The Exeter Plan
This is our city • This is our future

Outline Draft
Consultation Report
March 2023

Exeter City Council

Liveable Exeter

EXETER LIVE BETTER

Contents

1   Introduction

1.1   This report provides the review of the responses received to the Exeter Plan outline draft consultation. The outline draft met Regulation 18[1] of the plan making regulations.

1.2   The outline draft consultation was the second round of consultation undertaken in the plan making process for the Exeter Plan which will cover the city's development needs 2020-2040. The outline draft[2] included the vision for the city, potential development sites for a mixture of uses including housing and a set of draft policies. This version was not a full draft. Further policies will be written and other sites may be included in future rounds of consultation.

1.3   The Exeter Plan will detail key policies for development in the city. The content of the plan has to pass examination by the Planning Inspectorate and is statutory. This had implications for the way in which the consultation was undertaken but specific efforts were made to provide an interesting and accessible consultation using a variety of engagement activities.

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[1] The Town and Country Planning (Local Planning) (England) Regulations 2012 (legislation.gov.uk)
[2] Have Your Say Today - Exeter Plan - Commonplace

2   The consultation

2.1   The outline draft Exeter Plan was available for public comment between 26 September and 19 December 2022. This twelve-week period was twice the statutory required minimum and the six weeks set out in the Council's Consultation Charter.

2.2   Responses to draft policies and sites were invited online through the Commonplace online engagement platform. The option to email or post responses was also available, along with the availability of paper copies of consultation questions on request, plus other means and support as required.

2.3   This report summarises responses to the consultation. Consultation questions were structured in order to enable respondents to provide detailed comments or to reply quickly and easily if they had less time. A five point scale of agreement and an open question asking respondents to explain why they felt that way was posed for every policy and potential site allocation contained within the outline draft. Detailed consideration of the responses received will take place throughout 2023 and will feed into the development of the next draft of the Exeter Plan.

2.4   The consultation was promoted through extensive means including:

- Regular inclusion in Exeter City Council's weekly e-newsletter (available through 'Stay Connected') which goes to over 4,000 people across the city.

- 15 public exhibitions held across the city in every ward, running daytime into evening to promote access. Officers from the City Development team spoke to over 1,000 people at these events. Each exhibition included display boards, online access to Commonplace via an iPad, paper copies of the plan and evidence material and the opportunity for people to ask questions and discuss policies and potential sites.

- Email / post notification for all those included on Exeter City Council's planning policy database.

- A series of press releases.

- Digital advertising screens at ten locations in the city including prominent locations such as Central Station, the bus station, St Sidwell's Point Leisure Centre and the RAMM (museum).

- A bridge banner over Bridge Road, a key route into the city.

- Adverts on Exeter City Council's fleet of bin lorries facilitating repeat coverage of all households in Exeter.

- Article in Iscatape – Exeter's talking newspaper for visually impaired people.

- Print posters: 200 across all wards in the city including libraries, community centres, parks, car parks and shops.

- Articles included in the September 2022 and November 2022 editions of the Exeter Citizen which goes to each address in Exeter.

- Events and workshops for students at the University of Exeter and at Exeter College.

- Promotion through Exeter Connect and associated networks including a workshop with community organisations, such as Inclusive Exeter, the YMCA and Exeter Connect.

- Promotion through Community Builders working at neighbourhood level in all Exeter wards

- Social media platforms: including Facebook, Instagram and Nextdoor via Exeter City Council, other Exeter organisations, many of the Exeter Plan exhibition venues social media pages and calendars.

- An online video outlining the Exeter Plan.

- Prominence on the City Council's webpage.

- Fully accessible online consultation documents, plus other formats available on request.

- Copies of the outline draft consultation document available in all of the city's libraries.

- Permanent displays at Exeter venues including St Sidwell's Point Leisure Centre, Riverside Leisure Centre, RAMM (museum), Exeter Tickets (Corn Exchange) and the Civic Centre.

- Promotion in advance of the outline draft consultation included Exeter City Council's work with a local artist on a 'the Future of the High Street project' which was held in a vacant High Street shop unit during May 2022. The Local Plans team also attended RAMM's Brick by Brick LEGO exhibition to speak to visitors about the future of the city during July and August 2022.

2.5   The Council held 15 exhibitions across the city, with one in each of the 13 wards plus a city centre exhibition and one at the University. The exhibitions attracted a total of 1053 attendees. The availability of venues during the consultation period was a key factor in determining when and where the exhibitions were held. The attendance figures will be considered when planning future consultations, with scope to target additional promotion or use an alternative venue within the wards where attendance was lower.

2.6   Table 1 outlines attendance by exhibition location. The exhibition at Matthews Hall in Topsham received the most attendees (198), followed by the exhibition in St David's ward at the Quayside (154), and the city centre exhibition at the Guildhall (97). The exhibitions in the wards of Exwick (39), St Loyes (34) and Mincinglake & Whipton (23) received the fewest attendees. The event at the University was held in an open forum with a high volume of passers-by and it was not possible to count the number of attendees at this event.

Ward	Venue	Number of attendees
Topsham	Matthews Hall	198
St David's	Custom House, Quayside	154
City Centre	The Guildhall	97
Pennsylvania	St James' Church Hall	83
Duryard & St James	St Sidwell's Community Centre	81
Alphington	Alphington Village Hall	76
St Thomas	St Thomas Parish Church Hall	64
Heavitree	Heavitree Park Community Hub	60
Newtown & St Leonard's	Newtown Community Centre	50
Pinhoe	America Hall	50
Priory	Wonford Methodist Church Hall	44
Exwick	The Thatched House	39
St Loyes	St Lawrence Church and Community Hall	34
Mincinglake & Whipton	The Beacon	23
University	The Forum	N/A
TOTAL		1053

Table 1: Number of exhibition attendees by exhibition

3 The survey

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

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

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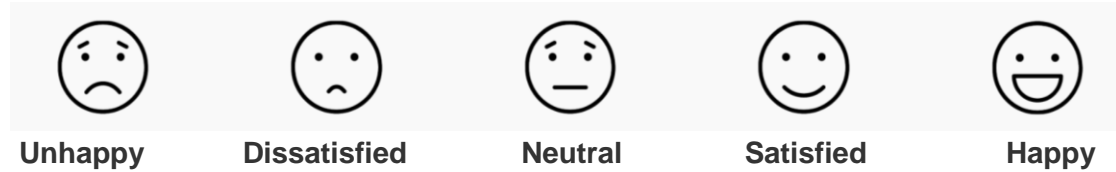
3.2 Respondents had flexibility in responding and were able to choose which sections of the consultation they completed. It was not a requirement to provide an answer to all sections or all questions. It was possible to answer the 'initial feeling' question without providing further comment or vice versa.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

4   Response overview

4.1   The Exeter Plan Commonplace website received 15,781 hits and 1489 people, organisations and companies responded to the survey. Table 2 outlines how respondents chose to submit their comments. Most (1382 responses) were submitted online through Commonplace, but a significant number were also received via email (90 responses). The 107 responses not submitted via Commonplace were manually added to Commonplace by the Local Plans Team to be counted in the results.

Method of submission	Number of respondents
Commonplace	1382
Email / PDF	90
Handwritten	17
TOTAL	1489

Table 2: Number of respondents by method of submission

4.2   The consultation survey included the option to outline whether the response was on behalf on an individual or an organisation. The majority of the 1489 unique respondents were individuals (1138) with 84 stating they were responding on behalf of an organisation. A list of these organisations can be found in Appendix C. Table 3 below outlines a breakdown of the respondent type, including type of organisation. There were 267 respondents who left this question blank and did not identify whether they were an individual or organisation.

Respondent type	Number of respondents
Individuals	1138
Other Organisations	40
Developers / Agents / Land Promoters	25
Government Agencies / Public Bodies	11
Councils	7
Parish Councils	1
Blank	267
TOTAL	1489

Table 3: Number of respondents by respondent type

4.3   The consultation survey included an option for the respondent to select their age range. 684 responses were either left blank or respondents selected 'prefer not to say' leaving 805 with an age range provided. The highest numbers of respondents fell between the four age brackets between 35-74 years, with 35-44 years and 45-54 years being equally top with 165 respondents in both of the age categories. The distribution of ages is presented in Graph 1.

4.4.   The consultation's extensive online presence and its promotion, particularly discussions with community groups, the University and Exeter College intended to broaden outreach including engaging with younger age ranges. The figures below

appear promising, and while there is no past data to compare these figures with, it offers a benchmark for future consultation data.
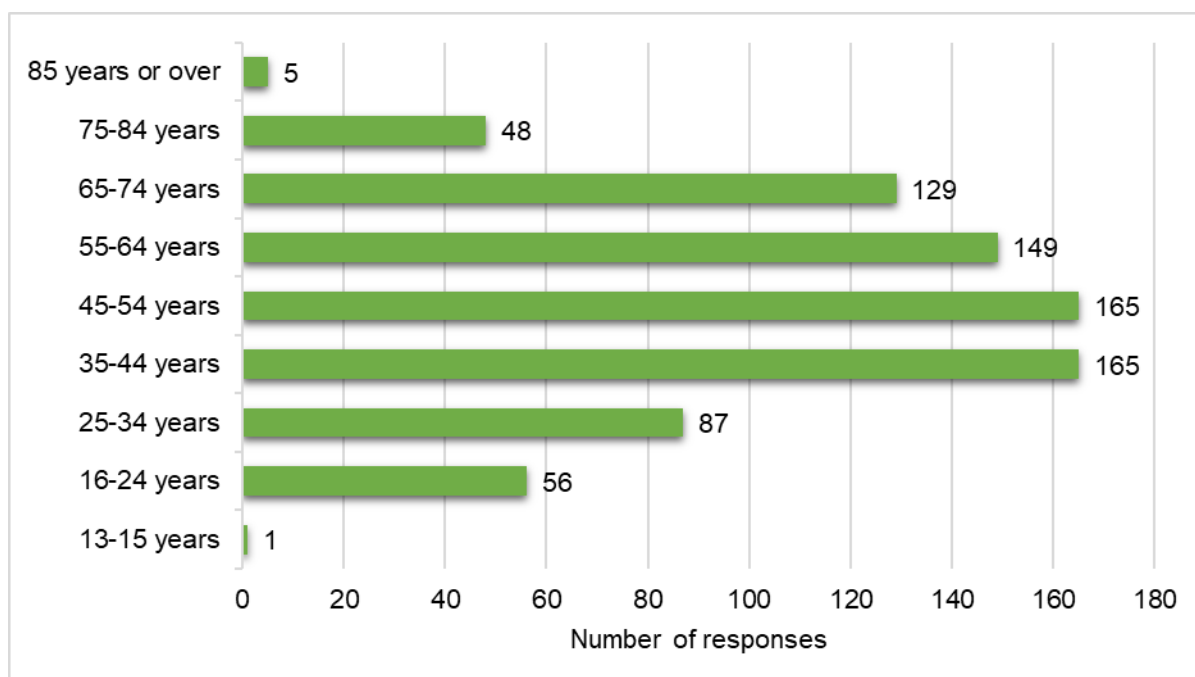
Graph 1: Age range distribution of respondents

*684 responses not included in graph 1 as option left blank or 'prefer not to say' selected.

4.5   The survey provided an option for respondents to identify their location (where they lived). Table 4 outlines where respondents were located geographically. Most respondents (957) were from Exeter, a breakdown of this by ward is provided in Graph 2. There were 123 respondents from the rest of Devon, with the majority of these from East Devon (44), Mid Devon (29) and Teignbridge (19). The 14 responses classed as 'other' included Bromsgrove, Cornwall, Taunton, and Windsor.

Location	Number of respondents
Exeter	957
East Devon	44
Mid Devon	29
Teignbridge	19
Dorset	5
North Devon	5
Torbay	3
West Devon	3
Torridge	1
Other	14
Blank	409
TOTAL	1489

Table 4: Number of respondents by location

4.6 There were 957 respondents reporting to be located in Exeter. Graph 2 outlines the respondents who identified which Exeter ward they were from and lists the wards in order of number of survey respondents from highest to lowest. Graph 2 also shows the number of exhibition attendees by ward. There were a further 283 respondents who left this option blank.

4.7 Graph 2 demonstrates that St David's ward received the highest number of survey responses (93 responses), and was also the second highest attended exhibition (154 attendees). The Topsham exhibition received the highest attendance figure (198) and ranked third in the number of responses received (72). Mincinglake and Whipton received the fewest survey responses (21), this was also the exhibition location with the fewest exhibition attendees (23).

4.8 Graph 2 also shows that in 9 wards there were a greater number of exhibition attendees than respondents. In the remaining 4 wards, there were more respondents than exhibition attendees (Heavitree, Newtown & St Leonards, Pinhoe, St Loyes).

4.9 The consultation survey asked respondents to identify their connection to Exeter. 651 left this option blank and of those who did provide a connection, the vast majority were Exeter residents (705 respondents). Table 5 outlines that 83 respondents work or own a business in Exeter, 27 study in Exeter, and 18 commute through. The 'other' category included those who visit Exeter to use facilities or services, a landowner, and someone who hopes to live in the city.

| Connection to Exeter	Number of respondents
I live here	705
I work here	59
I study here	27
I own a business here	24
I commute through	18
Other	5
Blank	651
TOTAL	1489

Table 5: Number of respondents by connection to Exeter
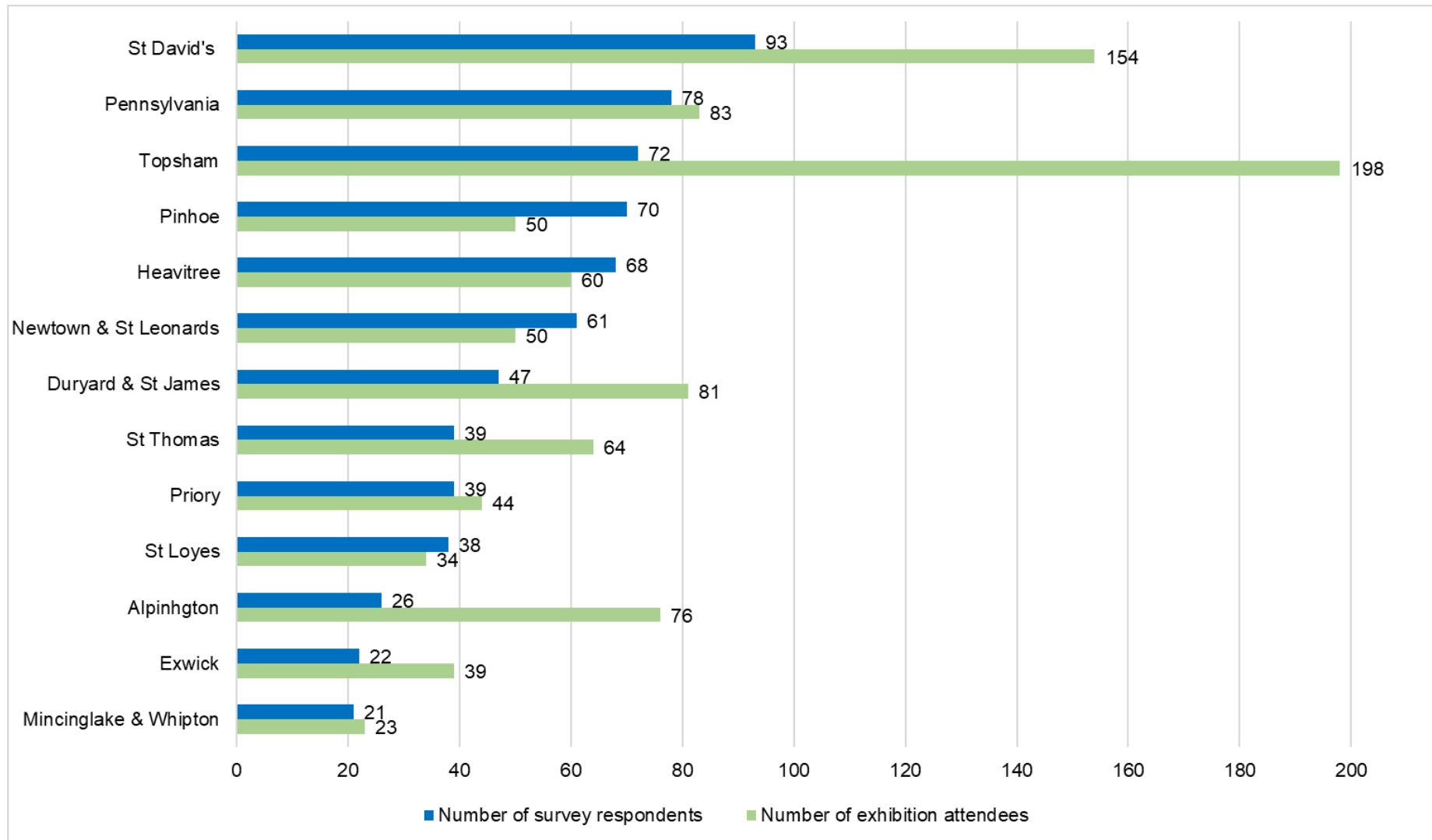
Graph 2: Exeter ward areas in order of number of survey respondents, second bar showing number of exhibition attendees

Graph does not include 283 responses left blank.

5   Quick survey

5.1   The online 'quick survey' listed eleven topics and asked respondents to select a maximum of three that they considered the most important for the Exeter Plan. The eleven topics reflected the spatial strategy put forward in the Exeter Plan. The strategy steers the majority of development to brownfield sites in order to protect the city's landscape setting and retain Exeter's environmental quality, as well as helping 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. The 'quick survey' aimed to provide an indication of the issues that respondents feel most strongly about.

5.2   The 'quick survey' received 773 responses and was the most responded to question in the consultation. The survey placed 'tackling climate change' (321 selections), 'supporting development which reduces the need for people to travel by car' (320 selections), and 'providing good quality, affordable homes' (316 selections) as the three issues most frequently selected within people's top three most important.

5.3   The three topics with the fewest selections in people's top three most important issues were 'supporting well paid jobs' (121 selections), 'supporting culture and heritage' (121 selections) and 'minimising the risk of flooding' (72 selections). The full list of topics are presented in order of the number of selections each received in Graph 3.
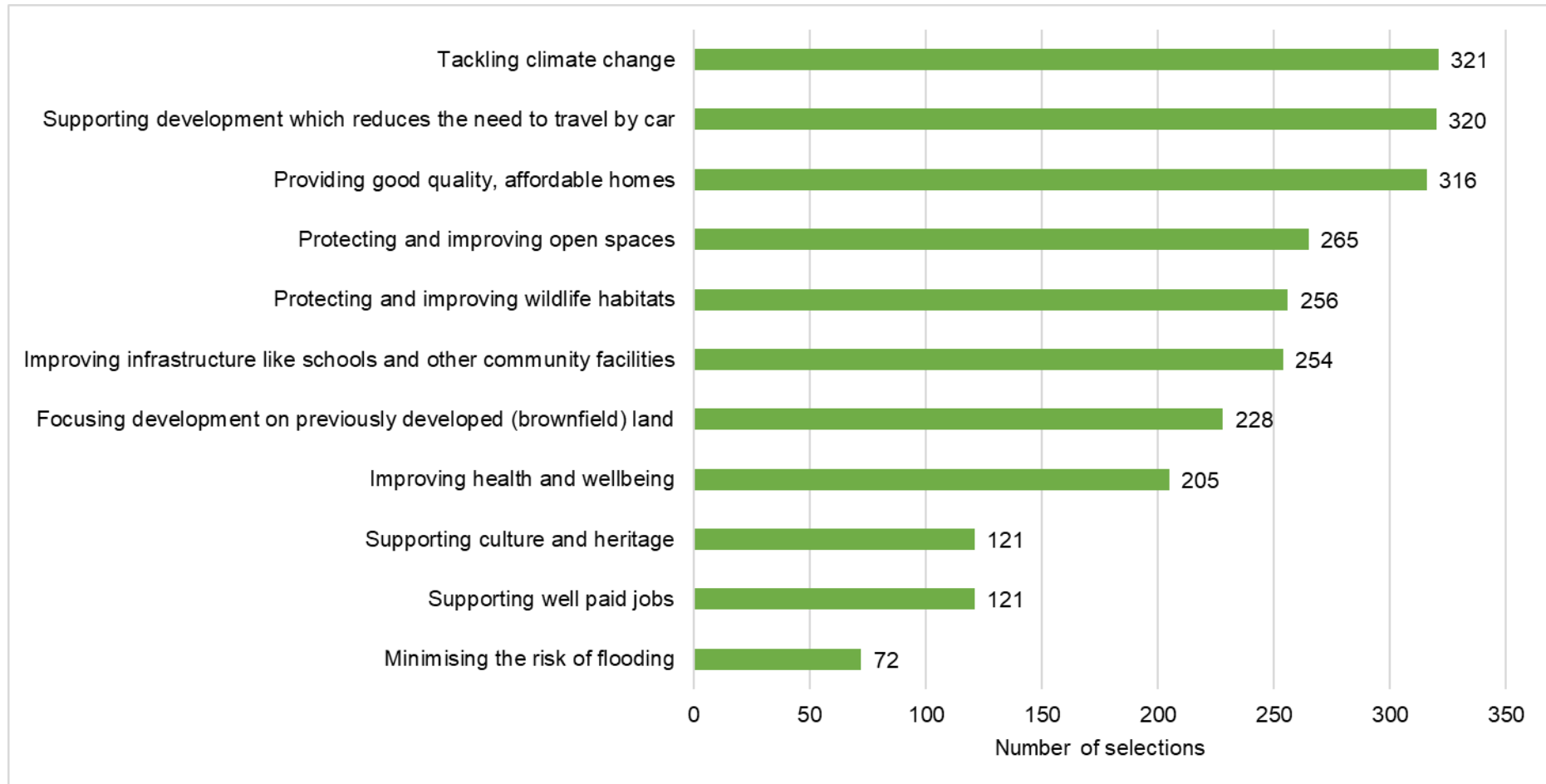
Graph 3: Quick survey topics in order of number of selections

6 Draft policies

6.1 The outline draft Exeter Plan contained 28 draft policies for comment covering a range of topics. 27 of these were included in the policy section of the consultation survey. Policy H2: 'Housing allocations' listed all the potential development sites for allocation in the Exeter Plan and was not included in the consultation survey as a policy as these potential development sites contained were all consulted on as individual sites.

6.2 This section provides a general overview of the responses to the draft policies included within the outline draft. Summaries of the responses received on each policy can be found in Appendix A. All comments received will be considered in drafting the next version of the Exeter Plan.

6.3 The policies generally received a greater volume of responses than the potential sites. The average number of responses to the 'initial feeling' question for policies was 70, whereas sites received an average of 40 responses. Furthermore, the average number of full policy comments was 62, whereas sites received an average of 34 comments.

6.4 Graph 4 presents the policies in order of the number of 'initial feeling' responses received, running highest to lowest. Graph 4 also includes the number of comments received on each policy. Policy S1: Spatial Strategy received the most 'initial feeling' responses (147) and comments (141) when compared to all other policies, and policy IC3: Viability received the fewest responses (26 'initial feeling' and 23 comments).

6.5 Six of the 27 policies received 100 or more 'initial feeling' responses, and out of those six, all but policy HS1: The vitality of our high streets, also each received over 100 comments. Table 6 lists the six policies in order of number of responses, starting with the highest.

Policy	Number of 'initial feeling' responses	Number of comments
S1: Spatial strategy	147	141
STC1:Sustainable movement	126	126
CE1: Net zero Exeter	126	118
S2: Liveable Exeter delivery principles	121	112
HS1: The vitality of our high streets	105	92
H1:Housing requirement	103	130

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

6.6 Seven of the 27 policies consulted on received 40 or fewer 'initial feeling' responses, and fewer than 40 comments. Table 7 lists the seven policies in order.

Policy	Number of 'initial feeling' responses	Number of comments
EJ1: Economic growth in the transformational sectors	40	38
EJ3: New forms of employment provision	37	22
IC2: Community facilities	36	37
IC1: Delivery of infrastructure	33	37
EJ2: Retention of employment land	33	28
EJ4: Access to jobs and skills	32	24
IC3: Viability	26	23

Table 7: The seven policies with the lowest numbers of responses
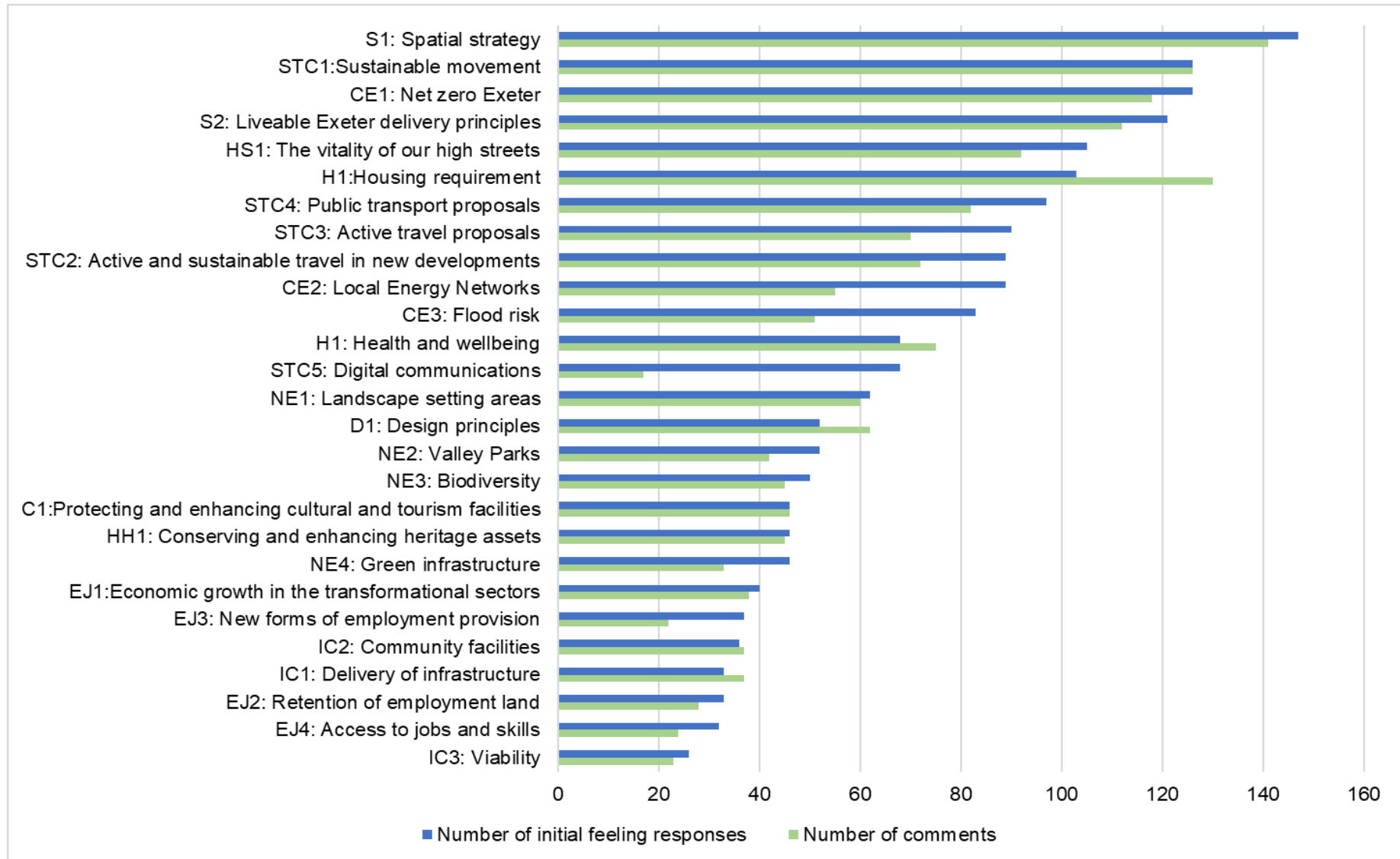
Graph 4: Policies in order of number of 'initial feeling' responses per policy, second bar showing number of comments on each policy

6.7   The responses to the question asking people about their 'initial feeling' about each of the policies show that the majority of policies (20 of the 27 policies) were generally well received with 50% or more respondents selecting feeling 'satisfied' or 'happy' with the policy. The remaining seven policies received less than 50% of people selecting feeling 'satisfied' or 'happy'. Table 8 lists the policies based on the percentage feeling 'satisfied' or 'happy'.

50% or more feeling 'satisfied' or 'happy' with policy	Less than 50% feeling 'satisfied' or 'happy' with policy
S1: Spatial strategy	H1: Housing requirement
S2: Liveable Exeter delivery principles	STC1: Sustainable movement
CE1: Net zero Exeter	C1: Protecting and enhancing cultural and tourism facilities
CE2: Local Energy Networks	H1: Health and wellbeing
CE3: Flood risk	IC1: Delivery of infrastructure
EJ1: Economic growth in the transformational sectors	IC2: Community facilities
EJ2: Retention of employment land	IC3: Viability
EJ3: New forms of employment provision	
EJ4: Access to jobs and skills	
HS1: The vitality of our high streets	
STC2: Active and sustainable travel in new developments	
STC3: Active travel proposals	
STC4: Public transport proposals	
STC5: Digital communications	
NE1: Landscape setting areas	
NE2: Valley Parks	
NE3: Biodiversity	
NE4: Green infrastructure	
HH1: Conserving and enhancing heritage assets	
D1: Design principles	

Table 8: Policies by initial feeling: 'satisfied' or 'happy' (50% and above, or under 50%)

6.8   As can be seen from Table 8, more than 50% of the 'initial feeling' responses to policy S1 on the spatial strategy were positive. Around 28% of responses were neutral, while 21% were negative. This policy sets the tone for the whole plan, providing the key approaches to the main issues facing Exeter. The significantly greater proportion of positive responses to negative suggests broad support for the central elements of the emerging plan.

6.9   Graph 5 presents the policies in order of the percentage of responses feeling positive i.e. those responding with 'satisfied' or 'happy'. These have been grouped together, as have 'dissatisfied' or 'unhappy' to represent negative responses. These are included in graph 4 along with 'neutral' responses. Policies on the natural environment, climate change, design, and active travel received the greatest percentages of positive responses.

6.10   Graph 5 shows that all but two of the policies received a greater proportion of positive 'initial feeling' responses than negative. The two policies that were more negatively received were H1: Housing requirement (44% negative responses compared to 29% positive), and IC3: Viability (43% negative responses compared to 34% positive). Policy IC1: Delivery of infrastructure also received only a slightly higher percentage of positive responses (36%) than negative (33%). With only 3% difference, this result was a lot closer than any other policy. Policy responses are presented in greater detail in Appendix A, but in summary, respondents were critical of policy H1 due to its focus on housing numbers with a lack of mention of housing types. The text associated with the policy stated that evidence on this is still being gathered and that further policies covering this content will be included in the next round of consultation.

6.11   Negative feeling towards policy IC1 was expressed in comments regarding a lack of detail on the infrastructure to be delivered, requests for further information on delivery and the need for infrastructure provision at an early stage of a development.

6.12   Two policies received over 70% positive 'initial feeling' responses as well as a low percentage of negative. These were policy NE2: Valley Parks (71% positive responses compared to 2% negative) and policy ST5: Digital communications (71% positive responses compared to 4% negative). While further detail is included in Appendix A, the comments received to these two policies expressed support for protecting and enhancing the Valley Parks and the importance of digital connectivity. The more critical responses referred to the extent Valley Park protections and concerns over potential development that could occur there.

6.13   Most policies received comments suggesting that a range of other topics should be included within the policy being commented upon. This is an important point as the issues and policies contained within the Exeter Plan are all interlinked. It is worth taking note that the Exeter Plan, including all its policies, are to be read and implemented as whole, together with other relevant policies and legislation.

6.14   The survey responses reflect the mixed reception and opinions on the policies. However, it is possible to conclude from the results of the survey that the majority of policies were generally positively received. Policies on the natural environment, climate change, design and active travel received the greatest percentages of positive responses. Importantly policy S1: Spatial strategy, which underpins the entire plan received broad support.

