

# The Exeter Plan

This is our city • This is our future



Outline Draft Plan  
September 2022

# The Exeter Plan Outline Draft

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# Foreword

The new Exeter Plan looks ahead over the next 20 years to 2040 and will be the blueprint that shapes the future development of our city.

We've brought our ambitious Exeter Vision 2040 into this plan. The vision's seven, place-based outcomes are the golden threads that will drive the entire Exeter Plan.

Liveable Exeter, our bold city-making initiative, anchors the plan. Liveable Exeter is about building at least 12,000 new homes on brownfield land in the city as the alternative to developing in the countryside. This will protect our precious green spaces and surrounding hills.

Liveable Exeter will deliver sustainable new communities and so the whole Council is involved. The Outline Draft Exeter Plan supports other Council strategies including helping to achieve our net zero 2030 ambition, enabling nature recovery, continuing Exeter's economic success including in the city centre, providing the homes we need, developing our cultural offer, enhancing Exeter's rich heritage and supporting a healthy and inclusive city.

We will ensure quality of life and wellbeing are at the heart of all decisions – it is about living better in Exeter.

The City Council cannot deliver the aims of this plan without the support of Devon County Council, our three neighbouring district Councils of East Devon, Mid Devon and Teignbridge, Government agencies and our anchor institutions. We'll be working closely together over the next few months to refine the policies in the plan.

Exeter is a fantastic city and I know that all of our residents feel the same way, so it is very important that everyone has a say on how it develops in the future.

That's why we want everyone to make sure their voices are heard. We're reaching out to all of our communities and businesses with this draft plan. It will touch the lives of everyone living in the city as well as those working, studying in, or visiting Exeter, so everyone needs to own it and have a say.

I look forward to hearing from the people of Exeter and your ideas for shaping the future of our great city.

**Councillor Phil Bialyk  
Leader - Exeter City Council**

# Introducing the new Exeter Plan

As the Local Planning Authority for Exeter, the City Council has a statutory duty to prepare a planning policy for the city. I'm delighted we now have a first draft of the new Exeter Plan which is ready for consultation with all of our communities across the city. In publishing this draft now, the City Council has delivered on its promise when we set out a timetable for a new Local Plan.

This early version of the Exeter Plan is not a full draft but is a significant step forward from the 'Issues' document which was consulted on last autumn. This launched the work on the new local plan, explored the key issues and identified some of the initial considerations for the development strategy for the city. Since then we have reviewed all the responses and further developed evidence to support the plan.

Over the next 10 weeks local residents, community groups and businesses will be able to comment on the future pattern of growth within the city, potential development sites and the strategic policies to guide new proposals.

The Exeter Plan is unlike any previous plans we have published because it is mainly digital. This is in line with Government guidance and best practice and makes the plan more engaging. In using a new online engagement platform called 'Commonplace' we have been able to present the Plan in a more attractive way with a greater focus on imagery.

Commonplace will be more flexible and interactive, will support clearer and easier navigation and will enable the plan to be to meet the evolving needs of the community by making plan content more accessible on mobile devices. This is part of our approach to widen interest in the Exeter Plan and seek involvement from a broader section of the community.

**Councillor Emma Morse  
Portfolio Holder, City Development and Planning – Exeter City Council**

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# 1 Explaining the Exeter Plan

## What is the Exeter Plan?

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

## How have we got here?

- 1.3 The City Council started work on a new plan in 2020 and has been busy putting together the evidence needed to write the early stages of the Exeter Plan. The work was launched in autumn 2021 with an Issues Consultation which explained the key issues for the plan to address and started to look at what the pattern of development in the city might look like in future. We have used the input from that first consultation to write this Outline Draft of the plan.

## What is the Outline Draft of the Exeter Plan?

- 1.4 The Exeter Plan is starting to take shape and the Outline Draft is the first version of this plan. It includes the vision for the city, potential development sites for a mixture of uses including housing, and a set of draft policies. This version is not a full draft. Further policies will be written and other sites may be included in future rounds of consultation. In particular, further, more specific policies within the various sections of the plan will need to be put together. Future versions of the Exeter Plan will also include a Proposals Map showing the location of allocations and designations across the city.

## What happens next?

- 1.5 We will hold this consultation between 26 September and 5 December 2022 and would like as many responses as possible. The responses will be used to continue preparing the plan. Another consultation will be held in 2023. After that, a final draft document will be published for comment before it is submitted to the Planning Inspectorate for Examination. A Planning Inspector will use a series of Examination discussions to decide whether the plan needs any changes and then if it can be adopted by the City Council.

## 2 This is our city, this is our future

### The Exeter vision 2040 and Liveable Exeter

- 2.1 Exeter has an ambitious vision for the next 20 years which can be summarised in a single sentence:

*'By the time they are an adult, a child born in Exeter today will live in a city that is inclusive, healthy and sustainable - a city where the opportunities and benefits of prosperity are shared and all citizens are able to participate fully in the city's economic, social, cultural and civic life.'*

- 2.2 The City Council adopted this vision in 2019 following engagement with our key partners and stakeholders.
- 2.3 The Exeter Plan also looks ahead to 2040 so it makes sense to bring the vision and plan together. This means that the plan will help to achieve the vision.
- 2.4 Our vision talks about a future Exeter that supports collaboration; ensures every resident has a home that is secure, affordable and healthy; has a strong and growing economy; encourages healthy, active lifestyles; has world-class education and training; supports a vibrant city centre and inclusive and connected neighbourhoods; is carbon neutral by 2030 and; will be known nationally and internationally as a city of culture.
- 2.5 The vision has seven key outcomes:
- An innovative and analytical city
  - A healthy and inclusive city
  - The most active city in the UK
  - Accessible world class education
  - A liveable and connected city
  - A leading sustainable city
  - A city of culture
- 2.6 The achievement of these outcomes drive the entire Exeter Plan. They map across to the key policies and development sites, ensuring that the plan drives the delivery of the vision.
- 2.7 In 2019 the City Council launched Liveable Exeter. Liveable Exeter will help deliver the Exeter Vision 2040 and this plan. It is a bold initiative to build at least 12,000 new homes in the city by 2040. It aims to transform previously developed land, strengthen existing communities and create new neighbourhoods. A series of Liveable Exeter principles will guide the largest developments to ensure they are of the highest quality.
- 2.8 Liveable Exeter is enabling the City Council to work collaboratively with our three neighbouring district Councils of East Devon, Mid Devon and Teignbridge, Devon County Council and key city organisations to create a connected city region of thriving linked yet distinct communities, each with their own distinct character and set within a world class natural environment. Close working with our partners will continue to be vital going forward.

- 2.9 The Government has awarded Exeter ‘Garden City’ status in recognition of our ambitious growth strategy.

## The Liveable Exeter Place Board

- 2.10 The City Council cannot deliver Exeter’s vision on its own. That is why the Liveable Exeter Place Board was created. Each organisation represented on the Place Board has endorsed the Exeter 2040 Vision.
- 2.11 The Place Board enables collaboration between the city’s anchor institutions, sub-regional partners and the Government in delivering Liveable Exeter. The Place Board acts as a critical friend, challenging partners to achieve the principles which underpin Liveable Exeter.
- 2.12 The Place Board has an independent Chair and does not take decisions. Members engage communities and stakeholders to address the challenges in achieving the vision.

## Delivering the vision

- 2.13 The Exeter 2040 vision will be delivered in different ways using a range of innovative tools including the Exeter Plan.
- 2.14 In 2022, the City Council launched a related planning initiative, the Exeter Design Quality Partnership. This is aimed at improving the way sustainability and design quality is addressed in planning in the city.
- 2.15 The partnership is between the City Council, landowners, funding institutions, promoters of development and developers and is framed by the Exeter Vision 2040 and Liveable Exeter. It is about raising the level of ambition in design and city making in Exeter, through collaboration.
- 2.16 Although the planning system enables high quality development it is not designed to deliver everything Exeter needs to achieve its vision. Other City Council plans, including a refreshed Corporate Plan, and the strategies of key institutions and partners, will also play a vital role.
- 2.17 The City Council is working closely with its delivery partners on other initiatives including:
- The Net Zero Exeter 2030 Plan
  - The Cultural Compact and Exeter Cultural Strategy
  - Live and Move – the Sport England Local Delivery Pilot
  - The Creative Arc
  - Exeter City of Literature (UNESCO)
  - InExeter – Exeter’s Business Improvement District
  - Devon County Council plans including the Exeter Transport Strategy
  - Heart of the South West Local Industrial Strategy
  - Exeter Civic University agreement and the University 2030 Strategy
  - Exeter College Strategic Plan 2020 - 2025

- 2.18 Linked to these other strategies, the Exeter Plan will act as a focal point for discussions with the Government and its associated departments and agencies (such as Sport England, Homes England, Arts Council England, Environment Agency) to support the delivery of the Exeter 2040 vision. The plan will inform bids for external funding, including for housing, infrastructure, environmental schemes and other priorities as needed.
- 2.19 Looking at the wider area, the City Council is working with our partners at East Devon, Mid Devon and Teignbridge District Councils and Devon County Council to prepare a joint strategy for the wider area. This will help to align approaches on key strategic topics which affect the area as a whole.

## **The Exeter Development Fund**

- 2.20 As well as planning for change over next 20 years through the Exeter Plan, the City Council realises that the way that development comes forward may need a new approach so that it is of a higher quality. As a result, five of the biggest public sector institutions in the city are working collaboratively with the City Council and the Community Interest Company, Exeter City Futures, to bring forward the Exeter Development Fund.
- 2.21 An outline business case has been prepared which explores an innovative concept for a publicly owned infrastructure and development fund at a city level. The aims of the fund are to invest public assets and finance in development, capture the uplift in land value and re-cycle profits locally to deliver infrastructure, projects and priorities which increase the quality of development in the city and provide for our communities. This approach will bring forward development in the city in a very different way to usual.

## **Exeter City Living**

- 2.22 Another approach to improving development quality is through Exeter City Living (ECL). This is a housing company wholly owned by the City Council which means that efforts can be made to provide developments which specifically help to achieve the aims of the city vision.
- 2.23 As an example, all ECL developments meet challenging Passivhaus building standards for energy efficiency and incorporate a range of other design quality innovations, setting the benchmark for other developments in the city.
- 2.24 ECL is a Profit for Purpose Company with future profits generated being returned to the City Council for investment into services for the community.

# 3 Spatial strategy

## Spatial strategy: An explanation

- 3.1 A key part of the Exeter Plan is the spatial strategy. This spatial strategy section sets out the main principles for guiding the pattern and characteristics of development in the city. Details about the amount of development required for housing and employment are included in other sections of the plan. The spatial strategy flows from Exeter's Vision 2040 and was also discussed as part of the Issues Consultation in autumn 2021. It plans for the city's growth taking account of the wider sub-region, recognising Exeter as the most sustainable location for major development and reinforcing its position as the area's economic engine.
- 3.2 In putting together the spatial strategy, we have looked at a series of documents and viewpoints including national policies (in the National Planning Policy Framework), our current local planning policy (the Core Strategy and Local Plan First Review), ideas from the Liveable Exeter initiative, work previously put together on documents which are no longer progressing (such as the Greater Exeter Strategic Plan and the Development Delivery Document) and responses to the Issues Consultation.
- 3.3 The current strategy in our existing plans contains various principles, including directing some development close to the city centre on brownfield land, providing large urban extensions on greenfield land on the edge of the city and steering development away from the hills to the north and northwest of the city.
- 3.4 We have looked again at this spatial strategy so that it better reflects Exeter's Vision 2040 and the City Council's priorities set out in the Corporate Plan. The main change is to move on significantly from one of the main components of the previous approach – the provision of large, greenfield urban extensions on the edge of the city. These urban extensions have now largely been built out and have environmental challenges.
- 3.5 There are also some vital elements of the current strategy that we need to keep, including the protection of the city's hills. A key strand of the new spatial strategy is to steer the majority of development to brownfield sites in order to protect the city's landscape setting and retain Exeter's environmental quality. This strategy will also help to achieve the City Council's net zero 2030 target, enable nature recovery, continue Exeter's economic success and support a healthy and inclusive city. This transformational approach is closely aligned with the Government's Levelling Up policy which aims to reduce inequalities and promote opportunities for all.
- 3.6 Although the focus is firmly on brownfield development, some small scale greenfield development will help to provide a mix of sites, maintain a pipeline of development in the near future and deliver a five year housing supply (which helps us protect our sensitive environments). However these sites will be modest in the context of the significant brownfield focus.
- 3.7 The new spatial strategy is included in Policy S1. The development sites included elsewhere in the Exeter Plan have been guided by the spatial strategy.

## **S1: Spatial strategy**

The spatial strategy will deliver on Exeter's Vision 2040 including the city's ambitions for net zero, health and wellbeing and the vitality of the city centre. Proposals are identified and will be supported when they:

1. Provide enough good quality homes of a variety of types in the Exeter City Council area to meet Exeter's needs.
2. Bring forward new forms of employment provision in the city and work with neighbouring Councils to ensure the employment needs of the wider functional economic market area are met.
3. Focus the majority of development on large, strategic brownfield sites, particularly in locations close to the city centre, district centres, local centres and key public transport hubs with good access to green infrastructure including the Valley Parks.
4. Enable the development of smaller brownfield sites as they become available.
5. Consider modest, greenfield development as a supplement to brownfield development.
6. Protect the sensitive Exe Estuary and the sensitive hills to the north and north-west of the city.
7. Steer development to avoid areas of higher flood risk where possible and manage residual flood risk as appropriate.
8. Enable development in locations which link effectively to the Valley Parks as vital green infrastructure whilst ensuring their protection and enhancement.
9. Provide high quality, mixed use development at optimal densities to minimise the need to travel and maximise walking, cycling and public transport.
10. Deliver the range of infrastructure needed to support high quality development and our communities in a timely manner.

## **Liveable Exeter principles**

- 3.8 Exeter is a growing city and we are ambitious for its future. The Liveable Exeter initiative originally set out sites that could accommodate 12,000 new homes within a series of high quality, brownfield developments.
- 3.9 We want to increase the population living in the central areas of the city and encourage people who may have left Exeter to return to live in a variety of new homes including apartments. Homes will be built within vibrant, neighbourhoods that are walkable and have cafes, shops, community uses and workplaces.
- 3.10 We are committed to making the best use of previously developed land in the city by optimising density to support the significant increase in new and affordable homes and infrastructure we desperately need. This will often mean developing at densities above those of the surrounding area on most sites. A design-led approach to optimising density is advocated which should be based on an evaluation of the site's attributes, its surrounding context and capacity for growth and the most appropriate

development form. The highest densities should be located in the most accessible and sustainable locations close to the city centre and public transport.

- 3.11 The spatial strategy requires significant brownfield development on large development sites as identified elsewhere in the Exeter Plan. These larger sites offer the potential for new, exciting forms of sustainable, high quality mixed use development.
- 3.12 We understand the importance of the large brownfield sites in meeting our development needs. In 2019, the City Council published its transformational housing delivery programme under the banner of Liveable Exeter. This set out the City Council's ambitions to help meet our housing needs by developing eight strategic brownfield sites across the city.
- 3.13 Whilst these sites form an integral part of the spatial strategy, Liveable Exeter is not just a series of sites but a growth and city-making initiative governed by six principles which have been drawn from Exeter's Vision 2040 and national Garden City principles. In adopting the Liveable Exeter principles we aim to strengthen and reinvigorate existing communities and repurpose and transform other parts of the city, which need to change. Collectively the Liveable Exeter principles will achieve the following:
  - Development proposals which make the best use of brownfield land and build at optimal densities. All developments should look to optimise their development footprint; accommodating access, servicing and parking in the most efficient ways possible.
  - New development that contributes positively to an area's character and identity, creating or reinforcing local distinctiveness.
  - New development that supports thriving high streets and local centres, ensuring that for local trips, walking and cycling become the most convenient option, and for longer trips, public transport becomes viable. People-friendly, human-scaled streets and junctions should be a joy to walk and cycle along and incorporate high quality design, materials, improved air quality and overlooking from surrounding buildings.
  - Developments that adopt innovative approaches to mixing land uses, and delivering a high quality public realm. Where possible, different land uses should be mixed together, with residential above businesses and community uses commonplace.
  - High quality buildings which support the health and well-being of their occupants, and are responsive to the changing way we live, work and spend our leisure time. Public spaces and private communal areas will be safe, accessible, inviting and well used, without the fear of crime. Individual dwellings should provide sufficient comfort, natural light, privacy and quiet.
- 3.14 The Liveable Exeter principles will apply to the large development sites identified in the Exeter Plan and other major sites that may come forward in future. These principles are a vital element in steering development and go hand in hand with the spatial strategy of delivering quality development on brownfield land.
- 3.15 The City Council will work collaboratively with landowners and developers to promote the Liveable Exeter principles. Wider planning policy, masterplans, design codes,

supporting evidence and other design tools will support this approach, recognising that the characteristics of future development will be site specific.

- 3.16 The Liveable Exeter principles are included in Policy S2. The policy sets out the requirements for the standard of development that Exeter City Council will expect for all large-scale brownfield developments in the city. Developments that fail to achieve the standards set out in these principles will be refused.

## S2: Liveable Exeter delivery principles

The delivery of large-scale, brownfield developments will be supported.

Planning applications for all large-scale development proposals must be accompanied by a masterplan which includes a vision and planning/design framework to guide the comprehensive development of the wider site area.

All large-scale development proposals must demonstrate how each of the following Liveable Exeter principles and requirements will be achieved.

### **Principle 1: Memorable places.** Development will:

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

### **Principle 2: Outstanding quality.** Development will:

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

### **Principle 3: Welcoming neighbourhoods.** Development will:

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

- Phase delivery to ensure important infrastructure and facilities are provided early on.

**Principle 4: Liveable buildings.** Development will:

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

**Principle 5: Active streets.** Development will:

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

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

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



## 4 Climate change

### Vision – A leading sustainable city

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

### Vision – Healthy and inclusive

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

**Objective:** Make the fullest possible contribution to the mitigation of, and adaptation to, climate change and work towards creating a carbon neutral city. Helping to deliver the strategic priority of net zero Exeter by 2030.

## Introduction

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

## Net zero Exeter

- 4.3 The city's ambition, to be carbon neutral by 2030, is 20 years earlier than the 2050 national net zero target required under the Climate Change Act. This is an incredibly challenging ambition but the nature of the issue justifies this. Success will only be achieved through a genuinely collective effort; we need all organisations, individuals and institutions to play their part.
- 4.4 The City Council is working with the public and private sector to bring forward the Exeter Development Fund to lead the way in developing the city in a way that contributes to the net zero ambition. This work acknowledges that the current approaches to development delivery will not deliver Exeter's net zero aspirations.
- 4.5 The City Council is also collaborating with the University of Exeter. The University is world-leading in environmental intelligence. It works closely with a range of public and private sector partners in delivering education, research and knowledge exchange activities. Its ambitions include delivering a flagship innovation hub within a state of the art building in Exeter city centre within the proposed City Point development (part of the East Gate site considered later in the plan).

- 4.6 Looking more widely, the performance of buildings will be vital in achieving net zero. The Government's Future Homes Standard seeks to deliver homes that are zero carbon ready by 2025. The Government has also set out a new Future Buildings Standard which provides a pathway to deliver new non-domestic buildings that are zero carbon ready from 2025. Changes have already been made to the buildings regulations to reduce carbon emissions and provide a stepping-stone to implementing the new standards. The City Council will keep the Government's progress in achieving these standards under review and, if necessary, set our own energy efficiency requirements to ensure new development is making reductions in carbon emissions and also playing its role in helping to minimise fuel bills during these challenging times.
- 4.7 However, it is not just the efficiency of buildings themselves that matters. The location of new development and the density and urban form is also key. Urban intensification can enable growth while achieving a reduction in travel demand and an increase in sustainable travel. Higher densities and combinations of uses are likely to provide greater potential for local energy networks and cost effective low carbon energy.
- 4.8 Renewable sources of energy include sun, wind and water power, ground and air source heat pumps, biomass energy from organic matter and energy from waste. These sources can offer diversity and security of supply and can reduce harmful emissions to the environment. Whilst grid electricity is increasingly being supplied by renewables, there is still a need to maximise onsite renewable energy generation and community led renewable and low carbon energy schemes also have an important role to play
- 4.9 Green infrastructure and Sustainable Drainage Systems (SuDS) also have an important role in climate change mitigation. Through carbon sequestration (for example, trees storing carbon) and urban cooling they have a role that extends beyond the obvious environmental and health benefits.
- 4.10 Policy CE1 brings together many of these considerations to ensure they are addressed together. All development should be planned over its whole lifetime to limit carbon emissions and developers will be required to demonstrate how they will contribute to achieving net zero.

#### **CE1: Net zero Exeter**

Exeter has an ambition to be net zero by 2030. Development proposals will be required to demonstrate how they will support the achievement of net zero through:

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

## Local energy networks

- 4.11 By considering existing and proposed development, and by working in partnership with developers and other organisations, more decentralised energy networks can be set up that will support the move to a net zero carbon city.
- 4.12 On average, standard centralised power generation (like that which provides power through the grid to most properties) is only 30% efficient, whereas decentralised generation is typically twice as efficient. The greatest efficiencies can be achieved through linking combined heat and power (CHP) plants including energy from waste (EfW) plants, to local energy networks. These provide heat and electricity via a local heat network of pipes and infrastructure which properties can connect to.
- 4.13 There are already heat networks in the city, including at Monkerton, to show how these projects can be provided. The City Council has now identified areas where the scale of development or the heat use opportunities are great enough to justify the planning, design and delivery of heat networks. Policy CE2 identifies the areas where evidence suggests local energy networks are feasible and viable. The policy also requires that new development outside these areas, but in reasonable proximity to a network, be constructed to allow connection (as and when a network is rolled out). Any local energy networks being established adjacent to the City Council's boundary will take account of development proposals outside of the city and be planned and delivered so that a single energy network is provided, where that is appropriate and viable.

