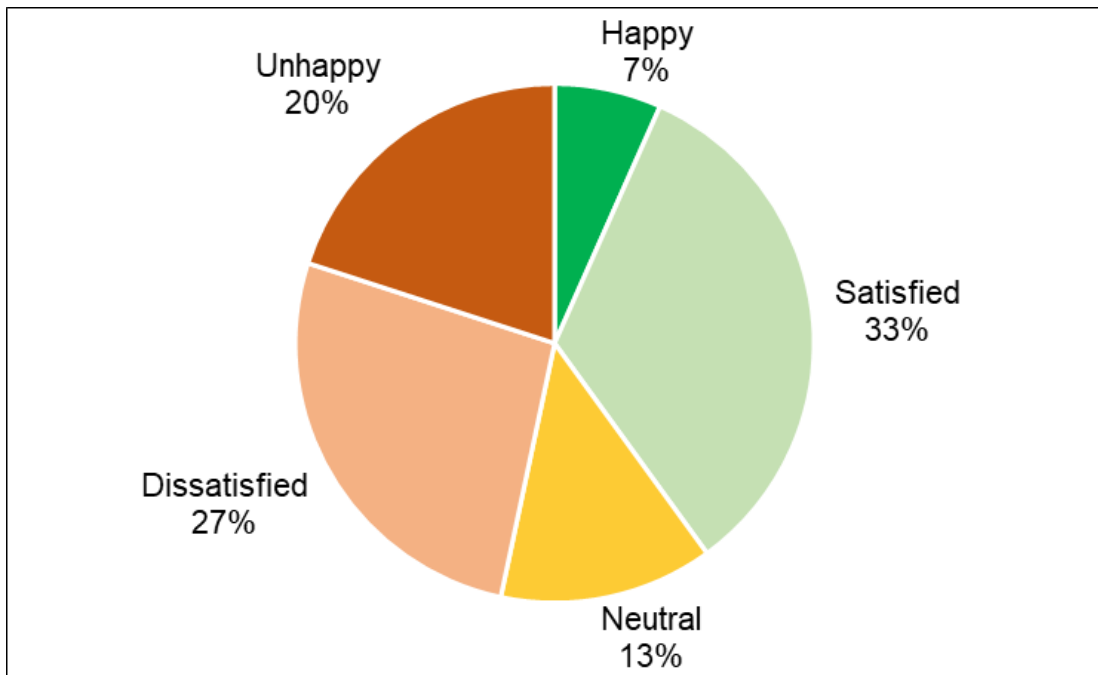


Graph B26: 'initial feelings' to Land adjacent IKEA, Newcourt

- 27.4 4 detailed comments were provided on Land adjacent IKEA, Newcourt. These raise the potential for archaeological disturbance on the site and requirement for mitigation. There is concern about the loss of green space that the respondents felt could potentially be allotments and public open space. There were questions about the need for more housing alongside a suggestion for this site to be a residential rather than employment allocation.

28 Toby Carvery, Rydon Lane, Middlemoor

- 28.1 Toby Carvery, Rydon Lane, Middlemoor is proposed to be allocated for transformational employment development in policy EJ6. It is a brownfield site comprising a restaurant, hotel and extensive car parking. Rydon Lane runs along the western boundary and Sidmouth Road adjoins to the north.
- 28.2 Of the 15 responses received regarding 'initial feelings' about Toby Carvery, Rydon Lane, Middlemoor, 40% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation and 47% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B27.
- 28.3 This site was not consulted on in the outline draft.