6.15   Nearly all of the policies received some critical comments due to a lack of policy detail, some of which will come forward in later drafts.
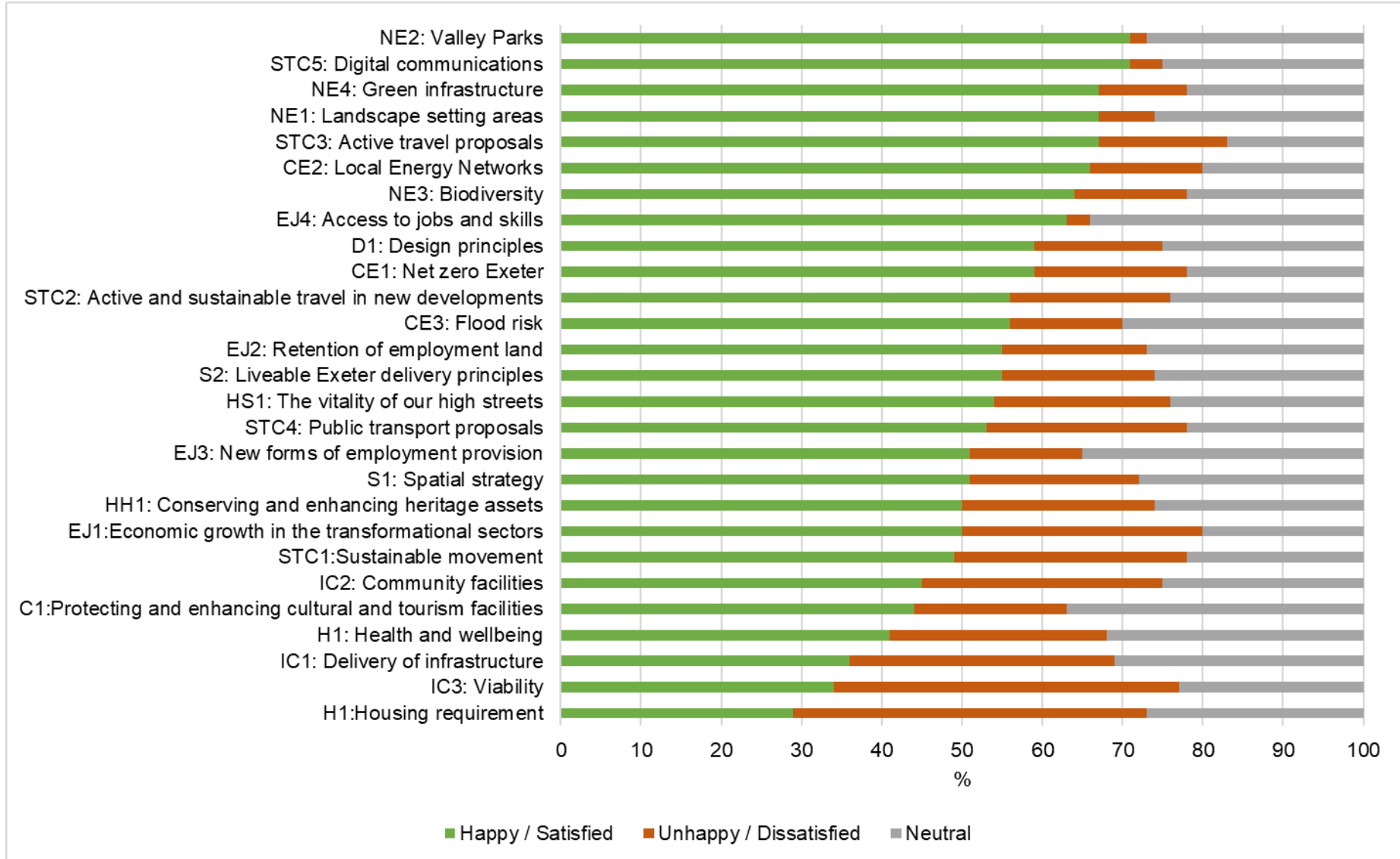
Graph 5: Policies in order of percentage of respondents who felt 'satisfied' or 'happy' with the policy

7 Potential sites

7.1 The outline draft Exeter Plan proposed 28 sites for either mixed used or housing development. The sites varied significantly in scale, ranging from 6 to 1880 homes up to 2040. Policy H2: 'Housing allocations' listed the 28 potential development sites for allocation in the Exeter Plan and these were consulted on as individual sites within the survey.

7.2 This section provides a general overview of public reaction to the potential sites included within the outline draft. Summaries of the responses received on each site can be found in Appendix B. Responses to comments received through the consultation are not provided in this report. All comments received will be considered in drafting the next version of the Exeter Plan.

7.3 23 sites were submitted through the consultation. This included 5 new sites in Exeter, 13 resubmissions in Exeter and 5 sites outside of Exeter. A list of the sites submitted during consultation is available in Appendix D

7.4 The potential sites generally received fewer responses, both 'initial feeling' and comments, than the policies. The average number of responses to the 'initial feeling' question for sites was 40, whereas policies received an average of 70 responses. Furthermore, the average number of comments on sites was 34, whereas policies received an average of 62 comments.

7.5 Graph 6 presents the sites in order of the number of 'initial feeling' responses received, running highest to lowest. Graph 5 also includes the number of comments received on each site. Out of all of the sites, East Gate received the highest number of 'initial feeling' responses (90), and Marsh Barton received the highest number of comments (71).

7.6 The sites are presented in order of the number of 'initial feeling' responses received, running highest to lowest, in graph 5. The graph also includes the number of comments received on each site. Three of the 28 sites consulted on received over 80 'initial feeling' responses.

7.7 Table 9 lists the five sites that received over 60 'initial feeling' responses in order of number of responses, starting with the highest. These five sites also received the highest number of comments out of all sites, all receiving more than 50 comments. The five include a range of sites with three large mixed use brownfield sites, one small brownfield site, and one small greenfield site. Chestnut Avenue received a high response rate due to widespread local concern regarding the potential loss of the playground, despite the site description outlining that the development could include enhancements to the existing play area and open space.
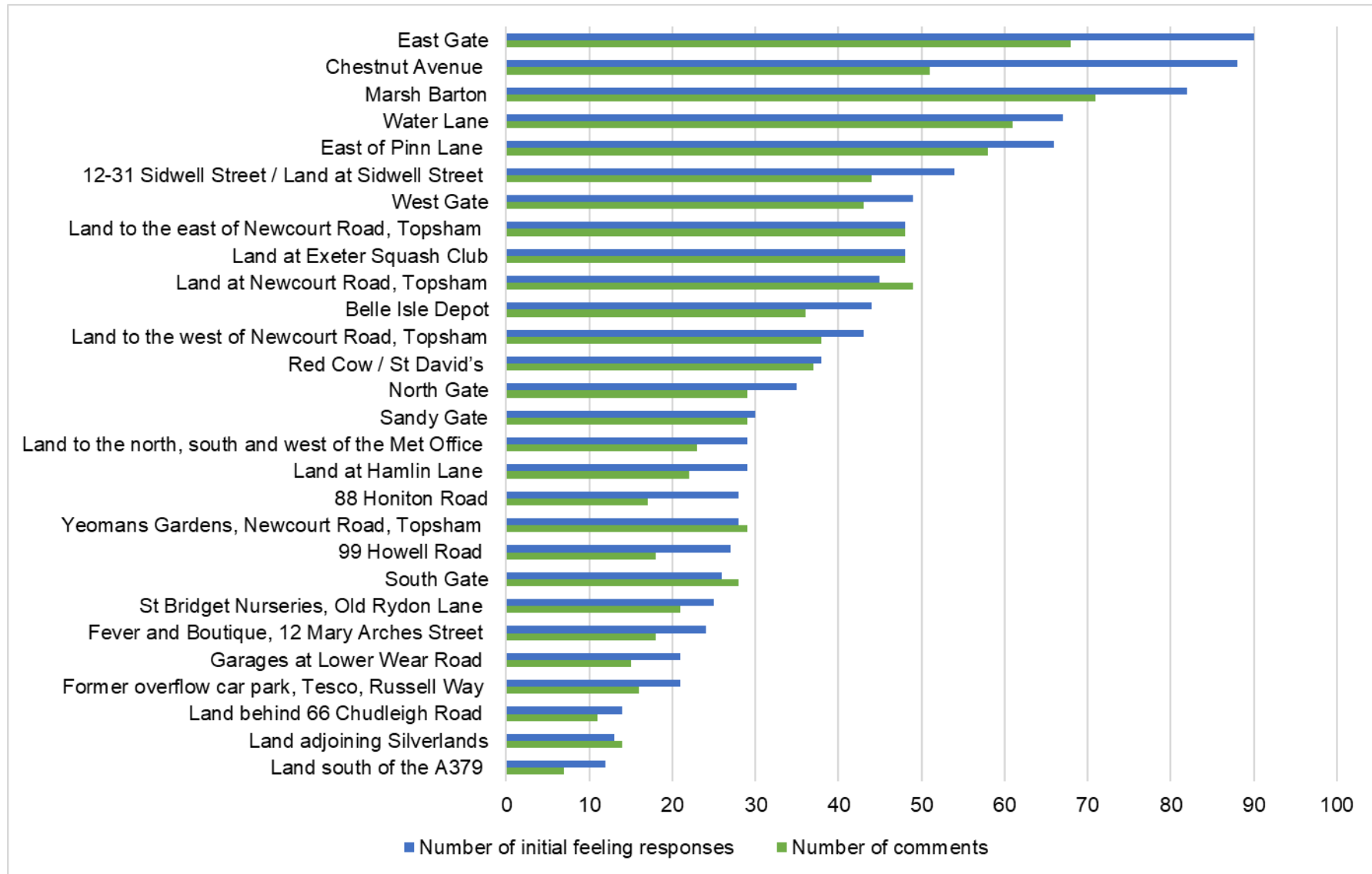
Site	Number of 'initial feeling' responses	Number of comments
East Gate	90	68
Chestnut Avenue	88	51
Marsh Barton	82	71
Water Lane	67	61
East of Pinn Lane	66	58

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

7.8   Three of the 28 sites consulted on received less than 20 'initial feeling' responses, and less than 20 comments on each. The three sites are all greenfield and of varying sizes. Two of the sites, wholly or in part, are already allocated in existing planning policy. Table 10 lists the three sites in order of number of 'initial feeling' responses.

Site	Number of 'initial feeling' responses	Number of comments
Land behind 66 Chudleigh Road	14	11
Land adjoining Silverlands	13	14
Land south of the A379	12	7

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

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

7.9   The responses to the question asking people about their 'initial feeling' about each of the sites show that the sites had a varied reception. 50% or more respondents selected feeling 'satisfied' or 'happy' for nine of the 28 sites. Eight of the nine sites most positively received are brownfield sites and, subject to site specific concerns, respondents often commented that these sites were sensible sites for redevelopment. The one greenfield site in the list of nine, 'Land south of the A379', benefits from a resolution to approve consent for housing development, and is already allocated in the Core Strategy. Table 11 lists the nine sites in order, starting with the highest percentages of respondents selecting 'happy' or 'satisfied'. Most of these sites received under a quarter of respondents feeling negative about them, excluding South Gate which received 27% negative feeling, and East Gate 36%. 99 Howell Road received no negative responses.

Site	% 'happy' or 'satisfied'	% 'unhappy' or 'dissatisfied'	Number of respondents
Fever and Boutique, 12 Mary Arches Street	75	17	24
99 Howell Road	74	0	27
12-31 Sidwell Street / Land at Sidwell Street	63	15	54
North Gate	63	23	35
South Gate	58	27	26
Garages at Lower Wear Road	57	24	21
88 Honiton Road	54	28	28
East Gate	51	36	90
Land south of the A379	50	25	12

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

7.10   Overall, the potential sites received fewer positive responses than the policies. 19 of the 28 sites received less than 50% feeling 'satisfied' or 'happy' initial feelings towards the sites, and five sites received over 80% of respondents selecting 'unhappy' or 'dissatisfied'. The eight most negatively received sites are all greenfield sites.

7.11   Table 12 lists the five sites with over 80% of respondents selecting negative feelings about the potential site. The sites are listed in order starting with the highest percentage of negative responses. The table also includes corresponding low percentages of positive responses. The five sites are all greenfield and are close or adjacent to areas where recent development has taken place. Four of the five sites are in Topsham. The site 'East of Pinn Lane' is already allocated for development in the Core Strategy. Recent development was often raised in respondents' comments for these sites, particularly with reference to the existing and potential impacts of development on traffic, infrastructure and disturbance during construction.

Site	% 'happy' or 'satisfied'	% 'unhappy' or 'dissatisfied'	Number of respondents
Land at Newcourt Road, Topsham	4	89	45
Yeomans Gardens, Newcourt Road, Topsham	7	89	28
Land to the west of Newcourt Road, Topsham	7	88	43
East of Pinn Lane	8	84	66
Land to the east of Newcourt Road, Topsham	9	87	48

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

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

7.13 The six potential sites receiving most support are all brownfield, while the six sites receiving least support are all greenfield. Taking this high level assessment further, 11 of the 17 brownfield sites (65%) received more responses of being 'happy' or 'satisfied' than 'unhappy' or 'dissatisfied'. This compares favourably when considered in the context of the greenfield sites proposed; only 1 of 11 greenfield sites (9%) received more responses of being 'happy' or 'satisfied' than 'unhappy' or 'dissatisfied'. This shows demonstrably that the brownfield sites included in the plan enjoyed greater support than the greenfield sites.

7.14 The survey responses reflect the mixed reception and opinions on the sites. However, it is possible to conclude from the results of the survey that the potential brownfield sites were generally more positively received than the greenfield sites. This suggests broad support for the brownfield first strategy which underpins the entire plan. Comments on sites were wide reaching and summaries of each site can be found in Appendix B. The breadth of comment included acknowledgement of the need for further housing and therefore development sites, and also concern about the scale and extent of the proposed sites, impacts of development and the capacity to provide for and/or mitigate these. Some critical comments also arose due to a lack of masterplan or detail of proposed site developments. All comments and reflections are to be considered and reviewed as policy drafting continues and the Exeter Plan develops.
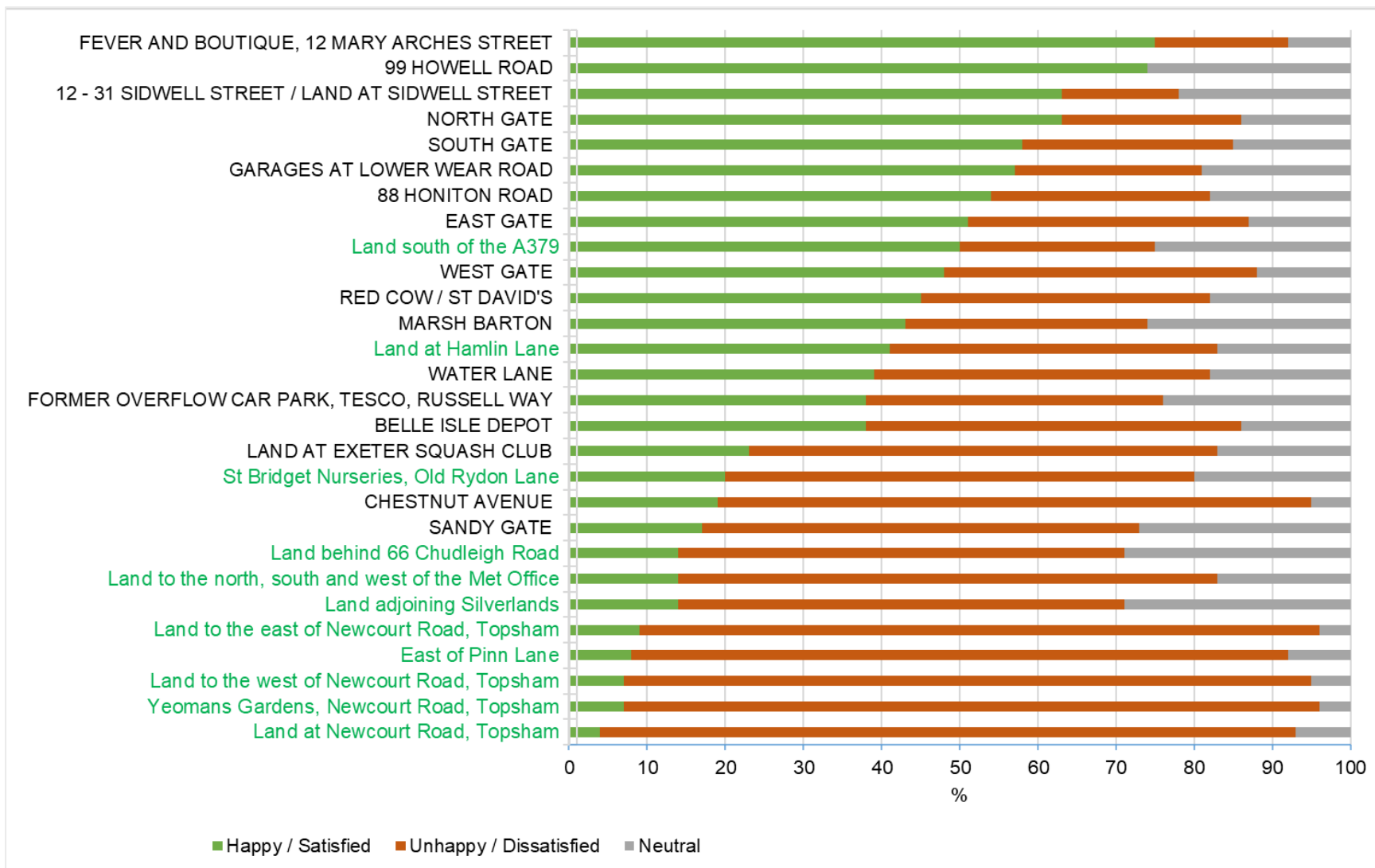
Graph 7: Sites in order of percentage of respondents who felt 'satisfied' or 'happy' with the site

KEY: Green text: Greenfield site. CAPITALS: Brownfield site

8   Conclusion

8.1   The Exeter Plan outline draft consultation was extensively publicised through a wide range of methods, and was available for comment for 12 weeks, twice the required minimum statutory consultation period. As a result, there was significant engagement from a range of individuals and organisations, within Exeter and beyond. The total number of respondents was 1489.

8.2   The consultation survey generated a significant volume of opinions and comments to review and consider in continuing to draft the Exeter Plan. It also provides important baseline data on response rate, type of respondent and broad data such as age range and connection to Exeter. This can be used to inform future consultations.

8.3   The consultation responses demonstrate the broad reaction and opinion felt towards all draft policies and potential sites. Policies received a greater volume of responses than sites. In terms of the policy responses, it is possible to conclude that the majority were generally positively received. Importantly, policy S1: Spatial strategy, which underpins the entire plan, received broad support, collecting 51% positive responses compared to 21% negative. All but two of the policies received a greater proportion of positive 'initial feeling' responses than negative. Policies on the natural environment, climate change, design, and active travel received the greatest percentages of positive responses. Some critical comments on the more negatively received policies arose due to a lack of policy detail, some of which will come forward in later drafts as supporting evidence is progressed.

8.4   While the potential sites did not receive as many overall responses or positive reactions when compared with the policies, the six potential sites receiving most support are all brownfield, while the six sites receiving least support are all greenfield. Taking this high level assessment further, 11 of the 17 brownfield sites (65%) received more positive responses than negative whereas only 1 of 11 greenfield sites (9%) received more positive responses than negative. This shows that the brownfield sites included in the plan enjoyed greater support than the greenfield sites and again suggests broad support for the spatial strategy.

8.5   The responses received in the outline consultation will continue to be reviewed and used to inform the next stage of the plan-making process. A further Exeter Plan consultation will be held later in 2023.

APPENDIX A: Policy comments

A.1   Overview

A.1.1   This section outlines respondents' 'initial feeling' about each of the policies included in the Exeter Plan outline draft, and provides summaries of comments received regarding each policy. The outline draft contains 28 policies, and 27 were included in this part of the survey. Policy H2: Housing allocations contains potential site allocations and these were all consulted on as individual sites rather than as policy H2 as a whole.

A.1.2   The summaries included in this section provide a general overview of the reaction to the draft policies. Responses to comments are not provided in this report. All comments received during the consultation will be considered in drafting the next version of the Exeter Plan.

A.1.3   Most policies received comments raising issues that are covered in other parts of the Exeter Plan showing that the issues and policies contained within the Exeter Plan are all interlinked. It is worth taking note that the Exeter Plan is to be read and implemented as whole, together with other relevant policies and legislation, rather than a policy existing in isolation.

A.2   Spatial strategy and Liveable Exeter principles

A.2.1   The spatial strategy sets out the main principles for guiding the pattern and characteristics of development in the city and underpins the whole plan. The new spatial strategy is included in Policy S1. The proposed development sites included in the Exeter Plan have been guided by the spatial strategy.

A.2.2   The spatial strategy requires significant brownfield development on large development sites. These larger sites offer the potential for new, exciting forms of sustainable, high quality mixed use development. The Liveable Exeter principles included in Policy S2 set out the requirements for the standard of development that Exeter City Council will expect for all large-scale brownfield developments in the city.

A.2.3   **S1: Spatial strategy**

Of the 147 responses received regarding 'initial feeling' about policy S1: Spatial Strategy, over half (51%) suggest support for the policy having selected feeling 'satisfied' or 'happy' with the policy. 21% selected feeling 'unhappy' or 'dissatisfied'. Full results are presented in graph A1.

A.2.4   This policy sets the tone for the whole plan, providing the key approaches to the main issues facing Exeter. More than 50% of the 'initial feeling' responses to policy S1 were positive compared to 28% neutral, and 21% negative responses. The significantly greater proportion of positive responses suggests broad support for the central elements of the emerging plan.

HOW DO YOU FEEL ABOUT POLICY S1:SPATIAL STRATEGY?

Unhappy 11%

Happy 21%

Dissatisfied 10%

Neutral 28%

Satisfied 30%
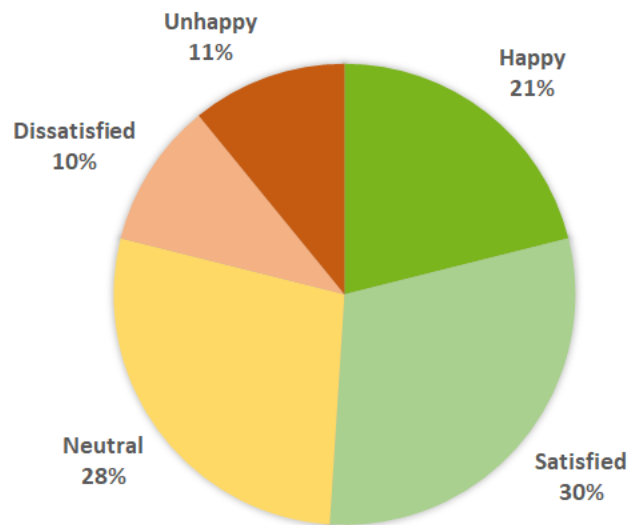
Graph A1: 'initial feelings' to policy S1: Spatial Strategy

A.2.5 141 detailed comments were provided on policy S1. The responses expressed support for the brownfield first approach and a need to protect the remaining undeveloped land around Exeter. Some provided support for an element of greenfield development due to concerns regarding the deliverability of brownfield sites.

A.2.6 Further clarity was requested for certain terms used in the policy such as, 'high quality', 'optimal densities' and 'modest greenfield development'. Concerns raised included:

- Capacity of existing infrastructure to handle new development.
- Flood risk on some of the proposed sites.
- A need for greater focus on climate change within the policy.

A.2.7 Other comments highlighted the importance of improving public transport and providing alternative to car travel as essential, alongside the need to think about the community in new development and existing areas. Many comments raised specific issues to be addressed that while important, go beyond the scope of the policy.

A.2.8 **S2: Liveable Exeter delivery principles**

Of the 121 responses received regarding 'initial feelings' about policy S2: Liveable Exeter delivery principles, over half (55%) suggest support for the policy having selected feeling 'satisfied' or 'happy' with the policy. 19% selected feeling 'unhappy' or 'dissatisfied'. Full results are presented in graph A2.
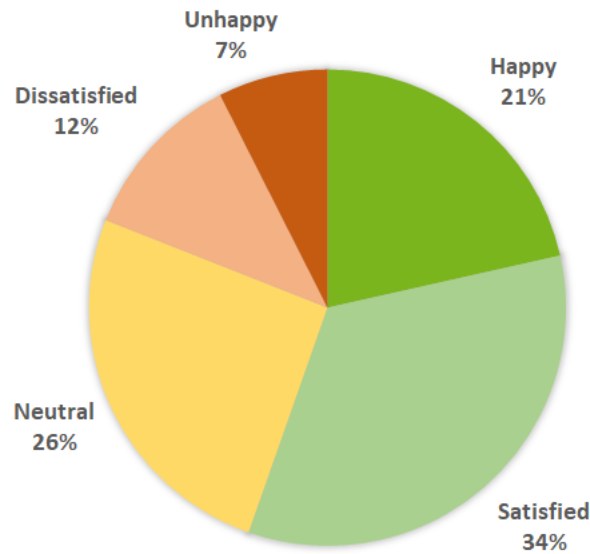
Graph A2: 'initial feelings' to policy S2: Liveable Exeter delivery principles

A.2.9   112 detailed comments were provided on policy S2. In addition to expressing support for the principles, comments also asked for clarity on the term 'optimal densities', as well as the need to ensure adequate green space provision on brownfield sites to avoid increased pressure on existing green space and the need for active travel infrastructure to ensure the success of these sites. Some concern over the impact of high density development was also expressed. Many comments raised specific issues to be addressed that while important, go beyond the scope of the policy.

A.3   Climate change

A.3.1   The Exeter Plan will include policies and proposals that contribute to meeting the challenging ambition of becoming net zero and to make the most of the opportunities of a net zero carbon city. Three policies were consulted on in this section of the outline draft consultation:

- Policy CE1 brings together many considerations for development to contribute to achieving net zero over its whole lifetime.
- Policy CE2 identifies the areas where evidence suggests local energy networks are feasible and viable, and areas where connection to a network could be achieved.
- Policy CE3 sets out how the City Council will consider flood risk.

A.3.2   A summary of the responses to these three policies is included below. Responses also included numerous more general comments about climate change including that the Exeter Plan and policies should go further and act faster than is outlined. Debate was posed as to whether some of the renewable energy technologies mentioned are

the best options and there was a request for further consideration and inclusion of technologies not mentioned. Further general comments included:

- The suggestion that Exeter City Council should set its own energy efficiency and carbon requirements for all buildings.
- The need for further detail on embodied energy / materials.
- The potential for glossary of terms to explain technical detail.

A.3.3 **CE1: Net zero Exeter**

Of the 126 responses received regarding 'initial feelings' about policy CE1: Net zero Exeter, over half suggest support for the policy – 59% of the responses identified feeling 'satisfied' or 'happy' with the policy. 19% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A3.

HOW DO YOU FEEL ABOUT POLICY CE1:NET ZERO EXETER?

Unhappy 13%
Dissatisfied 6%
Happy 27%
Neutral 22%
Satisfied 32%
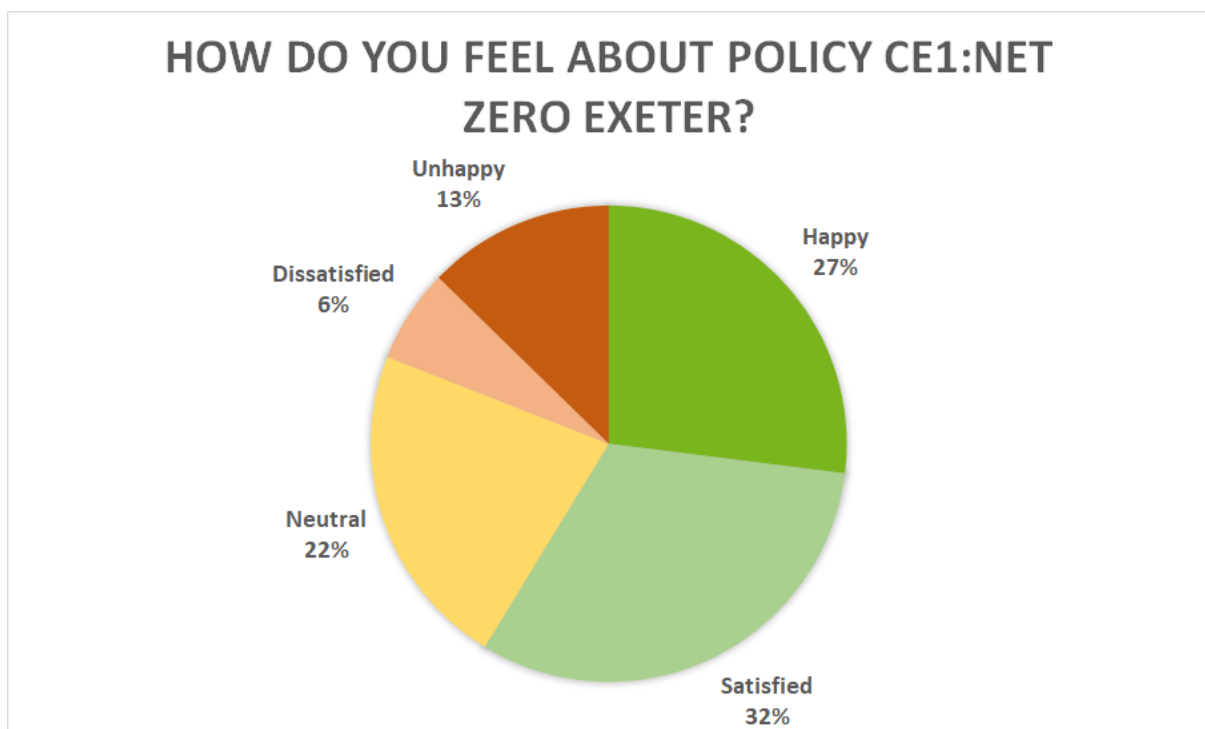
Graph A3: 'initial feelings' to policy CE1: Net zero Exeter

A.3.4 118 detailed comments were provided on policy CE1. There were many comments of support and expressions of relief that climate change is being taken seriously, alongside raising that the policy needs translating into action and requires supportive national government policies. There were requests for more detail on how exactly development will support net zero, for more ambition and for quantifiable standards and targets to be imposed.

A.3.5 There were also a small number of responses claiming there is no climate crisis, that we are making misdirected efforts when other countries are not committing and that there should be a focus on energy security or fixing other problems the country is facing ahead of investing in becoming net zero.

A.3.6 Respondents requested further details regarding how developments will achieve net zero, including through energy efficiency, renewable energy integration, low carbon

energy storage, and community groups energy schemes. Other similar comments include suggestions that the Exeter Plan should provide:

- Greater consideration of climate change adaptation

- Greater consideration of benefits of reuse / upgrade of existing buildings
- Support for existing housing to achieve net zero, not only new developments.

A.3.7 Transport featured heavily in responses to policy CE1 including the need to:

- Prioritise development in sustainable locations to minimise need for car travel.
- Reduce parking provision to reduce car use.
- Improve public transport (electric buses, trains; use of canal for transport).
- Improve routes, safety and facilities for active travel.
- Acknowledge that it is unrealistic to expect people never to drive and inappropriate to penalise disabled people and those reliant on personal transport.

A.3.8 The wide range of other responses on this policy included the following comments and suggestions:

- Include waste prevention/management.
- Be wary of the ways in which such policies could impact development viability which may restrict the provision of affordable housing in Exeter.
- Promote vertical expansion of properties to incorporate multi-generational living and offset retrofit costs.
- Include agriculture, food, and diet in considering net zero.
- Include greater reference to nature and connection to green spaces in the policy.
- Include education as a significant and essential part of a net zero plan.

A.3.9 **CE2: Local Energy Networks**

Of the 89 responses received regarding 'initial feelings' about policy CE2: Local Energy Networks, around two thirds suggest support for the policy - 66% of the responses identified feeling 'satisfied' or 'happy' with the policy. 14% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A4.

HOW DO YOU FEEL ABOUT POLICY CE2: LOCAL ENERGY NETWORKS?

Unhappy 9%
Dissatisfied 5%
Happy 36%
Neutral 20%
Satisfied 30%
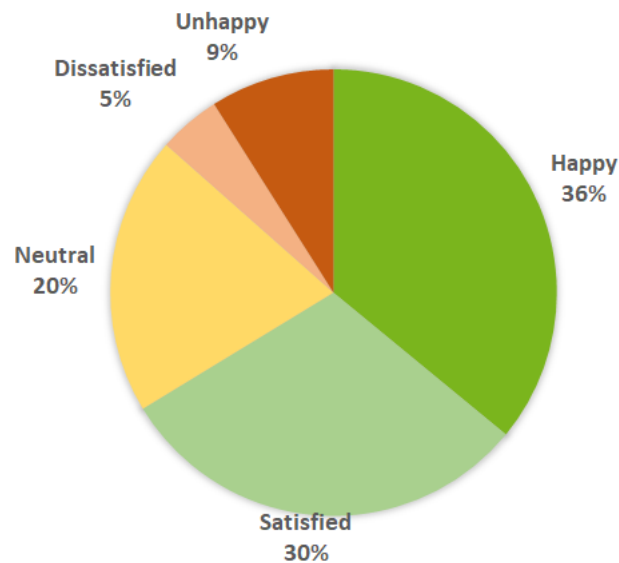
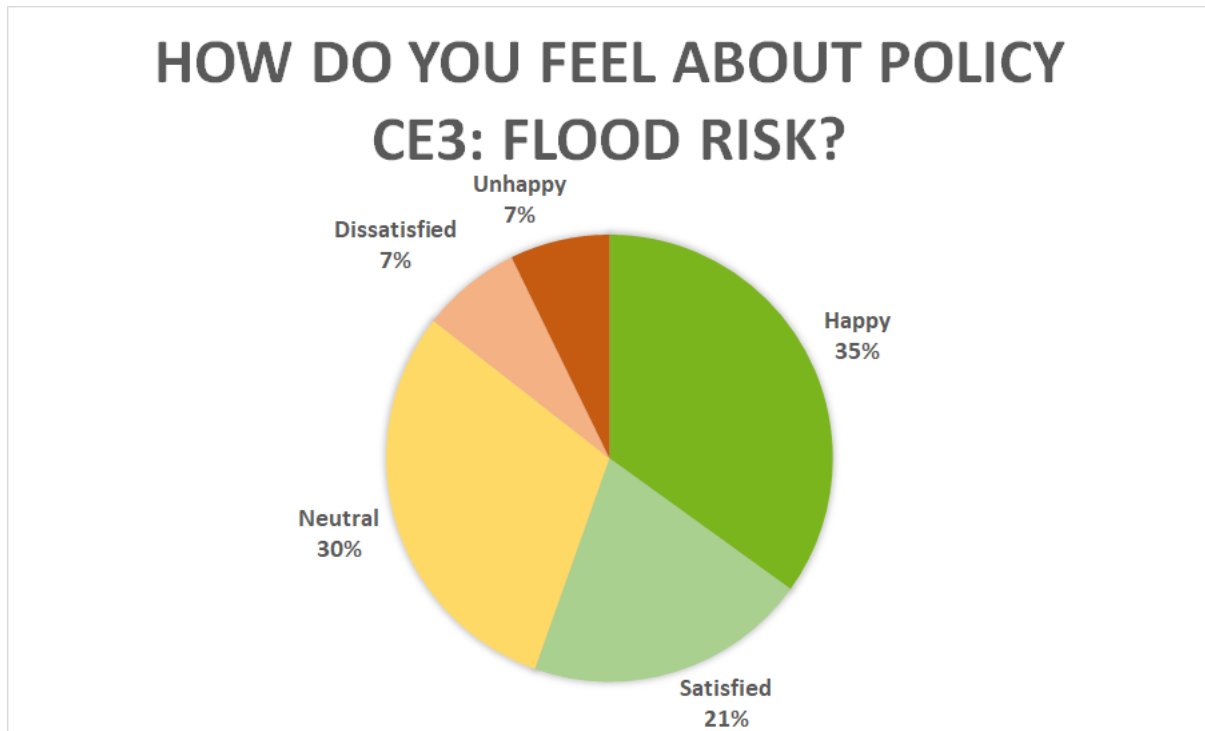Graph A4: 'initial feelings' to policy CE2: Local Energy Networks

A.3.10 55 more detailed responses to policy CE2 included comments of support for its inclusion in the Exeter Plan as a way to reduce dependence on centralised use of fossil fuels. A number of people explained that they did not understand this policy. Others made comments and raised concerns regarding local energy networks based on their understanding of purported problems and issues arising from existing local energy networks.