### CE2: Local Energy Networks

Local energy networks are proposed in the following areas:

- a) Monkerton and Hill Barton;
- b) The city centre, Heavitree Road and Wonford;
- c) Marsh Barton, Matford, Water Lane and Haven Banks;
- d) St. David's, Red Cow Village, New North Road and the University;
- e) South Gate, West Gate and St Thomas; and,
- f) In other locations across the city where it is shown that it is feasible and viable to bring forward a local energy network.

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

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

## Flood risk

- 4.14 Increasing flood risk is one of the most high profile consequences of climate change. The recent climate pack from the Met Office suggests that for Exeter, winter precipitation could increase by 5-19% by the 2030s; leading to an increased risk of river and surface water flooding.
- 4.15 The spatial strategy seeks to avoid areas of higher flood risk following a sequential, risk-based approach to the location of development. However, development in the urban area on brownfield sites has significant and widespread benefits including the potential to help mitigate climate change by limiting the need to travel and supporting local energy networks. In order to deliver the sustainable regeneration of brownfield areas such as at Water Lane and Marsh Barton, flood risk will need to be addressed and managed through design and site layout to ensure the development is appropriately flood resistant and resilient.
- 4.16 Policy CE3 sets out how the City Council will consider flood risk. In all areas development will need to integrate Sustainable Drainage Systems (SuDS) into the design and layout. SuDS mimic natural drainage processes and the benefits include minimised costs, reduced overall flood risk, enhanced nature conservation and amenity value, recycling valuable water resources, and better control of pollution from urban run-off. Where SuDS are not appropriate, appropriate flow attenuation facilities or mitigation measures will be required.
- 4.17 In areas of high flood risk (Flood Zone 3) the risk of flooding should be recognised as a key constraint to development. New development should be seen as an opportunity to make improvements in green and other infrastructure to reduce the causes and impacts of flooding in accordance with the NPPF (paragraph 161).

### CE3: Flood risk

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



## **Vision – A healthy and inclusive city**

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

## **Vision – A liveable and connected city**

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

## **Vision – A leading sustainable city**

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

**Objective:** Provide the quantity, type and quality of homes that Exeter needs in the right locations. Helping to deliver the strategic priorities of building great neighbourhoods and promoting active and healthy lifestyles.

## **Introduction**

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

## **Housing needs**

- 5.2 The Government requires the City Council to plan for 650 new homes to be built in Exeter each year.
- 5.3 Policy H1 sets out our proposed approach to meeting the Government's housing requirement for Exeter, identifying four sources of housing supply between 2020 and 2040. The total supply of 14,300 homes for twenty years allows for a healthy headroom of 10% above the target of 650 new homes per year. This headroom will allow for choice and competition in the housing market and means that the Exeter Plan will be resilient to uncertainties such as a delay in developing a particular site or changes to housing needs or Government policy.

- 5.4 Just over 2,000 homes have been built in Exeter since April 2020 and planning consents (including permissions awaiting Section 106 Agreements) are in place for a further 5,380 homes. In addition, we anticipate that just under 700 homes will be built on windfall sites during the plan period. Windfall sites are those that cannot be identified in the plan because they come forward on a variety of sites unexpectedly during the plan's lifetime.
- 5.5 The number of homes on new allocations in the plan is calculated by deducting the homes which have already been provided, existing permissions and windfalls from the total housing requirement. As Policy H1 shows, to meet the housing requirement we need to allocate sites for around 6,205 new homes. As well as housing, the larger sites will provide various other uses and infrastructure to provide high quality new neighbourhoods.

#### **H1: Housing requirement**

Exeter City Council will target the delivery of at least 650 homes per year between 2020 and 2040. To meet this target and allow for a headroom of 10%, delivery of 14,300 homes is proposed from the following sources:

- 2,024 completions in 2020/21 and 2021/22
- Approximately 5,380 homes from existing planning consents
- Approximately 6,205 homes on site allocations
- Approximately 691 homes on windfall sites

- 5.6 In meeting the Government's housing requirement, it is important that we help to deliver the variety of homes that our communities need, including affordable homes. This is particularly important at this time when the costs of living are high and when many people face difficulties in paying everyday bills.
- 5.7 We are currently gathering evidence about the different types of homes that are needed in Exeter. Detailed policies to enable the provision of homes to meet these needs will be included in the next round of consultation on the Exeter Plan.

#### **Potential development sites**

- 5.8 Policy H2 lists the development sites that we suggest should be allocated to help meet the housing requirement. In line with the spatial strategy set out in policy S1, there is a focus on large, brownfield sites located close to the city centre and key transport hubs, with good access to green infrastructure including our Valley Parks. Eight of the sites were included in the original Liveable Exeter work.
- 5.9 The list also includes a number of smaller brownfield sites and some greenfield sites that are within the urban area. A small number of the sites are currently allocated in our existing plans and need to be included in the Exeter Plan because this plan will replace our existing policies. Taken together, the sites provide a good balance of location and scale to enable the stable provision of homes over the twenty years of the plan.

- 5.10 The majority of the sites can be built within twenty years. The exceptions are some of the larger brownfield sites which are likely to take more than 20 years to be fully redeveloped. The policy indicates how many homes we think each site could provide by 2040. Further details of how each site could be developed is provided in the Potential Development Sites section of the plan.

## H2: Housing allocations

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

### Large scale brownfield development sites: mixed use

<b>Site</b>	<b>Number of homes</b>
Marsh Barton	1,880
Water Lane	1,180
East Gate	750
Red Cow	430
Sandy Gate	250
North Gate	200
West Gate	200
South Gate	170

### Predominantly residential sites

<b>Site</b>	<b>Number of homes</b>
St Bridget Nurseries, Old Rydon Lane	334
Land to the north, south and west of the Met Office	225
Land south of the A379	184
12-31 Sidwell Street	51
Land east of Newcourt Road, Topsham	43
Devon & Exeter Squash Club, Prince of Wales Road	40
Land at Newcourt Road, Topsham	38
Land adjoining Silverlands, Chudleigh Road	37
Belle Isle Depot, Belle Isle Drive	33
Land west of Newcourt Road, Topsham	31
Chestnut Avenue	26
Former overflow car park, Tesco, Russell Way	18
Land behind 66 Chudleigh Road	16
Land east of Pinn Lane	14
Land at Hamlin Lane	13
Yeomans Gardens, Newcourt Road, Topsham	13
Fever & Boutique, 12 Mary Arches Street	10
88 Honiton Road	10
Garages at Lower Wear Road	9
99 Howell Road	6



# 6 Economy and jobs

## Vision – Innovative and analytical city

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

## Vision - Accessible world-class education

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

**Objective:** Develop the potential of the city for economic growth with a particular focus on the knowledge economy and ensure the benefits of jobs, skills and training are available to all. Helping to deliver the strategic priority of delivering net zero Exeter by 2030 and building great neighbourhoods.

## Introduction

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

## Economic growth

- 6.3 There is significant potential in Exeter to take full advantage of the opportunities for economic growth. There will be a particular focus on unlocking further growth potential within the knowledge economy, especially transformational sectors.
- 6.4 Transformational sectors that have potential for growth in Exeter include:
  - **Data analytics:** This is the science of examining raw data using automated means with the purpose of drawing conclusions about that data. This is a specialism which can support innovation across a range of industries. The presence of high performance computing in the Exeter area, together with the

analytical and research skills in the public and educational sectors gives a strong foundation for development.

- **Environmental futures:** Supported by the data analytics specialism, there is a concentration of high level environmental expertise in the area including at the Met Office and the University of Exeter. The city is a world leader in terms of climate change modelling, research and agricultural technology and locally there is a real focus on innovation and environmental intelligence. The need for environmental innovation has never been higher and Exeter is very well-placed to take this forward.
- **Health innovation** - The Local Industrial Strategy recognises an emerging health innovation cluster in the area while the Royal Devon University Healthcare NHS Foundation Trust and the University of Exeter fund the Joint Office for Clinical Research. The South West Digital Health Accelerator is based in Exeter to provide support for local digital innovations in the health sector.
- **Digital innovation** – This includes high growth digital industries such as microelectronics, autonomous systems, remote sensing, satellite applications, quantum engineering, cyber security and virtual reality. Existing expertise and world-leading research in these areas provide the building blocks for various advanced sectors including engineering, digital health, creative industries, smart energy and environmental resilience.
- **Other emerging transformational businesses** - Clearly, a key characteristic of innovation is that it is not predictable therefore perhaps the greatest potential for growth is in other transformational businesses as yet unidentified.

- 6.5 We will support these new transformational businesses, whether they be spinoffs from the University of Exeter or other local bodies, new start-ups or inward investment by existing firms.
- 6.6 In supporting economic growth, the City Council aims to ensure that all of the city's citizens gain from the prosperity and wellbeing generated by the local economy. Evidence indicates that transformational sectors have the potential to make the greatest contribution to increasing productivity and earnings within Exeter. Policy EJ1 takes a flexible and supportive approach by encouraging appropriate development (sustainably located and avoiding conflict with neighbouring uses) within these sectors and highlighting the importance of working with partners to encourage growth and investment.

### **EJ1: Economic growth in the transformational sectors**

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

- Data analytics
- Environmental futures
- Health innovation
- Digital innovation
- Other emerging transformational sectors

Working in partnership with others, Exeter City Council will seek to deliver improvements to digital and other infrastructure, improved education and training and 'soft landing' packages to encourage and support growth in the transformational sectors.

### **Retention of employment land**

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

### **EJ2: Retention of employment land**

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

- 6.9 New employment sites may need to be identified to meet the specific requirements of the transformational sectors and act as a catalyst for further growth (in particular by providing suitable accommodation for start-ups). This could come forward through the master planning of large-scale development sites.

### **New forms of employment provision**

- 6.10 New forms of employment can also support economic growth. Flexible working is becoming more important and this must be supported by future development. Shared

workspaces help to increase employment densities and provide flexible opportunities for SME's and traders. Incorporating work hubs, co-working, collaborative workspaces and live-work units into all large-scale developments will ensure a truly liveable and sustainable environment and support the national shift to alternative ways of working. Shared use of public and community spaces can also contribute; community cafes and creative hubs can connect individuals and allow collaborative working.

- 6.11 It will also be important for all new homes to include homes offices or at least to be designed in a way to facilitate home working. This will be brought forward through a policy on minimum space standards for new homes in future versions of the Exeter Plan.
- 6.12 Policy EJ3 supports new forms of employment provision and ensures delivery at large scale developments.

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

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

- Work hubs
- Collaborative workspace
- Live-work units

Large-scale developments will be required to include these forms of provision unless it has been demonstrated robustly that the demand has been addressed in other ways.

## **Access to jobs and skills**

- 6.13 Employment is a route to supporting inclusive growth and social inclusion. For people who are not economically active, pathways into employment need to be person-specific, providing opportunities to build confidence and personal skills for entering work as well as formal skills and qualifications. Exeter City Council will work with regional and local partners such as Building Greater Exeter, colleges, and training providers to build skills and improve pathways to work for young people and disadvantaged groups. By improving access to employment, we will reduce poverty and inequality, increasing the city's resilience and enhance the economic and social wellbeing of every community.
- 6.14 To support the realisation of this ambition, development proposals should remove barriers and contribute to enabling access to employment for local residents, developing skills and supporting employment initiatives where:
  - New homes are developed; or
  - New workspace and other commercial development is created; or
  - Other major development arises which would generate new employment including during the construction phase.

6.15 This will be achieved through the development, submission and delivery of an employment and skills plan for all of the above which are considered to be 'major' developments.

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

Exeter City Council is committed to supporting access to employment and learning opportunities, social mobility, and city-wide inclusion. As part of this commitment, Exeter City Council will support development proposals that contribute to:

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

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



## 7 The future of our high streets

### Vision – City of culture

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

### Vision – Liveable and connected

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

**Objective:** Enhance the vitality of the city centre and our other high streets so they continue to provide a key role in our day-to-day lives supporting communities, prosperity and cultural identity. Helping to deliver the strategic priorities of promoting active and healthy lifestyles and building great neighbourhoods.

## Introduction

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

## The city centre

- 7.2 One of the key reasons for the success of Exeter is its city centre. The city centre streets and public spaces contain a rich mix of historic buildings, thriving businesses, homes, shops and offices making the city centre a vibrant and bustling place to visit and work. Despite the impact of Covid-19 which has had a very real impact on a lot of cities, footfall in Exeter city centre has recovered well and vacancy rates are low. This reflects Exeter's status as regional centre for a large surrounding area.
- 7.3 However, we need to ensure that the success of the city centre does not stagnate, that it is resilient to withstand future changes without losing its vitality and interest and that it is visited for longer periods of time throughout the day and night. Because we recognise the importance of this issue, one of the key strands of the spatial strategy is to focus development in areas close to the city centre. In addition, the City Council is currently working on a new city centre strategy which will set the direction for the city centre over the coming years, as a place to live, work, shop, study and to socialise. This work is reflected in the Exeter Plan.

- 7.4 Looking forward it will be vital to widen the way the city centre is used. It will need to provide liveable spaces which are attractive and people friendly so that the whole community wants to spend time there. It will need to be effectively connected to the rest of the city and its neighbourhoods so that people can travel there easily. It will need to be the cultural heart of the city, building on local identity and heritage and providing appropriate venues to enable culture to flourish. It will need to diversify away from traditional retail and cater for the needs of everyone so that the whole community want to spend time there and so that it can respond to future change. And finally, it will need to provide more homes and jobs, reducing the need to travel and making use of the facilities there to provide a genuinely liveable neighbourhood. Policy HS1 sets out the key requirements in order to achieve this successful future for the city centre.

## **Our district and local centres**

- 7.5 While the city centre plays a crucial, strategic role for Exeter and the wider area, our district and local centres provide the shops, facilities and services which are used by our communities on a daily basis. Our district and local centres are:

### **District centres**

- Heavitree
- St. Thomas
- Topsham

### **Local centres**

- Sidwell Street / Blackboy Road
- Mount Pleasant
- Magdalen Road
- Countess Wear (Topsham Road)
- Beacon Lane
- Polsloe Bridge
- Pinhoe
- Whipton
- Exwick Road / Winchester Avenue
- Isleworth Road

- 7.6 The large-scale development sites such as Marsh Barton will need to provide for a mix of local facilities alongside housing. As a result, the list of district and local centres may be reviewed in future as these strategic developments build-out.

- 7.7 Ensuring that these centres continue to thrive will reduce the need to travel and increase the potential for access on foot and cycle. This will mean that the centres will continue to support people in living active lives. They will also need to continue offering local employment and foster strong local identities and community spirit. Finally, the centres will provide easily accessible local facilities to the whole community helping to reduce inequalities.

- 7.8 The changing way people live their lives and use local facilities will have an impact on how our district and local centres need to evolve over time. Similar to the city centre, these centres will need to provide for a greater variety of uses so they are resilient

and can respond to change. On this basis, they will need to provide for more than just shopping. Policy HS1 will enable this greater flexibility over time.

## Out of centre retail

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

### HS1: The vitality of our high streets

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

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

Development proposals in the city, district and local centres for retail, commercial, entertainment, leisure, cultural, hospitality, educational, health, employment and residential uses will be supported where they provide for a complementary mix of uses and enhance the viability, vitality and resilience of those centres.

Large scale retail proposals outside of the city centre, district centres and local centres will not be permitted.



## 8 Sustainable transport and communications

### Vision - The most active city in the UK

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

### Vision - A leading sustainable city

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

**Objective:** Deliver development in appropriate locations with high quality infrastructure to minimise the need to travel, maximise sustainable transport and support emerging forms of mobility. Helping to deliver the strategic priorities of net zero Exeter by 2030, building great neighbourhoods and promoting active and healthy lifestyles.

### Introduction

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

### Sustainable movement

- 8.2 Addressing development and travel in Exeter requires joined up thinking and aligned policies. The City Council is working with partners including Devon County Council as the Local Transport Authority to ensure we have consistent aspirations and approaches. This means that the content of the Exeter Plan, the Exeter Transport Strategy and the emerging Local Cycling and Walking Infrastructure Plan and Bus Service Improvement plan are consistent.
- 8.3 Policy STC1 on sustainable movement sets out an overarching approach to ensuring development and transport work together to achieve the ambition of being a net zero carbon city by 2030, support growth, improve accessibility and enhance the local environment. It identifies the importance of locating development in appropriate locations to minimise the need to travel and achieve 20 minute neighbourhoods (ten minutes each way) then sets out a hierarchy which prioritises active travel (walking and cycling), public transport and shared mobility (for example car clubs and cycle hire) over traditional highway improvements for private car use. This will mean that in future, travelling by sustainable modes will be more attractive than travelling by car.

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

#### **STC1: Sustainable movement**

To help achieve a net zero city by 2030, to support the sustainable growth of Exeter and to improve accessibility, health and the environmental quality of the city, the following outcomes will be sought from all relevant planning decisions:

1. Delivering on the spatial strategy by supporting development in locations which reduce the need to travel and maximise walking, cycling and public transport for the majority of everyday journeys.
2. Providing for mixed-use development which enables communities to access most of their daily needs within a 10 minute walk or cycle ride from their home.
3. Supporting a healthy, active city through the transport hierarchy by delivering a prioritised and integrated network of active travel links to provide coherent, direct, safe, comfortable and attractive routes for walking, cycling and emerging modes.
4. Achieving a reliable, low-carbon, frequent and attractive standard of public transport within the city and to key destinations.
5. Enhancing transport choices and alternatives to car ownership by expanding shared mobility and requiring its provision in all suitable developments and by supporting innovations including a single ticketing system combining low emission modes.
6. Protecting and enhancing the function of Exeter as a strategic rail, road and air hub through investments in critical infrastructure.

## **Transport and new developments**

- 8.7 Minimising the need to travel will be a vital part of creating attractive places, meeting our net zero ambitions and supporting healthy lifestyles. New development will need to be provided in a way which plays its part.
- 8.8 Policy STC2 covering active and sustainable travel explains what new development will need to look like and what it will need to provide to make it easier for people to walk, cycle or use public transport and shared mobility (e.g. by using car clubs). Development will need to be laid out to enable attractive and direct access by

walking, cycling and public transport. Parking will need to be provided in a different way to reduce the dominance of cars and prioritise conveniently located cycle parking for all dwellings and in public spaces. Appropriate charging points will be needed for the growing number of electric cars and bikes. Road widths and bus stops will need to allow buses to navigate development easily without delays. Infrastructure for shared mobility will be required to enable people to access transport in a different way.

- 8.9 An evolving approach to planning for people's travel needs will mean that in some cases, depending on the location, type and scale of development, there will be opportunities for car-free development and this will be supported where appropriate.
- 8.10 Active travel and public transport provision will generally be prioritised over traditional highway improvements which provide additional road capacity. This will redress the balance between modes. However there will be cases where highway improvements are required. These may include widened vehicle access points, localised junction improvements, measures to improve safety and highway network resilience. In addition, developments should incorporate active design principles and roads should prioritise active and public transport in accordance with approaches set out in Manual for Streets and the Sport England Active Design Guidance.
- 8.11 Overall, transport provision within new development will need to support the creation of high quality places whilst providing inclusive and accessible environments that take into account the needs of the whole community, including disadvantaged groups.

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

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

1. Provision for active travel by:
  - a. Ensuring a prioritised, dense and permeable network of coherent, direct, safe, comfortable and attractive walking and cycling routes within developments and connecting into the wider active travel network.
  - b. Delivering early development phases as close as possible to existing walking and cycling routes and making walking and cycling improvements in the early phases of development.
  - c. Creating an environment which is safe and attractive to pedestrians, cyclists and users of emerging modes of transport.
  - d. Including secure private cycle storage for all dwellings and secure public cycle parking including for e-cycles.
2. Provision for public transport and shared mobility by:
  - a. Ensuring densities, layouts and design which allow the provision of prioritised, frequent, reliable and attractive public transport services to, and where relevant, within the site.
  - b. Delivering appropriately located bus stops, with raised kerbs for easy bus access and, where appropriate, suitable routes for bus priority.
  - c. Allocating spaces for shared mobility vehicles including car clubs and e-bikes in central and accessible locations.
  - d. Supporting new local multi-modal transport hubs, interchanges and local cargo facilities making best use of existing bus, rail and walking and cycling routes.

- 3. Provision for electric vehicles by:
  - a. Ensuring access to electric vehicle charging points for occupiers of all major development
  - b. Delivering additional public charging points within the development.
- 4. Provision of highway enhancements where they are necessary for safety, where they promote an overall reduction in car journeys, where they make improvements to the local environment or where they are required to enable access to a development site.
- 5. Provision of local road improvements only where severe development impacts on the transport network cannot be avoided by the active and sustainable travel investments proposed with the development.

Proposals for car-free development will be supported when accompanied by an appropriate assessment of transport demand and impact.

## **Active travel proposals**

- 8.12 The Exeter Transport Strategy includes an ambitious aim for 50% of work trips originating in Exeter to be made on foot or by cycle. On this basis, a series of specific schemes will be required to support walking and cycling meaning that walking and cycling becomes a more attractive option. Policy STC3 identifies a set of key proposals including the Exeter sections of long distance strategic trails. It also includes a list of important routes within the city as identified in Devon County Council's emerging Local Cycling and Walking Infrastructure Plan. These routes should be part of wider projects to improve the street scene and public spaces.
- 8.13 It is also important to recognise that there are some significant barriers to walking and cycling in Exeter which mean that routes are less direct and journeys take longer. These barriers are sometimes roads, large junctions, the river or the canal. Improvements will be needed to overcome some of these barriers while making the most of the river and canal in terms of active travel. Improvements will also be made to support access to the Green Circle which is a fantastic asset in bringing nature into the city and to the local population.
- 8.14 Although the policy includes a list of specific projects, development will also need to ensure that active travel is provided for comprehensively. Development should be designed to prioritise walking and cycling with active travel considered at the outset. Travel planning will also be needed to support people in making sustainable transport choices as they move into new developments.