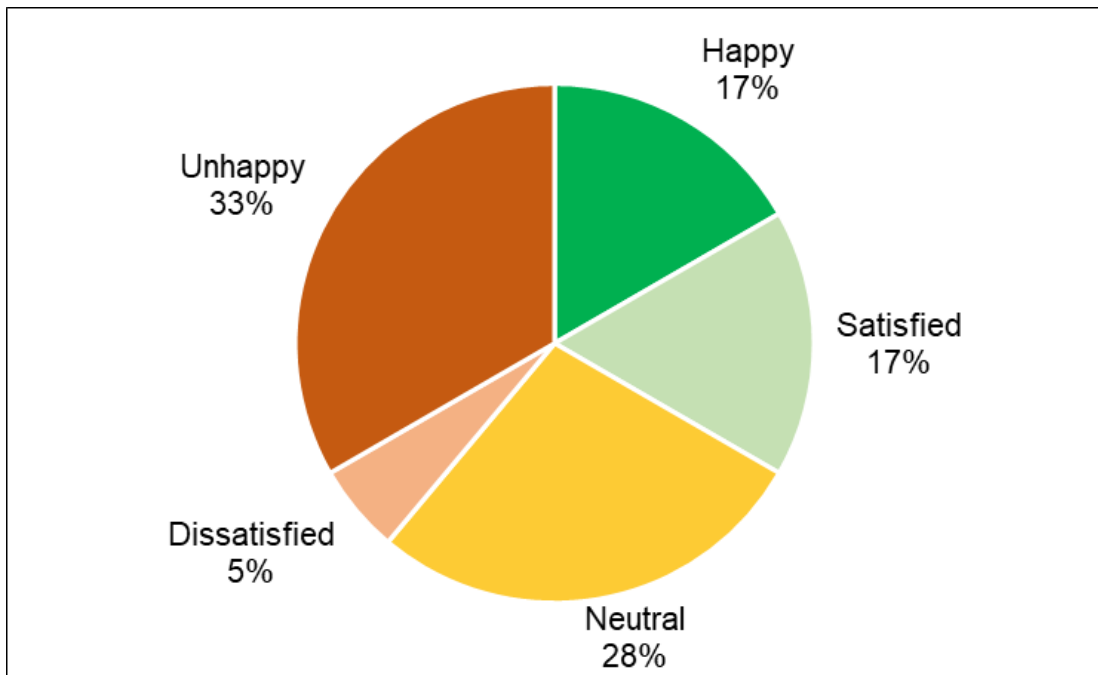


Graph B27: 'initial feelings' to Toby Carvery, Rydon Lane, Middlemoor

- 28.4 8 detailed comments were provided on Toby Carvery, Rydon Lane, Middlemoor. These comments raise concern about the loss of a local amenity, overdevelopment, traffic impacts and potential archaeological disturbance and requirement for mitigation. It was also questioned whether the site would be better developed as residential and whether existing office space is at optimal usage (and therefore whether more employment space is needed).

29 St Luke's Health Campus, Heavitree Road

- 29.1 St Luke's Health Campus, Heavitree Road is proposed to be allocated for transformational employment development in policy EJ6. The site is a small university campus which is part of the University of Exeter. It is a flat site located east of the city centre.
- 29.2 Of the 18 responses received regarding 'initial feelings' about St Luke's Health Campus, Heavitree Road, 34% of the responses suggest support for the site in identifying feeling 'satisfied' or 'happy' with the allocation, and 38% were 'dissatisfied' or 'unhappy'. Full results are presented in graph B28.
- 29.3 This site was not consulted on in the outline draft.



Graph B28: 'initial feelings' to St Luke's Health Campus, Heavitree Road

- 29.4 14 detailed comments were provided on St Luke's Health Campus, Heavitree Road. While some consider this as a site in need of redevelopment others have reservations due to a lack of detail outlining the exact proposal, potential overdevelopment and impact on heritage, traffic and green spaces. Some responses raise concern as they are unclear on the meaning of 'transformational employment development'.

APPENDIX C: List of organisations responding to the Exeter Plan full draft consultation

Councils

1. East Devon District Council
2. Mid Devon District Council
3. Teignbridge District Council
4. Devon County Council
5. Torbay Council
6. Somerset Council

Government Agencies / Public Bodies

1. Devon and Cornwall Police-Buildings and Estates
2. Devon and Cornwall Police-Designing out Crime
3. Environment Agency
4. Exeter City Council Transport Working Group
5. Historic England
6. Marine Management Organisation (MMO)
7. National Highways
8. Natural England
9. Network Rail
10. NHS LPAE (Local Planning Authority Engagement) team on behalf of NHS Devon Integrated Care Board (ICB) and Royal Devon University Healthcare NHS Foundation Trust (RDUH)
11. NHS Property Service
12. Sport England