A.3.11 Other points covered:

- Concerns over land, design, safety, finance, future networking and maintenance of local energy network buildings and infrastructure.
- The need for district heating to be powered by renewable energy sources only.
- Concerns over combined heat and power and energy from waste being framed as "low carbon"
- Whether decentralised energy provision is best.
- Why there is focus on local energy networks rather than other renewable energy options and strategies.

A.3.12 **CE3: Flood risk**

Of the 83 responses received regarding 'initial feelings' about policy CE3: Flood risk, over half suggest support for the policy – 56% of the responses identified feeling 'satisfied' or 'happy' with the policy. 14% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A5.

Graph A5: 'initial feelings' to policy CE3: Flood risk

3.3.13 51 detailed comments were made on policy CE3 including those in support of taking flood risk into account and mitigating flood risk, support for new development to reduce and slow run off, and to consider pressure on sewerage systems. It was also suggested existing housing should be required to reduce run off as a part of the flood risk policy.

3.3.14 Concern regarding sites proposed within flood zone 3 was raised and that these sites appear to be in contradiction with this policy. A small number commented that flood plains should be free of any form of development. There was mention of providing access to flooding models and information about current and future flood risk and for the policy to go further and to detail increased risks as a result of climate change.

3.3.15 A number of comments related specifically to sustainable drainage systems (SuDs) including:

- Support for their use
- The need for more detail on standards and design for SuDS.

A.4   Homes

A.4.1   The Exeter Plan will help to address housing requirements, the shortage of affordable homes in the city and consider how best to provide the good quality accommodation we all need. The Government requires the City Council to plan for 650 new homes to be built in Exeter each year. Two housing policies were included in the outline draft Exeter Plan:

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

- 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.

A.4.2   Specific questions were only asked covering H1 as each proposed site within policy H2 was considered individually. A summary of the consultation responses received for each site are included in the sites section of this document.

A.4.3   **H1: Housing requirement**

Of the 103 responses received regarding 'initial feelings' about policy H1: Housing requirement, just less than a third suggested support for the policy – 29% of the responses identified feeling 'satisfied' or 'happy' with the policy. 44% of the responses were either 'unhappy' or 'dissatisfied'. Full results are presented in graph A6.
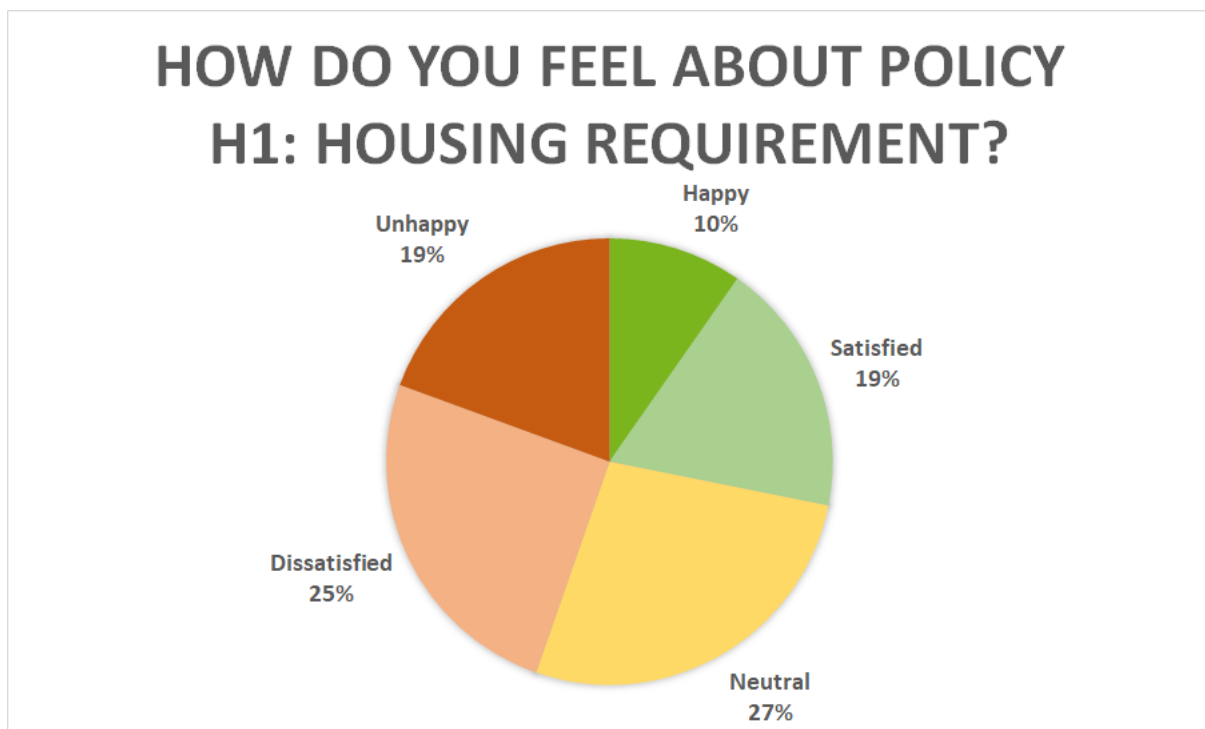
Graph A6: 'Initial feelings' to policy H1: Housing requirement

A.4.4   130 detailed comments were made on policy H1. While the positive responses were of a lower proportion than the more negative responses, comments in general support of the policy included the view that it is important that Exeter has sufficient, affordable homes in Exeter and if there are more homes near to jobs it should reduce commuting and emissions. Others responses said that more housing is required within Exeter but emphasised that it is more than just homes that are required. Numerous comments were critical of the policy due to its focus on housing numbers and a lack of a mention of issues such as infrastructure, biodiversity, design, energy efficiency, zero carbon, and heritage. It is worth reiterating that policy H1 is only one policy within the Exeter Plan – the plan should be read as a whole. The wider integral issues raised above are addressed throughout the Exeter Plan rather than in policy H1 which focuses on housing requirements.

A.4.5   Other comments raised the lack of detail available at this stage regarding housing types and a lack of information on student housing within the policy. It was also felt that 'quality' and 'great neighbourhoods' should be further defined.

A.4.6   Comments regarding policy H1 covered the following:

- That the policy does not mention homelessness.
- That housing requirements are being driven by central government and a feeling that it is resulting in overdevelopment that is negatively affecting the quality of Exeter.
- That Exeter City Council should challenge the housing target, especially as national changes to housing requirements have been suggested by Government.
- The density of development required to fulfil the housing requirement.
- The design of new homes being fit for purpose and overall design of housing developments.
- The need for the timely delivery of supporting infrastructure.
- Whether the negative impacts of this volume of development can be offset.
- Traffic and a suggestion that this will worsen.

A.4.7   **H2: Housing allocations**

Specific questions were not asked on policy H2 but comments were made with direct reference to policy H2 within responses to policy H1. These covered:

- The use of brownfield sites is appropriate but there also appears to be a significant proportion of greenfield areas included within proposed sites.
- The loss / lack of parking provision in new development and an associated requirement for significant public transport improvements.
- The need for greater detail on site delivery.
- The complexity of sites and their many constraints
- The importance of design and the Liveable Exeter principles to ensure sites come forward as intended.

A.4.8   A summary of each of the proposed sites put forward policy H2 is included in a later section of this document.

A.5   Economy and jobs

A.5.1   Exeter is at the heart of the Greater Exeter area and has the second largest travel to work area in England. Four policies relating to the economy and employment were included in the outline draft Exeter Plan:

- Policy EJ1 takes a flexible and supportive approach by encouraging appropriate development within transformational sectors and highlighting the importance of working with partners to encourage growth and investment.
- 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 could be acceptable and justified.
- Policy EJ3 supports new forms of employment provision and ensures delivery at large scale developments.
- Policy EJ4 requiring the development, submission and delivery of an employment and skills plan for 'major' developments.

A.5.2   A summary of the responses to these four policies is included below. More general comments received included the feeling that parking is needed to encourage employees into the city and that the Exeter Plan appears to be silent about job creation.

A.5.3   **EJ1: Economic growth in the transformational sectors**

Of the 40 responses received regarding 'initial feeling' about policy EJ1: Economic growth in the transformational sectors, exactly half suggest support for the policy – 50% of the responses identified feeling 'satisfied' or 'happy' with the policy and 30% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A7.
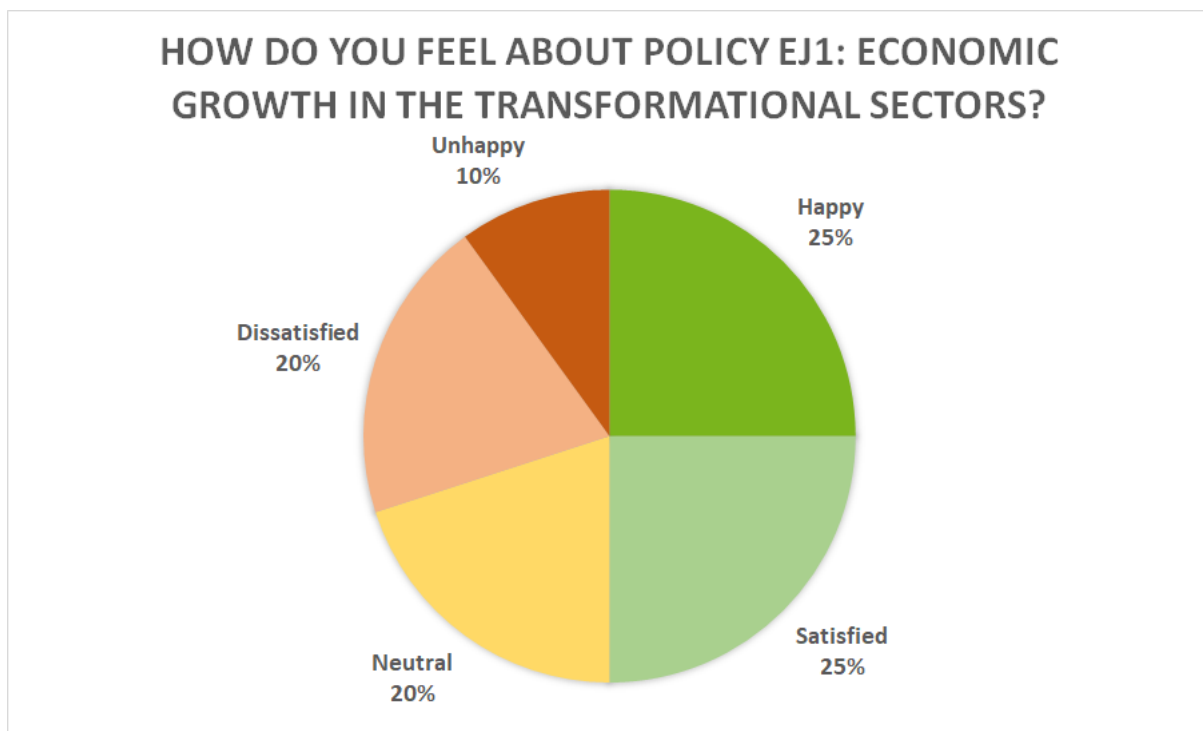
Graph A7: 'initial feelings' to policy EJ1: Economic growth in the transformational sectors

A.5.4 38 detailed comments were received in relation to policy EJ1 including some positivity about the future and potential opportunities this policy aims to provide. Some commented that they felt the policy was too technical and therefore difficult to understand.

A.5.5 Comments provided by respondents to this policy set out that:
- The focus of mentioned sectors could result in businesses and enterprise outside of these sectors not feeling acknowledged or supported in the this vision of Exeter's future economy
- The policy should include other industries including manufacturing, creative industries, the green economy and renewable energy
- The policy should be supported by, and include mention of, digital connectivity.

A.5.6 **EJ2: Retention of employment land**

Of the 33 responses received regarding 'initial feelings' about policy EJ2: Retention of employment land, over half suggest support for the policy – 55% of the responses identified feeling 'satisfied' or 'happy' with the policy. 18% were 'unhappy' or 'dissatisfied'. Full results presented in graph A8.
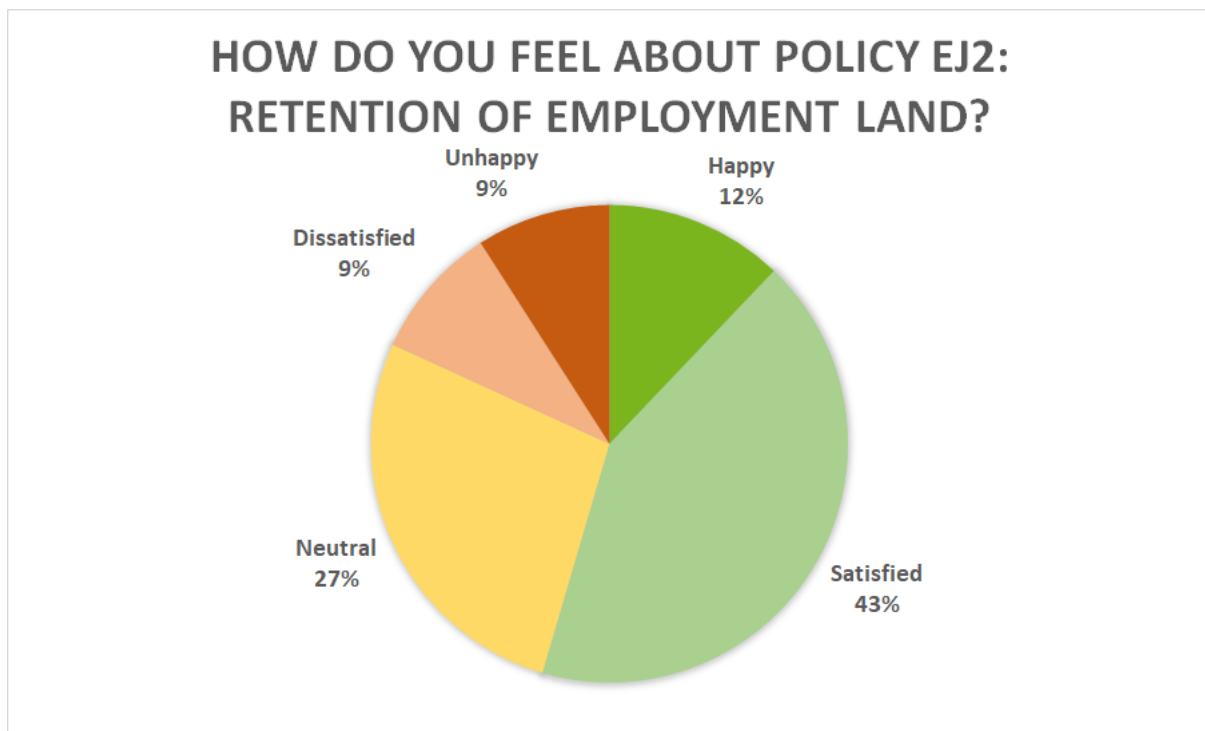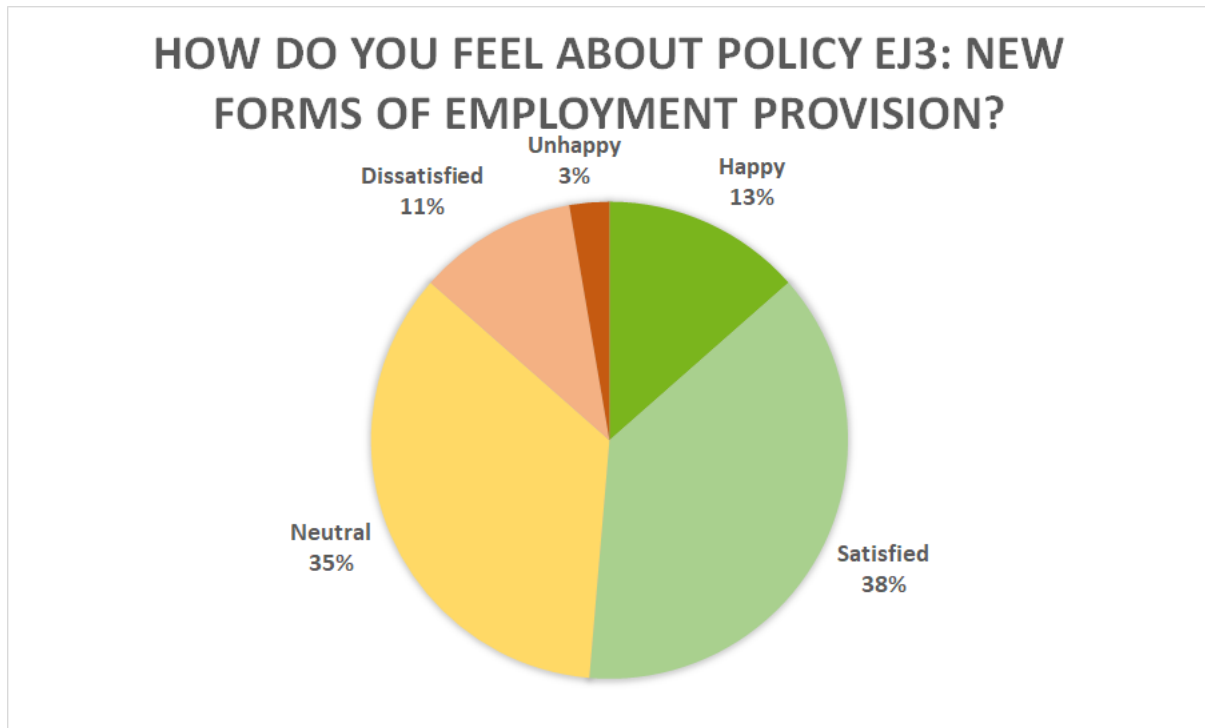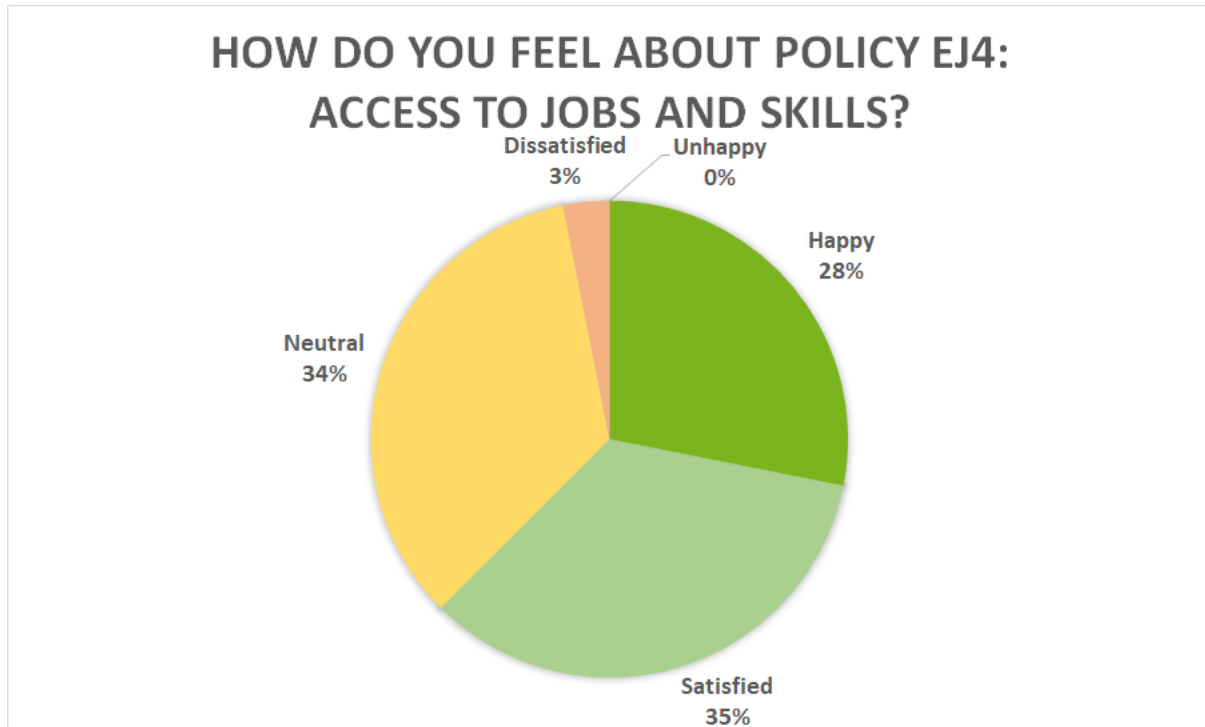

Graph A8: 'initial feelings' to policy EJ2: Retention of employment land

A.5.7 26 detailed comments were provided on policy EJ2. These included comments debating where employment would be best located and included numerous mentions of support for city centre employment land. This was accompanied by respondents querying whether the designation of Southernhay as employment land precludes the use of upper floors being used as residential. On a similar line, it was expressed that policy H2, and some of the proposed site allocations such as Marsh Barton, appear to be in contradiction with policy EJ2.

A.5.8   The importance of active and sustainable travel links to support employment land was another key point raised in relation to this policy.

A.5.9   **EJ3: New forms of employment provision**

Of the 37 responses received regarding 'initial feeling' about policy EJ3: New forms of employment provision, around half suggest support for the policy – 51% of the responses identified feeling 'satisfied' or 'happy' with the policy, whereas 14% were 'unhappy' or 'dissatisfied'. Full results are presented in graph A9.

Graph A9: 'initial feelings' to policy EJ3: New forms of employment provision

A.5.10 22 detailed comments were provided on policy EJ3 with some people unsure what is meant by 'live-work units'. Other comments included suggestions to prioritise active and public transport and the need for digital infrastructure to support different forms of working. Further comments raised specific issues regarding barriers to employment barriers some of which go beyond the scope of the policy.

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

Of the 32 responses received regarding 'initial feelings' about policy EJ3: New forms of employment provision, nearly two thirds suggest support for the policy – 63% of the responses identified feeling 'satisfied' or 'happy' with the policy. Only 3% of responses were 'dissatisfied' and none were 'unhappy'. Full results are presented in graph A10.

Graph A10: 'initial feelings' to policy EJ4: Access to jobs and skills

A.5.12 24 detailed comments on policy EJ4 were provided. These included expressions of support with the proviso that it needs to be successfully implemented and enforced. Suggestions were made to provide linkages with education providers and improve skills.

A.6   The future of our high streets

A.6.1   The changing way people live their lives and use high streets and local facilities will have an impact on how the city centre, and district and local centres need to evolve over time. They will need to provide for a greater variety of uses so they are resilient and can respond to change, and continue to play an important role during the day and into the evening. Policy HS1 will enable this greater flexibility over time, and place strict control on the development of retail outside of the city, district and local centres.

A.6.2 **HS1: The vitality of our high streets**

Of the 105 responses received regarding 'initial feelings' about policy HS1: The vitality of our high streets, more than half (55%) suggest support for the policy having

selected feeling 'satisfied' or 'happy' with the policy. 22% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph A11.
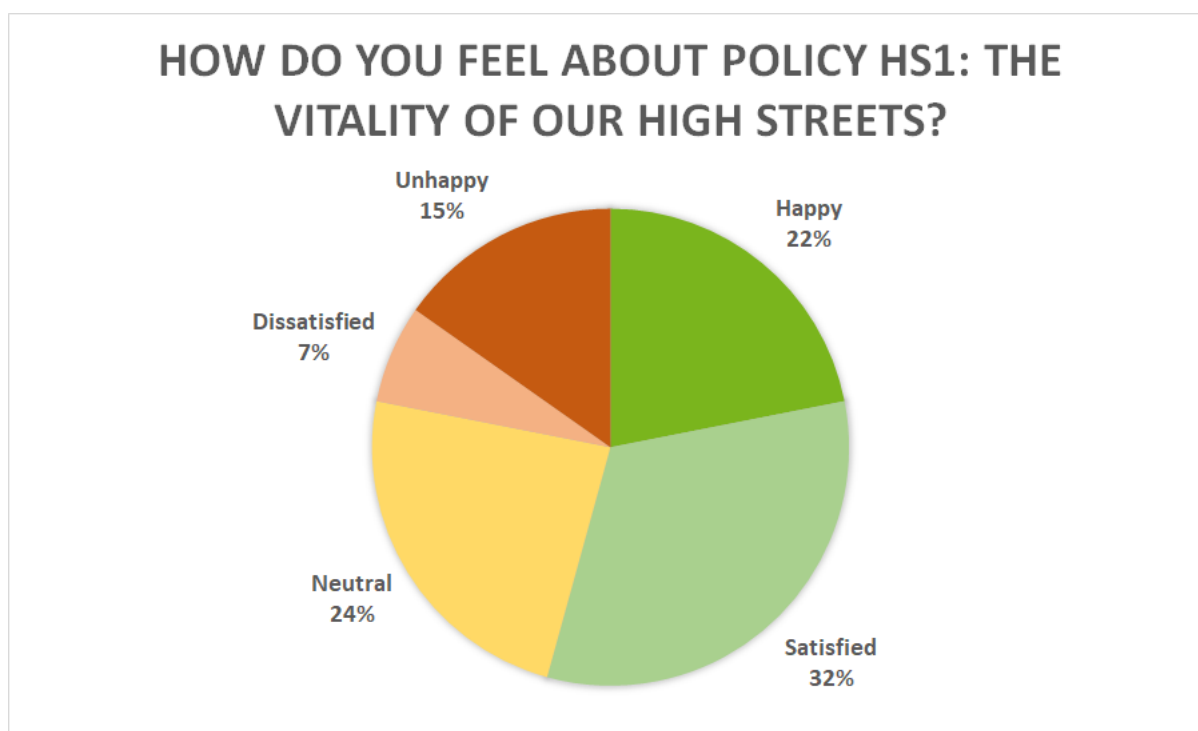
Graph A11: 'initial feelings' to policy HS1: The vitality of our high streets

A.6.3 92 detailed comments were provided on HS1: The vitality of our high streets. These included comments of support towards maintaining and enhancing the vitality of the High Street, district and local centres. Respondents raised the importance of the Safer Streets Charter and making streets accessible for all. Numerous comments were made suggesting certain areas undergo regeneration, and for homelessness and antisocial behaviour to be tackled in order to increase safety in the city, linking to the need for housing and equality considerations Responses also suggested the policy should be informed retail trends and employment space demand to ensure appropriateness.

A.6.4 There was mixed opinion regarding the appropriateness of residential development in the High Street. Respondents were also divided on their views on out of town retail and on parking and travel into the city centre. Some endorsed the pedestrianisation of the High Street and other centres and the limiting of city centre vehicle access and parking, subject to necessary enhancements to active and sustainable travel options. Others commented that parking and car access should not be restricted in order to appropriately provide for those unable to use alternative travel options. Others suggested that reducing the cost of parking and ensuring parking provision are key to encouraging people into the city.

A.6.5 Numerous specific suggestions about how to meet the intentions of the policy were made. These fall within the following broad topics:

- Enhancing the city's cultural offering through cultural uses and spaces.

- Providing multi size and multi-use spaces and shops, for a range of businesses and uses that can easily be converted.
- Providing shops for sustainable uses and consumption such as ethical, independent or repair shops.
- Providing social spaces and not only think of high streets as places of consumption and spending money.
- Referencing and comparing to other UK and European cities with pedestrianised high streets and greater delivery of 'café culture'.
- Improving access to better connect the quay and city centre.
- Delivering of 20 minute neighbourhoods.
- Expanding the list of local and district centres.
- Enhancing accessibility, active and sustainable travel options to the city, and linkages to other local and district centres.

A.7 Sustainable transport and communications

A.7.1 The way we travel and digital communications will be central to achieving net zero carbon, growing prosperity, healthy lifestyles and improvements to our environment. Five policies were consulted on in this section of the Exeter Plan:

- Policy STC1 sets out an overarching approach to sustainable movement and ensuring development and transport work together.
- Policy STC2 explains what new development will need to look like and provide to make it easier for people to use active and sustainable travel options.
- Policy STC3 identifies ways in which development will be required to support and provide for walking and cycling.
- Working with Devon County Council, Policy STC4 promotes a number of public transport proposals.
- Policy STC5 sets out a number of requirements for new development in order to drive better digital communications.

A.7.2 **STC1: Sustainable movement**

Of the 126 responses received regarding 'initial feelings' about policy STC1: Sustainable movement, just under half suggest support for the policy – 49% of the responses identified feeling 'satisfied' or 'happy' with the policy. 29% were 'dissatisfied' or 'unhappy'. Full results are presented in graph A12.
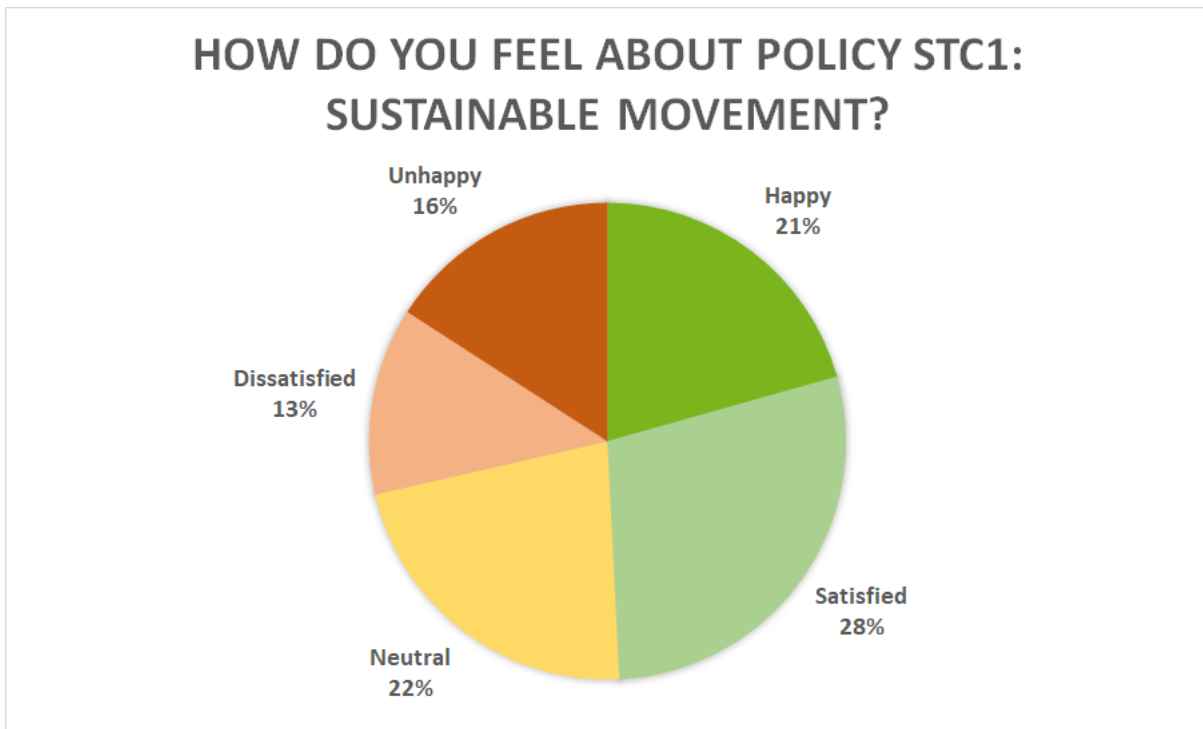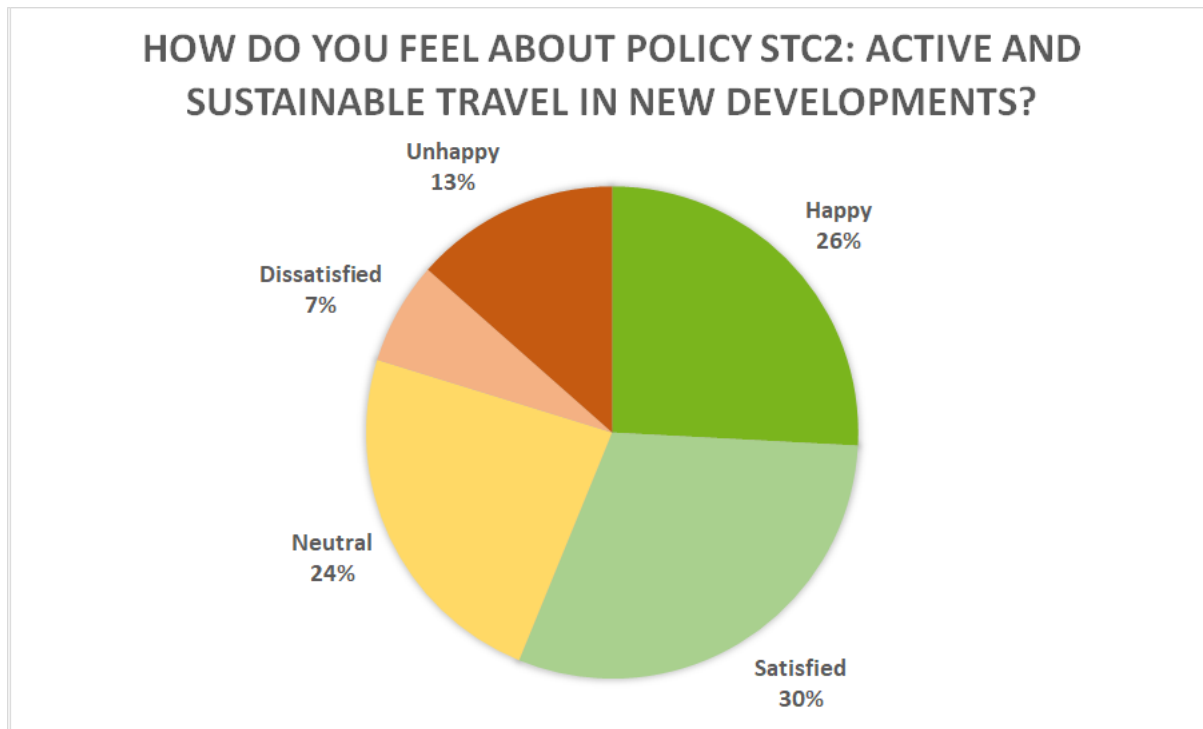

Graph A12: 'initial feelings' to policy STC1: Sustainable movement

A.7.3 126 detailed comments were provided on policy STC1 including positive feedback and support for prioritising active travel modes and 20 minute neighbourhoods. Some comments expressed scepticism as to whether the policy can be successful, or whether there is the will to deliver, due to the dominance of the car and recent road schemes that continue to prioritise car travel. The need for consideration of, and provision for, the following were also raised in the responses to this policy:

- Those with poor mobility.
- The safety of pedestrians and cyclists.
- A need to address the cost and reliability of bus services.
- The need for more park and ride facilities.