### **STC3: Active travel proposals**

Exeter City Council will work with partners to prioritise and improve the active travel network by:

1. Safeguarding the Exeter sections of, and future links to, the following long distance strategic trails:
  - a. Clyst Valley Trail: Killerton - Exe Estuary
  - b. Boniface Trail: Crediton – Exeter
  - c. Exe Cycle Route and Exe Estuary Trail: Exeter – Exmouth/Dawlish
  - d. Routes to Broadclyst, Cranbrook, Woodbury, Kennford, Shillingford Abbot and Shillingford St George
2. Creating inclusive, coherent, direct, safe, comfortable and attractive walking and cycling environments through place-making, enhancements to the public realm, street planting, improved air quality and the reduced dominance of cars. This includes improvements to the following areas:
  - a. City centre streets, including South Street, Fore Street, Paris Street, Queen Street, Sidwell Street and Barnfield Road.
  - b. Routes to Heavitree High Street
  - c. Cowick Street
  - d. Magdalen Road
3. Extending the provision of a comprehensive walking and cycling network within Exeter. This includes the following strategic cycle routes:
  - a. St David's - University of Exeter - Redhayes Bridge
  - b. City centre - Heavitree - Redhayes Bridge
  - c. City centre - Wonford - Newcourt – Topsham
  - d. Pennsylvania - Polsloe Bridge - Heavitree - Wonford - River Exe
  - e. South West Exeter - Alphington - City centre
  - f. River Exe – City centre
4. Addressing existing severance challenges caused by the M5 and A30, the former Exeter bypass, Western Way, key junctions including Exe Bridges, South Gate, Paris Street roundabout, Sidwell Street/Blackboy Road roundabout and Countess Wear, railway lines, the River Exe and the Exeter Ship Canal.
5. Improving the Green Circle and routes to it.
6. Requiring major developments to provide prioritised links to the walking and cycling network with provision in the early phases of development.

## **Public transport**

- 8.15 In addition to active travel, public transport will be vital to provide a real alternative to using the car. Exeter already has an efficient and attractive bus network which provides regular and reliable services across the city whilst the new bus station in the city centre has improved the passenger experience. Buses are complemented by an efficient and widespread rail network with two mainlines and two branch lines which have been supported by new stations including Marsh Barton which is on track to open in the next six months.

- 8.16 Working with Devon County through the Devon Metro concept and a bus service improvement plan, Policy STC4 promotes a number of public transport proposals. For buses, these include strategic bus improvements on the main corridors into the city, the provision of electric vehicles and park and ride/park and change facilities. For rail, the policy continues the longstanding support for another new railway station at Monkerton, improving St David's station so that it provides a fitting arrival point for the city and widespread accessibility improvements to city stations. Working with partners, the City Council will support greater integration of transport modes, including bus, rail and shared mobility (such as car clubs and e-bike hire) through smart and integrated ticketing systems.
- 8.17 The spatial strategy has a key role in ensuring widespread use of public transport by focusing development close to existing services. Development must also provide the improvements needed to enhance our networks and improve transport choice. This will help us deliver on our net zero ambitions, enhance health and wellbeing and improve accessibility for all communities.

#### **STC4: Public transport proposals**

Exeter City Council will work with partners to improve the public transport network by:

1. Enhancing bus provision in the city:
  - a. On the Exeter Central corridor between Heavitree and the city centre
  - b. On the Exeter Northern corridor between New North Road and the city centre
  - c. On the Exeter Eastern Corridor between Pinhoe Road and the city centre
  - d. On the Exeter western Corridor between Cowick Street and the city centre
  - e. On Topsham Road
  - f. On Alphington Road
  - g. On Cowley Bridge Road
  - h. By providing cleaner and electric vehicles
  - i. By supporting park and ride and park and change provision serving the key radial routes accessing the city
2. Enhancing rail provision in the city:
  - a. By safeguarding land for a railway station and associated enabling track and signalling infrastructure at Monkerton
  - b. Supporting continued delivery of the Devon Metro programme including at least half hourly frequencies on rail lines into Exeter
  - c. By providing improved interchange facilities at St David's Station
  - d. By improving accessibility and level access at all stations
3. Delivering high quality, multi-modal provision at a series of mobility hubs at key interchanges, in the city centre and at large-scale developments to enable a seamless transition between modes.
4. Supporting the establishment of an integrated ticketing system for public transport and shared mobility.
5. Requiring large-scale developments to contribute to public transport and shared mobility provision in the early phases of development.

## Digital communications

- 8.18 Digital communication goes hand in hand with transport provision; people increasingly access services, shopping and work online without the need to travel. The Covid-19 pandemic has accelerated this evolution which means that fast and reliable digital communications infrastructure is increasingly vital to support our communities.
- 8.19 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 STC5 which sets out a number of requirements for new development in order to drive better digital communications. Digital infrastructure will need to be planned into new developments from the start and viewed as an essential utility to ensure high quality, comprehensive connections. Open-access ducting will be provided to enable a variety of fibre companies to provide the high quality digital connectivity which communities. The City Council will work digital providers to deliver on these aims.

### STC5: Digital communications

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

Development and infrastructure which supports the improvement of digital communications, including full fibre connectivity and next generation mobile connectivity, will be supported.

All new major development will:

1. Incorporate digital infrastructure as one of the essential utilities, with routing and phasing planned comprehensively alongside the other utilities.
2. Provide a network of open access ducting (open to all fibre providers) suitable for, and including, full-fibre connections to each building, on first occupation. Ducting must have capacity to accommodate multi-operator fibre connections to the premises to encourage competition and choice for consumers.



# 9 Natural environment

## Vision – Healthy and inclusive

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

## Vision – The most active city in the UK

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

**Objective:** Protect and enhance the city's unique natural setting provided by the hills, the valley parks and River Exe, improve access to natural greenspaces and provide net gains for biodiversity. Helping to deliver the strategic priorities of net zero Exeter by 2030, promote active and healthy lifestyles and building great neighbourhoods.

## Introduction

- 9.1 The city has a high quality natural environment, with valley and city parks, public rights of way and the Exe Estuary. The hills to the north and north-west of the city give Exeter a distinctive character while the city also contains a rich variety of wildlife habitats. The new Exeter Plan will need to manage development pressures on our local environment to provide benefits for landscape and wildlife, whilst helping us to combat climate change and provide a high quality environment for people to enjoy.
- 9.2 All designations, protected areas and sites mentioned in the policies below will be shown on a Proposals Map that will be available for future rounds of consultation.

## Landscape setting

- 9.3 The planning system should enhance the natural and local environment by protecting and enhancing valued landscapes. The hills to the north and west of the city and the connected ridgelines give Exeter a distinctive character. The Valley Parks also contribute significantly to the city's landscape setting.
- 9.4 The new Exeter Plan is supported by the Exeter Landscape Sensitivity Assessment which appraises open countryside within and around Exeter, including the Valley Parks. The appraisal demonstrates that much of the land around Exeter is of intrinsic landscape value. Open land also performs a variety of other roles, including maintaining identity, enabling informal recreation and providing tranquil areas. It contains high quality agricultural land and areas of nature conservation importance. Overall, this land provides the landscape setting for the city and for surrounding areas. It is the combination of these roles, qualities and their importance to the local population which establishes the unique nature of this land and requires its protection from inappropriate development.

- 9.5 Policy NE1 provides protection to the landscape setting areas in the city. These areas will be included on a map during future rounds of consultation, however they include the sensitive areas to the north and north west of the city and the Valley Parks. Development within the landscape setting areas should have reference to the Exeter Landscape Sensitivity Assessment and its suitability will be assessed against a series of requirements. These include the need to:
- Protect and conserve the strategic landscape setting of, and backdrop to, the city and where possible enhance it.
  - Avoid prominent ridges and slopes and, in particular, steeper slopes.
  - Protect, conserve and enhance the existing treed and open undeveloped skylines.
  - Avoid breaching skylines with development form, keeping roof lines well below skylines formed by vegetation or landform.
  - Conserve and enhance the river valley corridors, their floodplains and their settings including the Exe and the Clyst.
  - Protect important views to and from the hills surrounding the city of Exeter.
  - Protect the landscape's rural character in close proximity to urban areas by resisting piecemeal urban expansion which undermine landscape patterns and sense of place.
  - Protect the character of rural lanes, minimising road widening and signage in association with new development.
  - Protect and appropriately manage nationally important historic / archaeological sites and provide interpretation where appropriate.
  - Plan for a network of green spaces and green infrastructure links to support the current and future population of Exeter whilst integrating new development into the landscape.

#### **NE1: Landscape setting areas**

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

1. There is no harm to the undeveloped character, natural beauty or quality of views enjoyed by people within the city; and
2. There is no harm to the distinctive characteristics, special features and qualities that make this valued landscape sensitive to development;

or,

3. It is reasonably necessary for the purposes of agriculture, forestry, the rural economy, outdoor recreation, landscape, education or biodiversity enhancement, or the achievement of net zero or the provision of green infrastructure, and it minimises harm to the Landscape Setting Area;

or,

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

## **Valley Parks**

9.6 Exeter has seven Valley Parks which provide informal recreation to the public and are also of significant wildlife value. The Exeter Valley Parks comprise:

- Ludwell Valley Park.
- Riverside Valley Park.
- Mincinglake Valley Park.
- Alphington/Whitestone Valley Park.
- Duryard Valley Park.
- Hoopern Valley Park.
- Savoy Hill.

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

9.8 There are also proposals over the future of the former golf course at Northbrook Park. The park creates a link between the two existing Valley Parks of Ludwell and Riverside and there is a lot of scope here for making improvements, for example through the Northbrook wild arboretum project. The Exeter Plan proposes to designate Northbrook as a Valley Park.

9.9 The Valley Parks are distributed throughout the city and their proximity to residents and business areas means that they can be visited at any time of day. As such, they contribute significantly to the quality of life offered in Exeter and enable public access to nature. Policy NE2 seeks to protect the functions of the Valley Parks and ensure that the residents of all new large scale developments have easy and sustainable access to the Valley Parks by walking and cycling.

### **NE2: Valley Parks**

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

- Recreation/Suitable Alternative Natural Greenspace
- Nature conservation and enhancement
- Public access by active travel
- Environmental education
- Managing flood risk
- Achieving net zero

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

All large-scale residential development proposals will be required to demonstrate within the submitted Design and Access Statement how residents will access the Valley Parks and if necessary include measures to improve sustainable movement linkages to the Valley Parks and enhance key gateways.

## Biodiversity

- 9.10 Exeter is rich in biodiversity. Internationally, nationally, regionally and locally important nature conservation sites in the city support a wide variety of wildlife, including a number of priority species. The protection of these sites is essential and is clearly linked to the city's attraction, sense of place, economy, tourism and general environmental quality. However, biodiversity has declined and to reverse the decline we need to enhance and restore biodiversity across the whole city.
- 9.11 Proposals that have a likely significant effect on internationally important sites (currently comprising Special Areas of Conservation, Special Protection Areas and Ramsar sites) will be subject to an appropriate assessment in accordance with the Habitats Regulations. Where the assessment indicates that it is not possible to ascertain that the proposal, either on its own or in combination with other plans or projects, would have no adverse effect on the integrity of the site, development will only be permitted in exceptional circumstances where there are no alternative solutions, there is an imperative over-riding public interest and compensation measures are secured
- 9.12 Considerable work has been done to avoid any impacts on the Exe Estuary Special Protection Area (SPA) and other nearby internationally important sites from increased recreational disturbance due to new residential development. A mitigation strategy has been agreed working alongside East Devon and Teignbridge District Councils and Natural England. This will be reviewed and updated as we move forward with the Exeter Plan. The strategy has three elements; funding for the management of recreation on the Exe Estuary, the provision of Suitable Alternative Natural Greenspace (SANG), and monitoring of impacts and the effectiveness of measures. These measures are funded by development.
- 9.13 Other areas of particular biodiversity and geodiversity importance include Sites of Special Scientific Interest (SSSIs), County Wildlife Sites and Regionally Important Geological Sites (RIGS).
- 9.14 It is also important to protect and enhance the natural environment which is not designated, including sites of local biodiversity importance. Ecological survey work may be required to establish the potential impact of development on biodiversity.
- 9.15 Under the 2021 Environment Act there is a requirement to produce a Devon Local Nature Recovery Strategy (LNRS). This will set out the priorities and actions required to achieve the Devon Nature Recovery Network. It will also include a map which will show existing habitats and highlight opportunities and priorities. Work on the LNRS will start in summer 2022.
- 9.16 All development proposals will need to provide at least 10% measureable net gains in biodiversity in line with the biodiversity mitigation hierarchy (avoid, then mitigate, and as a last resort, compensate). The biodiversity net gain requirement is set out in the Environment Bill and is due to be a legal requirement by the end of 2023.
- 9.17 Policy NE3 provides criteria to ensure all proposals follow the 'mitigation hierarchy' and provide a net gain in biodiversity.

### **NE3: Biodiversity**

Exeter City Council is committed to increasing biodiversity to help achieve net zero, improve the local environment and enhance health and wellbeing. In order to achieve this, development will be required to protect, enhance and restore biodiversity.

Where it is not certain that a proposal would have no adverse effects on an internationally important site, development will not normally be permitted.

Where development is likely to have either a direct or indirect adverse effect on a Site of Special Scientific Interest (SSSI) or on Irreplaceable Habitats (such as Ancient Woodland or Veteran Trees) the advice of Natural England will be taken.

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

1. The need for, and benefits of, the development is sufficient to outweigh biodiversity and/or geological conservation considerations;
2. It can be demonstrated that there is no suitable alternative site with less harmful impacts; and
3. Damaging impacts are avoided or minimised and appropriate mitigation and compensatory measures are implemented.

All development will be required to:

1. Follow the mitigation hierarchy;
2. Where relevant, take steps to avoid affecting protected species, and, in all cases, ensure that disturbance to wildlife is kept to a minimum;
3. Preserve, restore and create wildlife habitats, corridors and networks and any other features of ecological interest including those related to protected and priority species in accordance with the Local Nature Recovery Strategy;
4. Where relevant, contribute towards measures to mitigate against adverse effects on the Exe Estuary SPA and other nearby internationally important sites; and
5. Provide at least 10% measurable net gains in biodiversity, on site where possible and elsewhere if not, in accordance with national and local guidance to help deliver the Local Nature Recovery Strategy and to ensure a net biodiversity gain for the city.

## **Green infrastructure**

- 9.18 Delivering the Exeter Vision 2040 is dependent on fully using the benefits of green infrastructure including improvements to health and wellbeing, air quality, nature recovery and delivering net zero targets, as well as adapting to climate change by providing urban cooling and reducing flood risk.
- 9.19 A Green Infrastructure (GI) Strategy have been produced for the Exeter area. The strategy sets out a framework to link existing and planned communities through a coordinated and easily accessible sustainable movement network, together with a

biodiversity network that links green and blue (water) assets within Exeter and the surrounding area.

- 9.20 The GI Strategy provides guidance on specific projects as well as providing detailed guidance on frameworks for the strategic growth areas which are reflected in Masterplans. It is important the existing green infrastructure is protected, that enhancements are made and that new green infrastructure is delivered. A review and update of the existing GI strategy (taking account of the new Green Infrastructure Framework and GI standards due to be launched later this year) will be undertaken as we move forward with the new Exeter Plan.
- 9.21 All new large scale developments will need to demonstrate that residents will have easy and sustainable access to green infrastructure by walking and cycling.
- 9.22 Policy NE4 seeks to ensure that development takes a positive approach to protection, enhancement and delivery of green infrastructure.

#### **NE4: Green infrastructure**

Development will be required to protect and enhance existing green infrastructure and support the delivery of new green infrastructure in accordance with the updated Green Infrastructure Strategy.

All large-scale residential development proposals will be required to demonstrate within the submitted Design and Access Statement the sustainable transport links to existing green infrastructure, including the Valley Parks and the Exeter Green Circle. Where necessary, contributions to enhance green infrastructure and gateway access points will be sought.



# 10 History and heritage

## Vision – A liveable and connected city

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

## Vision – City of culture

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

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

## Introduction

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

## Heritage and identity

- 10.2 Exeter's history is rich and long and the wealth, quality and character of the city's heritage assets help make it a desirable place to live, work and visit. The maintenance and careful management of its heritage is crucial to continuing Exeter's role as a tourist destination and cultural centre as well as ensuring the conservation and future enjoyment of the historic and built environment.
- 10.3 One of England's oldest settlements with the Cathedral, Roman and medieval remains at its heart, Exeter's iconic heritage depicts its character and its landscape. It is a key part of Exeter's identity and makes an essential contribution to the economy and liveability of the city. The overarching need and desire to respect, protect, enhance and celebrate Exeter's past is crucial to its future.

## Heritage assets and future change

- 10.4 All heritage assets are finite resources that cannot be replaced. Scheduled Monuments, Listed Buildings, Conservation Areas, Areas of Archaeological Importance, and Registered Historic Parks and Gardens are designated heritage assets. There are also non-designated heritage assets that include buried remains, buildings, parks and gardens of local importance. It is important that the potential

impacts on all these assets, whether designated or undesignated, are considered through the planning process. Policy HH1 sets out the key heritage considerations for development in Exeter.

- 10.5 Conservation Areas have architectural and/or historic interest to be conserved and enhanced. Development must seek to manage change in a way that ensures the distinct character and appearance of the Conservation Area, as identified in the City Council's Appraisals and Management Plans, is retained.
- 10.6 Listed Buildings contribute to the character, identity, urban fabric and attractiveness of Exeter. Development proposals must seek to conserve, and where possible enhance, Listed Buildings with reference to what is significant about them, including their special architectural or historic interest, their settings and any special features they possess, both internally and/or externally.
- 10.7 The character and appearance of nationally Registered Historic Parks and Gardens must be conserved, enhanced where possible, and sensitively managed.
- 10.8 Exeter contains several nationally important archaeological sites which are designated as Scheduled Monuments including the City Wall. The historic core of the city has been statutorily designated as an Area of Archaeological Importance (AAI). Separate consent is required for works to scheduled monuments, as is separate prior notification to the City Council for works within the AAI, including for those works normally covered by permitted development rights.
- 10.9 There are numerous other non-designated heritage assets that are not statutorily protected but do comprise an integral part of the city's environment and distinctive character. The significance of these assets is a planning consideration when determining applications.
- 10.10 When considering the impact of development on our heritage, the priority is to retain, re-use and enhance the assets. Where it is not possible to retain the assets, or where there are substantial public benefits that outweigh the loss, provision needs to be made for appropriate recording prior to any alteration or removal.
- 10.11 In addition to protecting and enhancing heritage assets, consideration will need to be given to whether development can improve public access. Development should weave heritage assets into Green Infrastructure and high quality public spaces in order to enhance public enjoyment of the historic environment.

## **Heritage and net zero**

- 10.12 In order to ensure the future of our heritage assets they need to be adaptable to, and protected from, the effects of climate change. In addition, the aim to become net zero carbon requires a collective effort including from historic buildings. This could play a role in fulfilling the wider ambition for Exeter to become a city of heritage innovation.
- 10.13 Responding to the net zero agenda may mean that alterations to historic buildings are required. A holistic view should be taken when considering such alterations. This should balance the need to safeguard the future of the asset and the preservation of its historic and architectural qualities. Alterations to listed buildings should improve energy efficiency, reduce emissions and enable the building to adapt to climate change while taking considerable care to preserve the historic fabric, character and appearance of the building. This approach is set out in Policy HH1.

## **HH1: Conserving and enhancing heritage assets**

Development proposals will be required to protect and enhance the city's rich heritage, unique historic character, built form, historic landscape, heritage assets, their setting and the cultural offering and identity of the city.

Exeter City Council recognises the value of the City Wall which frames the city centre. Development proposals will be required to protect and enhance this important feature of the city's character and heritage.

Development proposals for historic buildings will be required to minimise carbon emissions and enable the building to adapt to the impacts of climate change while also conserving the significance of the heritage asset.

Development proposals that affect a designated heritage asset will be supported when they conserve the particular significance of the asset in the form of fabric, setting, character or appearance, and any features of special architectural, historic or archaeological interest.

Development proposals that affect non-designated heritage assets, including buried remains and those on the List of Locally Important Heritage Assets, will be required to conserve and enhance the significant elements of these assets, including their physical form and setting.

Where it is not practicable or desirable to retain heritage assets in an unaltered form, whether these are designated or undesignated, provision for appropriate recording, analysis, reporting and archiving will be required in lieu of their retention, to be undertaken by an appropriately qualified person or organisation in accordance with a scheme of works to be agreed in advance of development commencing on site.



# 11 Culture and tourism

## Vision – City of culture

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

## Vision – Accessible world class education

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

**Objective:** Explore, enhance and celebrate the cultural richness of the city and its profile as a prominent tourist destination. Helping to deliver the strategic priority of building great neighbourhoods.

## Introduction

- 11.1 Culture provides identity and distinguishes one place from another. Exeter is a historic but modern city whose compact size and location means it offers a great balance between urban and rural life. Enhancing Exeter's cultural offering will be key to future success, building the sense of place and belonging in the city. Exeter is committed to being a healthy and active city with culture embedded as standard to enable people to live fulfilled lives .This will help to promote Exeter as a city of culture on the national and international stage.
- 11.2 The Exeter Plan provides for the exploration and celebration of the cultures of the city and our communities as they evolve. Through working in collaboration with the cultural strategy, Creative Arc and the UNESCO City of Literature designation, the Exeter Plan will provide opportunities for engagement with literature, creativity and physical activity in seeking to narrow health inequalities. It will also work together with the skills strategy that identifies the creative industries as important for supporting an environment where creative and cultural activity can flourish.

## City of culture

- 11.3 Heritage, sport, art, music and religion interlock as part of the culture of Exeter, shaping the city's identity and character and contributing to the city's prosperity and economic growth whilst also supporting inclusive and healthy communities. The importance of cultural, tourism and artistic opportunities in place-making is essential to Exeter's competitiveness and success in attracting residents, businesses and tourists.
- 11.4 Cultural activity contributes to quality of life and helps to deliver experiences that prompt conversation and reflection, engender debate and critical thinking, and deepen understanding of the world. These are essential qualities for Exeter to be a sustainable, healthy and inclusive city where everyone thrives.

11.5 Exeter's heritage, cultural sector, education institutions, businesses, sports, natural environment and increasingly diverse communities generate a unique sense of place and possibility. They also generate a sense of purpose to face our major challenges.

The Exeter Civic University Agreement establishes how city partners will work together to deliver shared goals on community priorities which highlight an ambitious culture and tourism offer. The City Council, the Royal Albert Memorial Museum (RAMM) and the University of Exeter are working together on a new partnership programme called Creative Arc to create new ideas and projects to address big societal challenges.