Developers / Agents / Land Promoters

1. Avison Young on behalf of National Gas Transmission
2. Avison Young on behalf of National Grid Electricity Transmission
3. Bell Cornwell LLP on behalf of Shopland Gray Developments Limited (SGD)
4. Carney Sweeney Planning on behalf of The Guinness Partnership Ltd
5. Collier Planning on behalf of Strongvox Homes Ltd
6. Firstplan on behalf of Costco
7. Firstplan on behalf of National Grid (NG) and Wales and West Utilities (WWU),
8. Heynes Planning Ltd on behalf of Hamilton Estates
9. Heynes Planning Ltd on behalf of Heritage Developments Southwest
10. Icenl on behalf of Telereal Trillium Group (TTG)
11. JLL on behalf of Blocwork, Network Rail's joint venture with the Bloc Group
12. Leigh & Glennie Ltd on behalf of the owners of land at Exeter Squash Club
13. LiveWest
14. McMurdo Land Planning and Development Ltd on behalf of Broom
15. McMurdo Land Planning and Development Ltd on behalf of Stuart Partners
16. McMurdo Land Planning and Development Ltd on behalf of The Drake Family
17. McMurdo Land Planning and Development Ltd on behalf of The Pratt Group
18. Nash Partnership on behalf of Cildara Group (Exeter)

19. PCL Planning on behalf of Vistry Homes South West
20. PCL Planning on behalf of Waddeton Park Ltd.
21. Pegasus Group on behalf of Taylor Wimpey UK Limited
22. ROK Planning on behalf of Zinc Real Estate UK ('Zinc')
23. Savills on behalf of TT Group
24. Tetlow King Planning on behalf of South West Housing Association Planning Consortium (SWHAPC)
25. The Planning Bureau on behalf of McCarthy Stone
26. The Topsham Society-TCA Planning Panel
27. Turley on behalf of Bloor Homes South West Ltd and Stuart Partners Ltd
28. Watkin Jones Group PLC (WJG)

Other Organisations

1. Alphington Community association
2. Alphington Village Forum
3. Beacon Centre
4. Churchill Retirement Living
5. Devon Archaeological Society
6. Devon Buildings Group
7. Devon Countryside Access Forum
8. Devon Wildlife Trust
9. Disabled Ramblers UK
10. Exeter and Devon Airport Ltd
11. Exeter Civic Society
12. Exeter Community Initiatives
13. Exeter Craft Hub
14. Exeter Energy Ltd
15. Exeter Green Party
16. Exeter Greenspace Group
17. Exeter St James Community Trust
18. Friends of Exeter Ship Canal
19. Home Builders Federation
20. InExeter
21. International Bridges Group
22. Isca Hockey Club
23. Marks and Spencer
24. National Trust
25. Newbury Trust
26. Progressive Group of Exeter City Councillors
27. Prospect Park Residents Associations
28. RSPB
29. Sidwell Street Methodist Church
30. South West Water
31. St Leonard's Neighbourhood Association
32. St Sidwell's Centre
33. The Deaf Academy
34. The Diocese of Exeter

35. The Exeter Cycling Campaign
36. The Prop Factory
37. The South West Academy
38. The Topsham Society-TCA Planning Panel
39. The University of Exeter
40. Topsham sustainability group
41. Viridor Waste Limited
42. Woodland Trust

APPENDIX D: List of sites submitted during consultation and the call for sites

Number of site submissions received: 28 sites

Exeter site submissions:

1. Land Opposite 51 Homefield Road EX1 2QX (former playing field, Bramdean School)
2. Land and Buildings at Victoria Street, Exeter
3. Rougemont Switching Centre, Queens Road
4. Barton Place, 4 Wrefords Link, Exeter
5. Land adjoining 1 and 2 Lower Shapter Street, Topsham, Exeter
6. Land North of 3 Midway Terrace, Exeter
7. The Pyramids, John Hannam House and Eaton House / Eaton Drive
8. Combined site at 62 and 64 Alphington Road, Exeter
9. Land at Matford Lane
10. Land south of Church Hill
11. Highfield Farm, Topsham
12. Mount Howe Field Topsham
13. 14 - 15 Sidwell Street, Exeter
14. 19 - 23 Sidwell Street, Exeter
15. Land off Monmouth Street, Topsham
16. The Former Police Station and Central Devon Magistrate's Court. Heavitree Road,
17. Land to the east of Newcourt Road
18. Land at Oaklands Riding Stables, Balls Farm Road, Alphington, Exeter
19. Exbridge House, 26 Commercial Rd, Exeter
20. Land between Lower Argyll Road and Belvidere Road
21. Land at Topsham Golf Academy
22. Land at Sandy Park Farm
23. Land at North Exeter
24. Land at Barley Lane
25. Home Farm, Pinhoe