A.7.4 **STC2: Active and sustainable travel in new developments**

Of the 89 responses received regarding 'initial feeling' about policy STC2: Active and sustainable travel in new developments, over half suggest support for the policy – 56% of the responses identified feeling 'satisfied' or 'happy' with the policy. 20% were 'dissatisfied' or 'unhappy'. Full results are presented in graph A13.


HOW DO YOU FEEL ABOUT POLICY STC2: ACTIVE AND SUSTAINABLE TRAVEL IN NEW DEVELOPMENTS?

Unhappy 13%
Dissatisfied 7%
Neutral 24%
Happy 26%
Satisfied 30%

Graph A13: 'initial feelings' to policy STC2: Active and sustainable travel in new developments

A.7.5 72 detailed comments were provided on policy STC2 including positive feedback and support for prioritising active and sustainable modes. There were some comments expressing scepticism as to how realistic the policy is given the dominance of cars, and a need for bus services to significantly improve to persuade people to drive less. Further comments included:

- Various suggestions for specific route improvements in the city
- Provision and consideration of needs to be given to people with poor mobility
- The need to strengthen the requirement for access to electric vehicle charging points
- The need for a greater emphasis on ensuring sufficient, covered cycle parking.

A.7.6 **STC3: Active travel proposals**

Of the 90 responses received regarding 'initial feelings' about policy STC3: Active travel proposals, over two thirds suggest support for the policy – 67% of the responses identified feeling 'satisfied' or 'happy' with the policy. 16% were 'dissatisfied' or 'unhappy'. Full results are presented in graph A14.
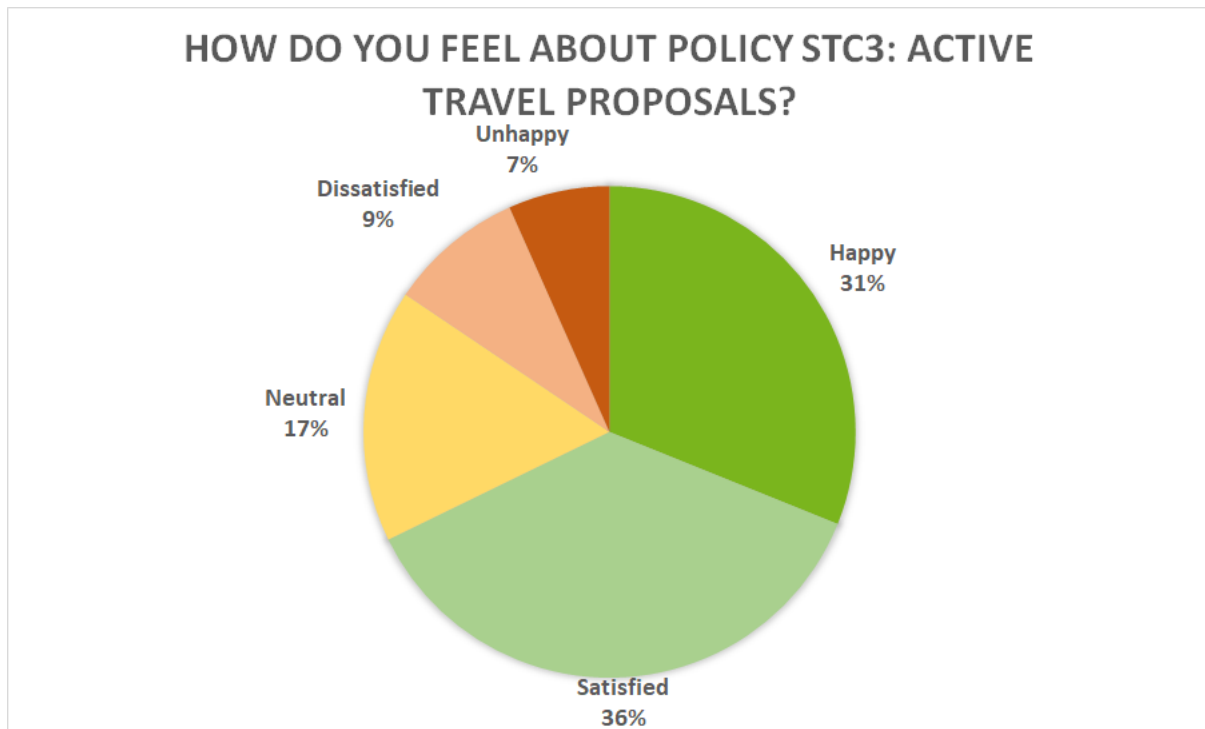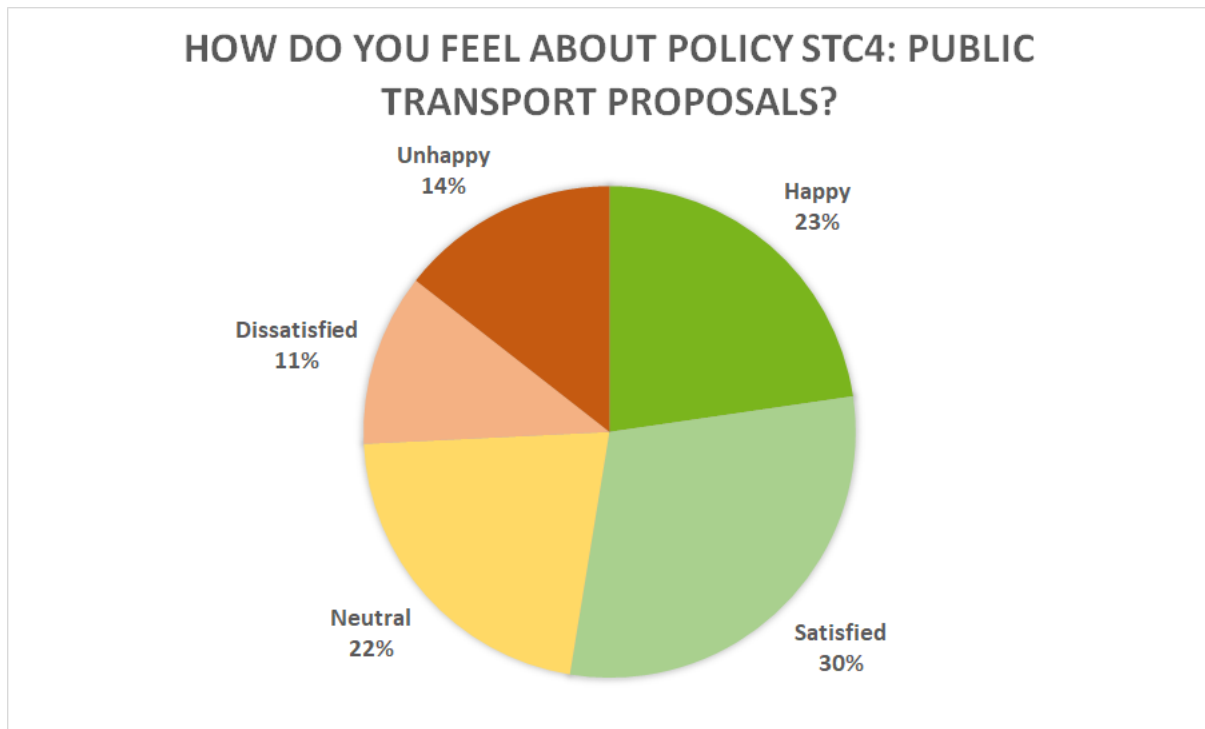

Graph A14: 'initial feelings' to policy STC3: Active travel proposals

A.7.7 70 detailed comments on policy STC3 were received. These included positive responses and a variety of comments supporting specific routes and those requiring improvement. Responses that were more critical included comment on the need for more investment, radical changes to create a safe and dense cycling and walking network and mention of reallocating road space to reduce car dominance.

A.7.8 **STC4: Public transport proposals**

Of the 97 responses received regarding 'initial feelings' about policy STC4: Public transport proposals, over half suggest support for the policy – 53% of the responses identified feeling 'satisfied' or 'happy' with the policy. 25% were 'dissatisfied' or 'unhappy'. Full results are presented in graph A15.

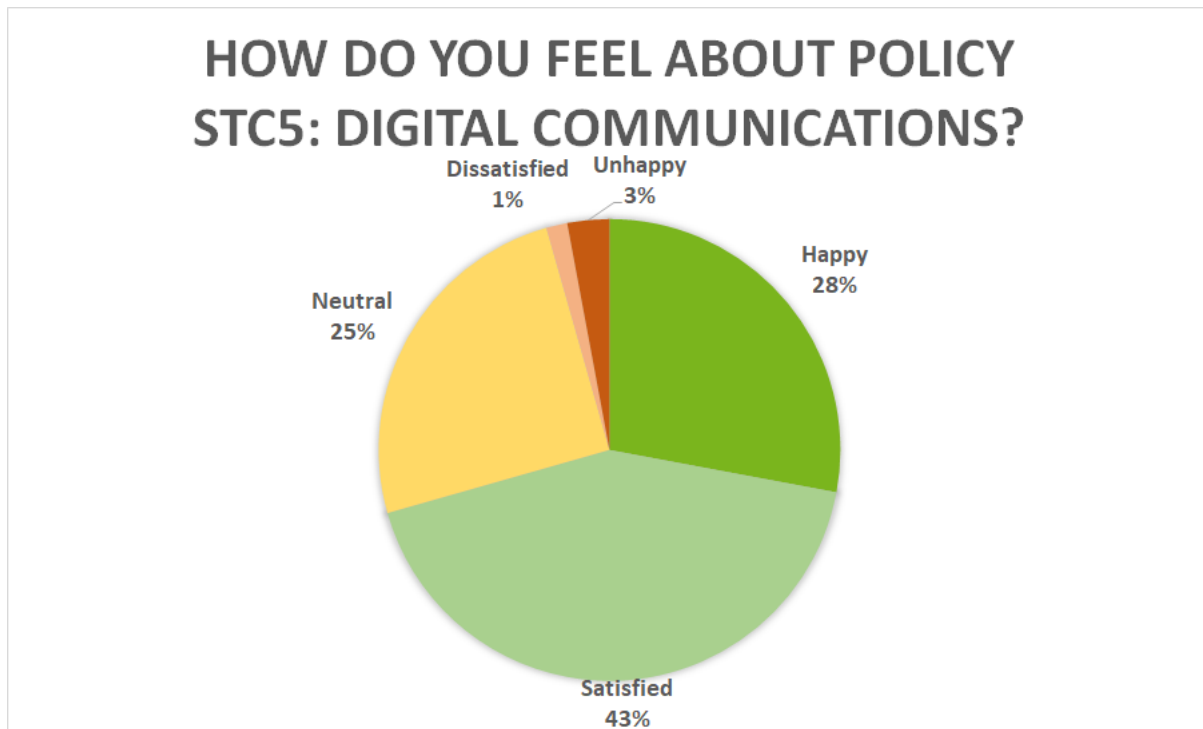Graph A15: 'initial feelings' to policy STC4: Public transport proposals

A.7.9 82 detailed comments on policy STC4 included positive responses as well as various suggestions for specific improvements and a need to reference coach travel.

A.7.10 The rail network was generally not criticised but there were various suggestions for specific enhancements. Bus travel featured heavily and often negatively in comments. Responses included:

- Criticism of the statement that Exeter has an efficient and attractive bus network
- Concern that the bus services in Exeter are expensive and have declined in efficiency and frequency and that significant improvements are required.
- References to the need for the bus network to undergo radical improvements including more bus lanes to effectively compete with the car
- Some disappointment over the new bus station
- Scepticism over whether any of the stated improvements can be realised due to the bus network being privatised.

A.7.11 **STC5: Digital communications**

Of the 68 responses received regarding 'initial feelings' about policy STC5: Digital communications, nearly three quarters suggest support for the policy – 71% of the responses identified feeling 'satisfied' or 'happy' with the policy. Only 4% were 'dissatisfied' or 'unhappy'. Full results are presented in graph A16.

Graph A16: 'initial feelings' to policy STC5: Digital communications

A.7.12 17 detailed comments were received on policy STC5, the majority reflecting positively on the content. A number of comments stated how important connectivity is and that improvements need to be made quickly.

A.8   Natural environment

A.8.1   The 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. The outline draft includes four policies to support this aim:

- Policy NE1 provides protection to the landscape setting areas in the city.
- 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.
- Policy NE3 provides criteria to ensure all proposals follow the 'mitigation hierarchy' and provide a net gain in biodiversity.
- Policy NE4 seeks to ensure that development takes a positive approach to protection, enhancement and delivery of green infrastructure.

A.8.2   A number of similar comments were raised in response to the four natural environment policies. These included suggestions for policies to include:

- A better balance of people and wildlife.
- Rich biodiversity.
- The historic environment as part of landscape setting.
- Greater reference to climate change adaptation.
- Reference to carbon sequestration / capture.
- Provision for growing land.
- Ambitions to be pesticide-free
- Ambitions to increase tree cover.
- Rewilding.

A.8.3   **NE1: Landscape setting areas**

Of the 62 responses received regarding 'initial feelings' about policy NE1: Landscape setting areas, around two thirds suggest support for the policy – 67% of the responses identified feeling 'satisfied' or 'happy' with the policy. Only 7% were 'dissatisfied' or 'unhappy'. Full results are presented in graph A17.

HOW DO YOU FEEL ABOUT POLICY NE1: LANDSCAPE SETTING AREAS?

Dissatisfied 2%
Unhappy 5%
Happy 24%
Neutral 26%
Satisfied 43%
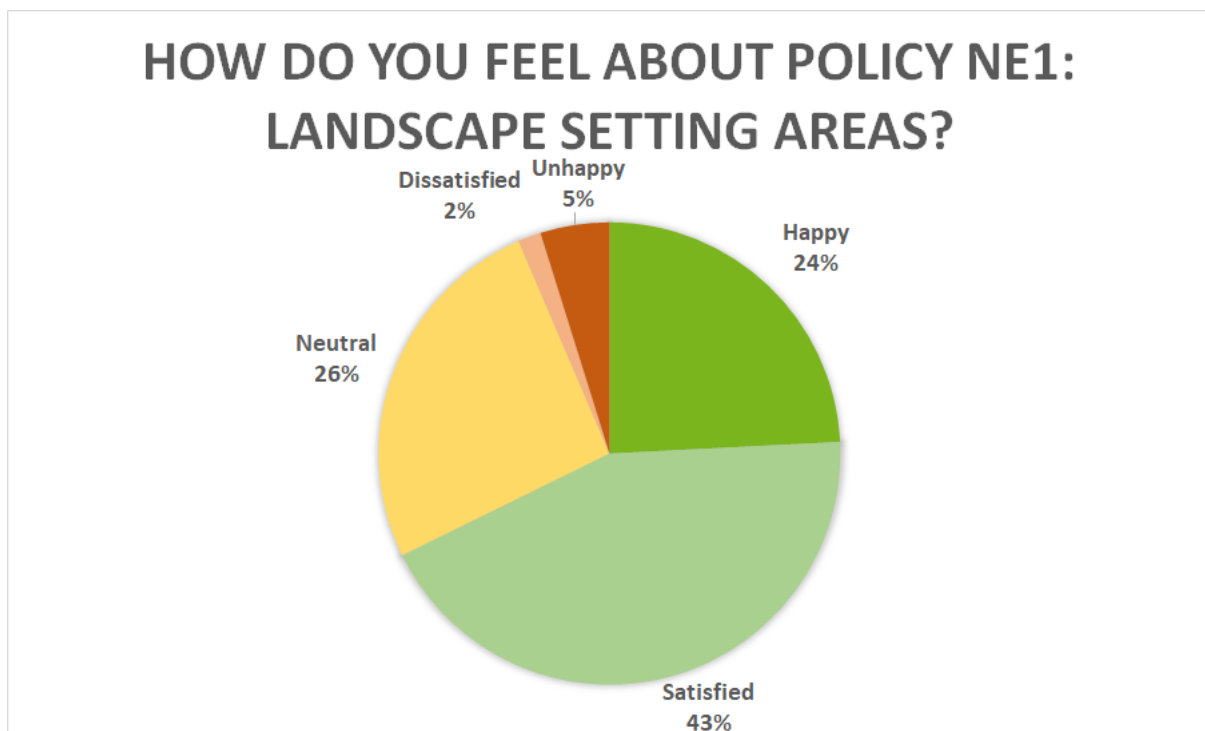
Graph A17: 'initial feelings' to policy NE1: Landscape setting areas

A.8.4   60 detailed comments reflect the general support for this policy with people widely recognising and mentioning the importance of protecting the landscape setting areas. However there were also various suggestions that the policy could go further by completely restricting development in these areas and giving broader consideration to green and open space. Concern was raised regarding policy wording seeming to allow development, including golf, sport pitches or University development, in landscape setting areas. Disappointment about the loss of the Topsham Gap was

raised as was the lack of a mention of protecting landscape to the east of the city. Other suggestions included:

- Mandating the amount of greenspace available in close proximity to all residents.
- The need for a greater emphasis on tree retention and tree planting.

A.8.5 **NE2 Valley Parks**

Of the 52 responses received regarding 'initial feelings' about policy NE2: Valley Parks, nearly three quarters suggested support for the policy - 71% of the responses identified feeling 'satisfied' or 'happy' with the policy. Only 2% were 'dissatisfied' or 'unhappy'. Full results are presented in graph A18.
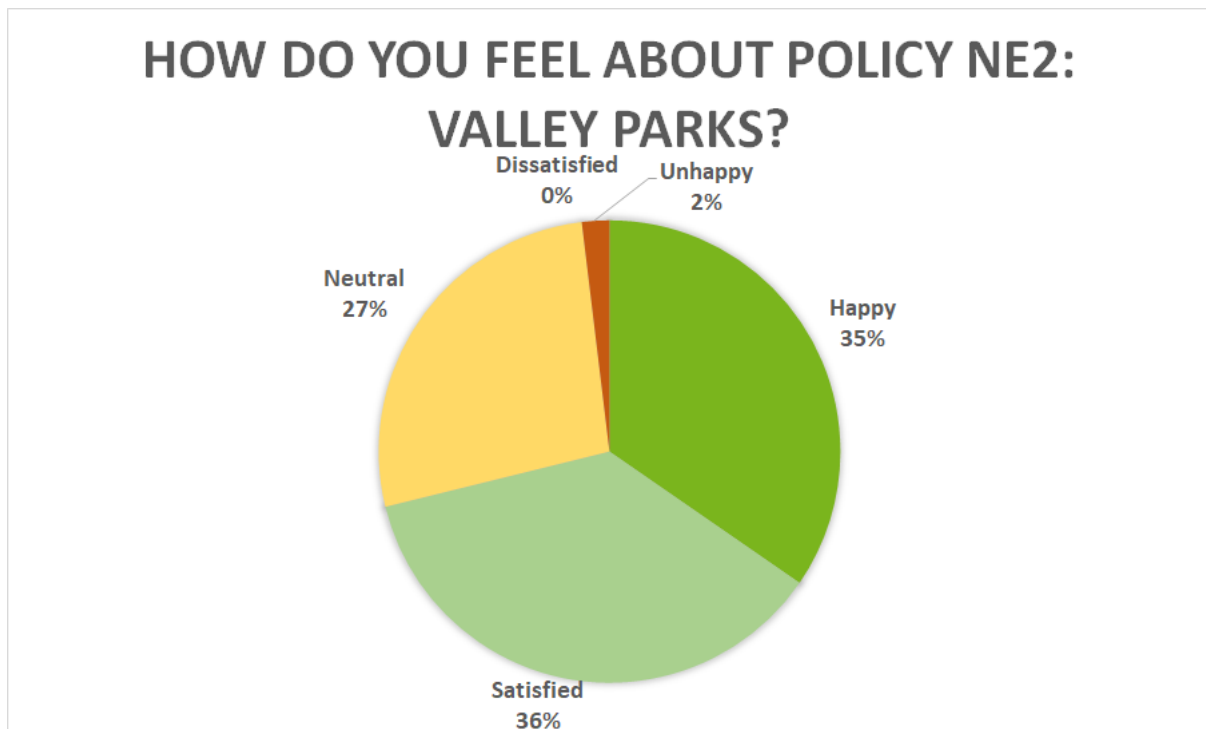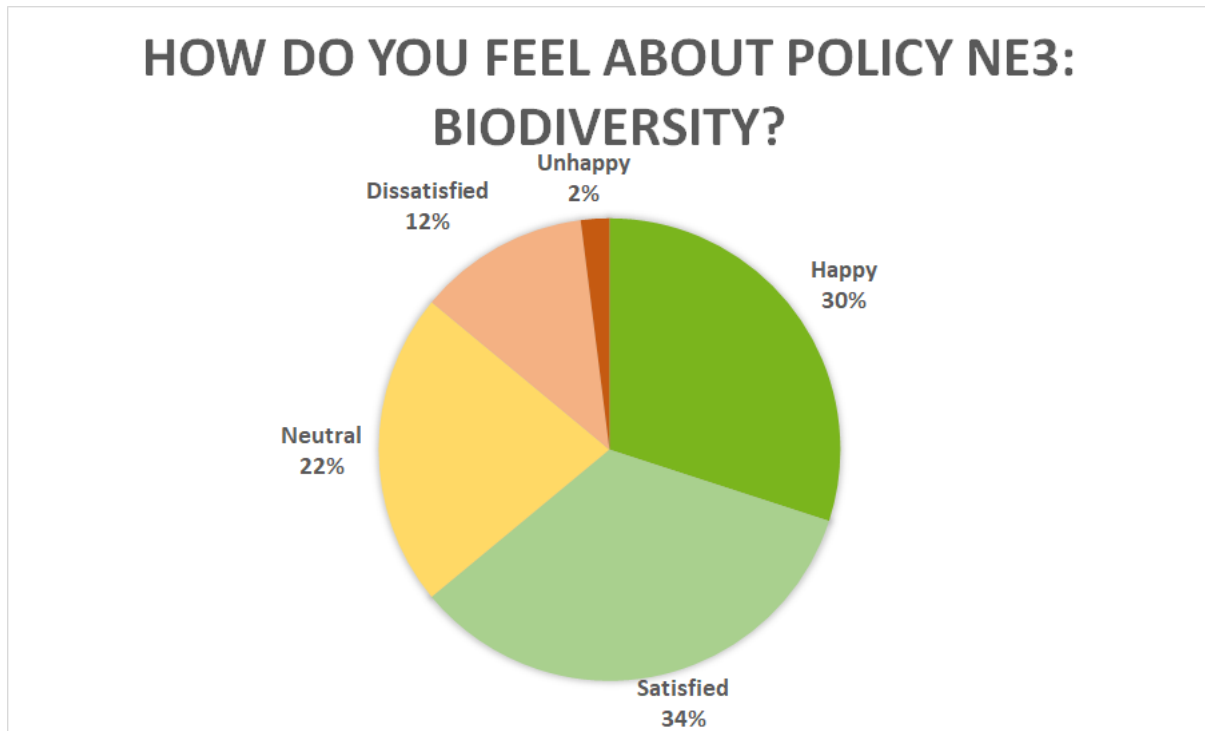

Graph A18: 'initial feelings' to policy NE2: Valley Parks

A.8.6 42 detailed comments included a general positive response to the policy with people expressing a feeling that it is important to protect and enhance Valley Parks for people and wildlife, and welcoming support for Valley Park protection. Greater accessibility to Valley Parks was also welcomed. Concern was expressed about what could be deemed 'appropriate development' within the policy wording with particular mention of solar farms, golf courses or sports pitches, and a request for further definition regarding this. Other suggestions included:

- The need to extend the protection offered by the policy to beyond Valley Parks and include other greenspace and wildlife corridors.
- The need for a masterplan for the Nature Recovery Network, to connect Valley Parks and provide nature corridors.
- The importance of ensuring that appropriate funding is provided to the Devon Wildlife Trust and securing funding from development to provide SANG (Suitable Alternative Natural Green Space) - including in the Valley Parks.

A.8.7 **NE3: Biodiversity**

Of the 50 responses received regarding 'initial feelings' about policy NE3: Biodiversity, nearly two thirds suggest support for the policy – 64% having selected feeling 'satisfied' or 'happy' with the policy. 14% were 'dissatisfied' or 'unhappy'. Full results are presented in graph A19.

Graph A19: 'initial feelings' to policy NE3: Biodiversity

A.8.8 45 detailed comments reflected general widespread support for the policy subject to its delivery and enforcement. Concern about the policy wording being too open was expressed, along with suggestions for the policy to exceed national legislation and require 20% biodiversity net gain rather than 10%. Some also felt that development that has any detrimental impact on biodiversity should be robustly challenged.

A.8.9 Suggestions for policy additions were made, including:

- That developers should leave areas of good quality habitat / corridors free from development.
- That trees should be retained, especially when healthy.
- The need to provide nesting boxes and wildlife features on roofs / walls.
- The importance of fully considering the loss of mature, established habitats (trees; hedgerows) as replacement with new actually results in net loss.
- The potential to increase biodiversity and provide reserves across the city.
- The need to consider the impact of light pollution from developments.

A.8.10 **NE4: Green infrastructure**

Of the 46 responses received regarding 'initial feelings' about policy NE4: Green Infrastructure, two thirds suggest support for the policy – 67% of the responses

identified feeling 'satisfied' or 'happy' with the policy. 11% were 'dissatisfied' or 'unhappy'. Full results are presented in graph A20.
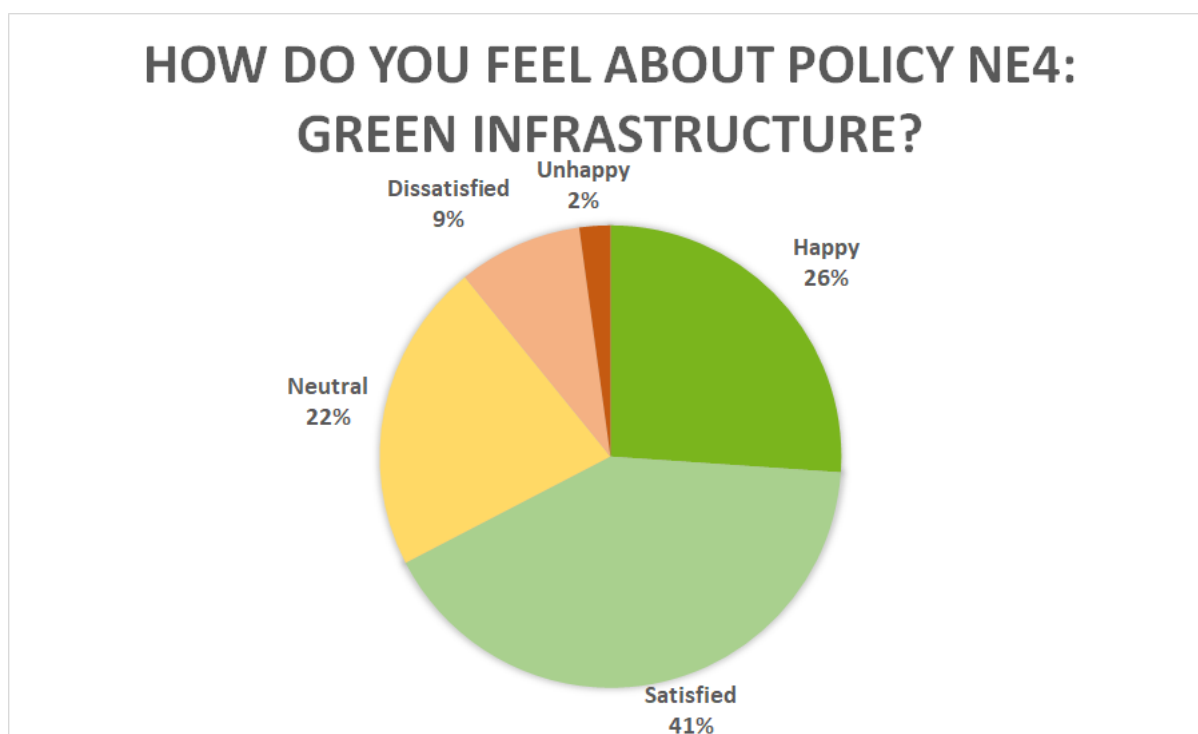
Graph A20: 'initial feelings' to policy NE4: Green infrastructure

A.8.11   33 detailed comments were made. These included reference to policy NE4 being a good approach but one that should apply to all development, not only large scale. Comments were also made that the policy should extend to include blue infrastructure (waterways), provide areas of calm and quiet, provide green corridors linking all green spaces including those beyond Exeter's administrative boundary and provide better management and enhancement of all areas of open space.

A.8.12   Comments expressed feelings that green infrastructure has already been diminished by previous development and that as a result, green infrastructure should be invested in further.

A.8.13   Improved accessibility to green infrastructure was lauded with suggestions that more public rights of way should be provided to improve access and linkages. Some people remarked that improved transport links to green infrastructure is not needed.
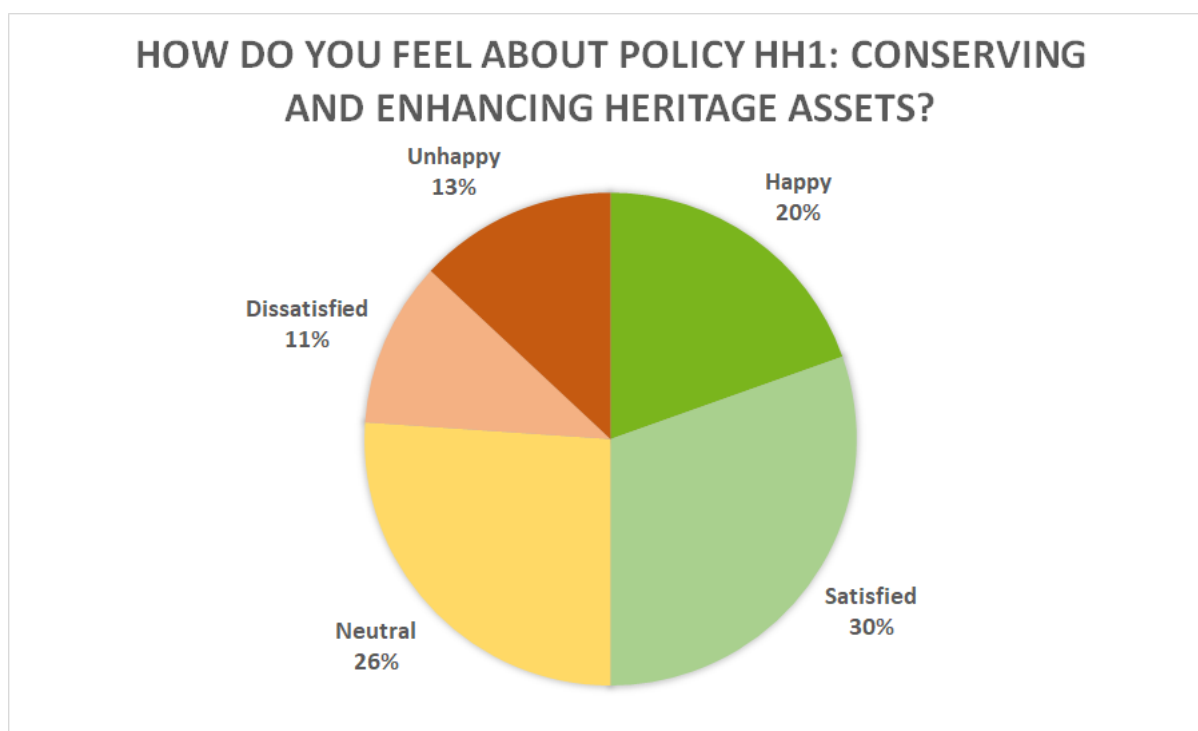
A.9   History and heritage

A.9.1   New development can raise challenges for Exeter's rich 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. Policy HH1: Conserving and enhancing heritage assets, seeks to conserve and enhance Exeter's historic environment, and where relevant, to balance this with sympathetic, justified alterations that ensure longevity of heritage assets, particularly in considering climate change adaptation and the net

zero agenda. The Outline Draft Plan included a single policy on history and heritage, with more to come in future versions of the plan.

A.9.2 **HH1: Conserving and enhancing heritage assets**

Of the 46 responses received regarding 'initial feelings' about policy HH1: Conserving and enhancing heritage assets, half suggested support for the policy – 50% identified feeling 'satisfied' or 'happy' with the policy. 24% were 'dissatisfied' or 'unhappy'. Full results are presented in graph A21.

Graph A21: 'initial feelings' to policy HH1: Conserving and enhancing heritage assets

A.9.3 45 detailed comments were provided. Comments welcomed the protection of Exeter's historic assets and heritage as well as the intention of the policy to include allowing historic assets to evolve. Suggested amendments included further clarification of what is meant by allowing heritage to adapt to climate change and clarification of further specific requirements of other heritage legislation such as listed building consent. It was also suggested that the importance of retaining public access to heritage and linking heritage assets to public open space should be included.