11.6 The Creative Arc is a cultural partnership that will act as a catalyst for culture-led development and social change. Through knowledge sharing and collaborative working it aims to maximise connectivity with partners across the city and engagement with the community in areas of heritage, regional development, economic regeneration, education, employability and research, attracting significant new investment into the city. It will build on Exeter's profile as a UNESCO City of Literature identifying creativity and cultural industries as important to Exeter's profile and reputation as a liveable city. Work with other key educational partners including Exeter College also promote the importance of cultural activity in creating strong communities.

11.7 Public art will be an important way of increasing the cultural offering and interest of the city. It should also be included in the requirements for new developments as set out in the Liveable Exeter principles. The City Council and Exeter Culture are working with the community-based arts organisation, Artwork Exeter, to create a new public art strategy for the city. This will seek to ensure public spaces are designed to engage interest, to be stimulating and unique and act as a focal point to encourage pride of place. It will also recognise that public spaces should be distinctive and special and that public art is a powerful tool in regenerating and celebrating our city.

11.8 The public art strategy will inform the Exeter Plan and be a reference point for the requirements of large-scale new developments regarding design and public art, increasing its profile and setting out expectations. All art for the city, including public art, should meet the key criteria of quality, inclusion and sustainability. A shared set of values should be adopted by all partners to foster positive collaborations and partnership working.

## Cultural facilities

11.9 Exeter has many cultural and tourist facilities and institutions that provide interest, enjoyment and opportunities for enrichment to our communities. These heritage, artistic, literary, musical, sporting and religious facilities are vital to the cultural life of the city and will be protected as set out in Policy C1. Examples of these facilities and bodies which are vital to the city's culture include:

- The Royal Albert Memorial Museum and its archives
- The University of Exeter and Exeter College
- The Northcott Theatre
- The Barnfield Theatre
- The Cygnet Theatre
- The Corn Exchange

- The Phoenix Centre
- Central Library
- The Cathedral as the heart of the historic city
- A host of places of worship for a variety of religions
- The Underground Passages
- The Custom House
- Roman and medieval remains including the City Wall
- The Devon and Exeter Institution
- Tuckers Hall
- St Nicholas Priory
- Exeter City Football Club
- Exeter Chiefs

- 11.10 It will be vital to retain viable cultural and tourism uses throughout the city and improve these facilities and assets to develop the city's cultural offering. Development proposals which enhance cultural facilities will generally be supported. In most cases, the loss of existing cultural and tourism facilities will not be acceptable. However, there may be specific cases when the loss of a facility is justified where robust evidence clearly demonstrates a lack of demand and the facility is no longer viable. Applications will need to include such evidence which should reference all possible sources of finance available (including grant funding). Where a cultural facility is not viable, it will also be necessary to demonstrate that an alternative community use would not be viable on the site.
- 11.11 Cultural and tourism facilities should be accessible through active and sustainable travel to improve health and wellbeing, enhance the local environment and support our ambition of achieving net zero by 2030.

## Culture as part of large scale development

- 11.12 Large scale developments will be expected to reflect local culture and provide high quality public space and public art. The City Council will also support formal and informal arts and cultural activities within shared spaces. These could include creative spaces as part of mixed-use developments or the temporary use of vacant buildings and spaces by creative and cultural organisations, where appropriate.
- 11.13 Large scale developments should include appropriate cultural and tourism facilities as part of a mixture of uses and within the wider provision of community infrastructure for the local area.

### C1: Protecting and enhancing cultural and tourism facilities

Exeter City Council recognises the vital importance of cultural identity to the environmental quality, liveability and economic success of the city.

Development proposals that enhance Exeter's cultural identity and tourist profile will be supported and existing cultural and tourism uses will be retained.

All large-scale developments will be required to demonstrate within the submitted Design and Access Statement how they will enhance local cultural provision and reflect local identity.



# 12 High quality places and design

## **Vision – Liveable and connected**

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

## **Vision - Healthy and inclusive**

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

## **Vision – A leading sustainable city**

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

## **Vision – City of culture**

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

**Objective:** Deliver the development we need in high quality, liveable, connected places. Helping to deliver the strategic priorities of net zero Exeter by 2030, promoting active and healthy lifestyles and building great neighbourhoods.

## **Introduction**

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

will provide memorable places, outstanding quality, welcoming neighbourhoods, liveable homes, safe and healthy streets and spaces for people and wildlife.

- 12.4 These Liveable Exeter principles for large scale developments have been developed into a series of further design principles which should apply to all developments, requiring high quality development across the board. The emerging Future Place Toolkit will also be important in steering development towards a high quality.

## Design principles

- 12.5 Producing high quality places is about more than just providing attractive buildings. It relies on the right uses being located in the right locations. It requires an understanding of how the space will be used by the community. It needs an appropriate amount development for the site. It is based on an appropriate layout, linking to the surrounding area. It is about the spaces and infrastructure which are delivered. And then it is about the specific scale and design of the buildings and how they relate to each other and the public spaces.
- 12.6 Place-making and design is vital at every stage of development. It can only be achieved by considering all relevant issues at the earliest possible stage and by taking a collaborative approach that involves the community and a series of stakeholders.
- 12.7 Ensuring high quality design needs us to look forwards and backwards; there is significant value in both protecting and enhancing what is of historic significance and in recognising Exeter's distinctive character. In addition, it is equally important that development creates new distinctive places which may be seen as of townscape value and historic significance in the future.
- 12.8 Policy D1 sets clear design principles for development and will ensure that planning permission will not be granted for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

## D1: Design principles

Planning permission will be granted for development that addresses, where relevant, the following factors:

- Creates high quality distinctive places.
- Ensures the location, layout and built form complement the surroundings.
- Includes a robust and long lasting landscape framework which takes advantage of existing landscape features.
- Contributes to the provision of a compatible mix of uses which work well together to create vital and viable places; retains and refurbishes existing buildings of good townscape value.
- Integrates measures to address climate change in ways which contribute to the character and appearance of the scheme.
- Creates or maintains a high quality public realm and makes provision, where appropriate, for public art as an integral part of the design.
- Ensures that the scale, massing and height of buildings, extensions, and other structures relate well to the site, the surroundings and to human scale.
- Adopts contemporary and innovative design solutions where appropriate.
- Is visually attractive as a result of good architectural detailing and landscaping.
- Uses high quality materials which relate well to materials in the locality.
- Retains and protects existing trees of good arboricultural and amenity value
- Supports the planting of native trees in appropriate locations, including on street; and, integrates all service, utility, extraction systems and refuse facilities so that they complement the scheme.

All development should incorporate principles outlined included in any adopted design-related SPD.



# 13 Health and wellbeing

## Vision - Healthy and inclusive

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

## Vision – The most active city in the UK

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

**Objective:** Promote inclusive development which supports communities in becoming healthier and helps Exeter to become the most active city in the UK. Helping to deliver the strategic priorities of net zero Exeter by 2030, promoting active and healthy lifestyles and building great neighbourhoods.

## Introduction

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

## Health and wellbeing

- 13.4 Planning plays an important role in the health and wellbeing of residents. It can promote community inclusion, deliver healthy neighbourhoods, promote active lifestyles, reduce environmental impacts on health and ensure the safety of communities and individuals.

- 13.5 Policy H1 requires development proposals to consider a number of key health and wellbeing priorities at an early stage in the design of larger developments, and to demonstrate how this will be achieved through a health impact assessment.
- 13.6 More details on the key requirements to be considered through the development process are provided below.
- 13.7 Development should promote community inclusion by:
- Delivering a variety of housing tenures and types.
  - Supporting a range of employment opportunities.
  - Avoiding severance (e.g. by a major road that is difficult to cross).
  - Providing local infrastructure such as schools, social care and community facilities
  - Enable good access by active travel and public transport.
  - Provide places and buildings which are accessible to all.
- 13.8 Development should encourage healthy neighbourhoods by:
- Avoiding an over-concentration of hot-food takeaways, particularly along routes to schools.
  - Providing allotments where demand exists.
  - Delivering a range of employment premises to support a mix of jobs and encourage independent stores.
- 13.9 Development should promote active lifestyles by:
- Retaining or providing open, natural and recreational spaces.
  - Providing links to open, natural and recreational spaces.
  - Minimising the need to travel by car.
  - Encouraging walking and cycling away from main traffic routes.
- 13.10 Development should minimise environmental impacts on health by:
- Creating an attractive environment for housing and employment including street trees and other spaces for wildlife.
  - Minimising air and noise pollution and ensure existing sources do not negatively affect residents.
  - Ensuring dust, noise, smoke, light and odours emitted during building works are controlled.
- 13.11 Development should ensure safety and wellbeing by:
- Including appropriate layouts for roads and public space to manage driving speeds and reduce conflict between road users.
  - Design development layouts to provide active frontages and passive surveillance.

## H1: Health and wellbeing

Development proposals should maximise opportunities for achieving positive mental and physical health outcomes. In particular, applications for over 30 homes or 1000 sq. metres of floor-space should submit to the Local Authority a Health Impact Assessment demonstrating how the proposal will:

- Promote community inclusion.
- Encourage healthy neighbourhoods.
- Promote active lifestyles.
- Reduce environmental impacts on health.
- Promote safety and wellbeing.

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

Developments will make financial payments towards improved health infrastructure commensurate with any additional demand placed on the existing provision.

Proposals for new health care facilities must be easily accessible by public transport and link to walking and cycling routes. Proposals which utilise opportunities for the multi-use and co-location of health facilities with other services and facilities, and thus co-ordinate local care and provide convenience for the community, will be particularly supported.



# 14 Infrastructure and community

## Vision - Healthy and inclusive

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

## Vision – A leading sustainable city

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

**Objective:** Planning for new infrastructure and facilities at the right time and in the right places and protecting existing services that play an essential role in the lives of our residents. Helping to deliver the strategic priorities of net zero Exeter by 2030, promoting active and healthy lifestyles and building great neighbourhoods.

## Introduction

- 14.1 Our communities rely on local infrastructure to live their everyday lives; transport infrastructure helps us to get around, doctor's surgeries provide our health care, schools educate our young people, digital infrastructure helps us to communicate, and greenspace and leisure facilities provide us with the opportunity to relax.
- 14.2 The Exeter Plan will be vital to identify the infrastructure that we need, ensuring it is provided in the right way, at the right time and in the right place.

## Delivery of infrastructure

- 14.3 To ensure that all new developments proposed within the Exeter Plan are delivered to a high standard, a wide and varied range of infrastructure will be required. An infrastructure delivery plan lists the infrastructure required to go alongside the developments identified in a plan.
- 14.4 Infrastructure can be funded and delivered in a variety of ways. National policy requires that all new development addresses any anticipated impact on local infrastructure by either providing infrastructure as part of the development, through legal agreements (Section 106) requiring variable financial payments from the developer or via payment of a fixed Community Infrastructure Levy (CIL).
- 14.5 CIL is generally collected when new homes are built and placed into a central Council fund to be used for future infrastructure projects. A review of the CIL charges in Exeter is underway and will be consulted on separately to the Exeter Plan in future.

- 14.6 Key infrastructure can also be funded by grants or loans offered by the Government or directly by external organisations such as Devon County Council, utility companies, the Environment Agency, National Highways or the Local Enterprise Partnership.
- 14.7 In most cases infrastructure will be funded through significant partnership working with funding coming from a variety of sources.
- 14.8 Policy IC1 sets out the approach to delivering new infrastructure in the city. An infrastructure delivery plan will be prepared to go alongside the next version of the Exeter Plan which will be consulted on in 2023. In addition, more detail about the specific infrastructure and community facilities required to go alongside the various development proposals will be included in future policies for each of the large scale developments and these will be consulted on in 2023.

#### **IC1: Delivery of infrastructure**

New development will be supported by the delivery of any associated infrastructure at the earliest practical opportunity, in phases if appropriate. Developer contributions will be sought through the community infrastructure levy and section 106 to ensure that the necessary physical, social, economic and green infrastructure is in place to deliver development.

An Infrastructure Delivery Plan (IDP) will set out the full range of key infrastructure projects that will be required to deliver plan proposals and will be produced for the next version, in partnership with infrastructure providers and other delivery agencies.

## **Community facilities**

- 14.9 Exeter has a wealth of services and facilities that provide for the health, welfare, social, educational, spiritual, recreational, leisure and cultural needs of the community. These facilities can be schools, open spaces, allotments, sports pitches, leisure centres or other community facilities such as community halls, churches, libraries, children's centres or youth clubs.
- 14.10 Providing new facilities alongside development proposals will be key to creating a successful, liveable city and making sure that development has a positive impact. Working with our partners will be central to ensuring that essential infrastructure is provided. However, just as important for our residents will be the protection of existing facilities that are already an essential part of their lives.
- 14.11 Policy IC2 sets out the approach for the protection of existing, and delivery of new, facilities in the city.
- 14.12 Cemeteries are also important community facilities. The three cemeteries run by the City Council in Heavitree, Exwick and Topsham are nearing capacity and are likely to be full in the coming years. Future versions of the Exeter Plan will consider this issue in more detail.

## **IC2: Community facilities**

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

Proposals to provide new or improved services and facilities will be supported.

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

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

Large-scale residential proposals must provide the additional community facilities required to support any additional demand from new residents.

## **Viability**

- 14.13 In order to have an effective plan it is important that its development proposals are viable. Viable means that development can be constructed meeting the planning requirements included in local policy and still allow a reasonable incentive for a landowner to sell, together with a suitable return to a developer.
- 14.14 Planning Practice Guidance identifies that viability appraisal for development proposals is an integral part of preparing a plan. Viability work for the Exeter Plan sites will be done before the next stage of consultation. This will increase the likelihood that policy compliant development will come forward delivering the infrastructure, affordable housing and quality required to provide great places.
- 14.15 Policy IC3 explains the approach that will be taken to considering the viability of development. It recognises that, after the adoption of the Exeter Plan, circumstances could change so significantly that viability may be affected, leading to potential discussions about whether development can afford to fund the infrastructure or affordable housing as required by plan policies.
- 14.16 The policy indicates potential viability changes which may be a considered reasonable in discussions over what infrastructure and affordable housing could be provided by the development. Under these circumstances, a site developer may submit a new assessment of development viability which indicates that a revised approach to the development of the site may be reasonable. This process will need to be carefully justified and comprehensive evidence of viability changes will need to be provided. The proposed viability review mechanism will help to deliver the policy requirements later in the plan period even if they are not provided initially.
- 14.17 As already mentioned, the policy content of the Exeter Plan has not yet been viability tested. Future versions of the plan will be supported by a full viability appraisal.

### **IC3: Viability**

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

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

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

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

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

# 15 Potential development sites

## Introduction

- 15.1 The City Council proposes to allocate a series of sites for development between now and 2040. The initial list of potential development sites has been selected in accordance with the spatial strategy set out in Policy S1.

## Large scale brownfield sites for mixed use redevelopment

- 15.2 The majority of development is proposed on eight strategic brownfield sites that are located close to the city centre or key public transport hubs with good access to green infrastructure including the Valley Parks. These sites were included in the original Liveable Exeter work and are in multiple ownerships. The City Council intends that these sites are redeveloped to provide high quality, high density, mixed use neighbourhoods that minimise the need to travel and maximise walking, cycling and opportunities to use public transport. The eight sites will make a significant contribution towards meeting our housing requirement and economic growth ambitions (see Policy H1).
- 15.3 These sites will be central to achieving the spatial strategy of the city. The emerging Liveable Exeter principles included in Policy S2 will apply to these sites.

## Other residential sites

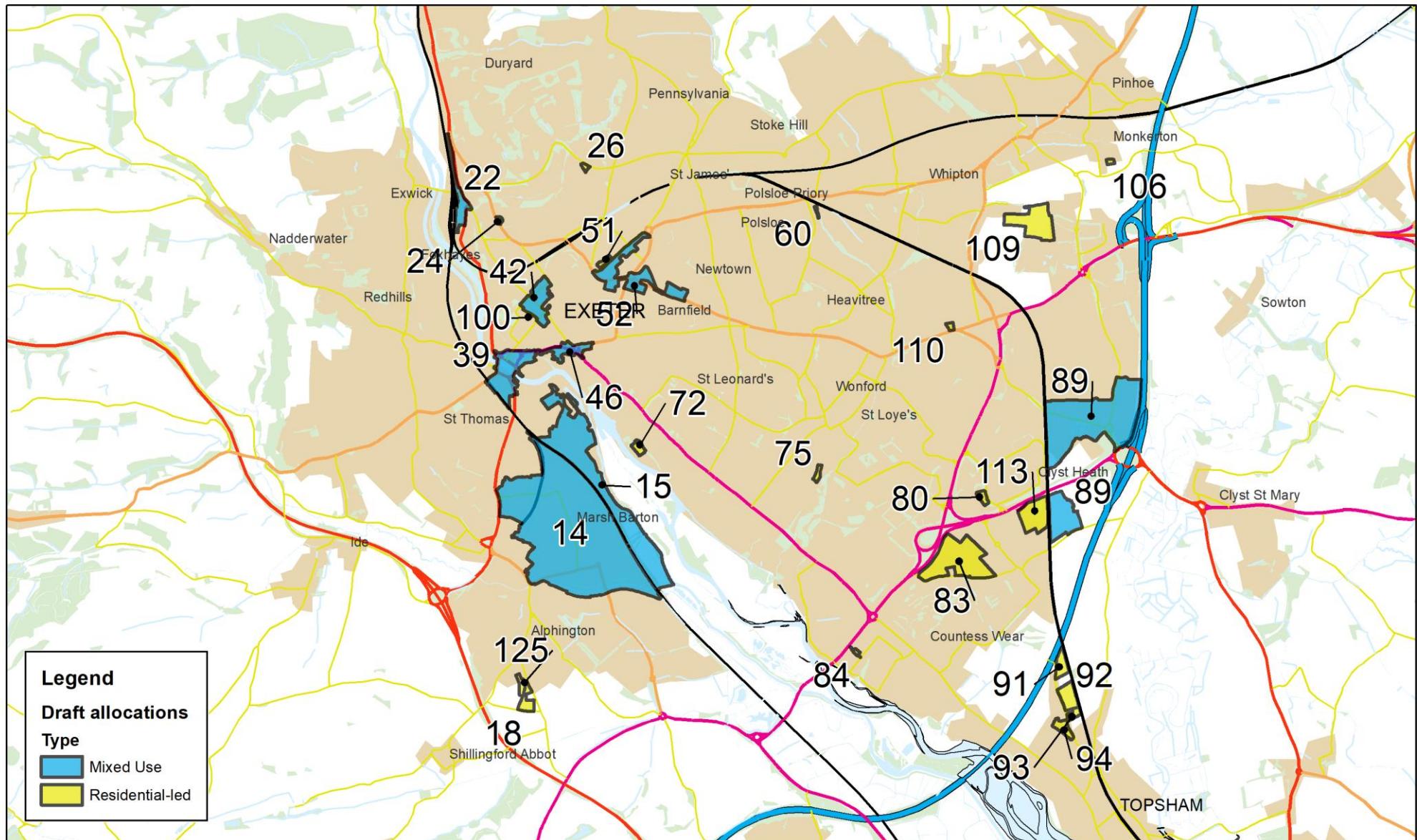
- 15.4 Twenty other sites are proposed for new housing development. These will make up the balance of our housing requirement and provide for choice and competition in the market place. Most of the sites are small, brownfield sites in line with the spatial strategy. A small number of sites are greenfield but the majority of these are fairly small scale and have good access to transport hubs and/or existing jobs, services and facilities. A number of the smaller brownfield sites are owned by the City Council. Others are owned by other individuals and organisations.
- 15.5 The City Council has identified the proposed site allocations after an assessment process that considered these and other sites across the city. The assessment, which is contained in the Exeter Housing and Economic Land Availability Assessment 2022 (HELAA), looked at:
- Physical constraints such as access, flood risk, topography, ecology, heritage, health and safety issues, contamination, proximity to services, potential infrastructure requirements, ecology, landscape and the presence of trees and hedgerows
  - The availability of land for development
  - The presence of legal covenants or multiple ownership arrangements that could make the development so complex as to become unachievable

## The potential sites

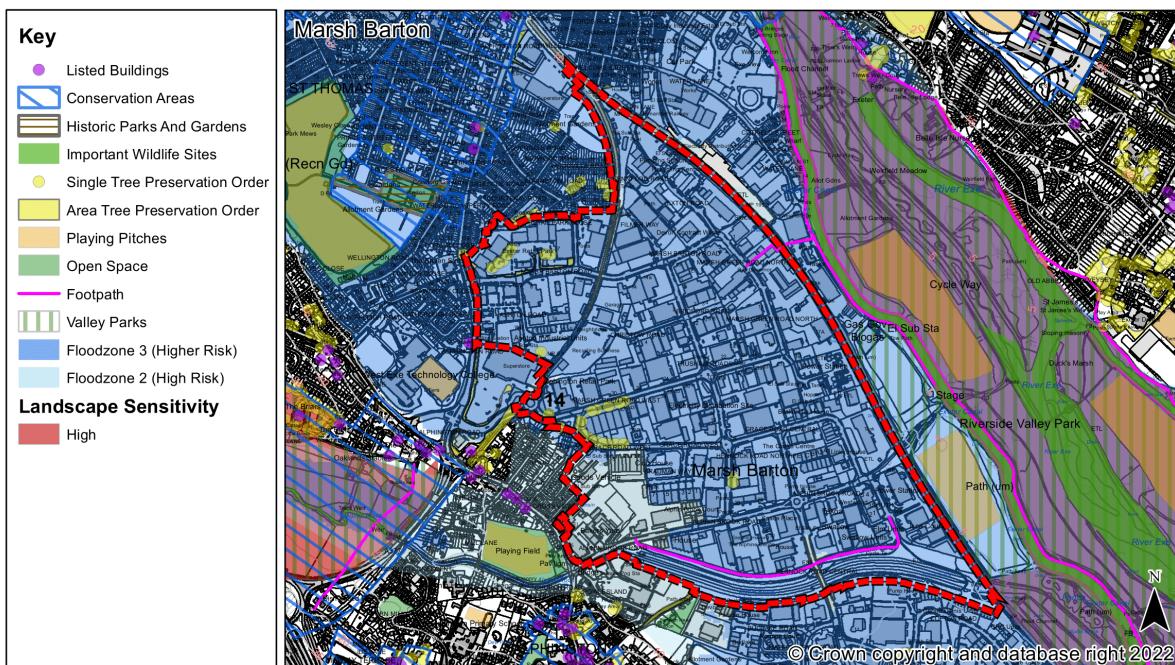
- 15.6 The rest of this section summarises the current characteristics of each site, what types of development they could include and how each site could look like when developed / redeveloped.
- 15.7 The site reference numbers come from the site assessment process.

