



Exeter City Council

CORE STRATEGY



Adopted
February 2012

Contents

1. The Core Strategy	3
2. Spatial context - The key issues	5
3. Vision and objectives	12
4. Providing for growth: Spatial Strategy	16
5. Employment	21
6. Housing	27
7. Retail	35
8. Transport	39
9. Meeting community needs	43
10. Environment	46
11. Infrastructure	65
12. Strategic allocations	70
13. Monitoring and implementation	75
Key Diagram	99
Appendix 1: Existing guidance and strategies	104
Appendix 2: Additional research and study	105
Appendix 3: List of replaced Exeter first review Local Plan Policies	107
Appendix 4: Minerals and waste	108
Appendix 5: Exeter Vision	109
Appendix 6: List of District Centres and Local Centres	110
Glossary of terms	111

Front cover images:

Housing scheme © APEX

Exeter Chiefs Rugby Ground and Senate Building © Exeter City Council

Forum Building © University of Exeter

Exeter canal and Princesshay © Tony Howell

Exeter aerial photo © Roger D Smith ABIPP

Foreword

Exeter is a special place; an historic city set amidst beautiful countryside and close to a splendid and internationally important coastline and estuary.

A city which continues to grow and to drive the economic prosperity of a significant part of the south west peninsula. A city with a broad employment base and a thriving knowledge based economy, linked to one of the country's most prestigious universities that continues to attract students from across the UK and the world. A city with good road and rail links close to a rapidly expanding regional airport.

An attractive city where people want to live and work and where people come to shop, to be entertained and to spend their leisure time.

A city which despite its rapid growth retains its ancient monuments and historic buildings and has valued areas of green space and high quality townscape.

The challenge for the future is to meet the demands for economic prosperity while retaining the qualities that make Exeter such a special place. We need to solve existing and emerging problems and to establish Exeter as a sustainable city fit for the 21st century.

Problems such as a shortage of affordable housing, ageing infrastructure and stretched public services are already with us. The full effect of emerging problems including the impact of climate change, and the need to embrace new and renewable energy technologies and to adopt sustainable and low carbon construction methods are not yet fully understood.

Our best chance to meet these existing and future challenges and keep Exeter as a place we can all be proud of, is to plan for them. This Core Strategy adopted in February 2012 sets out how Exeter City Council intends to meet these challenges in the next 15 years. It will not be easy, the future will demand that we make things happen in the right way and we may have to adjust our plans in response to changing times and world events.

The Core Strategy represents the Council's vision and objectives to take us up to 2026 and I hope that, by working together we can achieve them.

Handwritten signature of Rachel Sutton in black ink.

Councillor Rachel Sutton



1. The Core Strategy

- 1.1 The Core Strategy sets out the vision, objectives and strategy for the spatial development of the city up to 2026, explaining how sustainable growth may be achieved that protects the high quality environment of the city and that takes the implications of climate change and the transition to a low carbon economy fully into account.
- 1.2 In particular, the Core Strategy specifies proposed levels of employment, housing and retail development and identifies broad locations for growth including strategic development allocations. It also has a co-ordinating role with development in Districts adjacent to the city.
- 1.3 The need to make significant reductions in carbon dioxide (CO²) emissions and adapt to changes in climate, already underway as a result of past emissions, permeates the Core Strategy. The period to 2026 covers three carbon budget periods requiring a 34% reduction in greenhouse gas emissions by 2022. Exeter's 'Climate Change Strategy' provides important evidence on the challenge the city faces and the first steps in its response. The Core Strategy includes measures which support this Strategy and also respond to the Government's 'UK Low Carbon Transition Plan' and 'Renewable Energy Strategy'.
- 1.4 In accordance with Government guidance, the preparation of the Core Strategy has involved consultation with the public and stakeholders and this is set out in the Statement of Community Involvement (SCI). The identification of spatial requirements arising from existing guidance and strategies (see Appendix 1) supplemented by additional research and studies (see Appendix 2), has been used to inform the assessment of options and the preparation of policy guidance. An assessment of the sustainability of each of the options has been carried out on an iterative basis. The Sustainability Appraisal (SA) is published alongside this document.
- 1.5 The Core Strategy comprises:
 - its purpose and context (Section 1);
 - key issues facing the city, presented in the form of a spatial portrait (Section 2);
 - the spatial vision and objectives for the city (Section 3);
 - a spatial strategy which gives expression to how the vision and objectives may be achieved (Section 4);
 - strategic policies designed to meet the objectives and deliver the spatial strategy (Sections 5 - 10);
 - key infrastructure requirements to ensure delivery (Section 11);
 - strategic allocations (section 12);
 - monitoring and implementation (Section 13);
 - key diagram and strategic allocation plans.