Outside of Exeter site submissions:

1. Land at West end of East Devon
2. Land at West Clyst, Pinhoe
3. Land between Clyst St. Mary and Clyst St. George

APPENDIX E: Exeter Plan: Community groups workshop

AGENDA

Exeter Plan: Community groups workshop

Date: Thursday 11th January 2024

Venue: Marsh Barton Social Club, Grace Road, Marsh Barton

Time: 13.00 – 15.00

- | | |
|----------------------|--|
| 13.00 – 13.25 | Welcome and introduction |
| 13.25 – 13.55 | Workshop 1: Development pattern – Brownfield development, density and height:

Question: To provide the homes Exeter needs and still protect green spaces and our natural environment, we need to build closer to the city centre at higher densities, with some taller buildings where appropriate but more generous streets and public spaces.

What do you think of this idea in the context of the groups you represent? |
| 13.55 – 14.25 | Workshop 2: Development quality

Question: The Exeter Plan includes policies which set out the expectations regarding high quality development.

What would be the five key components of high quality development in the context of the groups you represent? |
| 14.25 – 14.45 | Group feedback |
| 14.45 – 15.00 | Wrap-up and next steps for the Exeter Plan |
| 15.00 | Session close |

ATTENDEES

Discussion group 1:

Facilitator: Exeter City Council
InExeter
Exeter Cycling Campaign
Sidwell Street Methodist Church
Exeter Doughnut
Exeter Civic Society
Slow Ways

Discussion group 2:

Facilitator: Exeter City Council
Exeter Doughnut
Parklife Heavitree
The Connexional Team - Methodist Church
Inclusive Exeter
Deaf Academy
InExeter

Cllr Morse: Portfolio holder for City Development

DISCUSSION 1 WORKSHOP NOTES

Development pattern – Brownfield development, density and height:

Question: *To provide the homes Exeter needs and still protect green spaces and our natural environment, we need to build closer to the city centre at higher densities, with some taller buildings where appropriate but more generous streets and public spaces.*

What do you think of this idea in the context of the groups you represent?

Group 1 notes

The group discussed the need for development and the wider implications for the city including both opportunities and challenges. A series of key points were considered as set out below:

- Need to avoid development sprawl on the edge of the city, including into green fields. This will help to meet low carbon aspirations and reduce the need to travel.
- Agree with the importance of protecting public open space in the city but it is vital that these are managed appropriately. There are perceptions of maintenance issues for parks and open spaces.
- Brownfield development needs to reflect the identities of local communities and engender pride in the area. The community does a lot of local work and runs a lot of voluntary activities which needs to be supported and provided for in new development.
- Development should be mixed-use.
- The edges of brownfield sites need to be carefully designed to fit in with existing buildings.
- Higher density development is generally acceptable in and on the edge of the city centre because it will help to support the vitality of the centre and widen the nature of the evening economy. A successful city centre is important for local pride in Exeter.
- The cost of brownfield development is a key challenge and this was a concern for the group in thinking about whether all development sites are realistic, particularly in terms of providing local services alongside the development.
- In some areas in Exeter brownfield land is also in areas of flood risk. This is a vital issue which should be addressed safely.
- There was a discussion about whether there is a direct link between high density development and the need for highway capacity and walking and cycling. There was an understanding of the opportunities for more walkable development at higher densities.
- Higher density can support, and increase the viability of, local services and facilities and increase the potential for sharing of space.
- Community land trusts and stewardship should be considered as part of brownfield development.