- 15.8 Looking forwards, significant additional work will need to be progressed to understand the sites better and plan for them in more detail. This will require further studies and significant discussion with partners, stakeholders and owners. The text in this section should not be read as policy; a future version of the Exeter Plan will include policies to manage the future development of the sites. This work will be consulted on in future.

## Map of proposed allocations (figures are reference numbers)



## Marsh Barton – Site Reference 14



### What is the site like now?

This large brownfield site in the southwest of Exeter is currently one of the city's main employment areas. Existing uses include light industrial, bulky goods retail, car show rooms and waste management. The site is next to the Great Western mainline and canal/River Exe to the east.

### How many homes could be built over the next 20 years?

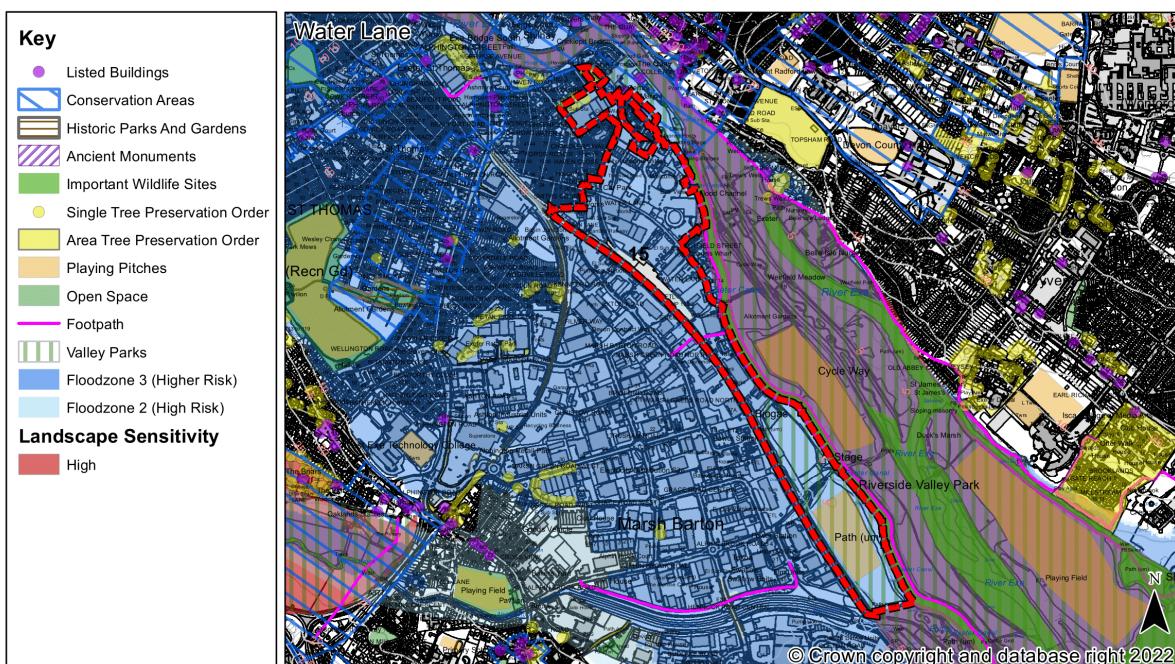
1,880

### What might the site be like in the future?

Marsh Barton has the potential to provide a great place to live and work, with development that could include:

- Well-designed, mixed use, net zero new neighbourhoods built at high density, with a strategic approach to flood risk mitigation
- A phased release of land for employment to enable housing and other uses but maintaining appropriate employment provision
- A mix of house sizes and types, including affordable housing
- Low-car (or no-car) residential areas supported by sustainable transport measures including car-clubs, e-bikes, bus services, the new Marsh Barton railway station and some focussed highway junction improvements
- A local centre at the heart of the site, with community facilities to serve new residents including school provision for all ages
- Well-managed public open spaces and green infrastructure/cycling/walking routes linking to the wider city, including over the railway line
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites
- Phased development that takes account of the energy from waste plant and other waste management uses currently within the site, ensuring their continued operation

## Water Lane – Site Reference 15



### What is the site like now?

This large brownfield site lies between the Exeter Ship Canal and Great Western mainline. Existing uses include employment (with some buildings in a poor state of repair), retail and leisure, car and coach parking, an old gas holder station, a large electricity distribution station, a biogas power station and Grace Road Playing Field. An area between the power station and playing field has planning consent for a solar farm. Most of the site is already allocated for mixed use redevelopment in the Exeter Local Plan First Review and the Exeter Core Strategy. The City Council proposes that the existing allocation should be expanded in the Exeter Plan to cover the whole Water Lane site.

### How many homes could be built over the next 20 years?

1,180

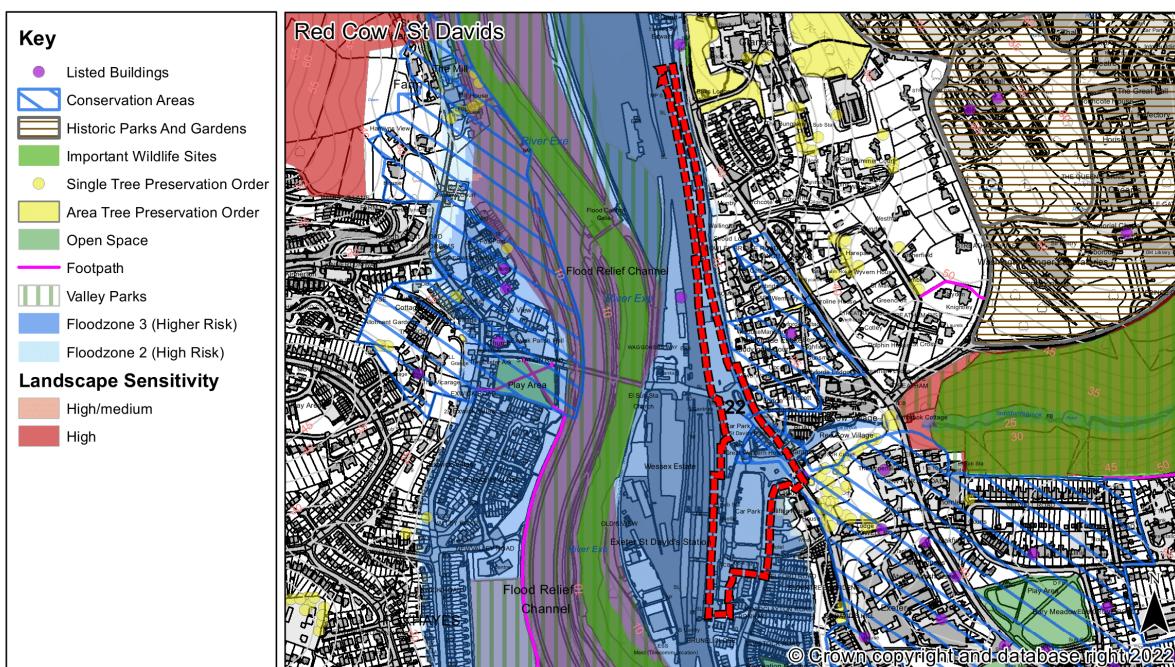
### What might the site be like in the future?

Water Lane has the potential to provide a great place to live and work, with development that could include:

- High quality, high density and net zero design that takes a strategic approach to flood risk mitigation
- A mix of house sizes and types, including affordable housing
- Low-car (or no-car) residential areas supported by sustainable transport measures including new or improved pedestrian/cycle routes (including a new crossing of the Canal), car-clubs, e-bikes, bus infrastructure improvements, the new Marsh Barton railway station, new interchange facilities at St Thomas station and vehicular access
- New workspaces, shops/leisure use, community facilities, potential education provision and well-managed public open spaces
- Ensuring the continued operation of the canal, enhancing its leisure uses and heritage
- Phased development that takes account of the Marsh Barton energy from waste plant and biogas power station, ensuring their continued operation

- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Red Cow / St David's – Site Reference 22



### What is the site like now?

Red Cow is a brownfield site within Exeter's urban area that includes St David's Station's 'head-house', surface car parks, storage and industrial uses, student accommodation and shops. Cowley Bridge Road and Bonhay Road run along the eastern boundary and the platforms and rail lines of St David's Station lie to the west. Part of the site is already allocated for mixed use redevelopment in the Exeter Local Plan First Review. The City Council proposes that the existing allocation should be expanded in the Exeter Plan, to cover the whole Red Cow site.

### How many homes could be built over the next 20 years?

430 (net)

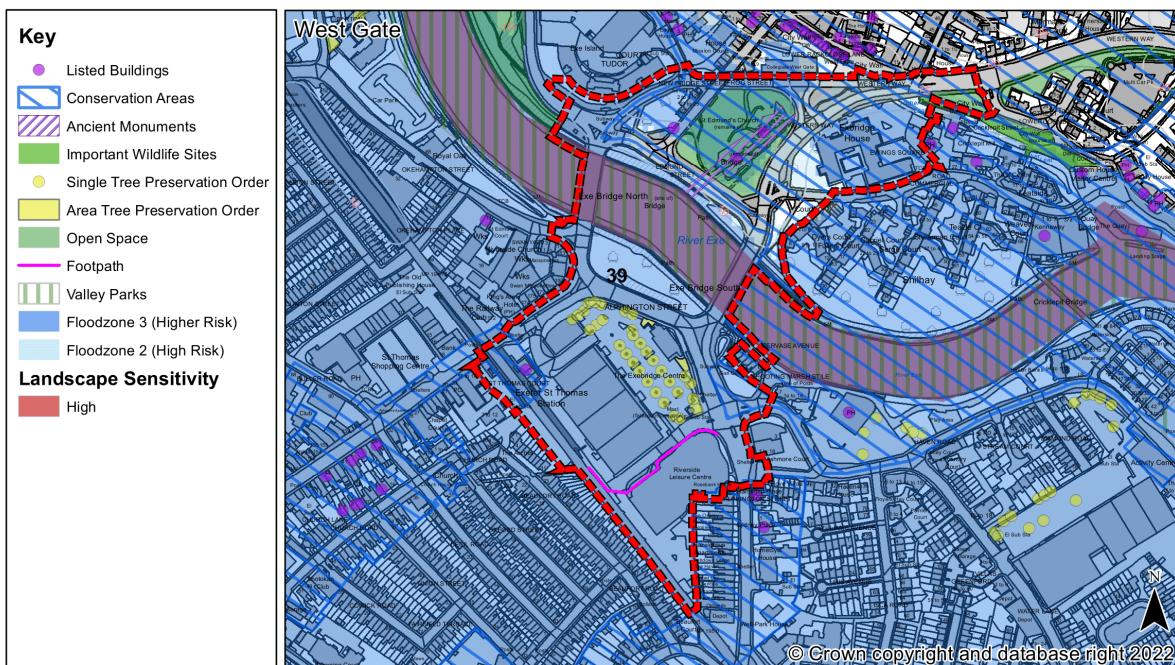
### What might the site be like in the future?

The site has the potential to provide a great place to live and work, with development that could include:

- High quality, high density and net zero carbon design that takes a strategic approach to flood risk mitigation, respects heritage assets and the amenity of neighbouring homes and ensures a healthy living environment for residents
- A mix of house sizes and types, including affordable housing, with low level car parking provision (for homes) supported by more sustainable transport measures including car clubs, e-bikes and improved pedestrian and cycle links to the surrounding area
- Highways improvements and the retention of car parking for the station
- A new local centre to the front of the station incorporating public open space, work spaces, shops, leisure uses and a new transport interchange that includes bus stops, taxi and cycle facilities
- Financial contributions towards local health and education services and utilities

- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## West Gate – Site Reference 39



### What is the site like now?

This large brownfield site is bisected by the River Exe and includes the medieval Exe Bridge and surrounding open space, the busy Exe Bridge highway, Exe Bridges Retail Park, Riverside Leisure Centre, land in employment use and part of St Thomas railway station. Part of the site is within the Riverside Conservation area.

### How many homes could be built over the next 20 years?

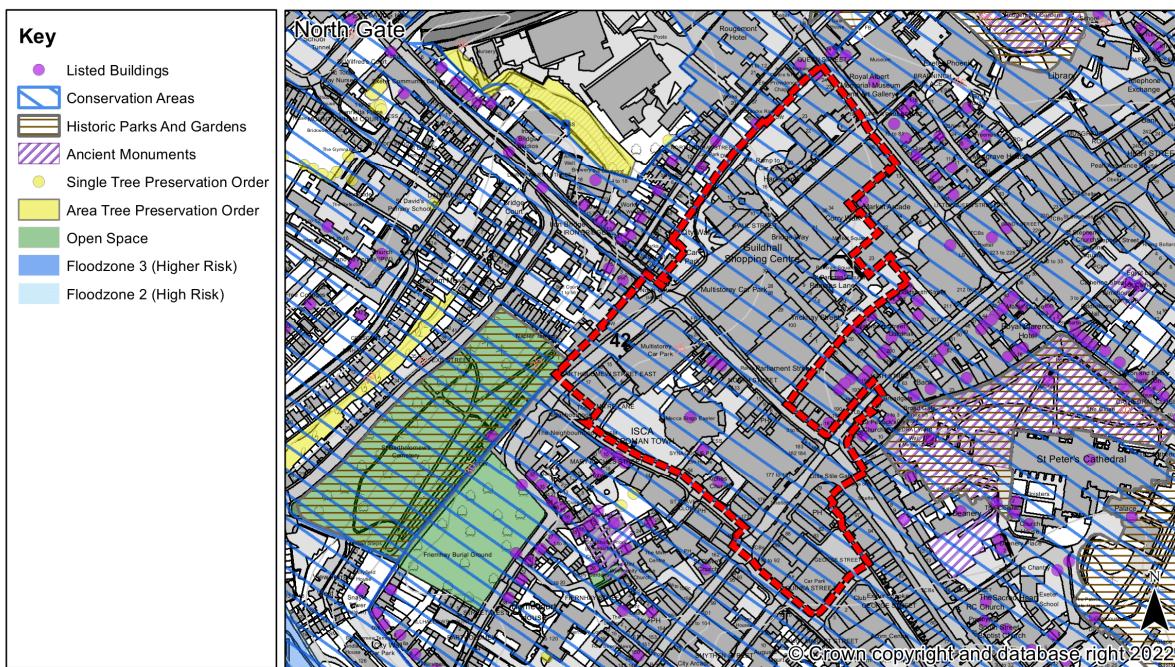
200

### What might the site be like in the future?

The site has the potential to provide a great place to live and work, with development that could include:

- High quality, high density and net zero carbon design that takes a strategic approach to flood risk mitigation, improves public access to existing open spaces within the site, carefully respects and enhances its heritage assets, safeguards protected trees, protects the amenity of neighbouring homes and ensures a healthy living environment for residents
- A mix of house sizes and types, including affordable housing, with low level car parking provision supported by more sustainable transport measures including car clubs, e-bikes, improved pedestrian and cycle links to the surrounding area, bus infrastructure improvements and interchange facilities at St Thomas railway station
- Potential wider changes to the highways network
- The retention of Riverside Leisure Centre
- Financial contributions towards local health and education services and utilities
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## North Gate – Site Reference 42



### What is the site like now?

This large, densely developed brownfield site is within the city centre and Central Conservation Area. It includes part of the Guildhall and all of the Harlequins Shopping Centres (the latter set for demolition, with planning consent in place for new homes). It also contains public car parks, a large listed Bingo Hall, smaller scale commercial uses and homes. Paul Street, High Street and North Street run across the site and are important for vehicular movement across the city.

### How many homes could be built over the next 20 years?

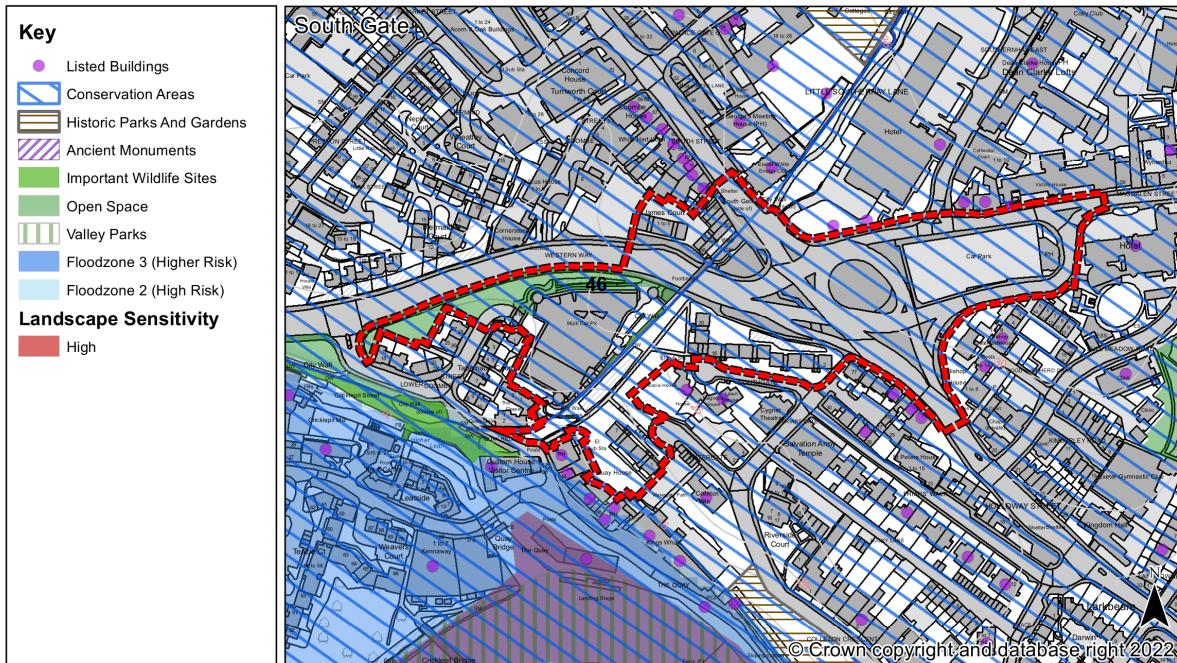
200

### What might the site be like in the future?

The site has the potential to provide a great place to live and work, with development that could include:

- The redevelopment of the Harlequins Shopping Centre (as consented) for homes and the regeneration of appropriate parts of the Guildhall Shopping Centre for shops, offices and homes
- High quality, high density and net zero carbon design that celebrates and preserves the site's heritage assets, responds to local surface water flood, respects the amenity of existing homes
- A mix of house sizes and types, including affordable housing, that is low car/car free and supported by more sustainable transport measures including car clubs, e-bikes and improved pedestrian and cycle links to the surrounding area
- Financial contributions towards local health and education services and highways junction improvements
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## South Gate – Site Reference 46



### What is the site like now?

This site lies on the southern edge of the city centre in a mixed use area. It includes two public car parks, existing homes, a night shelter and a large highways gyratory. Part of the site is within the Southernhay and Friars Conservation Area and part is within the Central Conservation Area.

### How many homes could be built over the next 20 years?

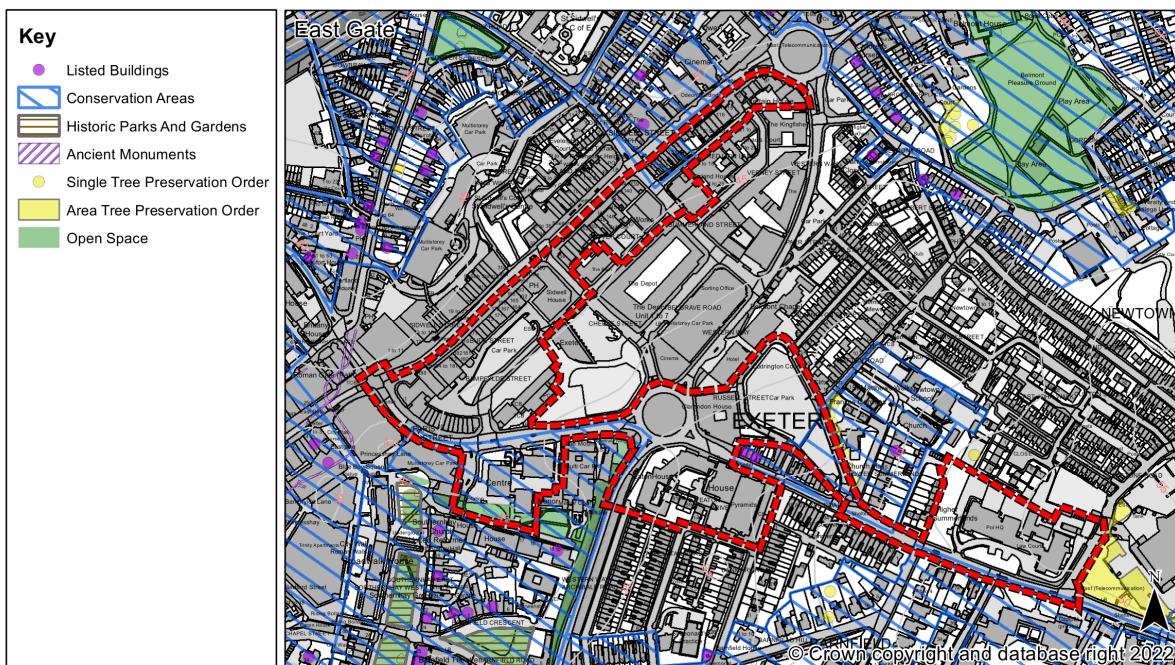
170 (net)

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- Meeting the housing needs of existing residents and respecting their amenity
- High quality, high density and net zero carbon design that carefully respects and enhances the site's heritage assets, responds to localised surface water flooding and significantly improves the appears of this key gateway to the city centre
- A mix of new house sizes and types, including affordable housing, that is low car/car free and supported by more sustainable transport measures including car clubs and e-bikes
- Significant alterations to the highway that improve pedestrian and cycle access to the city centre and quayside
- Financial contributions towards local health and education services
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## East Gate – Site Reference 52



### What is the site like now?

This large brownfield area currently contains a mix of city centre uses including retail, leisure, community and employment uses, existing homes, public car parks and the former Police Station and Magistrates Court. Part of the site is allocated for mixed use redevelopment in the Exeter Core Strategy (2006-2026). The City Council proposes that the existing allocation should be expanded in the Exeter Plan to cover the whole East Gate site.