A.9.4 More critical comments suggested that the policy should seek to restore heritage and use heritage as a development driver and that the policy should be more proactive and offer greater protection - including singling out assets which should be considered sacrosanct.

A.9.5 Concern regarding the potential for new developments, particularly the height of new developments, to detract from the wealth of historic architecture and features of the city was expressed. Similarly, the suggestion of detailed design codes and design

guidance to be provided for all highly sensitive areas and conservation areas was raised.

A.10 Culture and tourism

A.10.1 Enhancing Exeter's cultural offering will be key to future success, building the sense of place and belonging in the city. The Exeter Plan provides for the exploration and celebration of the cultures of the city and our communities as they evolve. Policy C1: Protecting and enhancing cultural and tourism facilities, seeks to protect the many cultural and tourist facilities and institutions that provide interest, enjoyment and opportunities for enrichment to Exeter's communities. Large scale developments will be expected to reflect local culture and provide high quality public space and public art. The Outline Draft Plan included a single policy on culture and tourism, with more to come in future versions of the plan.

A.10.2 **C1: Protecting and enhancing cultural and tourism facilities**

Of the 46 responses received regarding 'initial feelings' about policy C1: Protecting and enhancing cultural and tourism facilities, less than half suggest support for the policy – 44% of the responses identified feeling 'satisfied' or 'happy' with the policy. 19% were 'dissatisfied' or 'unhappy'. Full results are presented in graph A22.
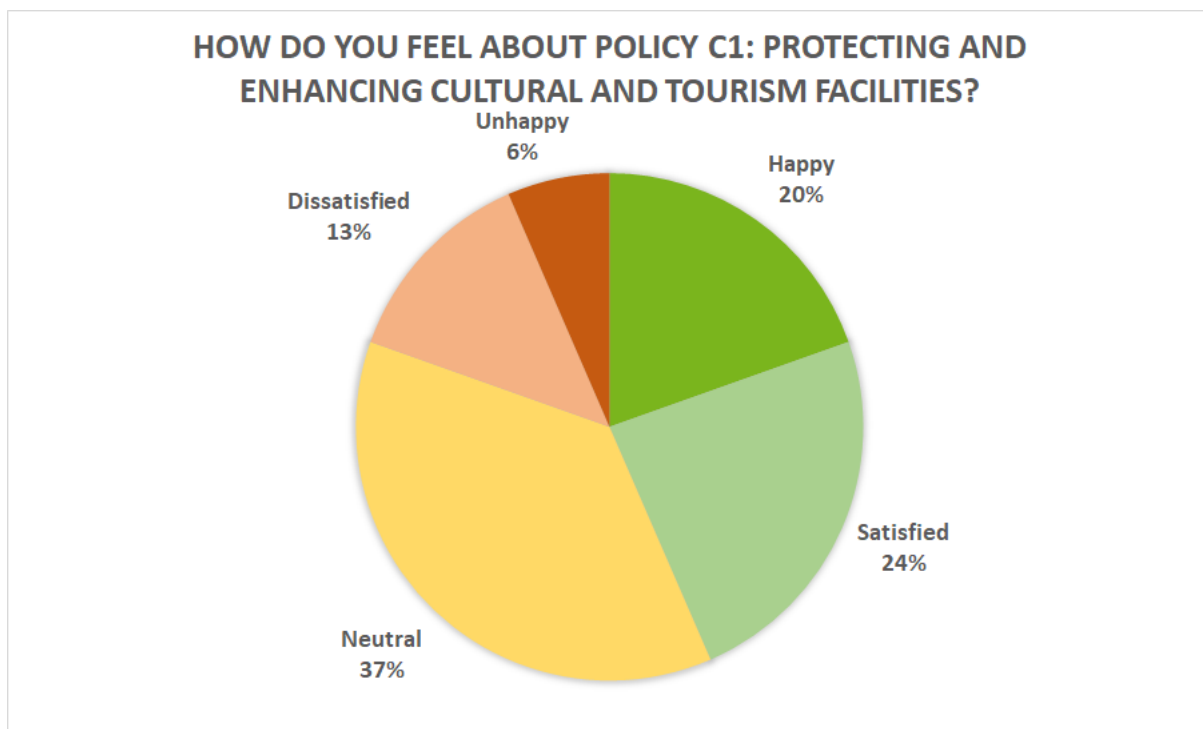
Graph A22: 'initial feelings' to policy C1: Protecting and enhancing cultural and tourism facilities

A.10.3 46 detailed comments were made to this policy. These included requests for a clear cultural identity to be established to attract tourists as well as serve communities, and for a deeper and more extensive cultural offering including a full assessment of

cultural and community value and viability. It was thought that the policy should deliver a new theatre and a Tourist Information Centre, and provide a broader focus on events and wider understanding of public art that extends beyond venue and place. However, it was also expressed that there is a lack of desire for tourism development and communities should be prioritised over tourists.

A.10.4 Comments also suggested that new development should aim to retain and enhance existing cultural facilities and that accessibility of cultural venues should include the availability of parking.

A.11 High quality places and design

A.11.1 The quality of the places in which we live and work is fundamental for so many reasons. The Exeter Plan must ensure that development is located in the right place and provides well-designed buildings and spaces. Policy D1: Design principles sets clear requirements for development. It 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. In addition to the Liveable Exeter principles, the Outline Draft Plan included a single policy on design, with more to come in future versions of the plan.

A.11.2 **D1: Design principles**

Of the 52 responses received regarding 'initial feelings' about policy D1: Design principles, over half suggest support for the policy – 59% identified 'satisfied' or 'happy' with the policy. 16% were 'dissatisfied' or 'unhappy'. Full results are presented in graph A23.

HOW DO YOU FEEL ABOUT POLICY D1: DESIGN PRINCIPLES?

- Unhappy 10%
- Dissatisfied 6%
- Happy 21%
- Neutral 25%
- Satisfied 38%
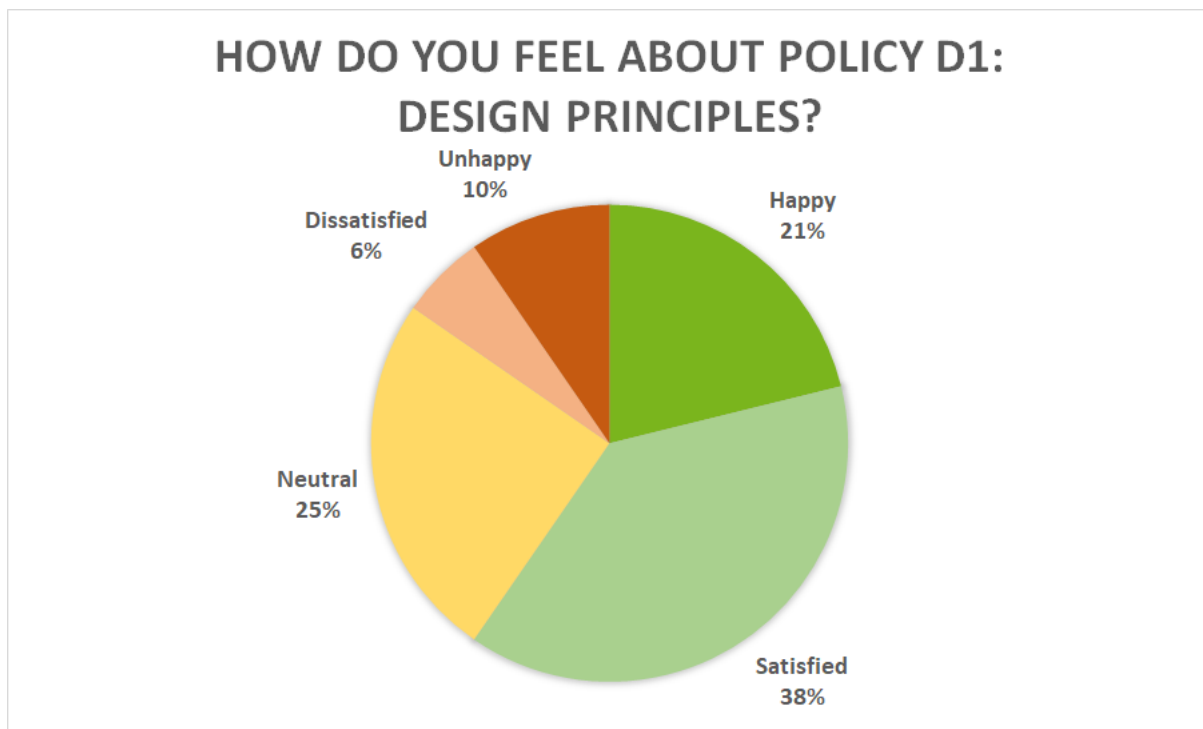
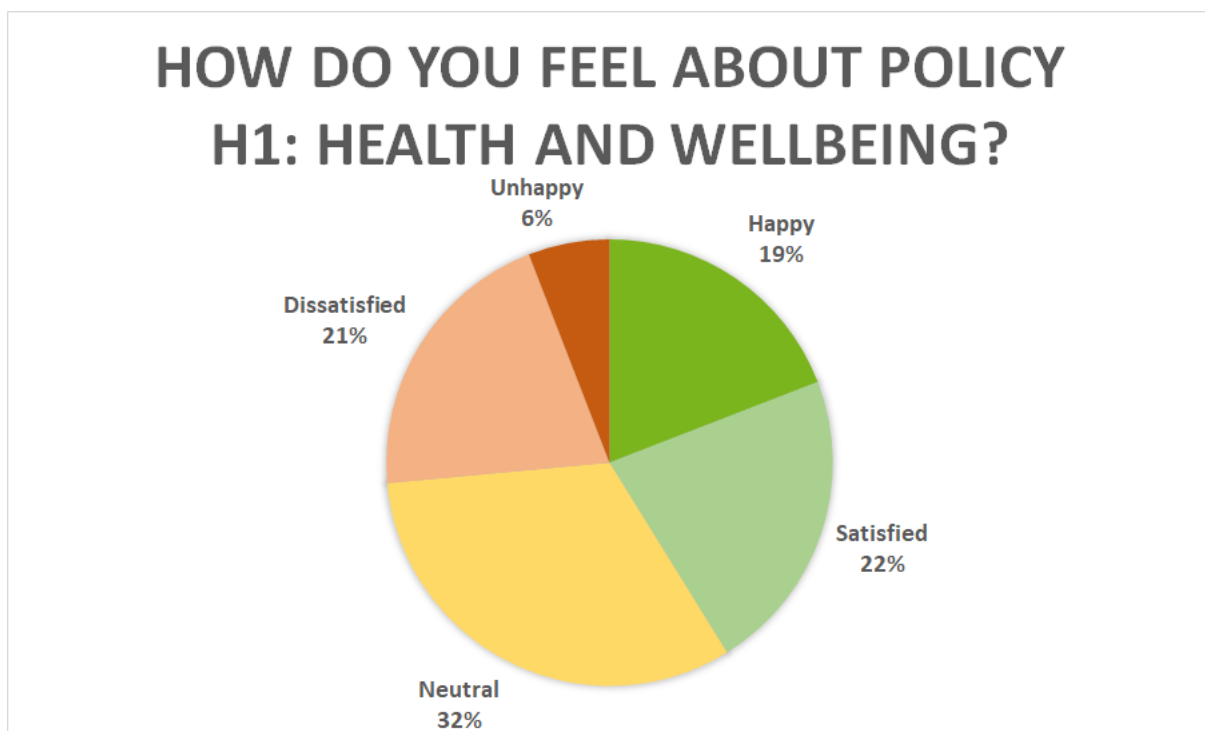Graph A23: 'initial feelings' to policy D1: Design principles

A.11.3 62 detailed comments reflected general support for the policy. It was felt that there is a potential conflict between this policy and the Liveable Exeter principles policy in relation to optimal density versus relating well to surroundings. Suggested amendments included reference to design codes, and that the policy should cover active travel, heritage, climate change and designing out crime. A number of comments expressed concern over the quality of some developments coming forward in the city.

A.12 Health and wellbeing

A.12.1 The Exeter Plan will play a part in improving health and wellbeing by providing quality housing, supporting job creation, enabling increases in physical activity, enhancing nature, supporting improvements in air quality and supporting the delivery of the health infrastructure we need. Policy H1: Health and wellbeing 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. The Outline Draft Plan included a single policy on health.

A.12.2 **H1: Health and wellbeing**

Of the 68 responses received regarding 'initial feelings' about policy H1: Health and wellbeing, less than half suggested support for the policy - 41% of the responses identified feeling 'satisfied' or 'happy' with the policy. 27% were 'dissatisfied' or 'unhappy'. Full results are presented in graph A24.

Graph A24: 'initial feelings' to policy H1: Health and wellbeing

A.12.3 75 detailed comments were provided to this policy. A key expressions of support for

the policy including the intention to improve active travel. Responses raised the need to protect the quality of existing open and green spaces as well as seek to provide more such spaces and increase allotment provision. Responses expressed concern about hospital and GP provision and the impact further development will have. Suggested policy amendments included greater weight given to air quality and the inclusion of restrictions on fast food takeaways.

A.13 Infrastructure and community facilities

A.13.1 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. Three policies were included in the outline draft Exeter Plan:

- 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.
- Policy IC2 sets out the approach for the protection of existing, and delivery of new, community facilities in the city.
- Policy IC3 explains the approach that will be taken to considering the viability of development.

3.13.2 **IC1: Delivery of infrastructure**

Of the 33 responses received regarding 'initial feelings' about policy IC1: Delivery of infrastructure, just over one third suggest support for the policy - 36% of responses identified feeling 'satisfied' or 'happy' with the policy. 23% were 'dissatisfied' or 'unhappy'. Full results are presented in graph A25.
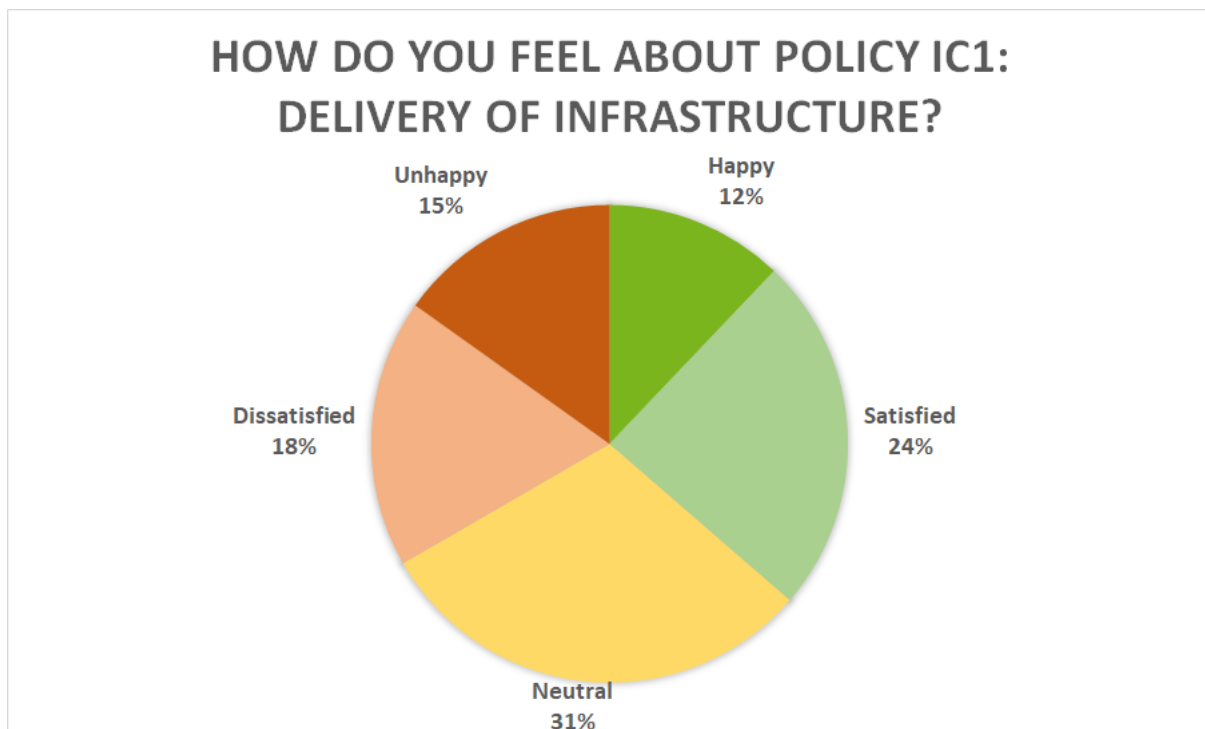
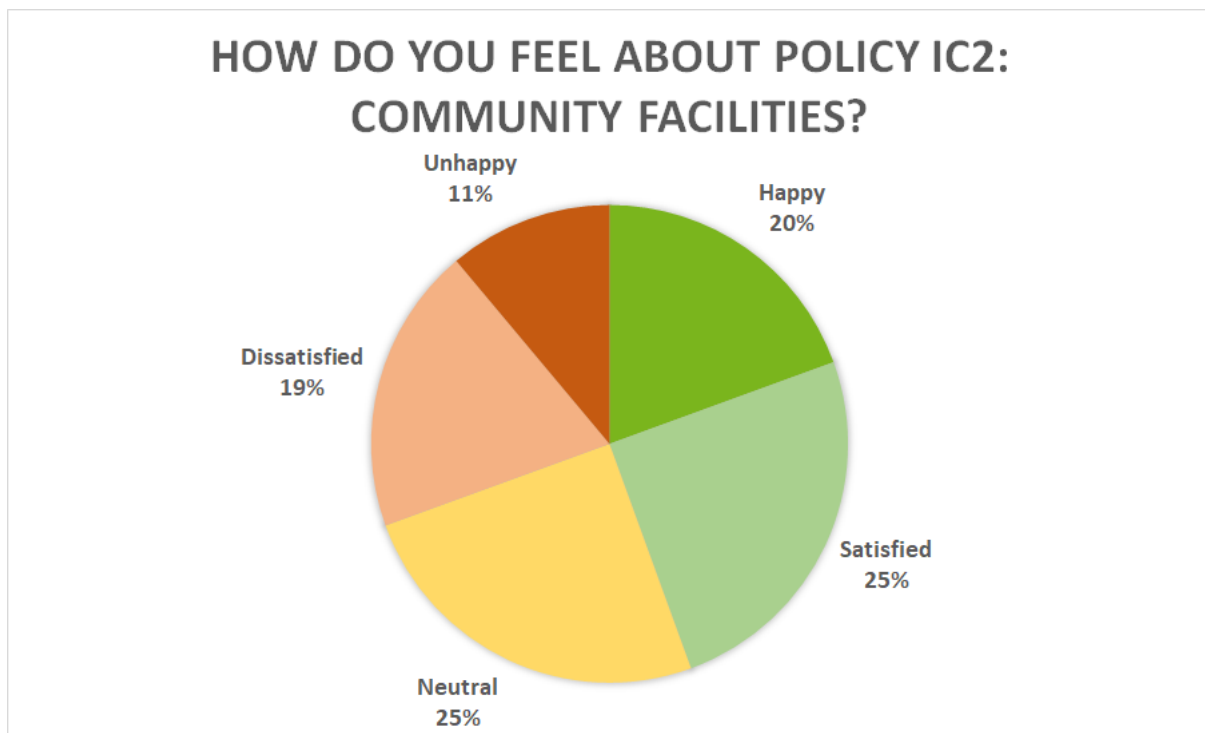Graph A25: 'initial feelings' to policy IC1: Delivery of infrastructure

A.13.3 37 detailed comments reflected the mixed response to the policy. Responses said that further policy detail is needed to provide a fuller response and also suggested a range of specific infrastructure improvements that were felt should be considered in the infrastructure delivery plan.

A.13.4 The importance of providing infrastructure before housing was raised in comments. Concern was expressed regarding the capacity of existing infrastructure to handle new development, alongside disappointment in the lack of new infrastructure provided in some recent developments across the city. Some felt there is too much reliance on developer goodwill to deliver infrastructure and there should be stronger delivery mechanisms in place.

A.13.5 **IC2: Community facilities**

Of the 36 responses received regarding 'initial feelings' about policy IC2: Community facilities, less than half suggested support for the policy – 45% of the responses identified feeling 'satisfied' or 'happy' with the policy. 30% were 'dissatisfied' or 'unhappy'. Full results are presented in graph A26.
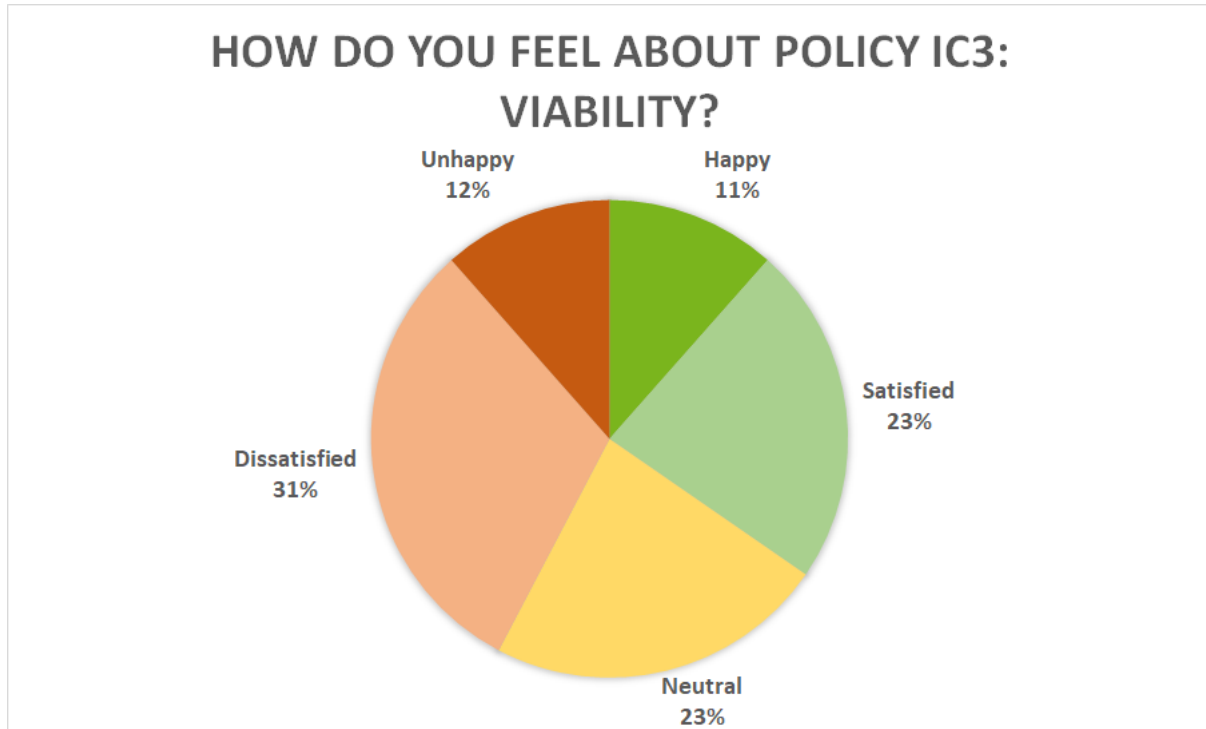

Graph A26: 'initial feelings' to policy IC2: Community facilities

A.15.6 37 detailed comments were received on the policy including some positive responses. Other comments set out the need for existing facilities to be improved not simply protected. Some commented that they felt there is a lack of provision for young people in the city

A.13.7 **IC3: Viability**

Of the 26 responses received regarding 'initial feelings' about policy IC3: Viability, around one third suggest support for the policy – 34% of the responses identified feeling 'satisfied' or 'happy' with the policy. 43% selected 'dissatisfied' or 'unhappy'. Full results are presented in graph A27.

Graph A27: 'initial feelings' to policy IC3: Viability

A.13.8 23 detailed comments reflected the mixed response to the policy with recognition that a plan viability appraisal has yet to be completed. Comments included:

- The suggestion that the policy provides opportunity for developers to argue against delivering infrastructure.
- That the policy should be stronger and set out stricter criteria for deviation from requirements on viability grounds.
- The potential overreliance of the strategy on brownfield land might result in viability issues and delivery of less infrastructure as a result.

APPENDIX B: Sites comments

B.1 Overview

B.1.1 This section outlines respondents' 'initial feelings' about each proposed site included in the Exeter Plan outline draft and provides summaries of comments received.

B.1.2 The summaries included in this section provide a general overview of public reaction to the proposed sites. Responses to comments are not provided in this report. All comments received during consultation will be considered in drafting the next version of the Exeter Plan.

B.2 Marsh Barton – Site Reference 14

B.2.1 Of the 82 responses received regarding 'initial feelings' about site 14: Marsh Barton, 43% suggested support through a selection of feeling 'satisfied' or 'happy' with the site. 31% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B1.
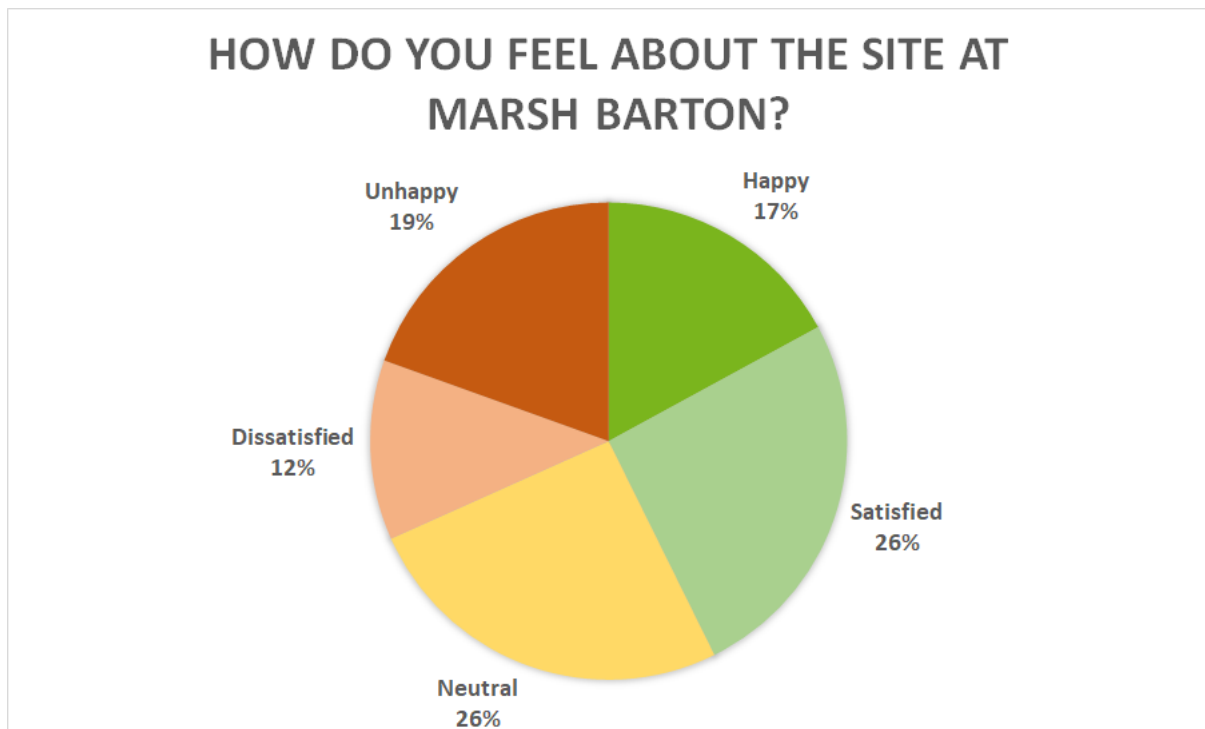
Graph B1: 'initial feelings' to site 14: Marsh Barton

B.2.2 71 detailed comments were received including some positive responses about the site providing an opportunity to more efficiently use a sizeable area of land and an opportunity to improve the existing environment. It was expressed that development should minimise car use and avoid an increase in traffic. Comments also suggested a need to better understand the intentions of current businesses located in Marsh Barton. Concerns about the site included:

- The loss of employment uses and concern about relocation opportunities. This was raised and queried by current business owners.
- Flood risk

- The loss of waste related uses without a suitable replacement being identified; and
- The appropriateness of residential development near to waste related uses.

B.3   Water Lane – Site Reference 15

B.3.1   Of the 67 responses received regarding 'initial feelings' about site 15: Water Lane, a little over a third (39%) suggested support through a selection of feeling 'satisfied' or 'happy' with the site, whereas 43% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B2.
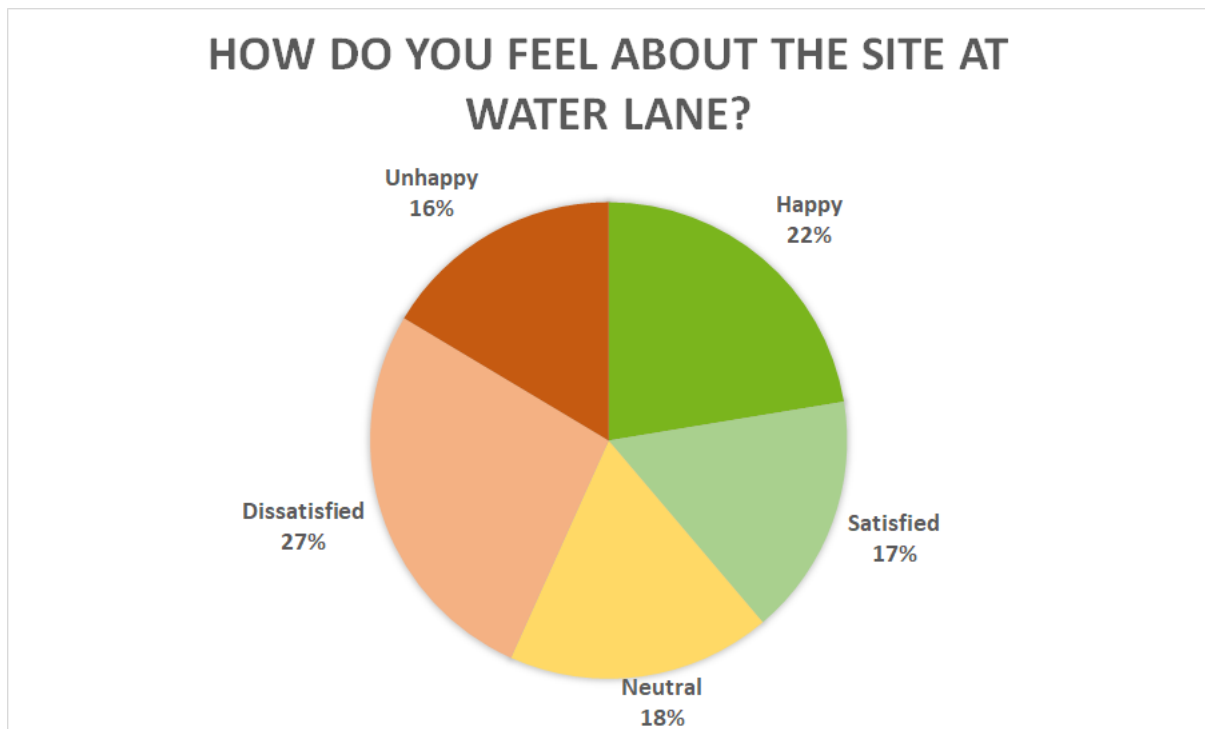
Graph B2: 'initial feelings' to site 15: Water Lane

B.3.2   61 detailed comments included suggesting the site is appropriate for development but also raising concern as to whether it is too complex to bring forward, especially given it has been included as an option before. It was suggested that the site detail and masterplan for this site should be developed together with Marsh Barton and that this detail needs to be further established, including timescales, to enable further comments to be made. It was commented that comprehensive and quality active and sustainable travel links are needed and that development of the site will have traffic and parking implications.
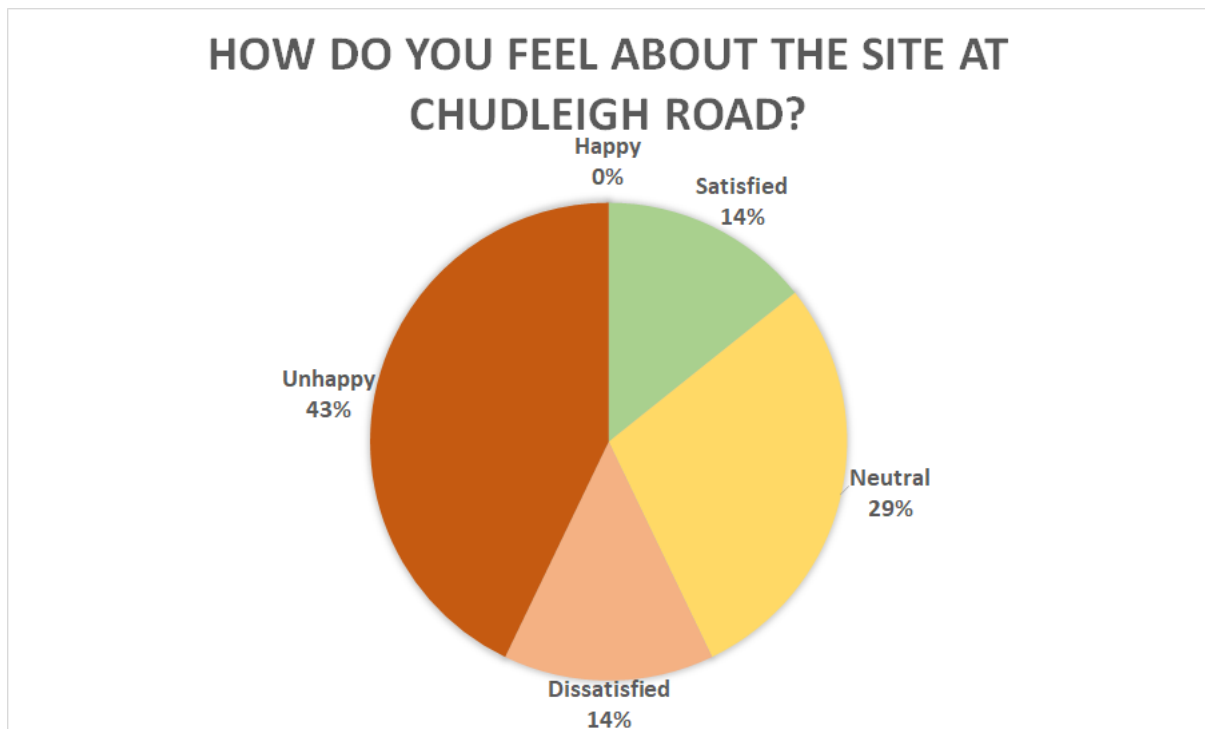
B.3.3   Concerns about the site included:

- Impact of development on heritage / heritage preservation
- Impact on canal / need for better relationship with and celebration of the canal
- Additional water crossing points should be included
- Overdevelopment of the site / density too high for the area / Exeter
- The complexity of the site
- Flood risk

- Pressure on infrastructure / lack of infrastructure to support development
- Potential loss of open space and playing field
- Loss of industry and jobs

B.4   Land adjoining Silverlands, Chudleigh Road – Site Reference 18

B.4.1   Of the 13 responses received regarding 'initial feelings' about site 18: Land adjoining Silverlands, Chudleigh Road, 14% suggested support through a selection of feeling 'satisfied' or 'happy' with the site, whereas 57% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B3.