- Alongside brownfield development, if greenfield land does come forward it should be developed more efficiently and at higher densities.
- Appropriate densities will be determined by a number of issues and will differ across the city. Local context, heritage, existing densities, topography and the needs of the community should all be considered.
- Brownfield development is vital but also need to think about retaining good examples of development from the 1960s and 1970s. Not all of this type of development is of poor quality.

Group 2 notes

The group had a wide-ranging discussion then focused on what were considered to be the top considerations when determining appropriate density and height. These are listed below.

- Mix of uses is important – retail should be insisted on for the ground floor of development within the city centre (considered there was still demand for retail both small and large and a particular desire for independent retailers).
- Height should be assessed in context. Some considered that the Depot site is too high and looks out of place. Need to assess development impact in its wider context, not just in terms of whether a view is blocked. Some in the group suggested that the Depot may look better when there is other taller development around it. Some felt that John Lewis draws the eye and that new development should not be taller than this building.
- High quality design is needed – not just a series of box-like buildings.
- New development needs to be considered by looking at its relationship with historic buildings and their settings.
- Need to consider those groups that are older or have special accessibility requirements – Development should meet the access needs of everyone.
- Those with disabilities and special requirements in terms of access can feel isolated – need to create social spaces for them.
- Community is central to success – development should be human in scale and support social networks. It was suggested that community is much harder to achieve in tall/dense development. Need space inside and out to allow for community cohesion (play parks etc)
- Placemaking is key – holistic decisions creating vibrant places where people want to live/stay. A mixture of uses is vital.
- Important to consider parking; further thought needs to be given to the practicalities of how no car or low car development will work.
- Low car development relies on facilities within easy walking and needs shared mobility such as shared bikes and cars. Should also consider the needs of disabled people who may need parking. Option to think creatively about parking (dual use for retail and residential for example).
- Urban design needs to address the needs of vulnerable people to provide secure and safe development and to design out crime.

DISCUSSION 2 WORKSHOP NOTES

Development quality

Question: *The Exeter Plan includes policies which set out the expectations regarding high quality development.*

What would be the five key components of high quality development in the context of the groups you represent?

Group 1 notes

The group discussed development quality in the widest sense, thinking about buildings, infrastructure/facilities and open spaces. More than five key components of quality were identified.

- Policy should secure high quality development. This is particularly important if development is coming forward at height and density because it will be high profile in the area. Place-making is vital – this is about more than just the quality of the buildings.
- Understanding sense of place is central to development quality. Asking the community about their views on local identity and what the community values is important.
- Unusual buildings can make a statement and raise the profile of development.
- Accommodating a mixed community with a variety of people living in an area will help make a place. This means the needs of a wide range of groups needs to inform development characteristic and facilities.
- Development should inspire delight, joy and playfulness – Indoor and outdoor spaces are needed to enable people to spend time. Use of the space must be accessible and affordable.
- Development should achieve net zero: Embodied carbon, energy efficiency and renewable energy generation are central.
- Development should reflect local identity and culture and should include public art.
- To be considered high quality, development should be flexible and resilient to ensure it has longevity.
- Development should offer a variety of sensory experiences.

Group 2 notes

The group focused on the key components of a quality development which covers a range of matters including buildings, spaces, sustainability and infrastructure. More than five key components of quality were identified:

- Design/aesthetic – need development that is fitting and stands alone in its quality with clear identity and character. Development needs to be beautiful as well as useful.

- Usability – both now and over time. Need to ensure that development is fit for purpose and fit for the next generation. The focus needs to be on the long term not just on short term cost/profit.
- Inclusive – Development needs to be designed for all. For example, spaces need to be provided for young, old and disabled groups.
- Whole-area place making – need robust masterplans to ensure developments work together and in their context. Movement from one area to another is key.
- Need to protect the amenity of existing residents, for example by ensuring adequate bins/bike storage. This will help to make new development, and new residents, welcome in the area.
- Sustainability – homes need to be fit for the future. Passivhaus, agile homes should be pursued but these need to be affordable.
- Infrastructure – This is vital to liveability (schools/doctors/nurseries/dentist/flooding etc). Suggested that Community Infrastructure Levy could be focused on Liveable Exeter sites.

It was suggested that engaging with those that have recently moved into some of the higher density development could help in determining what is important in terms of delivering 'high quality development'.