### How many homes could be built over the next 20 years?

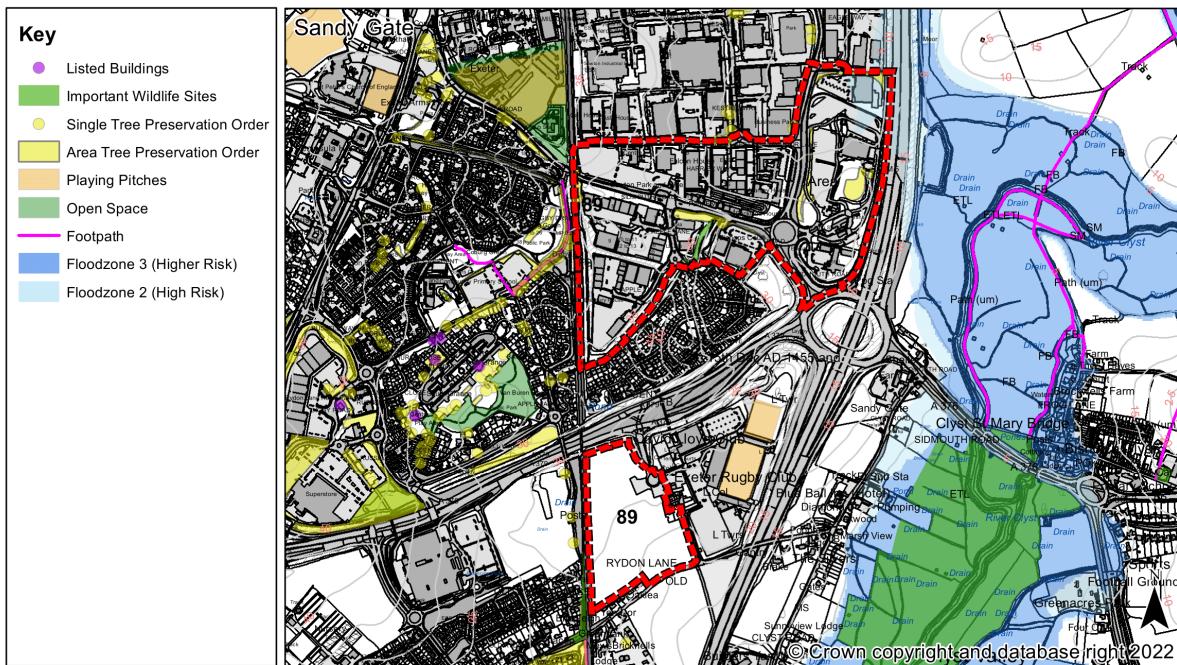
750 (net)

### What might the site be like in the future?

The site has the potential to provide a great place to live and work, with development that could include:

- Meeting the housing needs of existing residents and respecting the amenity of residents nearby
- A range of other uses including shops, leisure, community space and employment (including a relocated Civic Centre and Innovation Hub)
- High quality, high density and net zero carbon design that carefully respects and enhances nearby heritage assets, responds to localised surface water flooding and significantly improves the appears of this key gateway to the city centre
- A mix of new house sizes and types, including affordable housing, that is car free and supported by more sustainable transport measures including car clubs, e-bikes and significant enhancements to pedestrian and cycle routes
- Financial contributions towards local health and education services, utilities, public transport enhancements along Heavitree Road and city centre highway improvements
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Sandy Gate – Site Reference 89



### What is the site like now?

This large site lies on the eastern edge of the city close to junction 30 of the M5 and Sandy Park Rugby Ground. Land uses include employment, education, agriculture, retail, a motorway services, hotel and park and ride facility. The area of site to the south of the A379 is already allocated for development in the Exeter Core Strategy. The City Council proposes to carry this allocation forward into the Exeter Plan within the wider Sandy Gate site.

### How many homes could be built over the next 20 years?

250

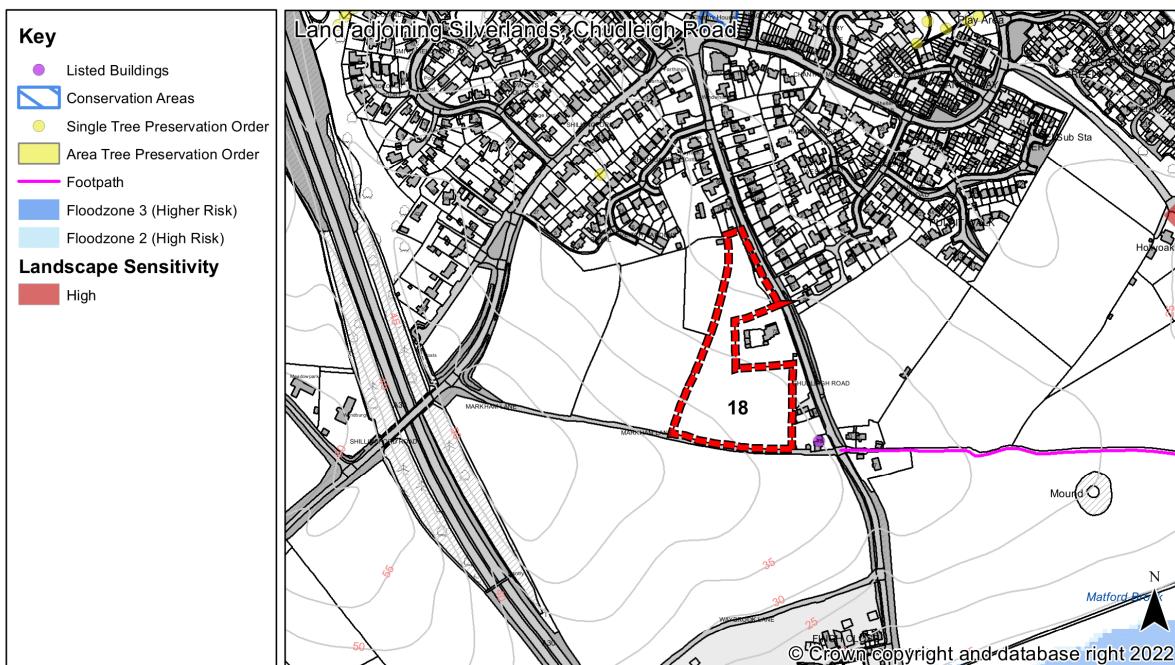
### What might the site be like in the future?

Sandy Gate has the potential to provide a great place to live and work, with development that could include:

- A phased release of land for employment, to allow for consideration of supply and demand
- Well-designed, net zero carbon new neighbourhoods built at high density, that respect the amenity of residents living nearby, mitigate noise from the M5 and railway and respond to localised surface water flooding
- A mix of house sizes and types, including affordable housing, supported by community and recreation uses
- Low-car residential areas supported by sustainable transport measures including car-clubs and e-bikes and financial contributions to enhance bus routes, improved pedestrian and cycle links to Digby Station and the city centre and transport interchange facilities.
- Retention of park and ride capacity, either within the site or close by
- Consideration of the future of the motorway services and potential provision elsewhere in the area
- Potential highway enhancements to Junction 30/Sandy Gate roundabout

- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Land adjoining Silverlands, Chudleigh Road – Site Reference 18



### What is the site like now?

This greenfield site is located on the edge of Exeter to the south of Alphington and is currently used for agriculture. It is already allocated for development in the Exeter Core Strategy and the City Council proposes that it should be re-allocated in the Exeter Plan. The fields to the west and east of the site have planning permission for new homes and land to the south of the site is allocated for development in the Teignbridge Local Plan (2013-2033).

### How many homes could be built over the next 20 years?

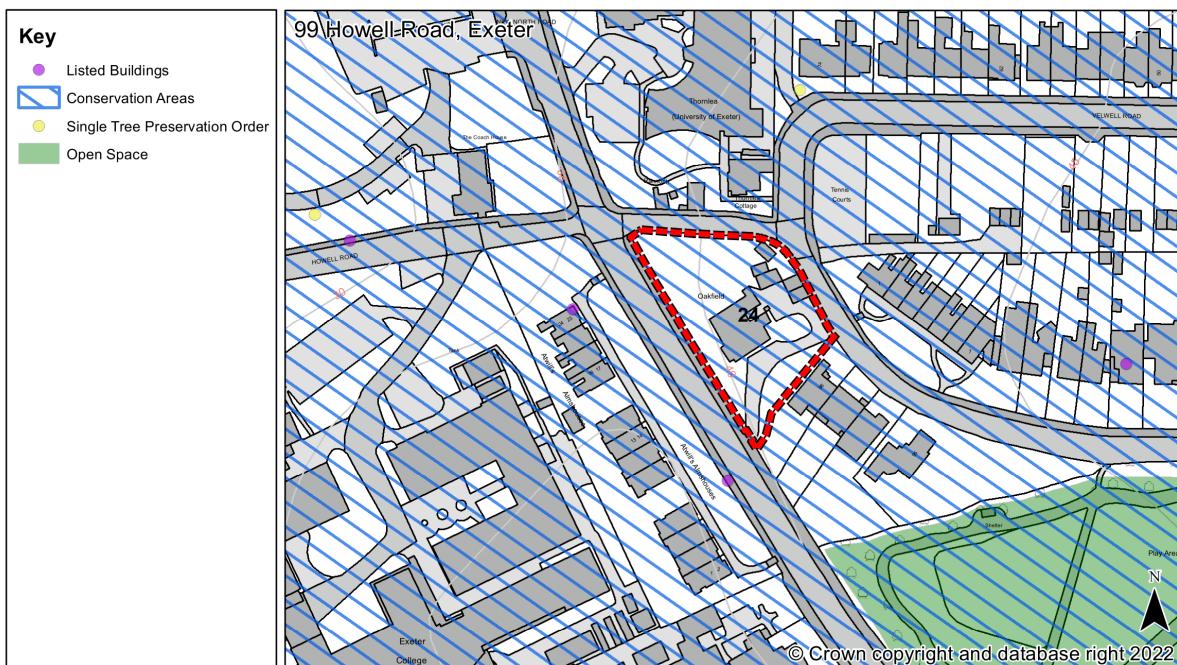
37

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- High quality and net zero carbon design that takes into account the site's biodiversity assets, respects the amenity of neighbouring homes and preserves the setting of the nearby Grade II Listed Building (The Gables)
- A mix of house sizes and types, including affordable housing
- New or improved pedestrian/cycle links with the surrounding area
- Well-managed public open spaces
- Financial contributions towards local health, education and public transport services
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## 99 Howell Road - Site Reference 24



### What is the site like now?

This small site within Exeter's urban area consists of a substantial Victorian detached dwelling (Oakfield) and its garden. The site is within St David's Conservation Area, is surrounded by roads on three sides and slopes down from east to west. The surrounding area is largely residential. The site is within St James Neighbourhood Plan area.

### How many homes could be built over the next 20 years?

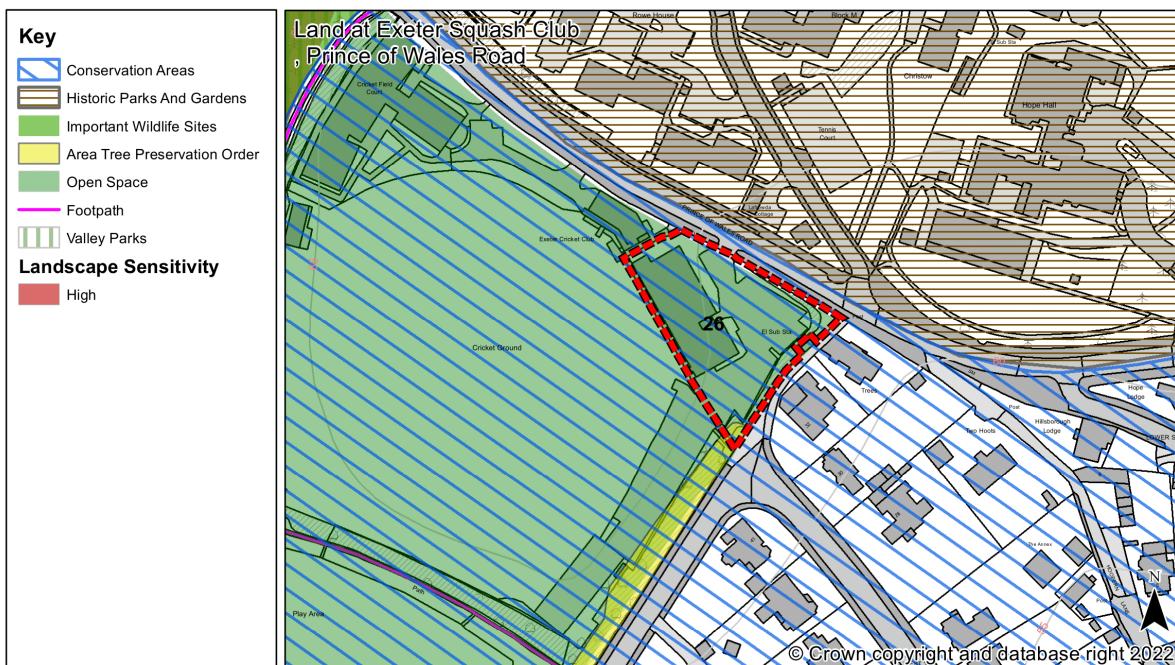
6 (net)

### What might the site be like in the future?

The only form of development likely to acceptable on this site will be the conversion of Oakfield to apartments (including affordable housing). Oakfield has the potential to provide a great place to live, with development that could include:

- A design that is car-free and low carbon, preserves or enhances the site's and neighbouring area's heritage assets, safeguards existing TPO trees on the site and responds appropriately to local surface flood constraints
- Provides for improvements to pedestrian crossing facilities and the Howell Road/New North Road highways junction
- Financial contributions towards local health and education services and utilities
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Exeter Squash Club, Prince of Wales Road – Site Reference 26



### What is the site like now?

The site is occupied by a building providing squash and racketball club facilities and associated car parking. It is located within the Longbrook Conservation Area. The northern site boundary is formed by Prince of Wales Road and to the west is Exeter Cricket Club's grounds and a recently constructed student accommodation block. The area to the west is primarily residential. Directly to the south of the site is an area of car parking that is used by the Cricket Club. The site is within St James Neighbourhood Plan area.

### How many homes could be built over the next 20 years?

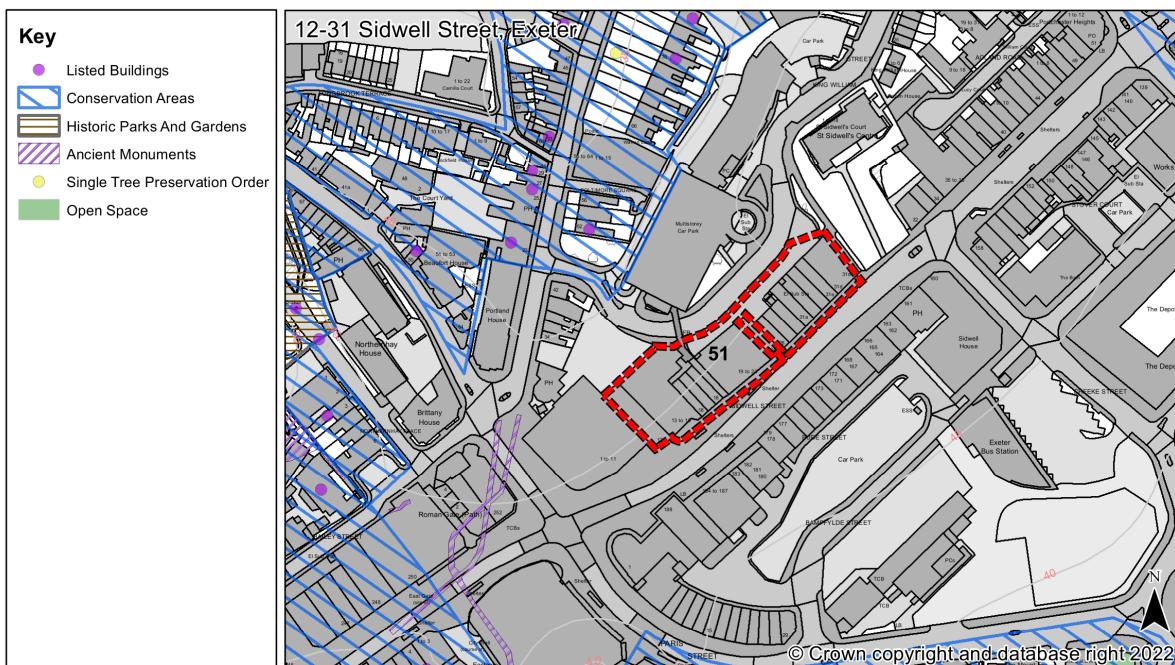
40

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- The re-provision of sports (including squash) and other community facilities on the site
- High quality, high density and net zero carbon design that safeguards existing TPO trees, preserves or enhances local heritage assets, respects the amenity of neighbouring homes and does not impinge upon the continued successful operation of the Cricket Club
- A variety of homes, potentially including purpose built student accommodation or co-living homes, with low level car parking provision supported by more sustainable transport measures including car clubs, e-bikes and improved pedestrian and cycle links to the surrounding area
- Financial contributions towards local health and education services
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## **12-31 Sidwell Street – Site Reference 51**



## **What is the site like now?**

This city centre site comprises a series of post war commercial units with homes and storage above, together with an NHS walk-in-centre. A covered ground floor arcade runs along the site's frontage with Sidwell Street, along which are a number of bus stops. There is a service area to the rear of the properties. The surrounding area contains a mix of city centre uses including commercial, leisure, car parking, community and residential.

## **How many homes could be built over the next 20 years?**

51 (net)

## **What might the site be like in the future?**

The site has the potential to provide a great place to live, with development that could include:

- High quality, high density and net zero carbon design that carefully respects and enhances nearby heritage assets
  - Meeting the housing needs of existing residents, respecting their amenity and providing affordable housing
  - The provision of car free/low car homes that are supported by more sustainable transport measures including car clubs and e-bikes
  - Retaining city centre uses at ground floor level, including the walk in centre
  - Maintaining and improving pedestrian access and bus stop provision along Sidwell Street
  - Financial contributions towards local health and education services
  - A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Land at Hamlin Lane – Site Reference 60



### What is the site like now?

The site comprises a workshop and associated private garden and is adjacent to the Northbrook and Hamlin Lane playing fields. Polsloe Station is a short distance away, together with a number of shops on Pinhoe Road. The surrounding area is otherwise largely residential.

### How many homes could be built over the next 20 years?

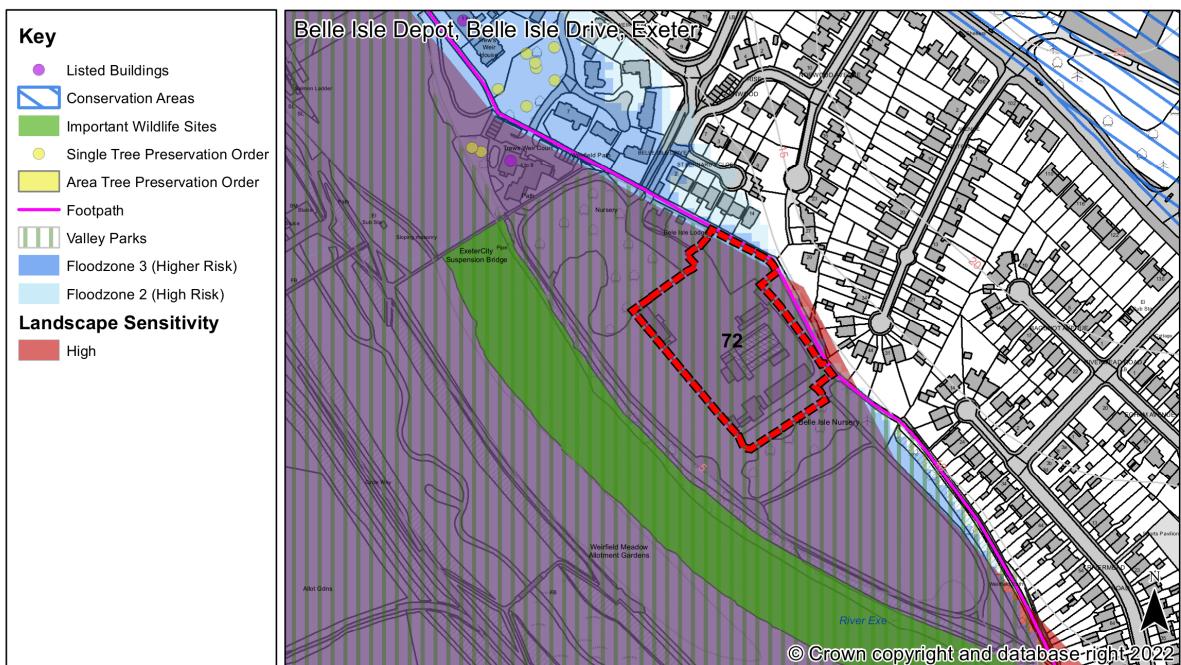
13

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- Respecting the amenity of residents nearby
- High quality and net zero carbon design that responds to localised flooding associated with the Northbrook and surface water flooding and protects important trees
- A mix of new house sizes, including affordable housing, that is car free or low car and supported by more sustainable transport measures including car clubs, e-bikes and enhancements to pedestrian and cycle routes
- Financial contributions towards local health and education services
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Belle Isle Depot, Belle Isle Drive – Site Reference 72



### What is the site like now?

This brownfield site comprises a depot station used as a nursery. It is set within Belle Isle Park and the Riverside Valley Park, close to existing homes with very good access to cycle routes.