HOW DO YOU FEEL ABOUT THE SITE AT CHUDLEIGH ROAD?

Happy 0%
Satisfied 14%
Neutral 29%
Dissatisfied 14%
Unhappy 43%

Graph B3: 'initial feelings' to site 18: Land adjoining Silverlands, Chudleigh Road

B.4.2   14 detailed comments outlined the generally negative response to the site including disappointment at the loss of a green site and suggestions for the site to be retained as formal open or recreational space. Concern was also expressed over the impact of development on existing infrastructure and traffic on Alphington.

B.4.3   This site is already allocated in the Core Strategy as part of the Alphington Strategic Allocation.

B.5   Red Cow / St David's – Site Reference 22

B.5.1   Of the 38 responses received regarding 'initial feelings' about site 22: Red Cow / St David's, 45% suggested support through a selection of feeling 'satisfied' or 'happy' with the site. 37% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B4.
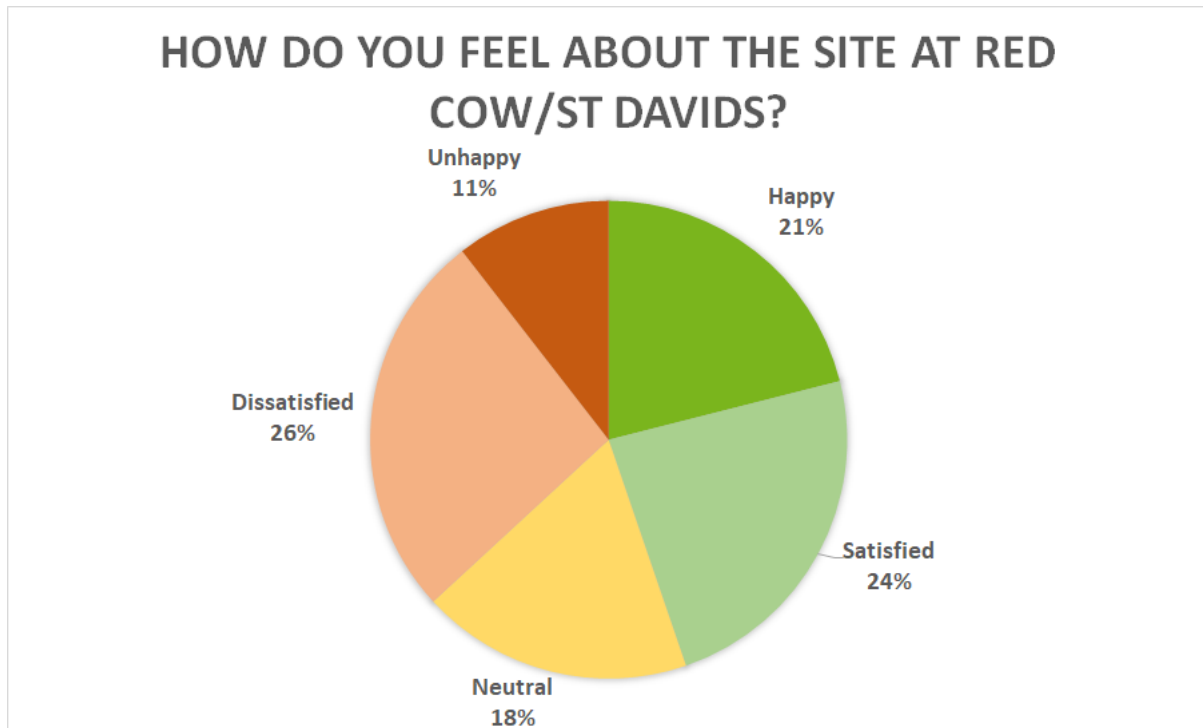
Graph B4: 'initial feelings' to site 22: Red Cow / St David's

B.5.2   37 detailed comments included numerous responses of support for redevelopment of this area and for it to become a place that offers a real welcome to the city on arrival at St David's station. This was accompanied by numerous comments about the importance of retaining the station façade and character, the historic assets/setting and the importance of providing open space.

B.5.3   Many responses requested more detail to enable a full understanding of the potential development on the site. Similarly there were a significant number of comments expressing concern regarding loss/lack of parking and mentions of the need for commuter/train user parking and drop off/pick up provision. While some considered this site to be an appropriate location for car-free development it was also raised that an accompanying significant improvement in sustainable travel options is required.

B.5.4   Concerns about the site included:

- Proximity to the mainline railway causing noise and pollution.
- The potential height of the proposal (although this is not yet determined).
- Increased traffic resulting from development.
- The likelihood of the development being predominantly for students and not mixed use or family / affordable housing.
- Flood risk and land contamination.

B.6   99 Howell Road – Site Reference 24

B.6.1   Of the 27 responses received regarding 'initial feelings' about site 24: 99 Howell Road, nearly three quarters (74%) suggested support though a selection of feeling 'satisfied' or 'happy' with the site. No one selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B5.
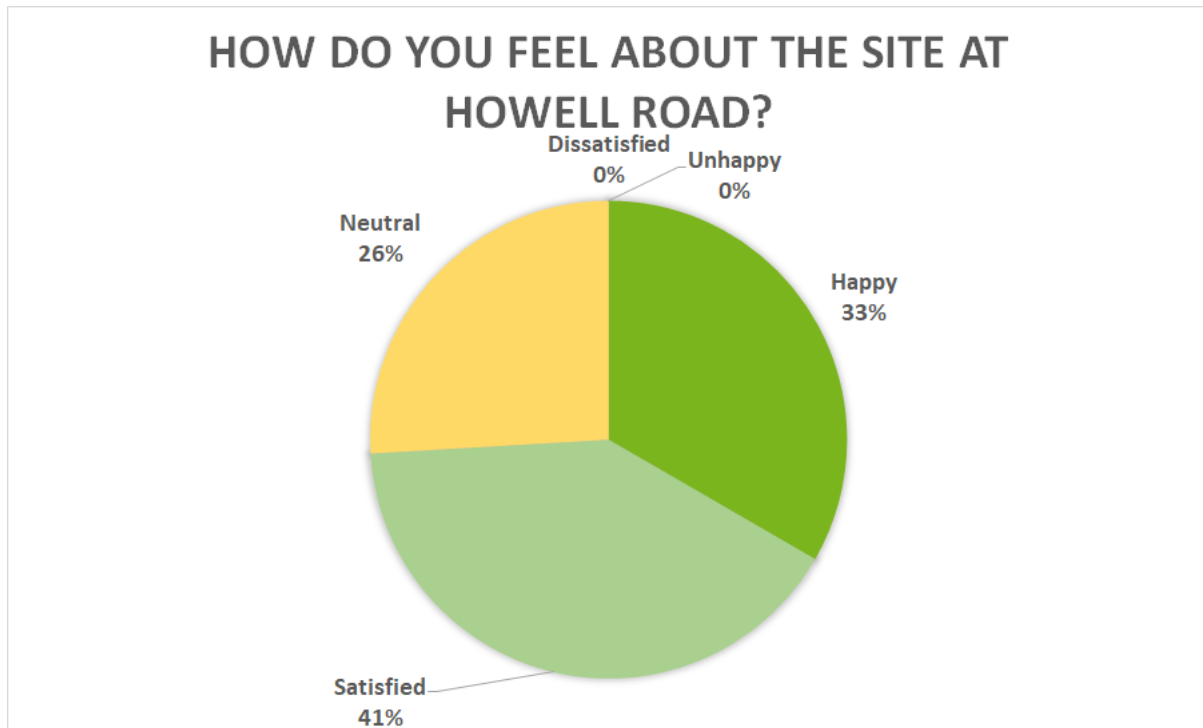

Graph B5: 'initial feelings' to site 24: 99 Howell Road

B.6.2   The majority of the 18 detailed comments suggested that this is a sensible site for redevelopment that needs to take account of historic assets and archaeological remains. Concern was raised about the potential for the site to deliver student housing. Further site suggestions included:

- The potential for car-free development but concern as to whether this will take place.
- The need for traffic calming and street enhancements.
- The potential for net zero redevelopment not just low carbon.

B.7   Land at Exeter Squash Club, Prince of Wales Road – Site Reference 26

B.7.1   Of the 48 responses received regarding 'initial feelings' about site 26: Land at Exeter Squash Club, less than a quarter (23%) suggested support through a selection of feeling 'satisfied' or 'happy' with the site, whereas 60% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B6.
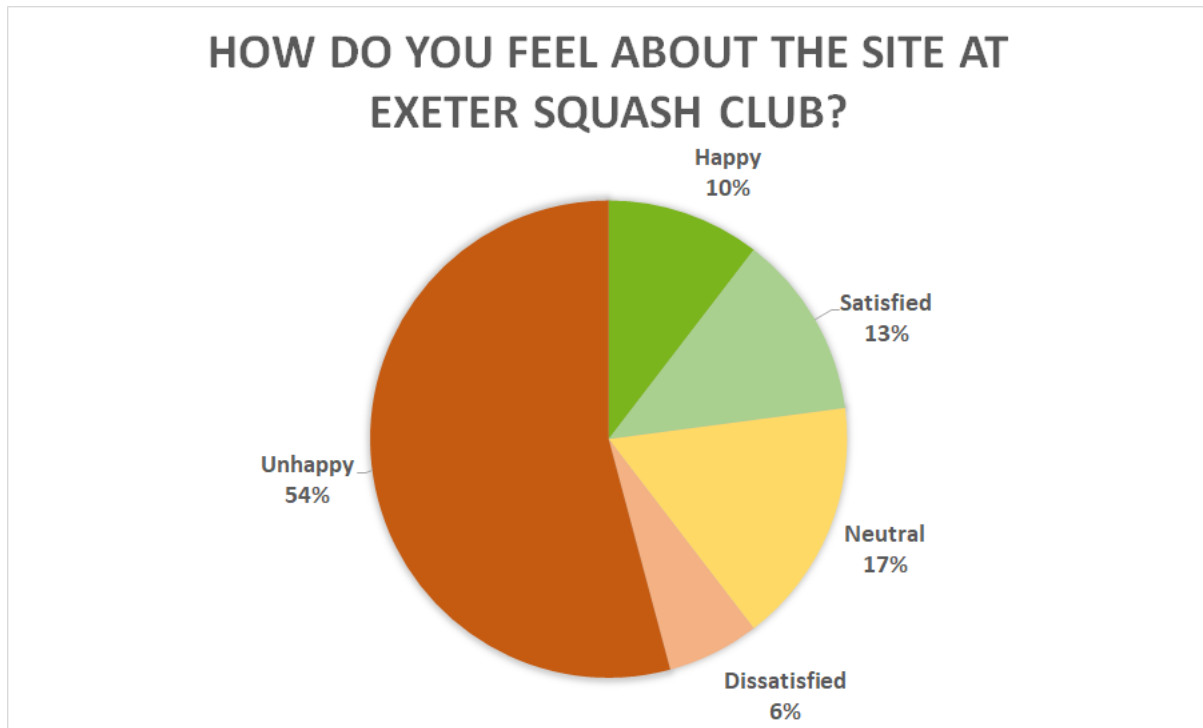
Graph B6: 'initial feelings' to site 26: Land at Exeter Squash Club, Prince of Wales Road

B.7.2   48 detailed comments reflected the general negative response to the site. These comments largely focussed on potential overdevelopment, concern regarding potential for the site to become student accommodation and the conflict of this with the Neighbourhood Plan policy to promote balanced communities, and the loss of the sports facility, including for non-squash club uses. There were some comments of support for the potential for improved squash facilities to be provided elsewhere, similarly there were some comments suggesting the proximity to the University makes it a sensible location for student accommodation.
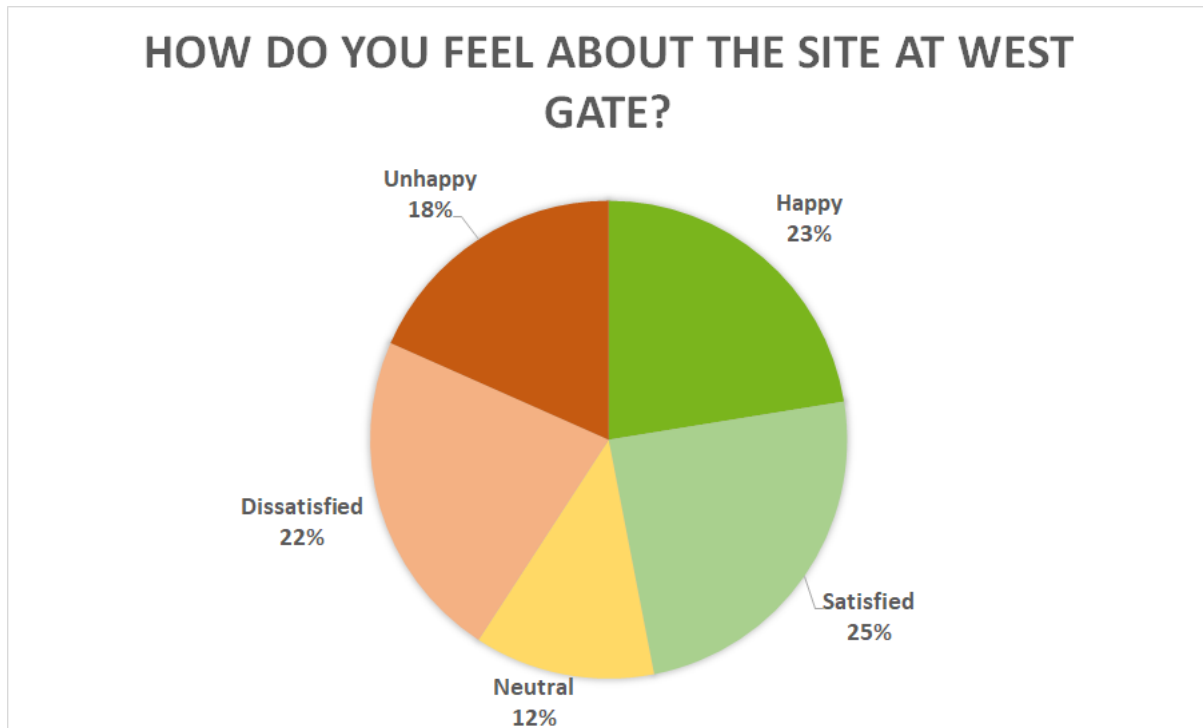
B.7.3   Other concerns included:

- Potential loss of parking,
- Impact on the historic environment
- The need for this site to be considered within an up-to-date sports facilities strategy.

B.8 West Gate – Site Reference 39

B.8.1 Of the 49 responses received regarding 'initial feelings' about site 39: West Gate, just under half (48%) suggested support through a selection of feeling 'satisfied' or 'happy' with the site. 40% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B7.

HOW DO YOU FEEL ABOUT THE SITE AT WEST GATE?

Unhappy 18%
Happy 23%
Satisfied 25%
Neutral 12%
Dissatisfied 22%
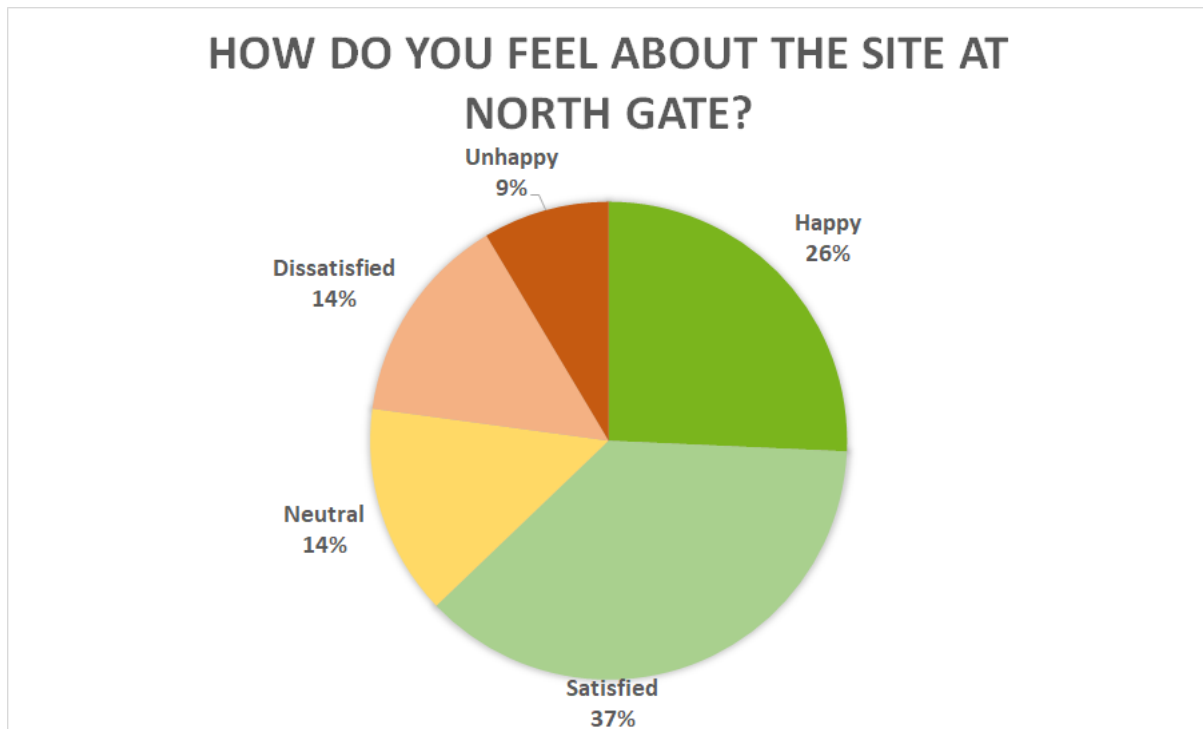
Graph B7: 'initial feelings' to site 39: West Gate

B.8.2 West Gate (around Exe Bridges) received 43 detailed comments. These included some support suggesting that it is a good site for enhancement and redevelopment with lots of scope and potential if complexities and constraints can be appropriately unravelled. Traffic issues experienced in the surrounding area and site sensitivities due to nearby historic assets were two of the cited issues along with uncertainty as to where housing could be located within the site. Responses also suggested that play parks and green spaces need to be retained and new ones provided.

B.8.3 Concerns included:

- Traffic increases and pressures particularly when not everyone can walk or cycle.
- Concerns over the full impact of potential closure of the bridge to road traffic
- Potential loss of mature trees
- Potential loss of facilities (e.g. leisure centre, shops)
- The need for infrastructure and health services to support growth
- Flooding
- The height of the proposed development.

B.9 North Gate – Site Reference 42

B.9.1 Of the 35 responses received regarding 'initial feelings' about site 42: North Gate, over half (53%) suggested support through a selection of feeling 'satisfied' or 'happy' with the site. 23% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B8.

HOW DO YOU FEEL ABOUT THE SITE AT NORTH GATE?

- Unhappy 9%
- Dissatisfied 14%
- Neutral 14%
- Satisfied 37%
- Happy 26%

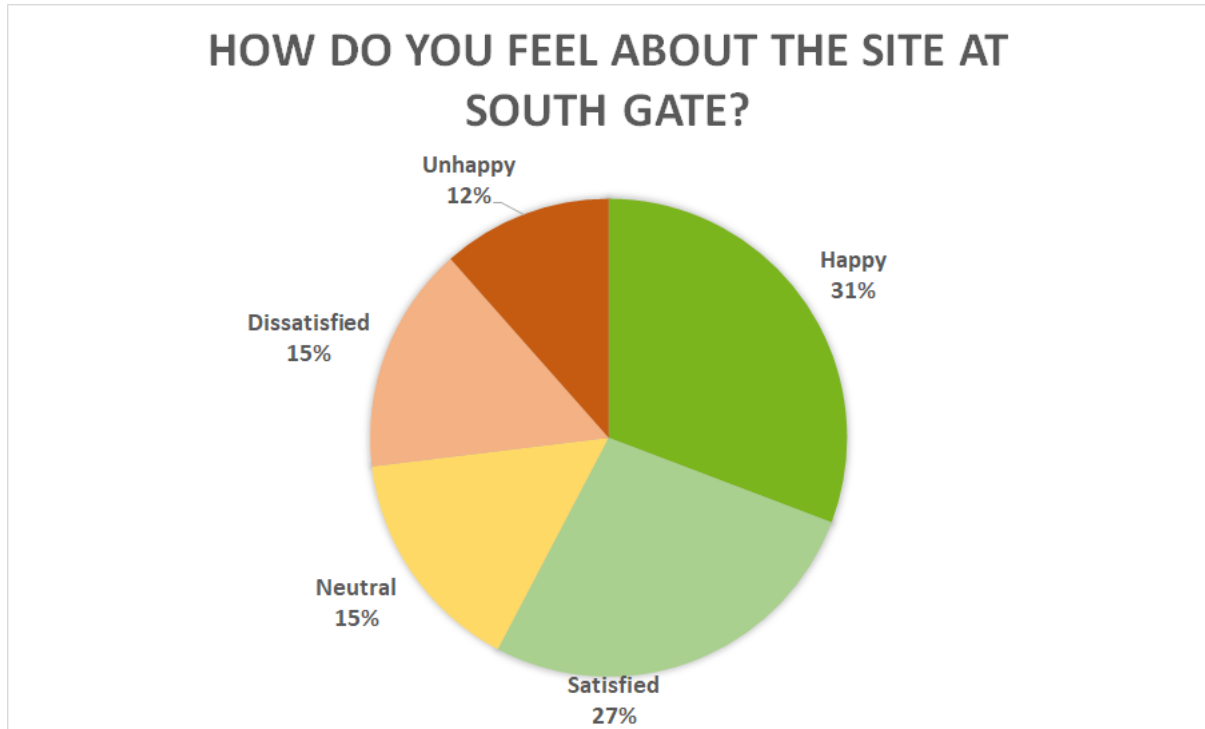Graph B8: 'initial feelings' to site 42: North Gate

B.9.2 North Gate (area including Paul Street and North Street) received 29 detailed comments including support for the site because the area needs enhancing and redeveloping. Responses also raised that more detail on the scheme is required to provide comment and suggested that any development would require traffic calming and should convert rather than demolish the existing buildings. Other suggestions included delivering only affordable housing or retail and that the development should include open space, a plaza or social space. It was suggested that the design should emulate the heritage and character of buildings opposite and those previously on site.

B.9.3 Concerns included:

- The potential for the site to deliver only student or co-living accommodation.
- The scale, bulk and density of the proposed development and the impact on its surroundings.
- Impact of potential development on heritage.

B.10   South Gate – Site Reference 46

B.10.1 Of the 26 responses received regarding 'initial feeling' about site 46: South Gate, over half (58%) suggested support through a selection of feeling 'satisfied' or 'happy' with the site. 27% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B9.


Graph B9: 'initial feelings' to site 46: South Gate

B.10.2 South Gate (South of Western Way and South Street) received 28 detailed comments. There were comments which included support for reallocating road space and removing cars to improve the local environment. Concern about the potential impact of the development on the road network and the loss of car parking was raised along with the suggestion of needing to give careful consideration to density. This particularly related to the proximity to historic buildings, the location on the edge of the city centre and the potential to influence views to and from the river.

B.11 12-31 Sidwell Street / Land at Sidwell Street – Site Reference 51

B.11.1 Of the 54 responses received regarding 'initial feelings' about site 51: 12-31 Sidwell Street / Land at Sidwell Street, nearly two thirds (63%) suggested support though a selection of feeling 'satisfied' or 'happy' with the site. 15% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B10.
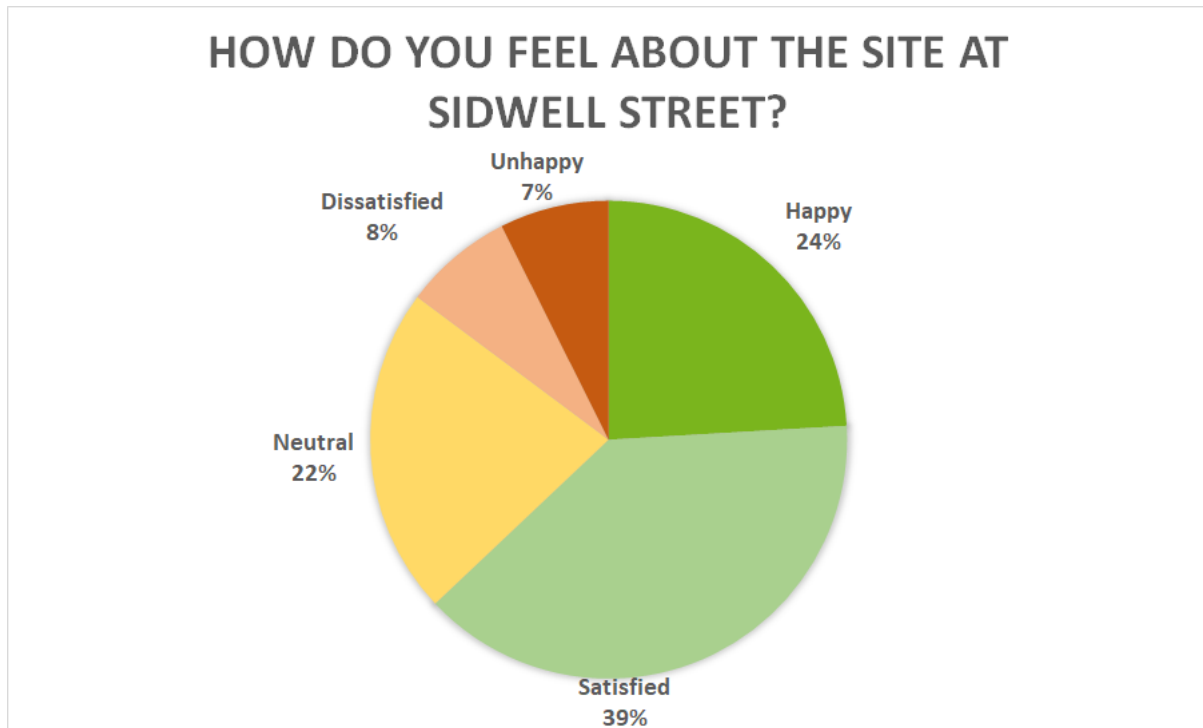
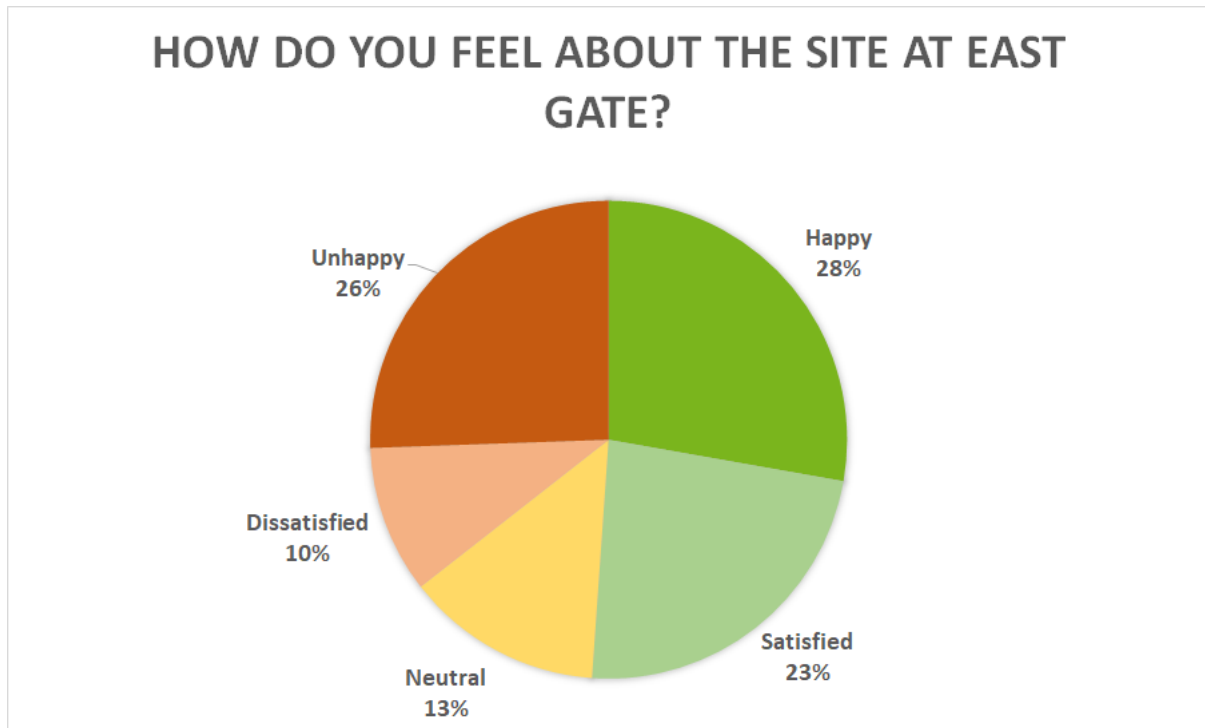Graph B10: 'initial feelings' to site 51: 12-31 Sidwell Street / Land at Sidwell Street

B.11.2 44 detailed comments contained positive responses including that the site is in need of redevelopment and regeneration and a view that it is a good location for housing. It was suggested that more detail is needed to fully understand the site. There was concern that the site will deliver student accommodation rather than other housing and a feeling that affordable housing should be a priority. In terms of transport, comments included a call to improve public transport and for the development to be car free.

B11.3 There were a number of site specific comments including:

- A desire for the ground level to be retained as commercial space
- Concerns about the potential loss of the walk in centre / suggested need to provide an improved health centre
- Concern about potential loss of St Sidwell's community centre
- The suggestion of a police - public interface to be provided
- The need to consider archaeology and heritage constraints.

B.12 East Gate – Site Reference 52

B.12.1 Of the 90 responses received regarding 'initial feelings' about site 52: East Gate, around half (51%) suggest support through a selection of feeling 'satisfied' or 'happy' with the site. 36% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B11.

Graph B11: 'initial feelings' to site 52: East Gate

B.12.2 East Gate (south side of Sidwell Street, Paris Street and the western end of Heavitree Road) received 68 detailed comments including positive responses suggesting the site is a good location for redevelopment, particularly around Sidwell Street. Responses were split as to whether Sidwell Street retail should be retained at ground floor level or repurposed due to the perception of many empty units.

B.12.3 Alongside requests for further information and detail were suggestions for the development to also deliver green space and improvements to active and sustainable travel options as a priority.

B.12.4 Some concerns were expressed about the site regarding:

- Potential design
- Density.
- A lack character.

B.13 Land at Hamlin Lane – Site Reference 60

B.13.1 Of the 29 responses received regarding 'initial feelings' about site 60: Land at Hamlin Lane, 41% suggested support through a selection of feeling 'satisfied' or 'happy' with the site and a similar proportion (42%) selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B12.
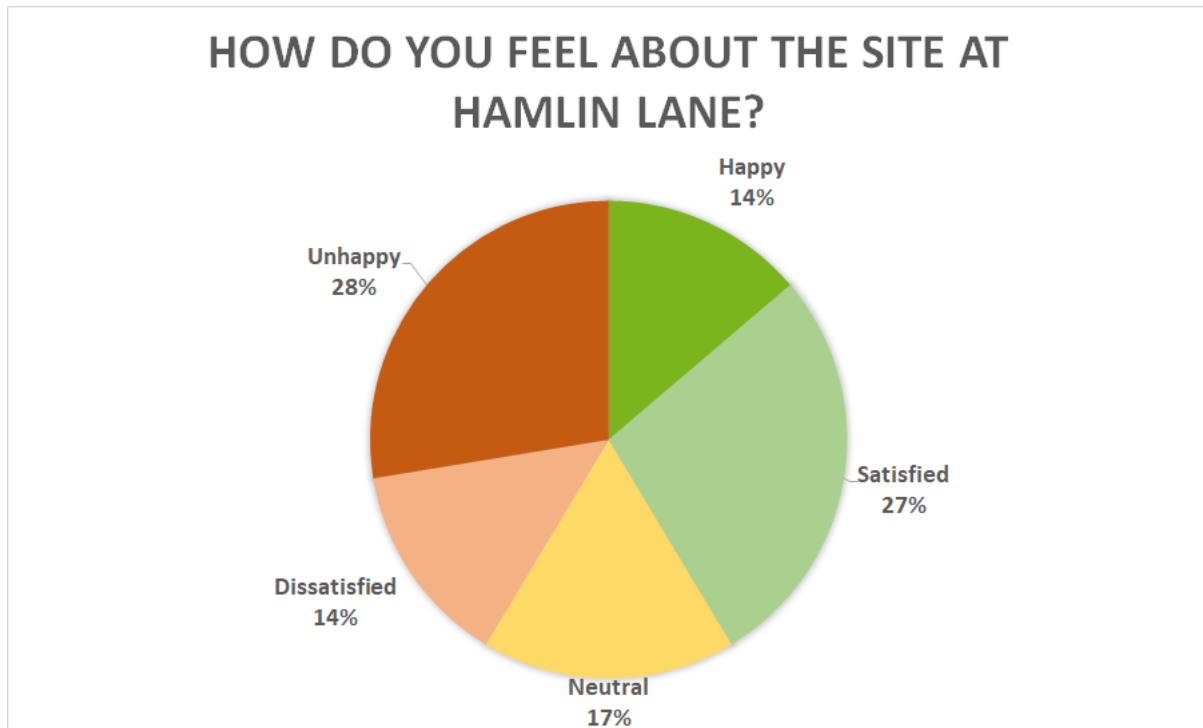
Graph B12: 'initial feelings' to site 60: Land at Hamlin Lane

B.13.2 22 detailed comments reflected the mixed response to the site. The positive responses included that development could provide opportunities to generally improve the area and entrance to the park and regularise parking. Protecting local wildlife and trees was raised as a factor to be considered.