### How many homes could be built over the next 20 years?

33

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- High quality and net zero carbon design that addresses flood risk from the River Exe and surface water and safeguards significant trees flooding associated with the Northbrook and surface water flooding and protects important trees
- A mix of new house sizes and types, including affordable housing, that is car free or low car and supported by more sustainable transport measures including car clubs, e-bikes and enhancements to pedestrian and cycle routes
- Ensuring that the amenity of residents nearby is respected
- Financial contributions towards local health and education services
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Chestnut Avenue – Site Reference 75



### What is the site like now?

This site currently contains twelve maisonettes, a fenced-off area of land that used to contain a further two maisonettes, a children's play area and additional public open space. It lies on the edge of Ludwell Valley Park, in an otherwise residential area.

### How many homes could be built over the next 20 years?

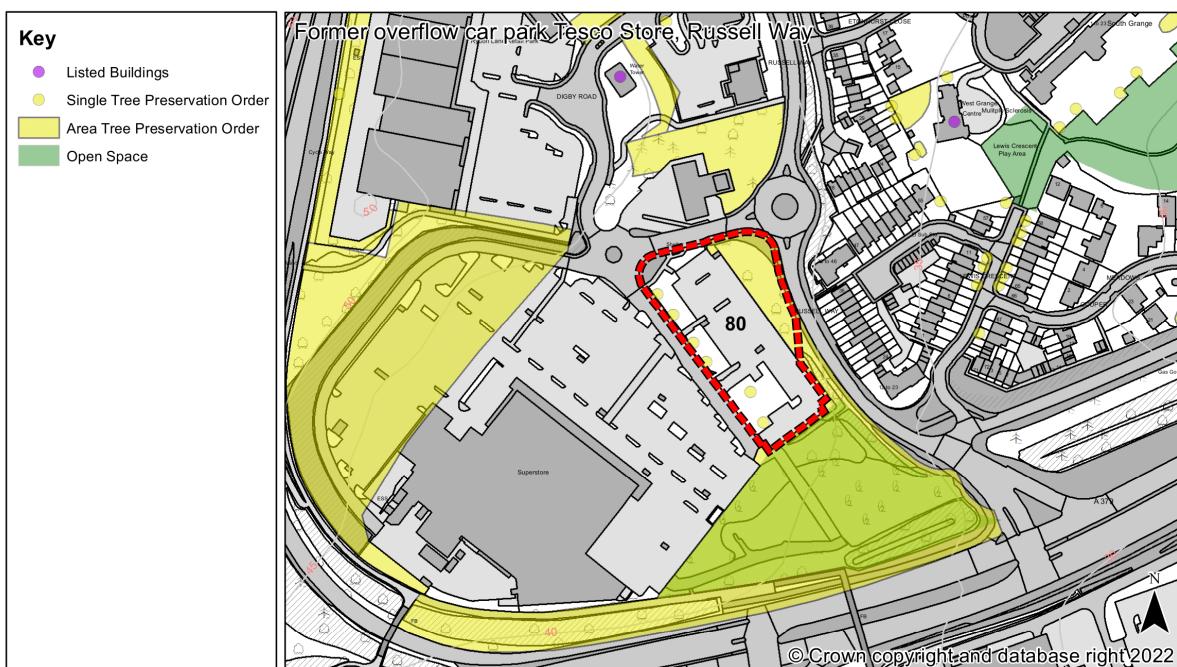
26 (net)

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- Meeting the housing needs of existing residents and respecting the amenity of residents nearby
- A mix of types and sizes of homes, including affordable housing, that are net zero carbon
- Car free or low car, supported by more sustainable transport measures including car clubs, e-bikes and enhancements to pedestrian and cycle routes
- Enhancements to the existing play area and open space
- Financial contributions towards local health and education services
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Former Overflow Tesco Car Park, Russell Way – Site Reference 80



### What is the site like now?

Most of this site is occupied by a car park previously used to serve the adjoining Tesco store at peak times. The site slopes steeply at its edge to Russell Way. It is located at the edge of Rydon Lane Retail Park, close to the A379 and existing homes at Digby.

### How many homes could be built over the next 20 years?

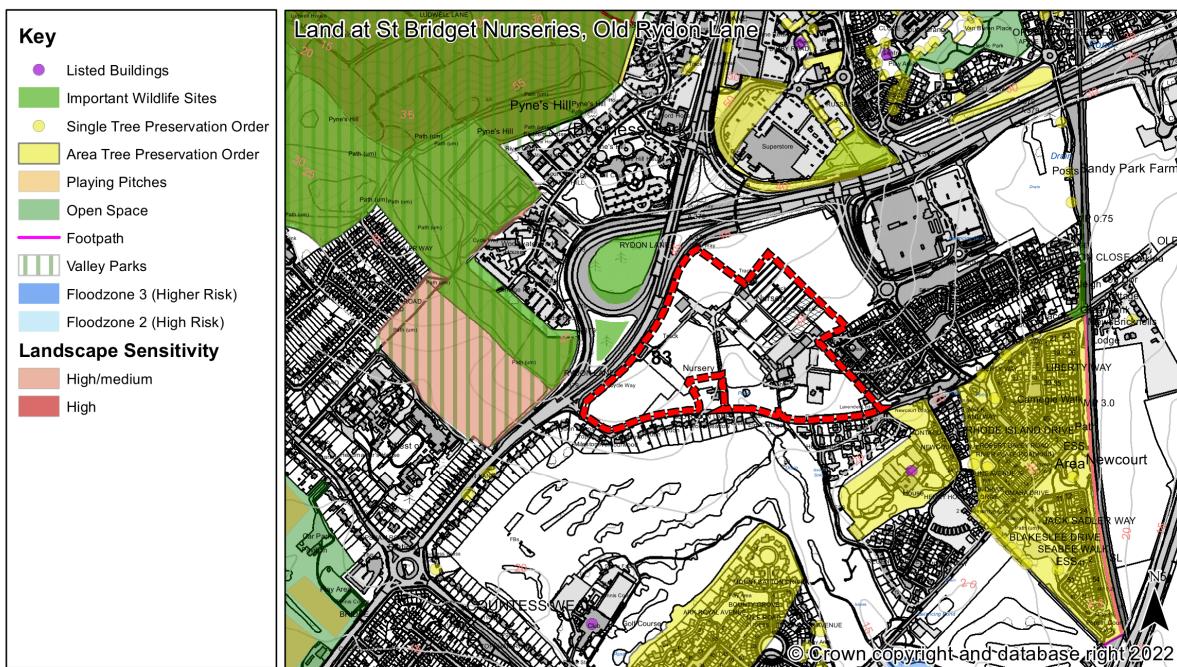
18

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- A mix of types and sizes of homes, including affordable housing, that are net zero carbon
- Net zero carbon and low car homes, supported by more sustainable transport measures including car clubs, e-bikes and enhancements to pedestrian and cycle routes
- Respecting the amenity of residents nearby
- Safeguarding significant trees
- Appropriate highways access including from Tesco's internal road layout
- Financial contributions towards local health and education services
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## St Bridget Nurseries, Old Rydon Lane – Site Reference 83



### What is the site like now?

This site comprises a nursery and garden centre currently access from Old Rydon Lane, bounded by mature hedgerows and containing a significant number mature specimen trees. It also contains three houses. The site is already allocated for development in the Exeter Core Strategy. The City Council proposes to carry this allocation forward into the Exeter Plan.

### How many homes could be built over the next 20 years?

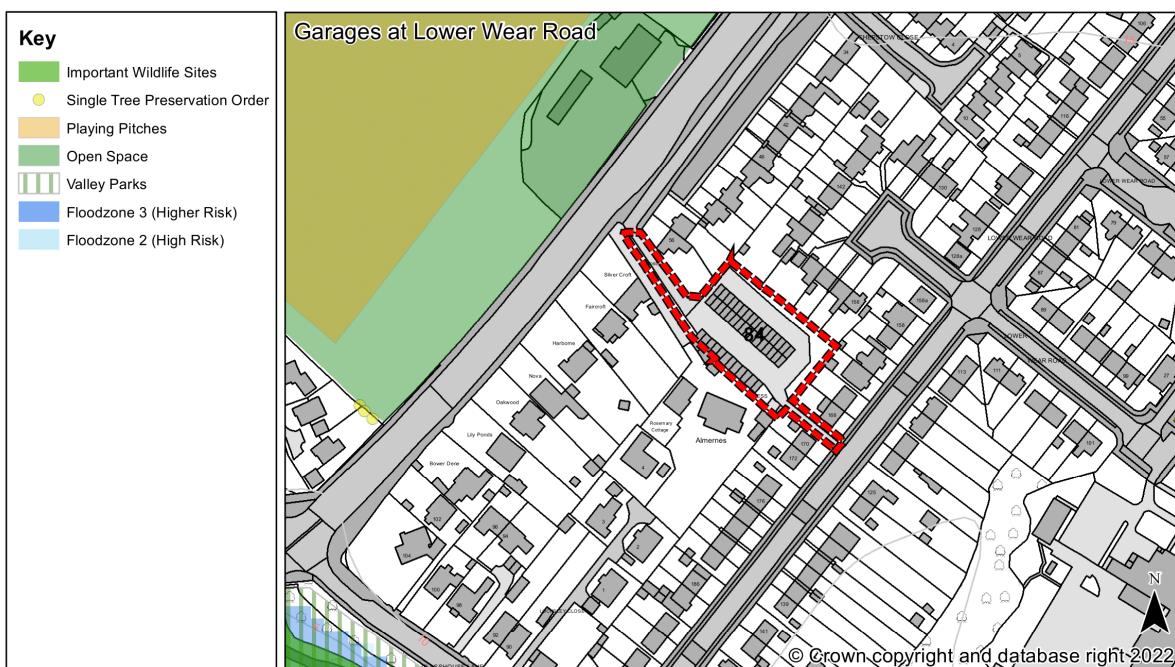
334 (net)

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- Respecting the amenity of residents nearby
- A mix of house sizes and types (including affordable) that are net zero carbon and low car, supported by more sustainable transport measures including car clubs, e-bikes and enhancements to pedestrian and cycle routes
- High quality design that safeguards significant trees and responds to localised surface water flooding
- Public open space and children's play provision
- Primary highways access from the roundabout on Newcourt Way and the potential for Old Rydon Lane to operate as a one-way system from the A379 to Newcourt Way
- Financial contributions towards local health and education services
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Garages at Lower Wear Road – Site Reference 84



### What is the site like now?

This site contains garages and hardstanding and is set within a residential area. Highways access is available from Bridge Road to the west and Lower Wear Road to the east.

### How many homes could be built over the next 20 years?

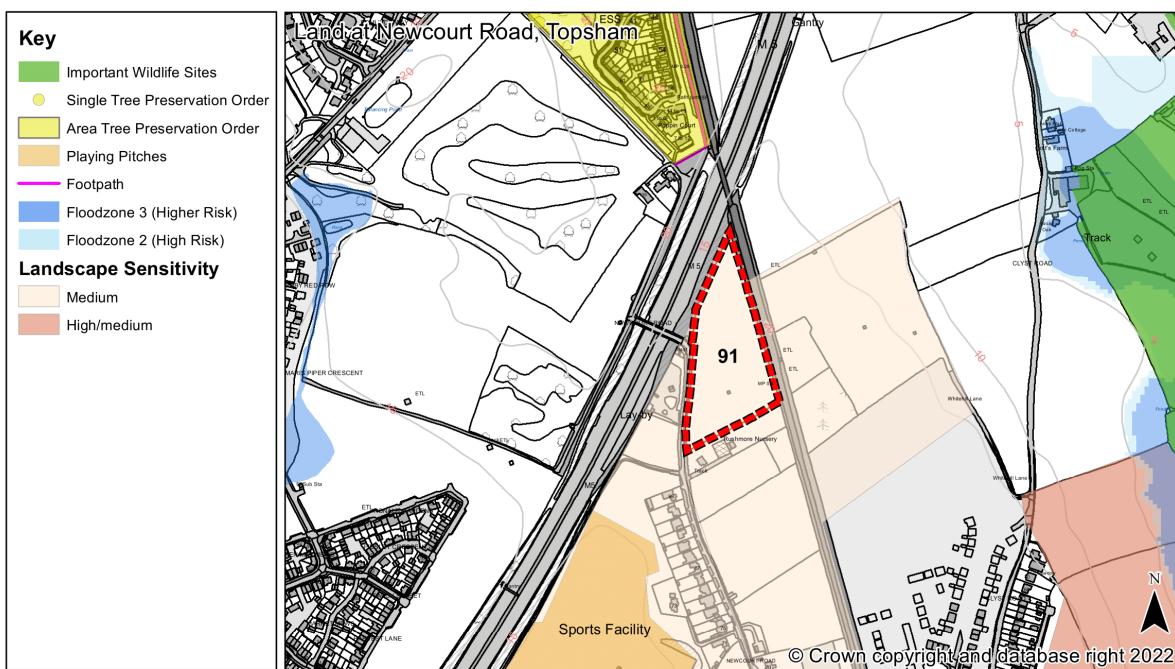
9

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- Respecting the amenity of residents nearby
- A mix of types and sizes of homes, including affordable housing, that are net zero carbon
- New high quality homes that are net zero carbon and low car, supported by more sustainable transport measures including car clubs, e-bikes and enhancements to pedestrian and cycle routes
- A design that responds to localised surface water flooding
- Financial contributions towards local health and education services
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

Land at Newcourt Road, Topsham – Site Reference 91



## **What is the site like now?**

This greenfield site lies on the edge of Topsham, at the northern end of Newcourt Road. It adjoins the Avocet railway line, sits above/adjacent to the M5 motorway and is crossed by high voltage power lines.

**How many homes could be built over the next 20 years?**

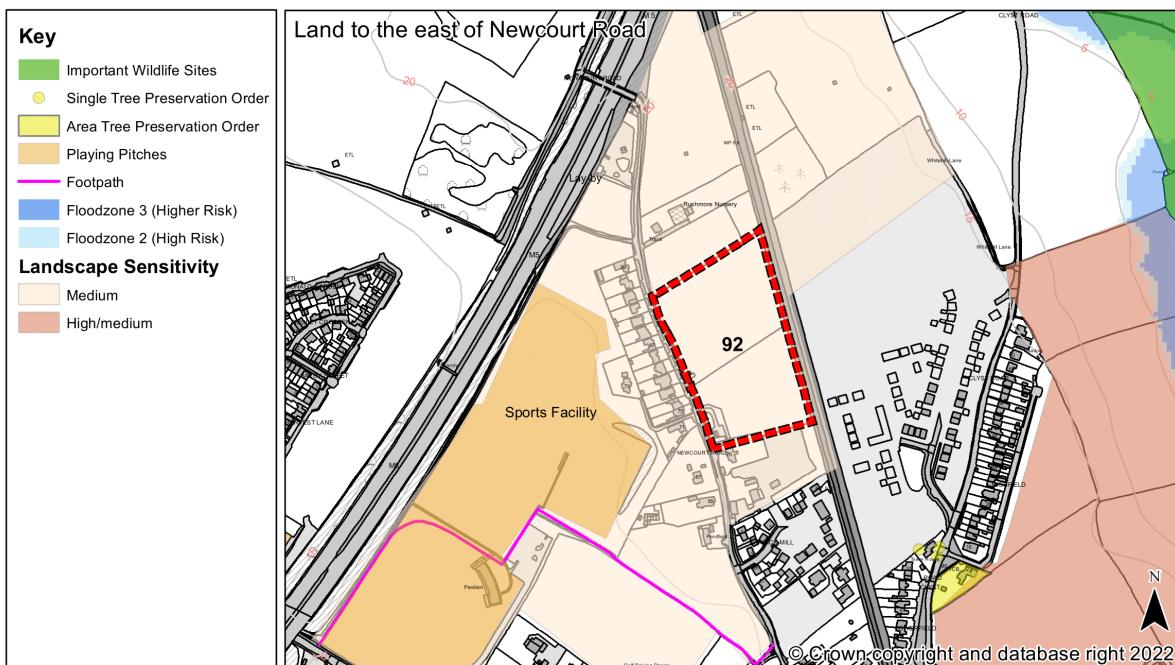
38

### **What might the site be like in the future?**

The site has the potential to provide a great place to live, with development that could include:

- A mix of types and sizes of home, including affordable, that are net zero carbon
  - High quality design that mitigates noise from the rail line and M5, safeguards significant trees and responds to high voltage power lines
  - Measures to minimise car use and promote sustainable and active travel, including financial contributions to significantly improve pedestrian/cycle links to Newcourt and Topsham rail stations, a new pedestrian/cycle bridge over the Avocet line and enhanced bus services between Exeter and Topsham
  - Financial contributions towards local health and education services
  - A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Land to the east of Newcourt Road, Topsham – Site Reference 92



### What is the site like now?

This greenfield site is located on the outskirts of Topsham and comprises a large field bounded by hedgerows, with two small storage buildings. The Avocet rail line adjoins to the east and Newcourt Road is to the west. The surrounding area includes existing homes, areas of land that are currently being built to provide new homes and the M5 motorway.

### How many homes could be built over the next 20 years?

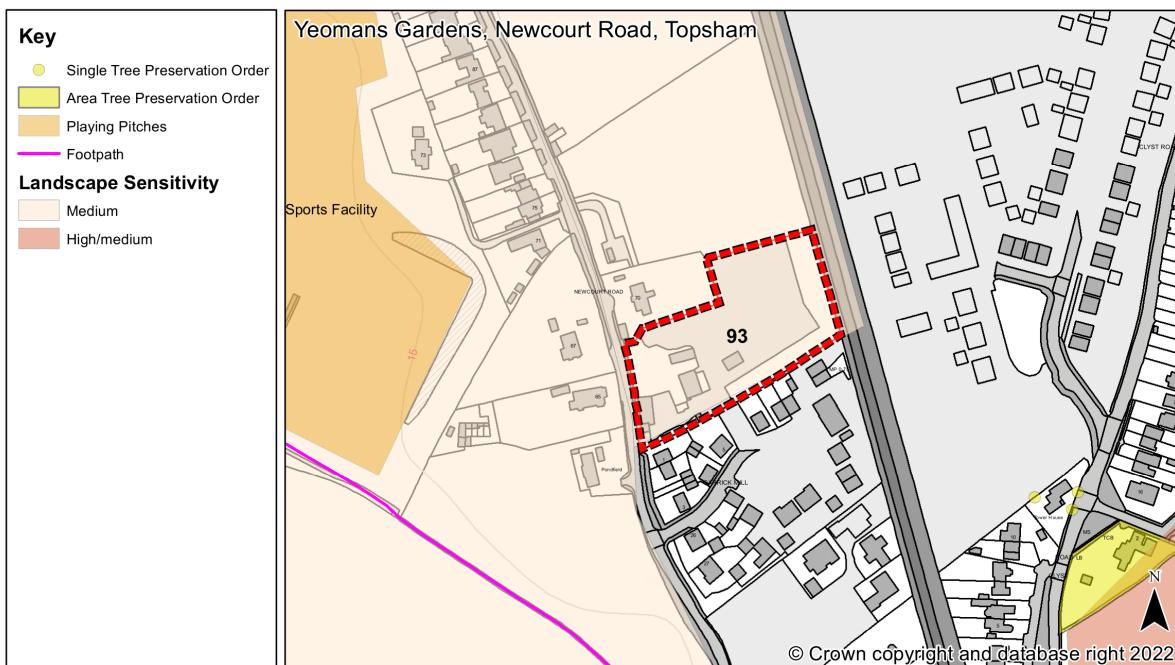
43

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- A mix of types and sizes of home, including affordable housing, that are net zero carbon
- High quality design that respects the amenity of nearby residents, mitigates noise from the rail line and M5, safeguards significant trees and hedgerows and responds to localised surface water flooding
- Measures to minimise car use and promote sustainable and active travel, including financial contributions to significantly improve pedestrian/cycle links to Newcourt and Topsham rail stations, a new pedestrian/cycle bridge over the Avocet line and enhanced bus services between Exeter and Topsham
- Financial contributions towards local health and education services
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Yeomans Gardens, Newcourt Road, Topsham – Site Reference 93



### What is the site like now?

This greenfield site is located on the outskirts of Topsham. It contains a number of greenhouses and sheds, a storage area/construction compound and a residential barn conversion. The Avocet rail line adjoins to the east and Newcourt Road to the west. The surrounding area includes existing homes, areas of land that are currently being built to provide new homes and the M5 motorway.

### How many homes could be built over the next 20 years?

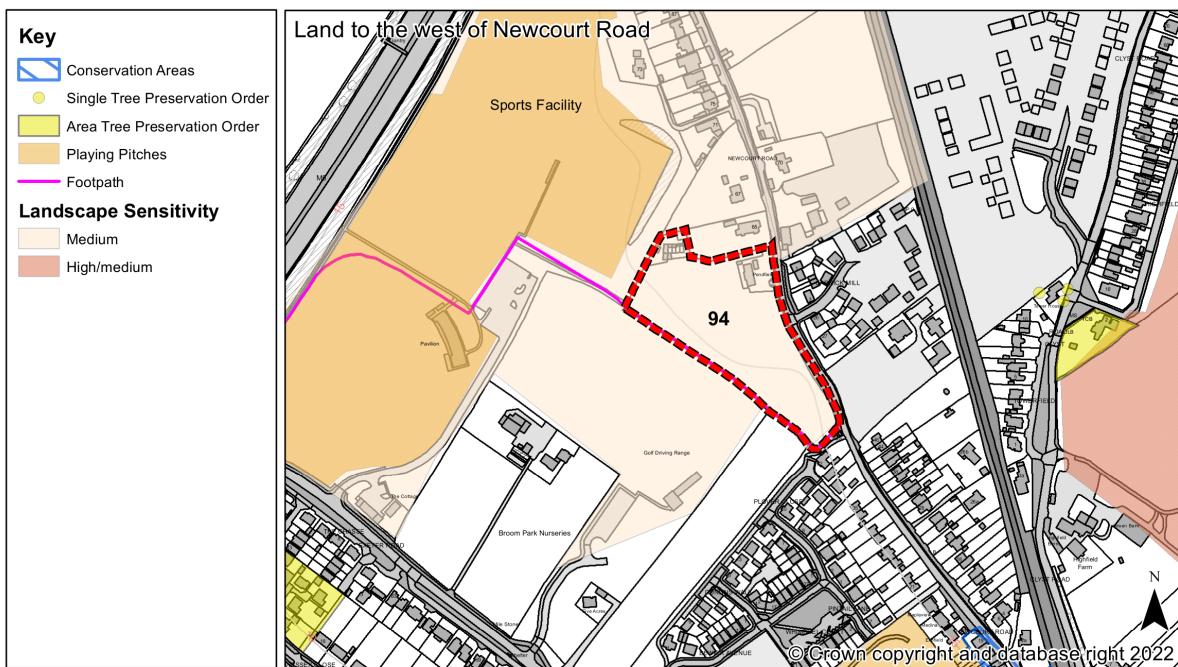
13 (net)

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- A mix of types and sizes of home, including affordable, that are net zero carbon
- High quality design that respects the amenity of nearby residents, mitigates noise from the rail line and M5, safeguards significant trees and hedgerows and responds to localised surface water flooding
- Measures to minimise car use and promote sustainable and active travel, including financial contributions to significantly improve pedestrian/cycle links to Newcourt and Topsham rail stations, a new pedestrian/cycle bridge over the Avocet line and enhanced bus services between Exeter and Topsham
- Financial contributions towards local health and education services
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Land to the west of Newcourt Road, Topsham – Site Reference 94



### What is the site like now?

This greenfield site is located on the outskirts of Topsham. It comprises a bungalow, associated outbuildings and a field and is accessed from Newcourt Road. The surrounding area includes existing homes, areas of land that are currently being built to provide new homes, the Topsham Golf Academy and the M5 motorway.

### How many homes could be built over the next 20 years?

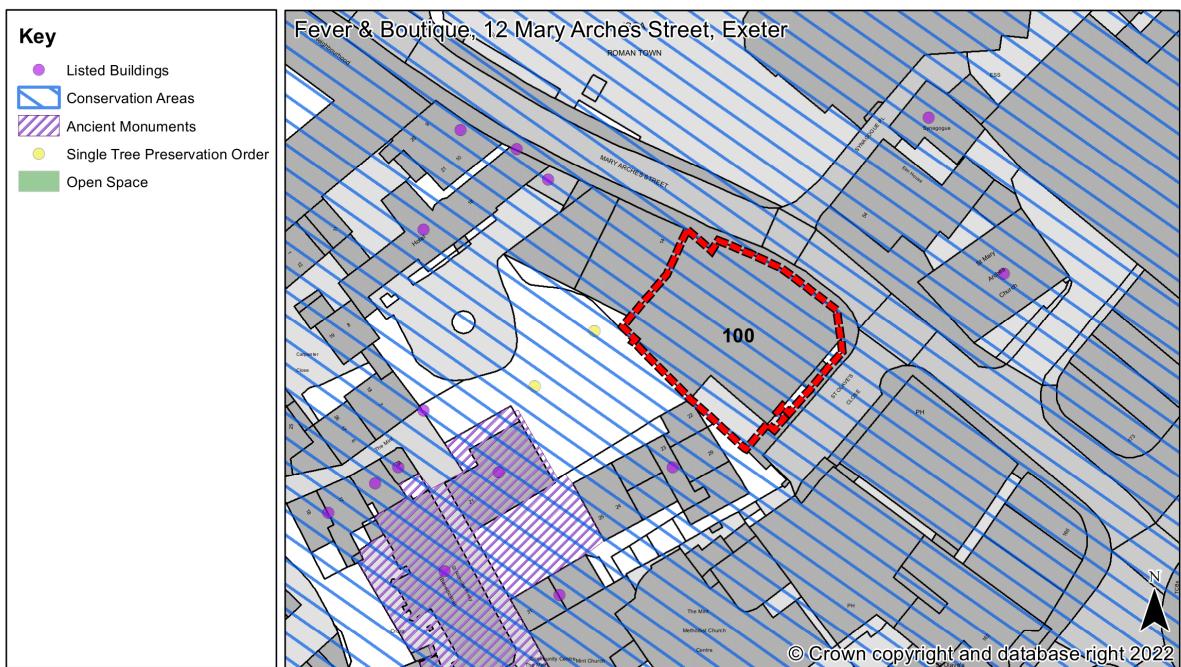
31 (net)

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- A mix of types and sizes of home, including affordable housing, that are net zero carbon
- High quality design that respects the amenity of nearby residents, mitigates noise from the rail line and M5, safeguards significant trees and hedgerows and responds to localised surface water flooding
- Measures to minimise car use and promote sustainable and active travel, including financial contributions to significantly improve pedestrian/cycle links to Newcourt and Topsham rail stations, a new pedestrian/cycle bridge over the Avocet line and enhanced bus services between Exeter and Topsham
- Financial contributions towards local health and education services
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Fever and Boutique, 12 Mary Arches Street - Site Reference 100



### What is the site like now?

This city centre site comprises a nightclub and an apartment and is within the Central Conservation area. The surrounding area contains a range of city centre uses including Mary Arches surface car park, a public house, grade II and II\* listed homes and associated open space, offices and St Mary Arches Church (grade I listed).

### How many homes could be built over the next 20 years?

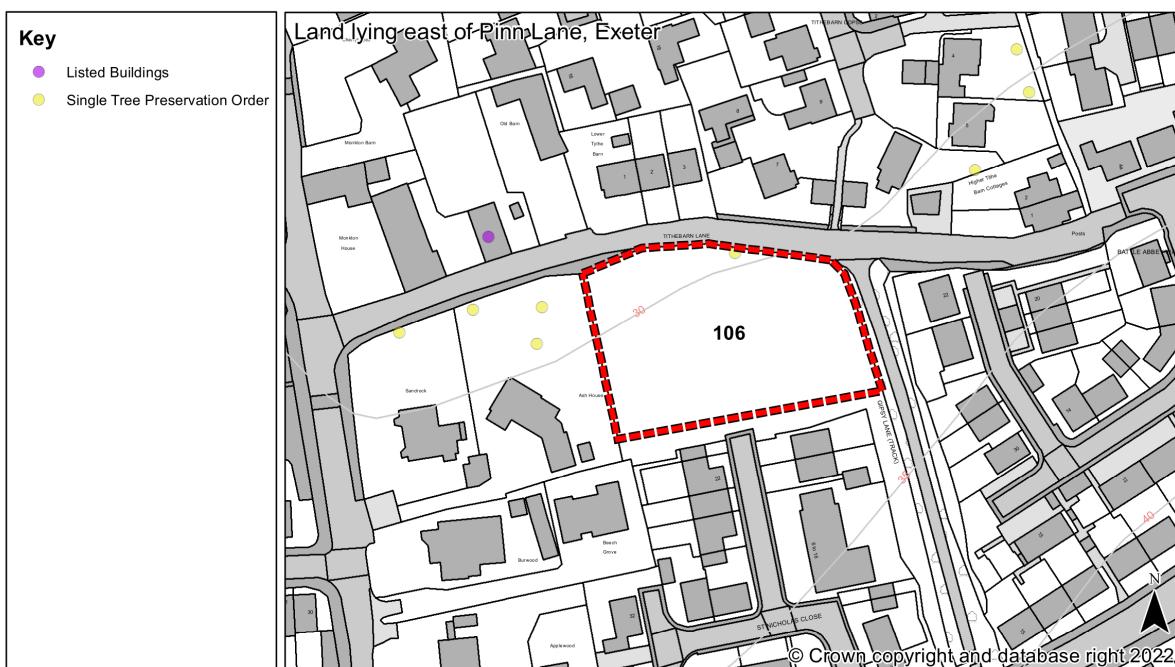
10 (net)

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- A mix of types and sizes of homes, including affordable housing, that are net zero carbon and car free, supported by more sustainable transport measures including car clubs and e-bikes
- High quality, high density design that celebrates and preserves nearby heritage assets, mitigates against noise, safeguards important trees and respects the amenity of neighbouring homes
- Financial contributions towards local health and education services
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Land east of Pinn Lane – Site Reference 106



### What is the site like now?

This greenfield site largely comprises scrub and is within a residential area. Gypsy Lane (pedestrian only) runs along the eastern boundary and Tithebarn Lane is to the north. The site is already allocated for development in the Exeter Core Strategy. The City Council proposes to carry this allocation forward into the Exeter Plan.

### How many homes could be built over the next 20 years?

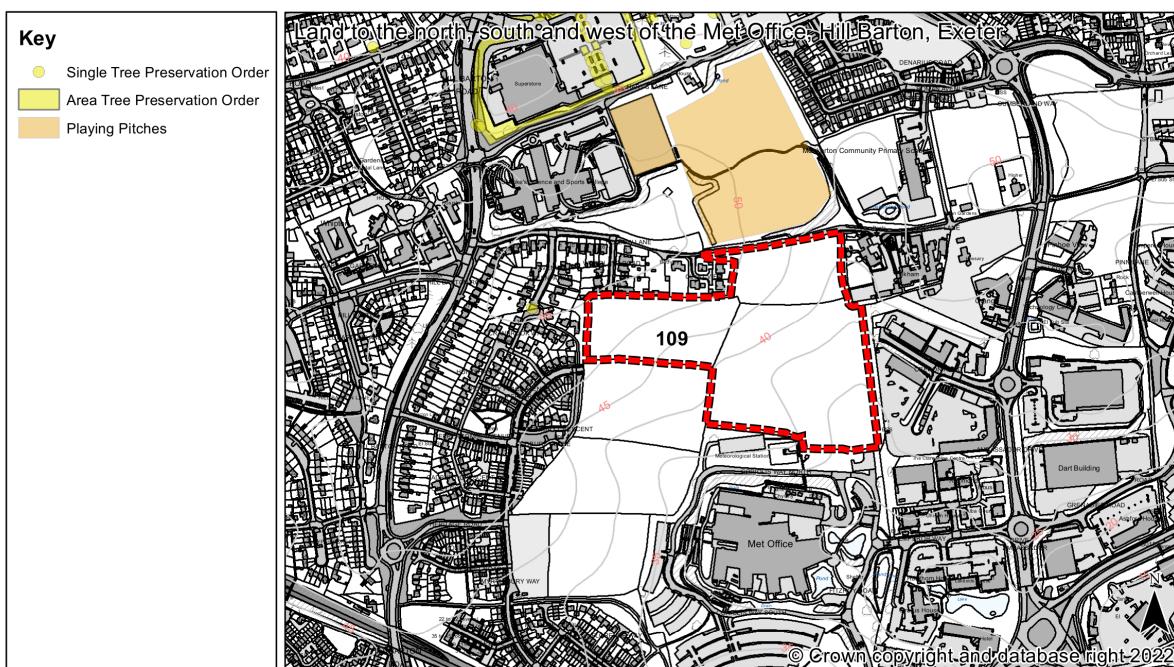
14

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- A mix of types and sizes of home, including affordable housing, that are net zero carbon
- High quality design that respects the amenity of residents living nearby, responds to nearby heritage assets and safeguards significant trees and hedgerows
- Measures to minimise car use and encourage active and sustainable travel, including car-clubs, e-bikes and improvements to cycle and pedestrian links with the surrounding area
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Land north, south and west of the Met Office – Site Reference 109



### What is the site like now?

This greenfield site currently comprises three fields and is located in a residential area, with new homes also being constructed on land to the south. It is also close to the Met Office and Exeter Business Park, which lie to the east. The site is already allocated for development in the Exeter Core Strategy. The City Council proposes to carry the allocation forward into the Exeter Plan.

### How many homes could be built over the next 20 years?

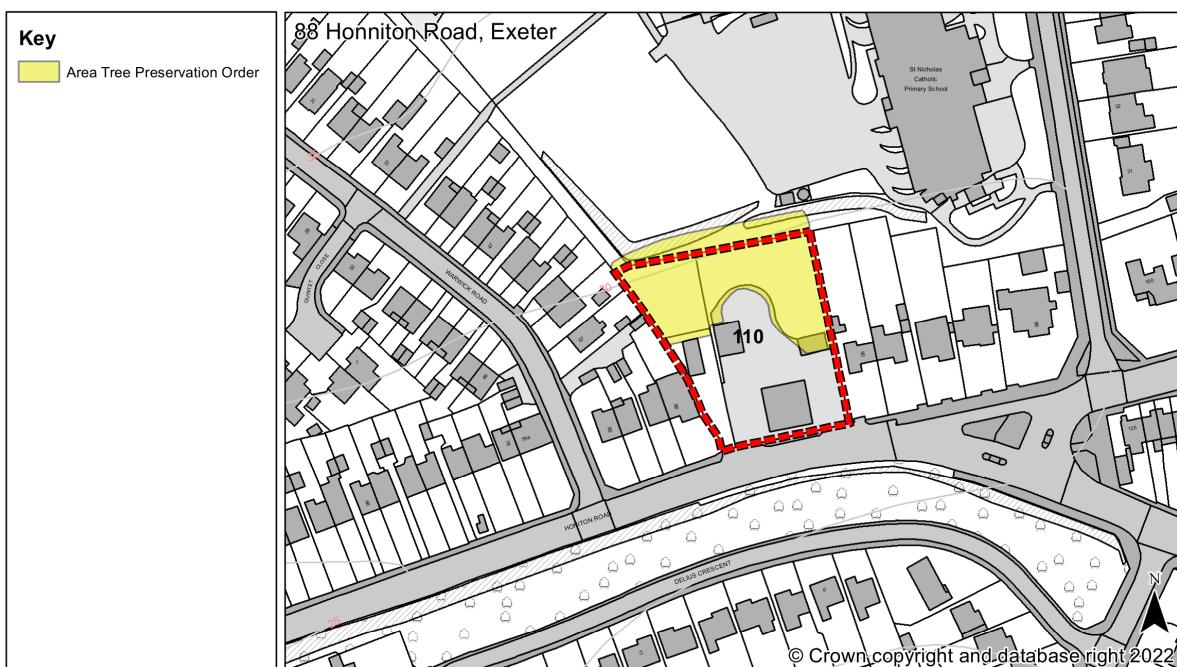
225

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- A mix of types and sizes of home, including affordable housing, that are net zero carbon
- High quality design that respects the amenity of residents living nearby and safeguards significant trees and hedgerows
- Children's play areas and public open space, including the provision of land to help create a new Monkerton Ridge Park
- Measures to minimise car use and encourage active and sustainable travel, including car-clubs, e-bikes and improvements to cycle and pedestrian links with the surrounding area
- Financial contributions towards local health and education services
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## 88 Honiton Road – Site Reference 110



### What is the site like now?

This site is currently occupied by a car wash and some mature TPO trees. 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

### How many homes could be built over the next 20 years?

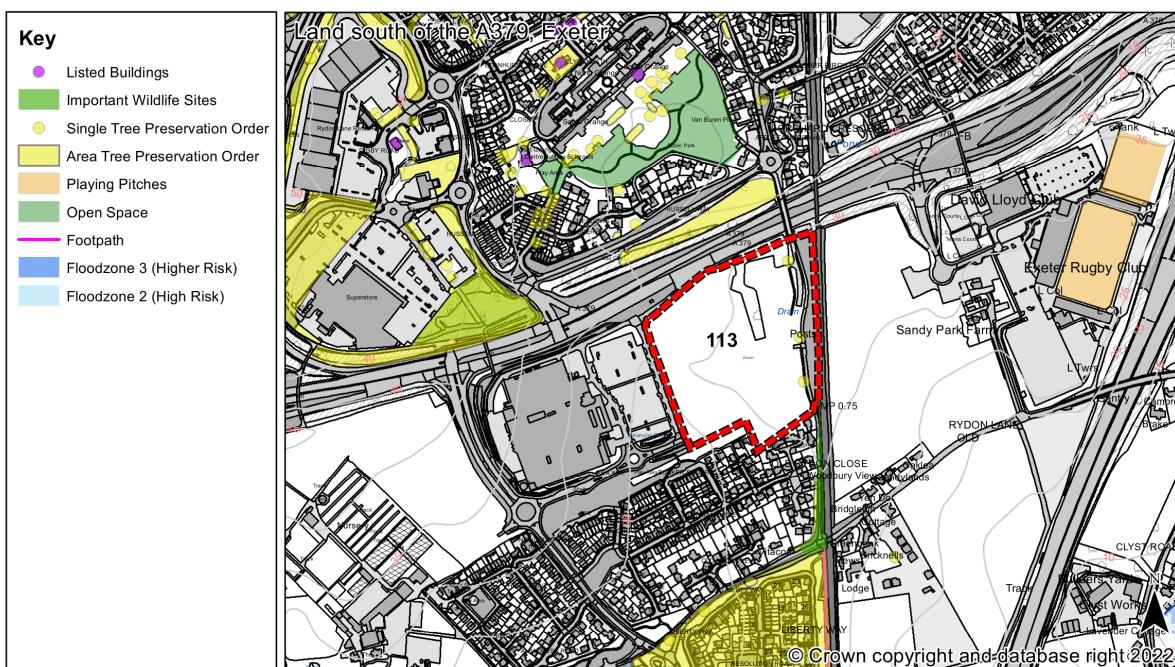
10

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- A mix of types and sizes of homes, including affordable housing, that are net zero carbon
- High quality design that respects the amenity of residents living nearby, protects the TPO trees, responds to localised surface water flood risks and does not create safeguarding issues for St Nicholas School
- Measures to minimise car use and encourage active and sustainable travel, including car-clubs, e-bikes and improvements to cycle and pedestrian links with the surrounding area
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Land south of the A379 – Site Reference 113



### What is the site like now?

This greenfield site largely comprises scrub and some tree cover. An Ikea store adjoins to the west, the A379 runs along the northern boundary and the Avocet rail line lies to the east. To the south is a residential area. The site is already allocated for development in the Exeter Core Strategy. The City Council proposes to carry this allocation forward into the Exeter Plan.

### How many homes could be built over the next 20 years?

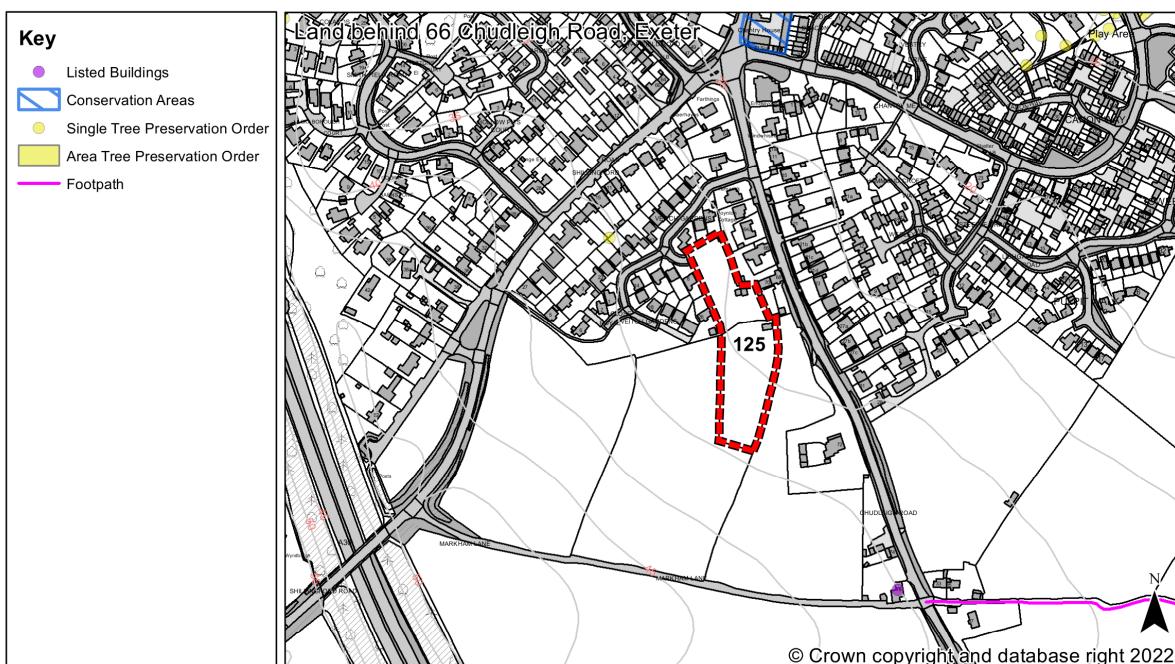
184

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- A mix of types and sizes of home, including affordable, that are net zero carbon
- High quality design that respects the amenity of residents living nearby, safeguards significant trees and mitigates against noise from the A379 and rail line
- Children's play areas and public open space
- Measures to minimise car use and encourage and active and sustainable travel, including car-clubs, e-bikes and improvements to cycle and pedestrian links with the surrounding area
- Financial contributions towards local health and education services
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

## Land behind 66 Chudleigh Road – Site Reference 125



### What is the site like now?

This greenfield site is located towards the edge of the city, to the south of existing homes. The southern half of the site is already allocated for development in the Exeter Core Strategy as part of the South West Alphington Strategic Allocation. The City Council proposes that the existing allocation should be expanded northwards in the Exeter Plan, to cover the area of land immediately rear of 66 Chudleigh Road.

### How many homes could be built over the next 20 years?

16

### What might the site be like in the future?

The site has the potential to provide a great place to live, with development that could include:

- High quality and net zero carbon design that takes into account the site's biodiversity assets, respects the amenity of neighbouring homes and responds to localised surface water flood risk.
- A mix of house sizes and types, including affordable housing
- New or improved pedestrian/cycle links with the surrounding area
- Well-managed public open space
- Financial contributions towards local health, education and public transport services
- A net gain in biodiversity and funding for measures to reduce the recreational impact of development on the Exe Estuary and, where relevant, other nearby internationally important sites

# The Exeter Plan

This is our city • This is our future



Your views are valued and responses to the questions will help shape the future of the new Exeter Plan.

## Contact details

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Please contact us to request this information  
in an alternative format or language.

We consider requests on an individual basis.