B.13.3 Part of the site is unofficially used for growing produce and there was concern this opportunity would be lost despite demand for allotments. Others expressed the opinion that the site should be kept as greenspace.

B.13.4 Other concerns included:

- Flood risk
- The proposed density of the development
- The impact on parking.

B.14   Belle Isle Depot, Belle Isle Drive – Site Reference 72

B.14.1 Of the 44 responses received regarding 'initial feelings' about site 72: Belle Isle Depot , a little over a third (38%) suggested support through a selection of feeling 'satisfied' or 'happy' with the site whereas 48% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B13.
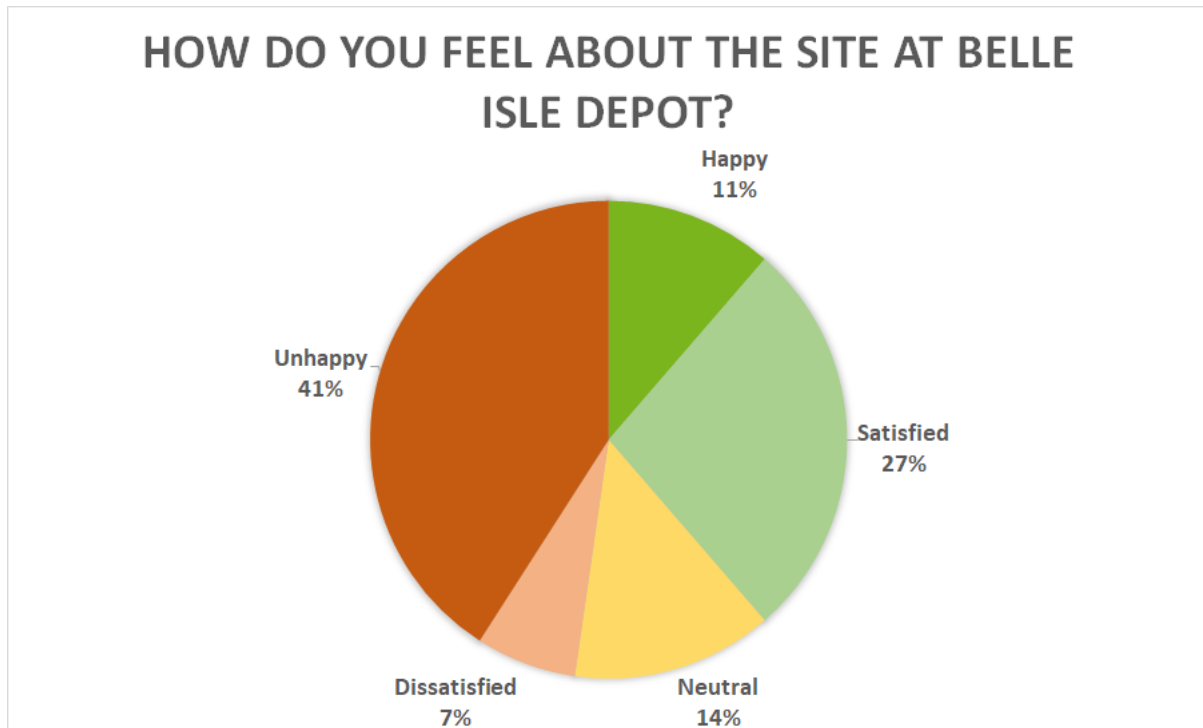
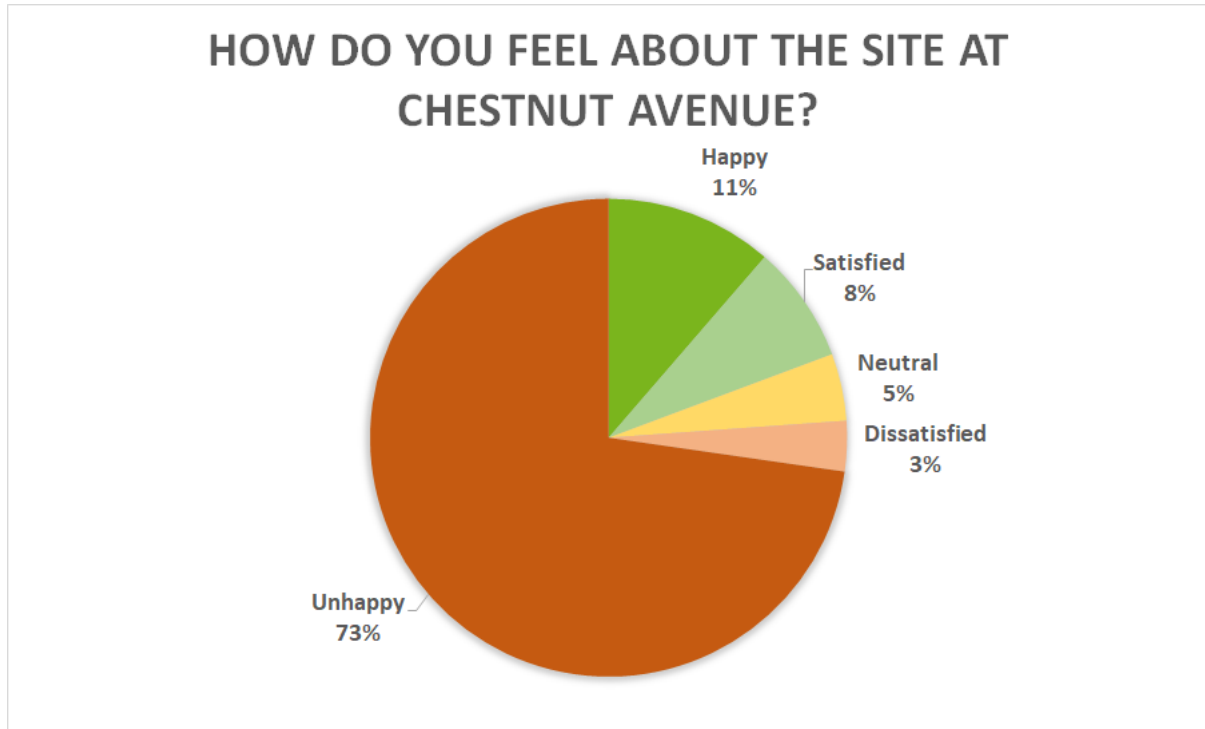Graph B13: 'initial feelings' to site 72: Belle Isle Depot, Belle Isle Drive

B.14.2 36 detailed comments reflected the mixed response to the site. While it was raised that development of the site offers opportunity to improve Belle Isle Park and make it more accessible with additional pedestrian connections, it was also suggested that the site should instead be used as an extension to the park and Riverside Valley Park. Concern regarding traffic was expressed as safety around the entrance is already considered an issue. Some felt that the site should be car free but were sceptical as to how this could be enforced.

B.14.3 Other concerns included:

- The potential loss of trees
- The potential height of the development
- The impact on the park
- Flood risk.

B.15   Chestnut Avenue – Site Reference 75

B.15.1 Of the 88 responses received regarding 'initial feelings' about site 75: Chestnut Avenue, 19% suggest support through a selection of feeling 'satisfied' or 'happy' with the site whereas 76% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B14.

Graph B14: 'initial feelings' to site 75: Chestnut Avenue

B.15.2 51 detailed comments reflected the negative response to the site which largely stemmed from concern regarding the loss of the playground, despite the site description including suggestion to retain and enhance it. It was also suggested that the development of the site could improve a neglected area and contribute to reducing anti-social behaviour.
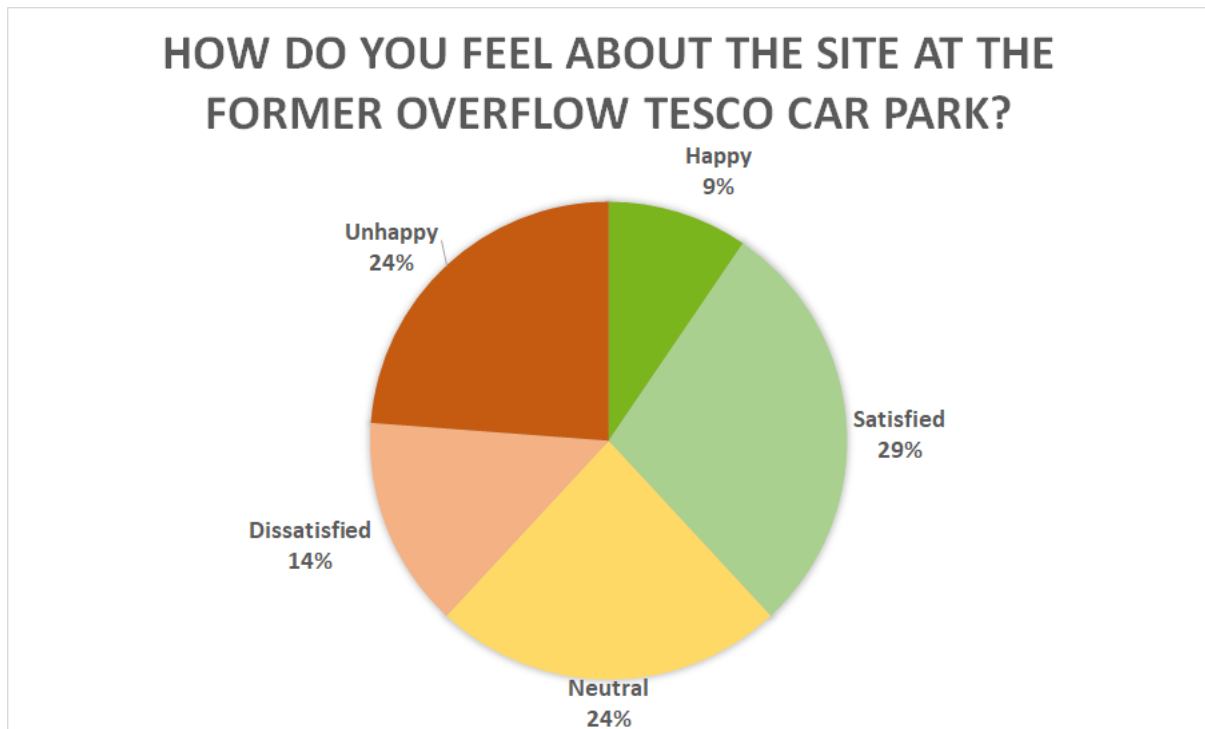
B.15.3 Other concerns related to:

- The need to deliver affordable housing.
- The need to avoid adding to the volume of cars parking on the roads.

B.16 Former overflow car park, Tesco, Russell Way – Site Reference 80

B.16.1 Of the 21 responses received regarding 'initial feelings' about site 80: Former overflow car park, Tesco, Russell Way, 38% suggested support for the site through a selection of feeling 'satisfied' or 'happy' with the site whilst 38% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B15.

HOW DO YOU FEEL ABOUT THE SITE AT THE FORMER OVERFLOW TESCO CAR PARK?

Happy 9%
Satisfied 29%
Neutral 24%
Dissatisfied 14%
Unhappy 24%

Graph B15: 'initial feelings' to site 80: Former overflow car park, Tesco, Russell Way

B.16.2 16 detailed comments expressed general support for the car park to be development as it is brownfield land. There were suggestions for alternative uses of the site, including a park or open space, or retail.

B.16.3 Concerns raised included:

- Loss of trees and the need for development to be restricted to the car park to ensure trees are retained.
- Increased traffic.

B.17 St Bridget Nurseries, Old Rydon Lane – Site Reference 83

B.17.1 Of the 25 responses received regarding 'initial feelings' about site 83: St Bridget Nurseries, Old Rydon Lane, 20% suggested support through a selection of feeling 'satisfied' or 'happy' with the site whereas 60% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B16.
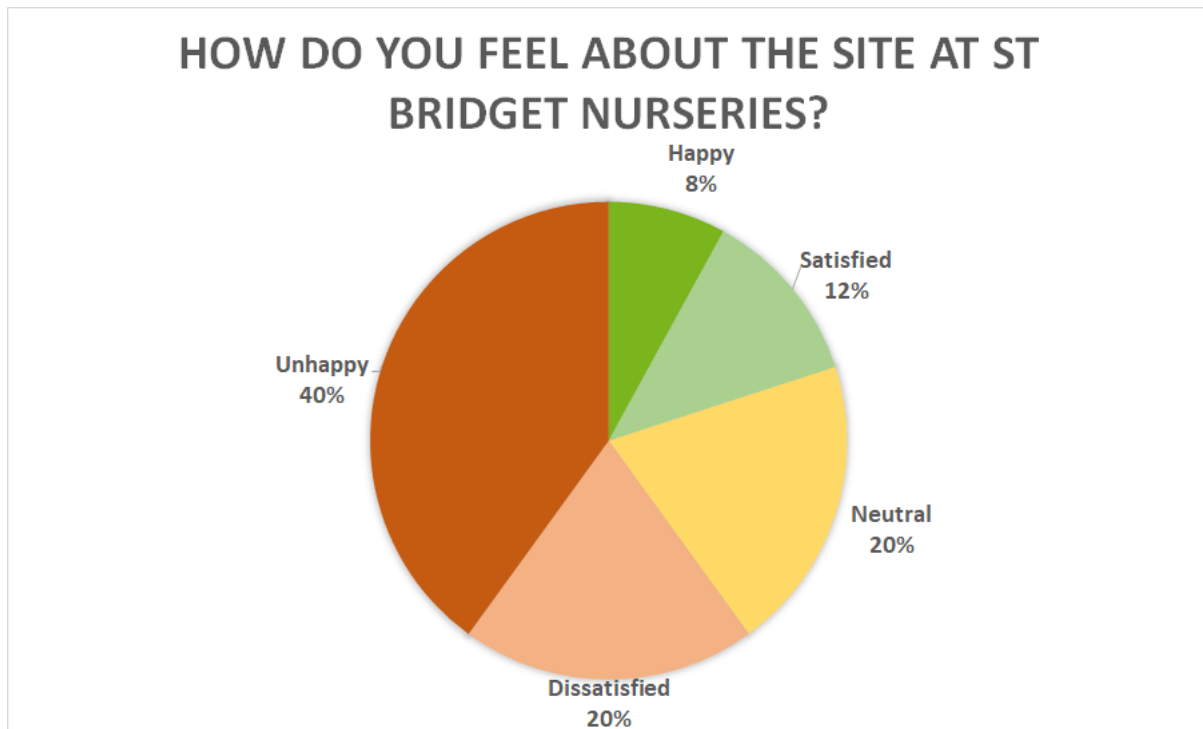
Graph B16: 'initial feelings' to site 83: St Bridget Nurseries, Old Rydon Lane

B.17.2 21 detailed comments reflected the negative responses to the site which covered a range of concerns which included suggestions that open space and amenities need to be provided nearby and focus should be on sustainable modes of transportation.

B.17.3 Concerns raised included:

- The need to provide protection for existing trees.
- Disappointment over the loss of a largely greenfield site.
- The loss of wildlife currently on site.
- Negative traffic impacts, particularly on old Rydon Lane which was considered to be rural.

B.17.4 This site is already allocated in the Core Strategy (Newcourt Strategic Allocation).

B.18 Garages at Lower Wear Road – Site Reference 84

B.18.1 Of the 21 responses received regarding 'initial feelings' about site 84: Garages at Lower Wear Road, over half (57%) suggested support through a selection of feeling 'satisfied' or 'happy' with the site. 24% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B17.
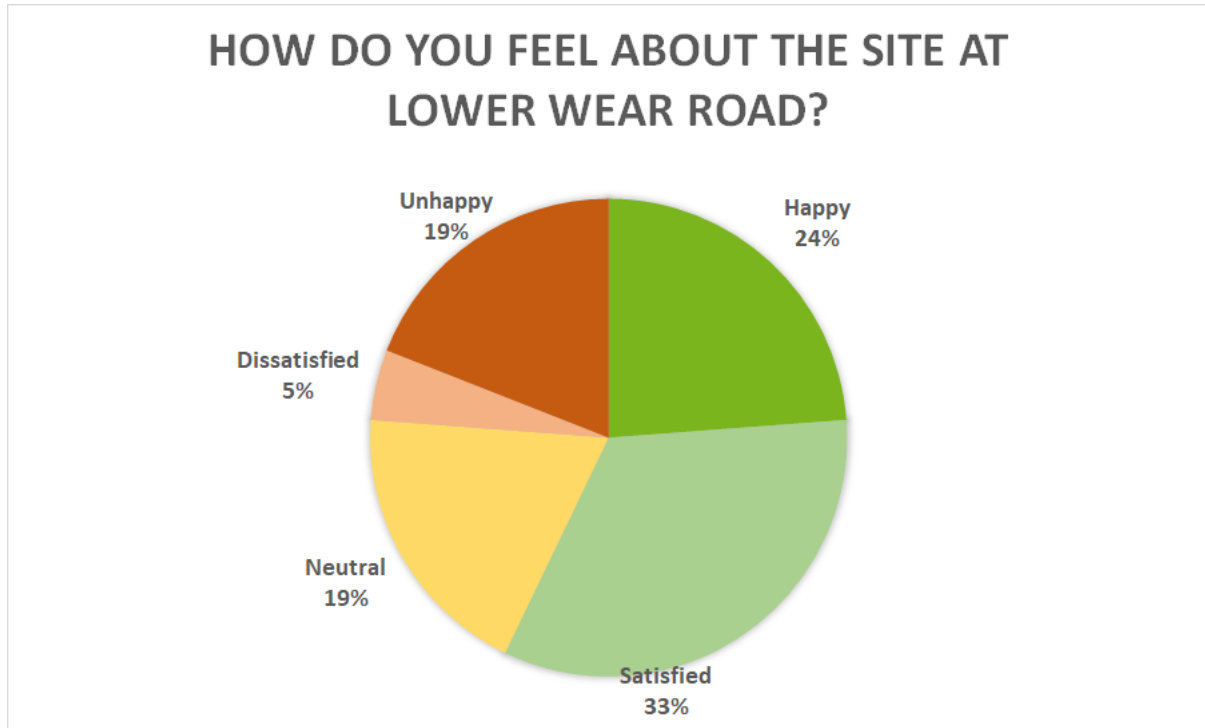
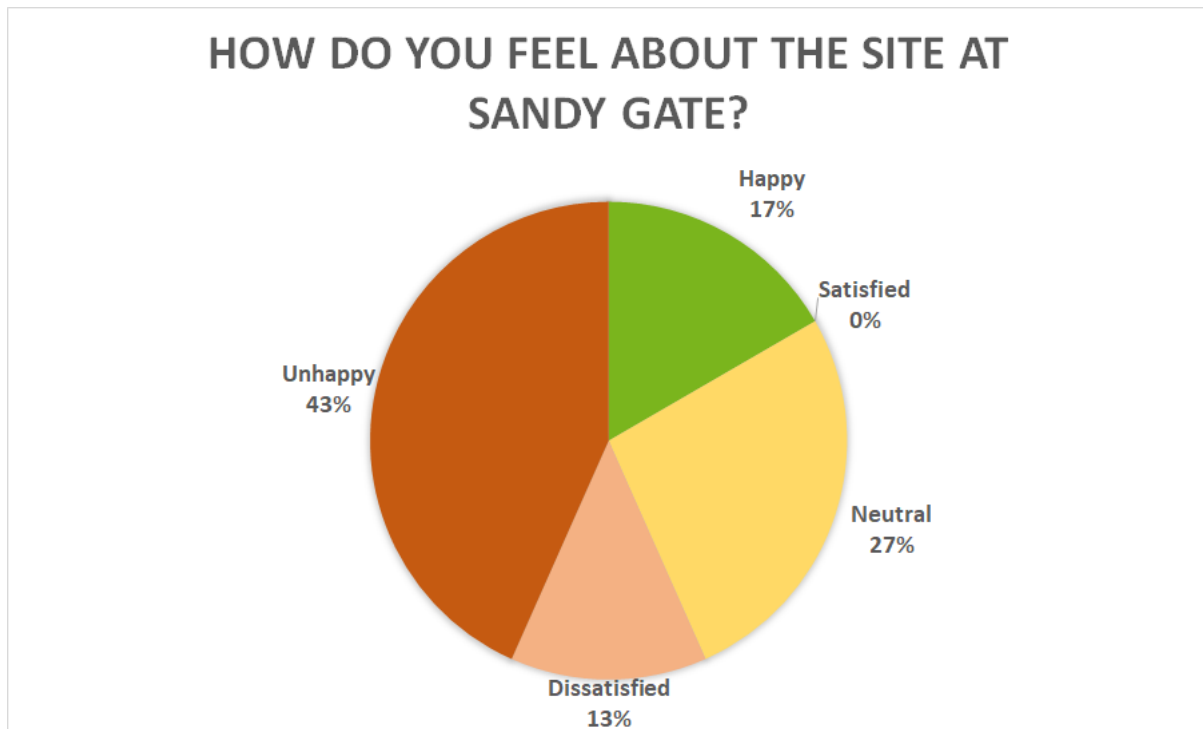Graph B17: 'initial feelings' to site 84: Garages at Lower Wear Road

B.18.2 15 detailed comments reflected some of the positive feelings about the potential redevelopment of the site. It was suggested that the site should be car free, and trees retained.

B18.3 Concerns raised about the site included:

- The potential loss of existing access to gardens and rears of properties.
- Loss of garages for parking/storage
- Safe access onto Bridge Road.

B.19   Sandy Gate – Site Reference 89

B.19.1 Of the 30 responses received regarding 'initial feelings' about site 89: Sandy Gate, 17% suggested support through a selection of feeling 'satisfied' or 'happy' with the site whereas 56% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B18.

Graph B18: 'initial feelings' to site 89: Sandy Gate

B.19.2 Sandy Gate (an area near Junction 30 of the M5 around Sowton and Sandy Park) received 29 detailed comments. These reflected a range of concerns about the site including the impact of the potential loss of an education facility (Stansfield Academy) – this would be retained - the park and ride employment within Apple Lane, open space and biodiversity to the south of the site. Flood risk, noise and air pollution from the M5 in particular were raised as potential issues, along with GP and dentist provision. There was a suggestion that the site should be retail rather than residential.

B.19.3 Further concerns related to transport, including:

- Traffic and congestion.
- The potential need to move or remodel the motorway services to help manage traffic, and the need to include all stakeholders in such discussions.
- A worsening of parking issues.
- The need for transport improvements to be delivered ahead of delivering 'low car' developments.

B.20 Land at Newcourt Road, Topsham – Site Reference 91

B.20.1 Of the 45 responses received regarding 'initial feelings' about site 91: Land at Newcourt Road, Topsham, 4% suggested support through a selection of feeling 'satisfied' or 'happy' with the site whereas 89% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B19.
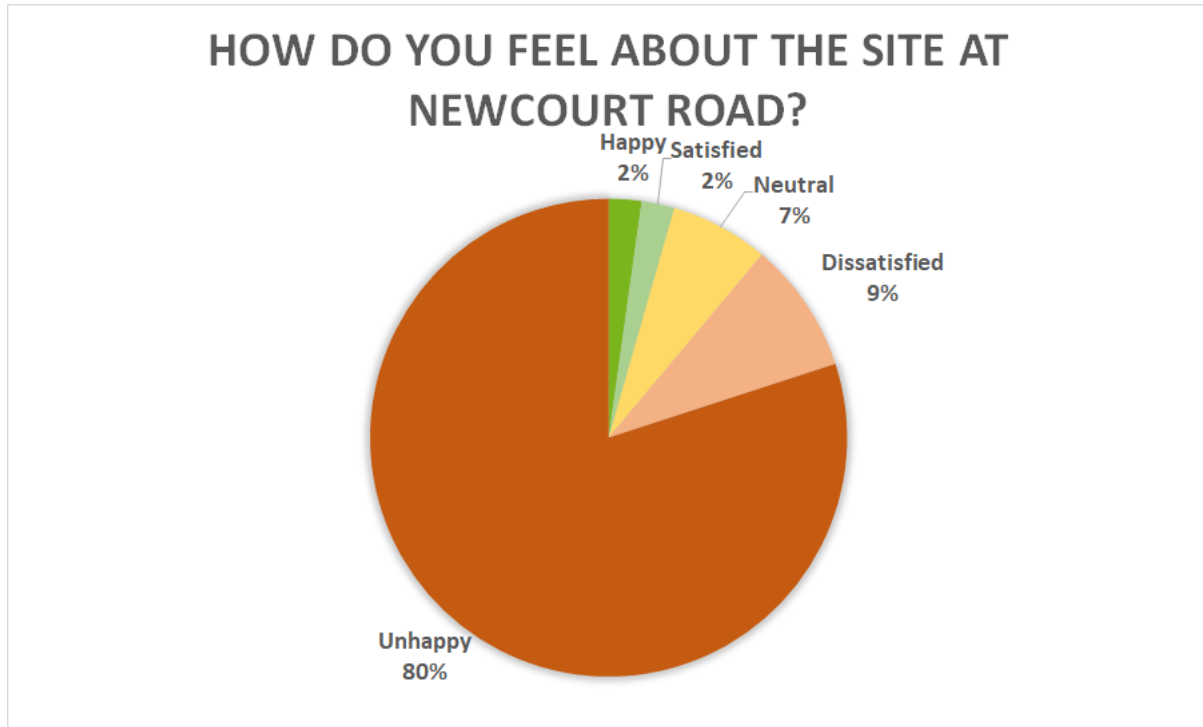
Graph B19: 'initial feelings' to site 91: Land at Newcourt Road, Topsham

B.20.2 49 detailed comments reflected the negative response to this site with positive comments limited to being pleased houses are all planned to be zero carbon and car-free. Comments focussed on the concentration of development in this area. It was expressed that it feels as though there has been a lack of oversight of development in this area and piecemeal development has not delivered necessary infrastructure and community benefits. Responses expressed feeling that this area of the city has had to sacrifice all greenfield land despite a brownfield first strategy. Comments suggested that further development would compound these issues and pressures, and development of the site appears contrary to delivering biodiversity net gain.

B.20.3 Numerous comments raised existing concerns about the safety and busyness of surrounding roads, particularly Newcourt Road, and the use of these routes by school pupils on foot or bike. Comments suggested that further development is considered to worsen this and has potential to pose a further safety risk. Responses suggested that the site's distance from Topsham and facilities does not appear conducive to car-free travel making it likely that residents will opt to drive without significant improvements required to support a low car development.

B.20.4 It was queried whether the site is suitable given the location of strategic power lines.

B.20.5 Other concerns included:

- The need for affordable housing but the perception that affordable housing is not delivered.
- The need for a proper assessment of drainage and sewerage.
- The loss of agricultural land, biodiversity and habitats.
- The potential for noise and light pollution.

B.21 Land to the east of Newcourt Road, Topsham – Site Reference 92

B.21.1 Of the 48 responses received regarding 'initial feelings' about site 92: Land to the east of Newcourt Road, Topsham, 9% suggested support through a selection of feeling 'satisfied' or 'happy' with the site whereas 87% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B20.

HOW DO YOU FEEL ABOUT THE SITE TO THE EAST OF NEWCOURT ROAD?

Happy 2%
Satisfied 7%
Neutral 4%
Dissatisfied 6%
Unhappy 81%
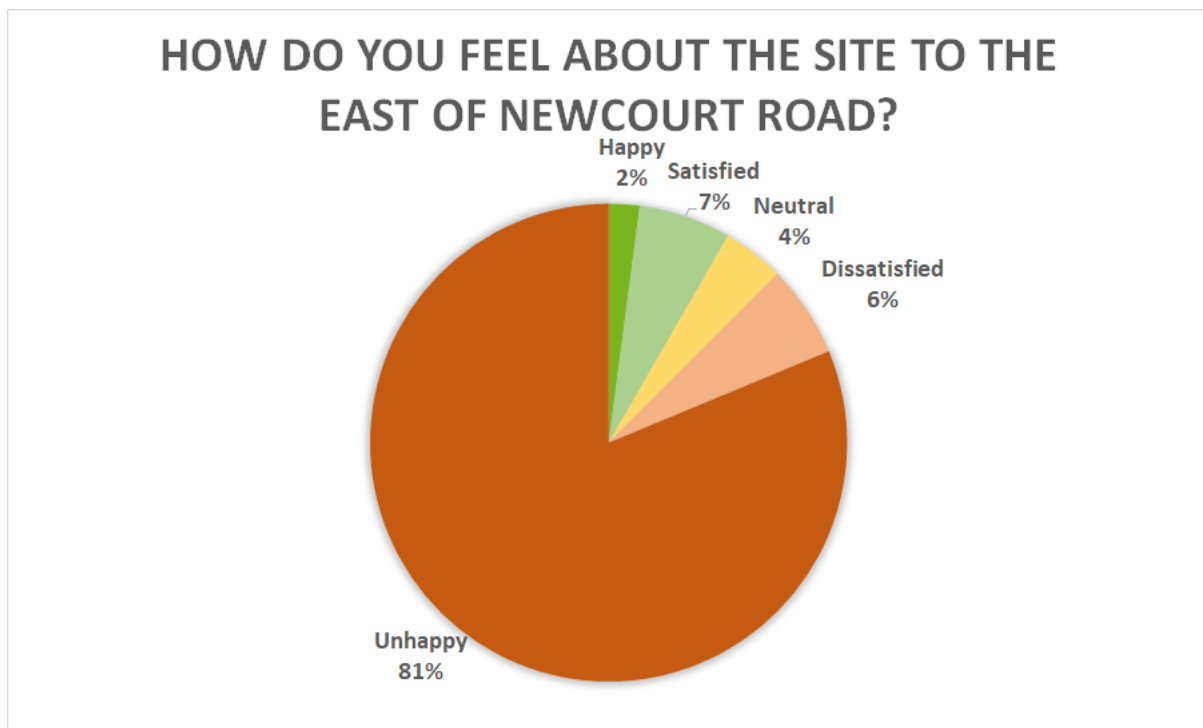
Graph B20: 'initial feelings' to site 92: Land to the east of Newcourt Road, Topsham

B.21.2 48 detailed comments reflected the negative response to this site with positive comment limited to being pleased houses are all planned to be zero carbon and car-free. Comments focussed on the concentration of development in this area and feeling saddened by the removal of the 'Topsham Gap' from the landscape setting area. It was expressed that it feels as though there has been a lack of oversight of development in this area and piecemeal development has not delivered necessary infrastructure and community benefits. Responses expressed feeling that this area of the city has had to sacrifice all greenfield land despite a brownfield first strategy. Comments suggested that further development would compound these issues and pressures, and development of the site appears contrary to delivering biodiversity net gain.

B.21.3 Numerous comments raised existing concerns about the safety and busyness of surrounding roads, particularly Newcourt Road, and the use of these routes by school pupils on foot or bike. Comments suggested that further development is considered to worsen this and has potential to pose a further safety risk. Responses suggested that the site's distance from Topsham and facilities does not appear conducive to car-free travel making it likely that residents will opt to drive without significant improvements required to support a low car development.

B.21.4 Other concerns included:

- Whether safe and appropriate access to the site can be provided.
- The need for affordable housing but the perception that affordable housing is not delivered.
- The need for a proper assessment of drainage and sewerage.
- The loss of agricultural land, biodiversity and habitats.
- The potential for noise and light pollution.

B.21.5 The northern part of the site now benefits from a resolution to approve consent for housing development

B.22   Yeomans Gardens, Newcourt Road, Topsham – Site Reference 93

B.22.1 Of the 28 responses received regarding 'initial feelings' about site 93: Yeomans Gardens, Newcourt Road, 7% suggest support for the site through selections of feeling 'satisfied' or 'happy' with the site whereas 89% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B21.

HOW DO YOU FEEL ABOUT THE SITE AT YEOMANS GARDENS?

Happy 3%
Satisfied 4%
Neutral 4%
Dissatisfied 7%
Unhappy 82%
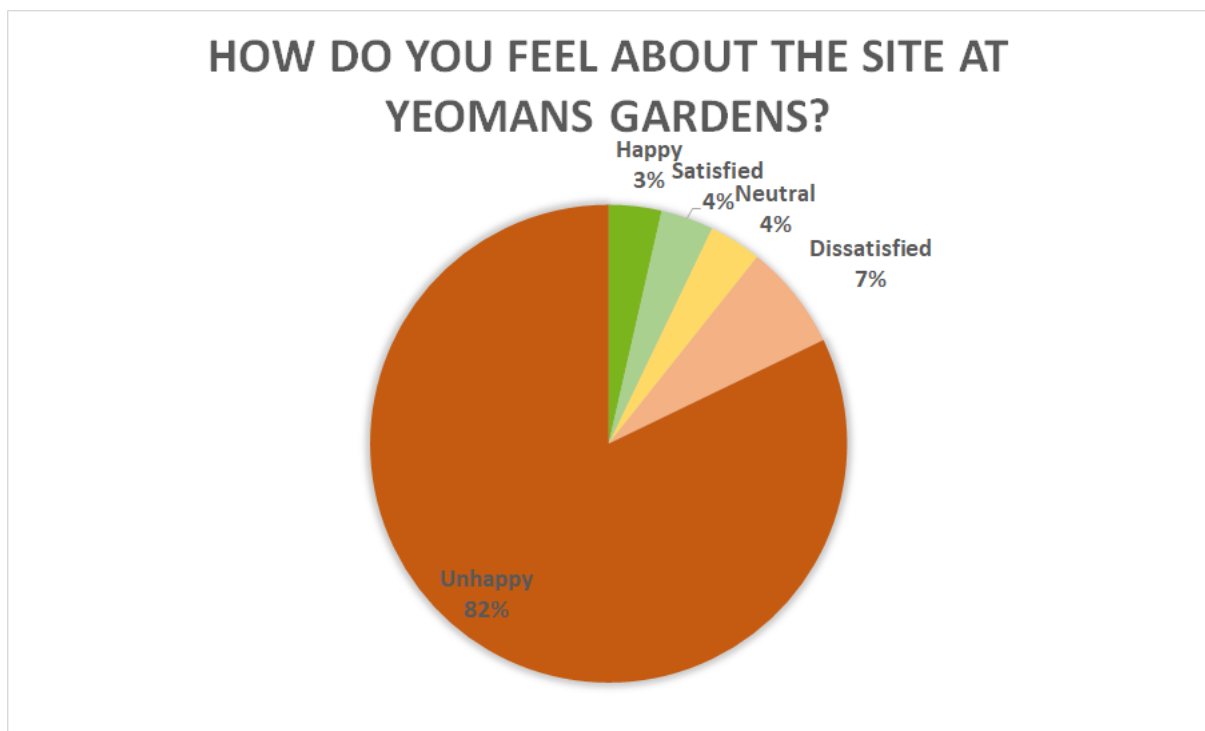
Graph 21: 'initial feelings' to site 93: Yeomans Gardens, Newcourt Road

B.22.2 29 detailed comments reflected the negative response to this site with positive comment limited to reference to the site being considered poor quality greenfield land and being pleased houses are all planned to be zero carbon and car-free. Comments focussed on the concentration of development in this area without provisions of necessary infrastructure. Responses expressed feeling that this area of the city has had to sacrifice all greenfield land, and soon all will be completely lost despite a brownfield first strategy. Comments suggested that further development would compound these issues and pressures and development of the site appears contrary to delivering biodiversity net gain.

B.22.3 Numerous comments raised existing concerns about the safety and busyness of surrounding roads, particularly Newcourt Road, and the use of these routes by school pupils on foot or bike. Comments suggested that further development is considered to worsen these issues and has potential to pose a further safety risk with the need to provide safe routes raised as a priority. Responses suggested that the site's distance from Topsham and facilities does not appear conducive to car free travel making it likely that residents will opt to drive without significant improvements required to support a low car development. It was also raised that car-free development should be promoted.

B.22.4 Other concerns included:

- The need for affordable housing but the perception that affordable housing is not delivered.
- The need for a proper assessment of drainage and sewerage.
- The loss of agricultural land, biodiversity and habitats.
- The potential for noise and light pollution.

B.23 Land to the west of Newcourt Road, Topsham – Site Reference 94

B.23.1 Of the 43 responses received regarding 'initial feelings' about site 94: Land to the west of Newcourt Road, Topsham, 7% suggested support through a selection of feeling 'satisfied' or 'happy' with the site whereas 88% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B22.
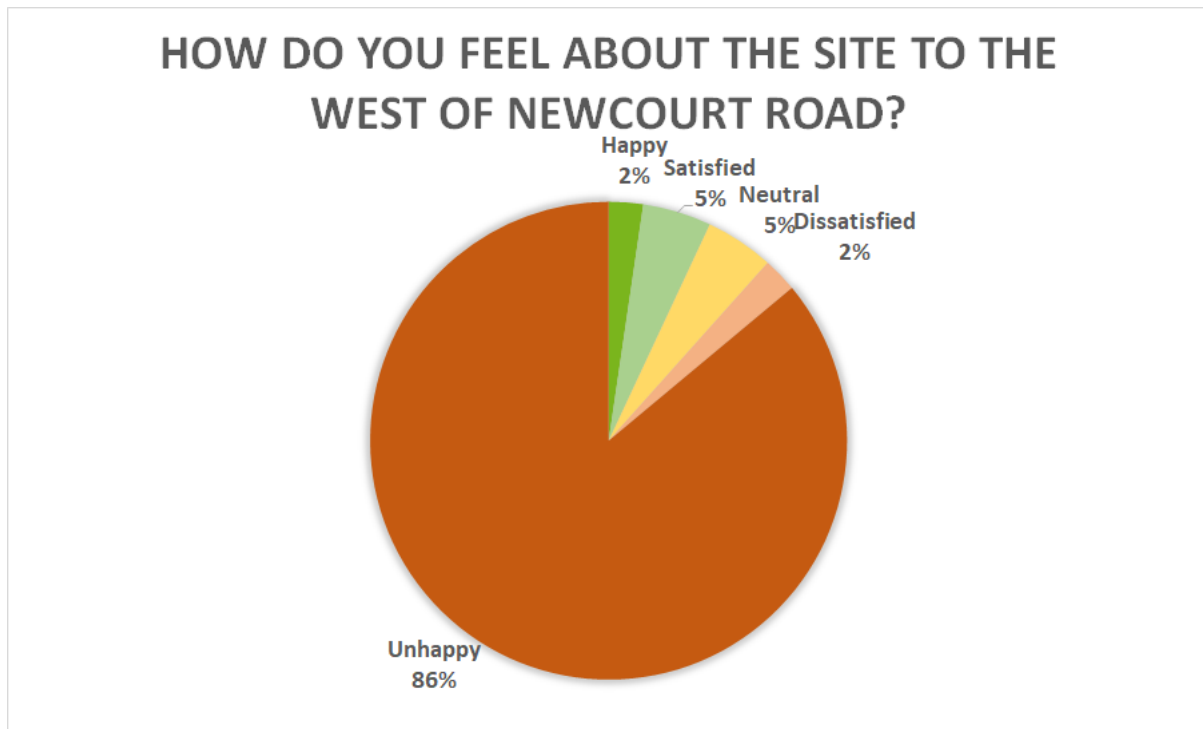
Graph B22: 'initial feelings' to site 94: Land to the west of Newcourt Road, Topsham

B.23.2 38 detailed comments reflected the negative response to this site with positive comment limited to reference to the site being considered poor quality greenfield land and being pleased houses are all planned to be zero carbon and car-free. Comments focussed on the concentration of development in this area, without provisions of necessary infrastructure, and feeling saddened by the removal of the 'Topsham Gap' from the landscape setting area. Responses expressed feeling that this area of the city has had to sacrifice all greenfield land and soon all will be completely lost despite a brownfield first strategy. Comments suggested that further development would compound these issues and pressures, and development of the site appears contrary to delivering biodiversity net gain.

B.23.3 Numerous comments raised existing concerns about the safety and busyness of surrounding roads, particularly Newcourt Road, and the use of these routes by school pupils on foot or bike. Comments suggested that further development is considered to worsen these issues and has potential to pose a further safety risk. Responses suggested that the site's distance from Topsham and facilities does not appear conducive to car free travel making it likely that residents will opt to drive without significant improvements required to support a low car development. It was also raised that any development should be car-free.

B.23.4 Other concerns included:

- The need for affordable housing but the perception that affordable housing is not delivered.
- The need for a proper assessment of drainage and sewerage.
- The loss of agricultural land, biodiversity and habitats.
- The potential for noise and light pollution.

B.24 Fever and Boutique, 12 Mary Arches Street – Site Reference 100

B.24.1 Of the 24 responses received regarding 'initial feelings' about site 100: Fever and Boutique, 12 Mary Arches Street, three quarters (75%) suggested support through a selection of feeling 'satisfied' or 'happy' with the site. 17% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B23.
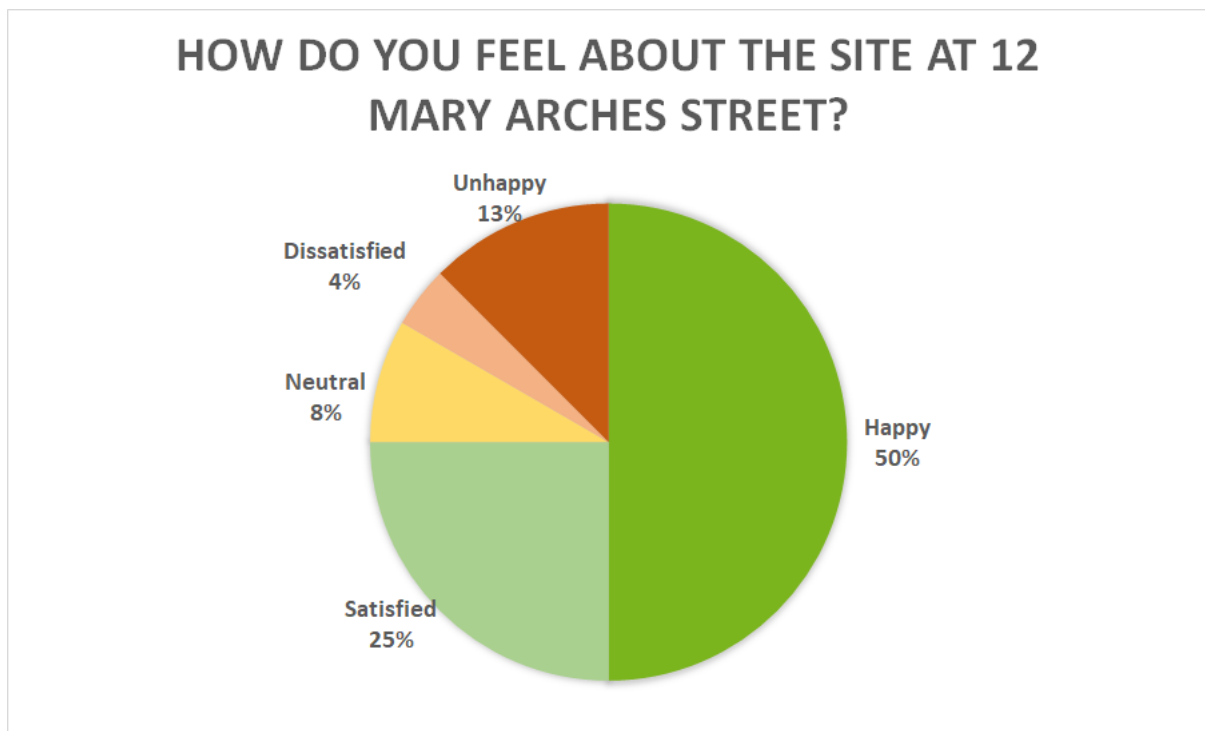
Graph B23: 'initial feelings' to site 100: Fever and Boutique, 12 Mary Arches Street
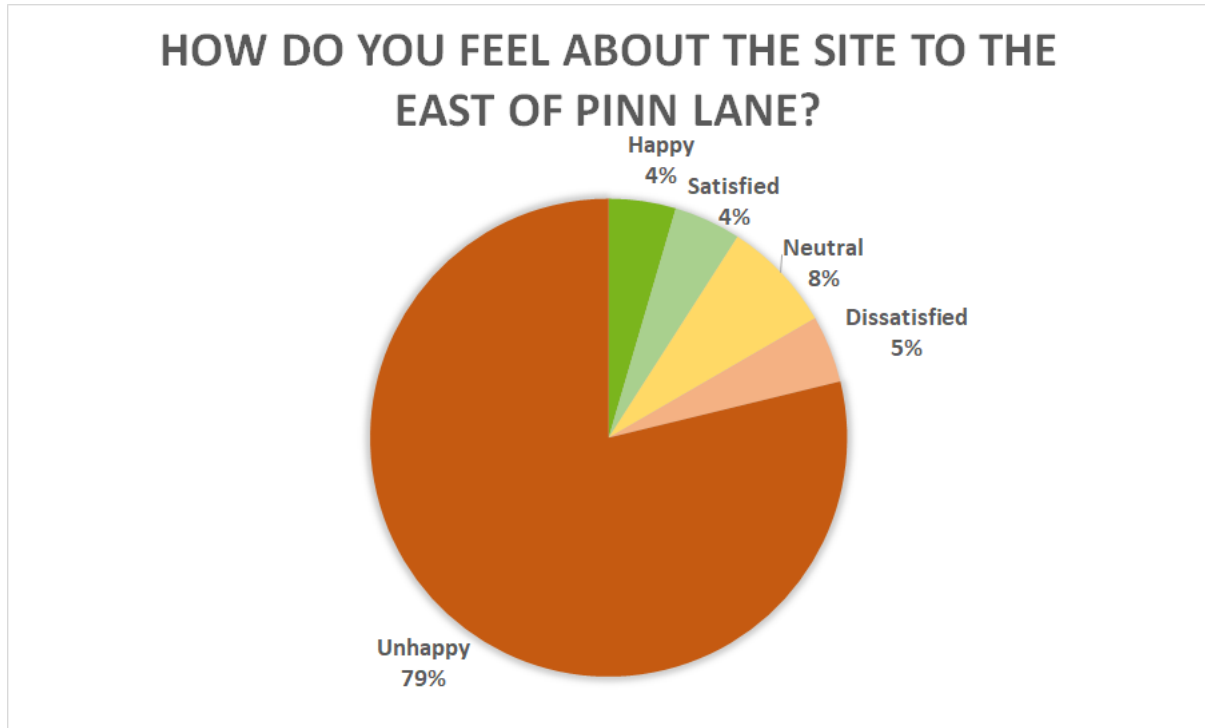
B.24.2 18 detailed comments outlined the generally positive response to the site through potential development providing opportunity to provide homes for a variety of different groups and feeling that the building and street is in need of rejuvenation. It was raised that the site should look to protect and enhance nearby heritage.

B.24.3 Concerns included:

- The loss of parking.
- The loss of a night club and the value of nightclubs to the night-time economy when positioned in the right location.

B.25 East of Pinn Lane – Site Reference 106

B.25.1 Of the 66 responses received regarding 'initial feelings' about site 106: East of Pinn Lane, 8% suggested support through a selection of feeling 'satisfied' or 'happy' with the site whereas 84% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B24.

Graph B24: 'initial feelings' to site 106: East of Pinn Lane

B.25.2 58 detailed comments reflected the generally negative response to this site, covering a range of topics including a loss of greenfield land, the lack of amenities and open space in the area and concerns over access. There was also comment that houses should minimise car use and be as energy efficient as possible.

B.25.3 Other concerns included:

- The impact on existing infrastructure
- The amount of development that this area of Exeter has already seen.

B.25.4 This site is already allocated in the Core Strategy as part of the Monkerton and Hill Barton Strategic Allocation.

B.26 Land to the north, south and west of the Met Office – Site Reference 109

B.26.1 Of the 29 responses received regarding 'initial feelings' about site 109: Land to the north, south and west of the Met Office, 14% suggested support through a selection of feeling 'satisfied' or 'happy' with the site whereas 69% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B25.
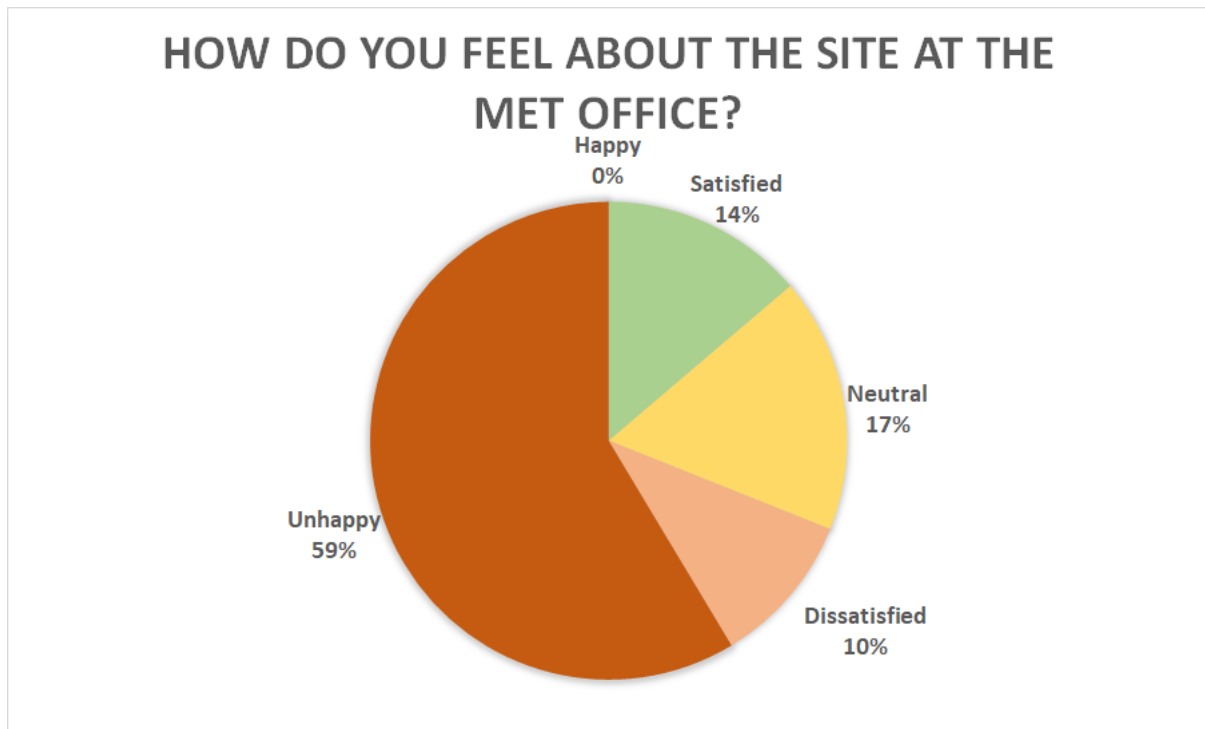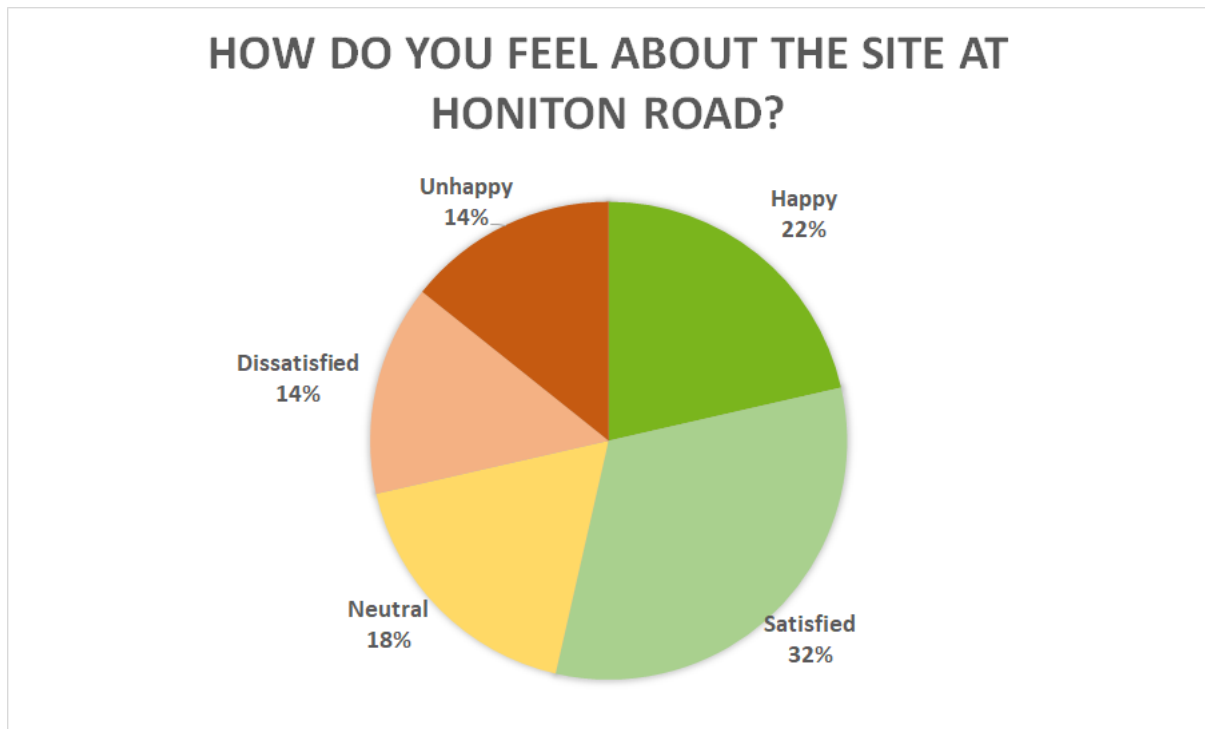

Graph B25: 'initial feelings' to site 109: Land to the north, south and west of the Met Office

B.26.2 23 detailed comments reflected the negative response to the site. The comments included disappointment over the loss of greenfield land, and whether biodiversity net gain can be achieved given the loss of wildlife. There was a request to see the site retained as parkland. There was also concern about the impact on traffic, parking, and existing infrastructure.

B.26.3 This site is already allocated in the Core Strategy as part of the Monkerton and Hill Barton Strategic Allocation.

B.27 88 Honiton Road – Site Reference 110

B.27.1 Of the 28 responses received regarding 'initial feeling' about site 110: 88 Honiton Road, over half (54%) suggest support through a selection of feeling 'satisfied' or 'happy' with the site. 28% selected feeling 'dissatisfied' or 'unhappy'. Full results presented in graph B26.

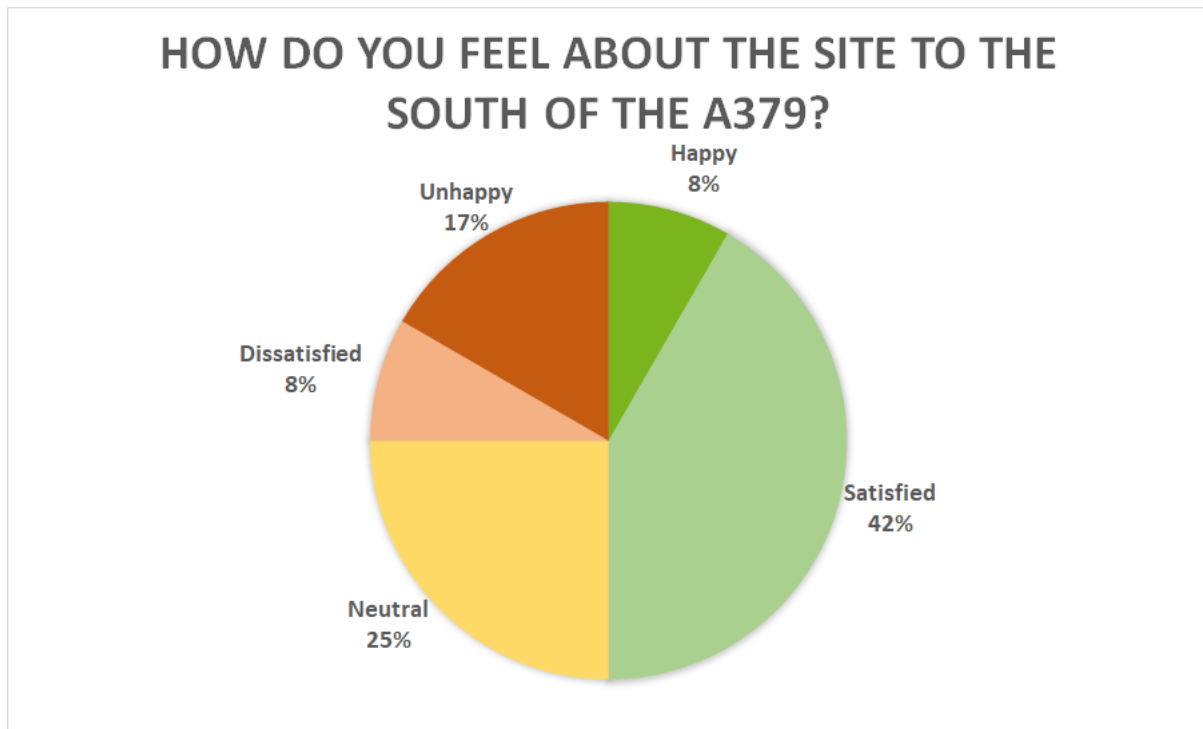Graph B26: 'initial feelings' to site 110: 88 Honiton Road

B.27.2 17 detailed comments suggested it is an appropriate site for development subject to the area of TPO trees remaining and being reserved as wildlife space and affordable housing being delivered on the site.

B.27.3 A number of comments related to transport, including:

- Concern about increased traffic pressures.
- The potential need for traffic calming on Honiton Road.
- The potential issue of air pollution from congestion on Honiton Road.
- Feeling that further work is needed to make sure e-bikes and car clubs are effective and that bicycle storage and car share infrastructure enables a move away from private car ownership.

B.28 Land south of the A379 – Site Reference 113

B.28.1 Of the 12 responses received regarding 'initial feelings' about site 113: Land to the south of the A379, half (50%), suggested support through a selection of feeling 'satisfied' or 'happy' with the site. 25% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B27.

Graph B27: 'initial feelings' to site 113: Land to the south of the A379

B.28.2 7 detailed comments included positive views alongside disappointment at the proposal to develop a greenfield site.

B.28.3 Other concerns were regarding:

- Increases in traffic.
- Impacts on local road infrastructure
- The need for local shops not only large superstores.

B.28.4 This site benefits from a resolution to approve consent for housing development, and is already allocated in the Core Strategy.

B.29 Land behind 66 Chudleigh Road – Site Reference 125

B.29.1 Of the 14 responses received regarding 'initial feelings' about site 125: land behind 66 Chudleigh Road, 4% suggested support through a selection of feeling 'satisfied' or 'happy' with the site whereas 57% selected feeling 'dissatisfied' or 'unhappy'. Full results are presented in graph B28.
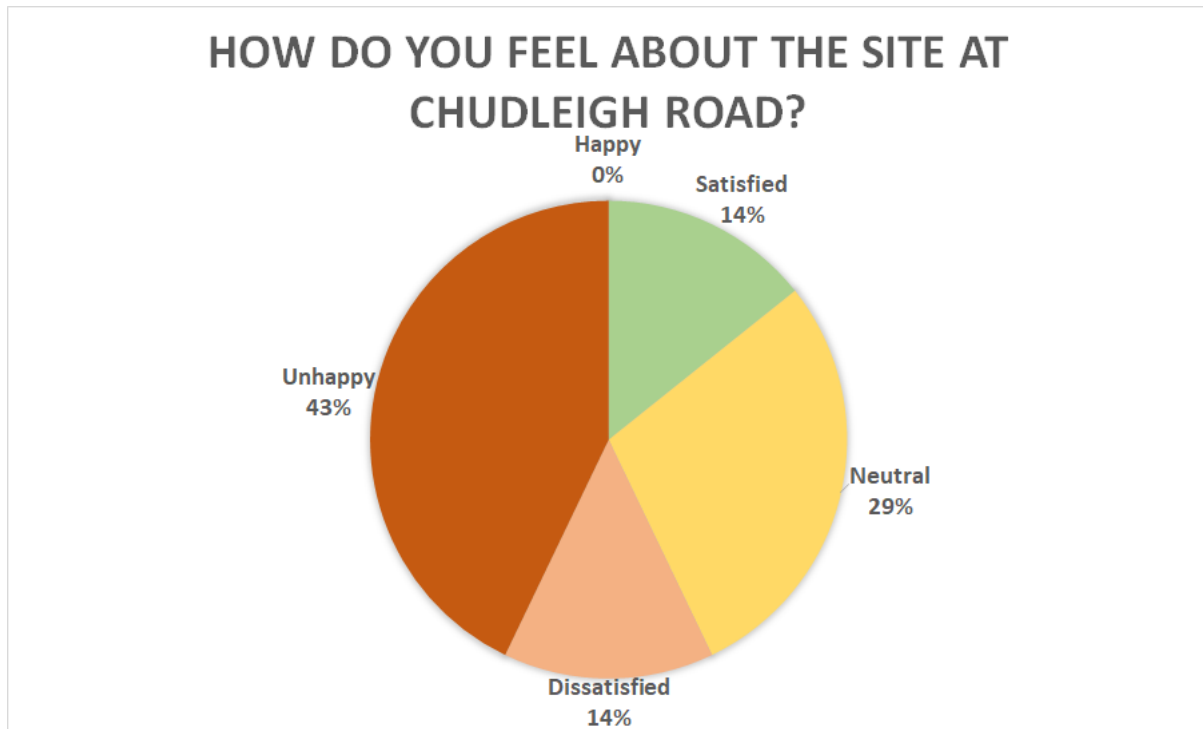
Graph B28: 'initial feelings' to site 125: land behind 66 Chudleigh Road

B.29.2 11 detailed comments on site 125 reflected the views of those responding negatively to the 'initial feeling' question. Aside from the request for more detail, including further information about supporting infrastructure, the comments were unhappy about a greenfield site coming forward, the loss of trees and hedges with a query as to how such a site can result in biodiversity net gain and a suggestion that the site should be retained as a park.

B.29.3 There were also concerns about:

- Traffic.
- The culmination of development around South West Exeter.
- The need for all development to be built with no car use in mind.

B.29.4 This site is already allocated in the Core Strategy as part of the Alphington Strategic Allocation.

APPENDIX C: Organisations that responded to the Exeter Plan Outline Draft consultation

Councils
1. Devon County Council
2. Dorset Council
3. East Devon District Council
4. Mid Devon District Council
5. Somerset West and Taunton Council
6. Teignbridge District Council
7. Torbay Council

Parish Councils
1. Exminster Parish Council

Government Agencies / Public Bodies
1. Designing Out Crime-Devon and Cornwall Police
2. Devon and Cornwall Police
3. Environment Agency
4. Historic England
5. National Highways
6. Natural England
7. Network Rail
8. NHS Devon Integrated Care Board
9. NHS Property Services Ltd
10. Royal Devon University Healthcare NHS Foundation Trust
11. Sport England

Developers / Agents /Land Promoters
1. 04 Property
2. Avison Young (UK) Limited on behalf of National Grid
3. Cushman & Wakefield on behalf of WWU and NGP
4. FiRSTPLAN on behalf of Costco Wholesale UK Limited
5. Global City Futures
6. Leigh & Glennie Ltd on behalf of the owners of land at Exeter Squash Club
7. LHC Design
8. LiveWest
9. Lucy White Planning Limited on behalf of National Grid Electricity Distribution (South West)
10. McMurdo LPD on behalf of Broom Family
11. McMurdo LPD on behalf of Drake Family
12. McMurdo LPD on behalf of Grenadier Estates
13. McMurdo LPD on behalf of Pratt Group
14. McMurdo LPD on behalf of Stuart Partners Ltd
15. McMurdo LPD on behalf of Tech 8, Mr M Hill

16. PCL Planning on behalf of Waddeton Park Ltd and Vistry Homes South West
17. Pegasus Group on behalf of Taylor Wimpey Strategic Land
18. ROK Planning on behalf of Zinc RE UK
19. Savills on behalf of Telereal Trillium
20. Savills on behalf of W J Channing & Sons (Woking) Ltd
21. STAGS on behalf of Mosaic (Exeter) Ltd
22. Tetlow King Planning on behalf of South West Housing Association Planning Consortium (SWHAPC)
23. Turley on behalf of Bloor Homes South West Ltd and Stuart Partners Ltd
24. Turley on behalf of McLaren Property Ltd
25. XL Planning Ltd on behalf of DM Estates Limited

Other Organisations
1. 100 Club Community Group
2. Co Car Ltd (cooperative social enterprise)
3. Crediton Heart Project
4. Devon Archaeological Society
5. Devon Wildlife Trust
6. Exeter and Devon Airport Ltd
7. Exeter Biodiversity Group
8. Exeter Chamber
9. Exeter City Living Ltd
10. Exeter Civic Society
11. Exeter Community Energy
12. Exeter Community Initiatives
13. Exeter Cricket Club
14. Exeter Cycling Campaign
15. Exeter Green Party
16. Exeter Guild
17. Exeter Science Centre
18. Exeter Tiny House Community
19. Home Builders Federation (HBF)
20. Maritime Heritage Trust / Sail Cargo Alliance
21. National Trust
22. Park Life Heavitree
23. Pinhoe and Broadclyst Medical Practice
24. Pinhoe Primary School
25. Ride On - Cycling For All
26. RSPB (Royal Society for the Protection of Birds)
27. South West Water- Development Evaluation Team
28. St Leonards Neighbourhood Association
29. St Petrock's (Exeter) Ltd
30. St Sidwell's Centre
31. The Exeter Diocesan Board of Finance (the Diocese of Exeter)
32. The Friends of Exeter Ship Canal
33. The Maynard School
34. The Topsham 20 Campaign

35. The University of Exeter
36. The Woodland Trust
37. Topsham Allotments and Gardens Society
38. Topsham Society/Topsham Community Association Planning Panel
39. Transition Exeter
40. YMCA Exeter

APPENDIX D: List of sites submitted during consultation

Number of site submissions received during outline draft consultation: 23 sites

Exeter new site submissions
1. Knowle Hill, Dawlish Road
2. Land adjacent to IKEA
3. Larkbeare House
4. Matford Huts
5. Newbury Car Breakers

Exeter site resubmissions: 13 sites
1. Attwells' Farm, Exwick
2. Barley Lane
3. Clyst Road, Topsham
4. Exbridge House
5. Highfield Farm, Topsham
6. Home Farm, Pinhoe
7. Land at Junction 29
8. Land between Lower Argyll Road and Belvidere Road
9. Land off Pendragon Road
10. Land to the North and South of Old Rydon Lane
11. Paternoster House
12. Residual Land at Newcourt
13. Vulcan Trading Estate

Site submissions outside of Exeter
1. Cowley
2. Denbow New Community
3. Land between Clyst St Mary and Clyst St George
4. Land at Hawkins Road
5. Land at West Clyst, Pinhoe