- 1.6 The policies are presented in bold and are identified by a prefix CP and a number i.e. CP1. The prefix CP stands for 'Core Policy'. The Core Strategy Vision, Objectives and Spatial Strategy (see Sections 3 and 4) are also presented in bold and, together with the policies, they may be taken into account in formulating policies in other Development Plan Documents (DPDs), and in determining planning applications. A list of Local Plan policies that will be replaced by Core Strategy policies is provided at Appendix 3.
- 1.7 There may be circumstances under which it would be necessary to revise the Core Strategy before 2026. In particular, the Core Strategy should be reviewed if the Strategic Housing Land Assessments (SHLAAs) in 2011 and 2012 show a continuing shortfall of deliverable housing sites for the next five years, with any additional allowance to ensure choice and competition in the market for land, if up-to-date national planning policy requires it. Whilst flexibility has been built into the Strategy, to allow for change, a significant alteration to national planning policy, for example in the area of climate change, could result in the need to revise the strategic approach. The Annual Monitoring Report (AMR) will allow the identification of such circumstances.
- 1.8 The Core Strategy is the first and most important document to be prepared as part of the Local Development Framework (LDF). The LDF consists of a folder of documents all of which must be in conformity with the Core Strategy. The main documents that will make up the LDF are:
- Core Strategy DPD
 - Site Allocations and Development Management DPD
- 1.9 The Statutory Development Plan for Exeter will comprise these DPDs, together with the Mineral and Waste DPDs (see Appendix 4). The Statutory Development Plan, together with Supplementary Planning Documents (SPDs), that provide further explanation of policies and proposals, and National Planning Policy, set out in Planning Policy Statements (PPSs) and Planning Policy Guidance Notes (PPGs), will be the basis on which all planning decisions are made.

2. Spatial context – The key issues

- 2.1 A spatial portrait of the city is presented below in order to set the overall context for the Core Strategy and highlight the main issues to be addressed.

Geography/population

- 2.2 Exeter is an historic city located at the northern tip of the Exe Estuary, some 15km from the coast. It has a population of over 118,500, a travel-to-work area with a population of over 280,000, a shopping catchment of over 550,000, and over two million day-visitors a year. Exeter is a young city with a student population of around 12,000. The city is one of three large urban centres within the predominantly rural county of Devon and is served by major transport infrastructure including the M5 motorway, main railway lines, and Exeter International Airport.

History

- 2.3 In approximately 50AD the Romans founded Exeter as a settlement. From the 15th century the city began to increase in size and importance because of its position in the development of the Devon woollen industry. By the 17th and 18th centuries Exeter was ranked fifth in importance and size amongst English provincial cities. In the 19th century the population tripled and Exeter began to take on its role as a regional administrative centre. This varied history has left Exeter with many historic buildings and archaeological remains that are important to the character and growth of the city.
- 2.4 During World War II some 15 hectares of the City Centre were destroyed in the blitz. Post-war reconstruction included rebuilding the central shopping area, establishing industrial estates at Marsh Barton and Pinhoe to replace the traditional locations in the centre, and developing the Inner Bypass. Sowton industrial estate was established in the 1960s. In the 1970s the M5 reached Exeter and, in the City Centre, the Guildhall Shopping Centre was built. Further retail investment in the City Centre was made in the 1980s through the development of Harlequins but this period also marked the beginning of growth of out of town shopping on Exeter's fringes. In 2007, Princesshay, a major new shopping development in the City Centre, opened. The Marsh Barton industrial estate extended southwards into the Matford area from the late 80's onwards.
- 2.5 Since the war, the shape of the city has changed as residential development has expanded outwards creeping up the hillsides and out towards and beyond the Outer Bypass. The designation of the Valley Parks, measures to protect the landscape setting, and implementation of a range of transportation initiatives have enabled growth to occur whilst protecting the quality of life and character of the city.

Regional/sub regional role

- 2.6 Exeter is located strategically in the centre of the south west with excellent road, rail and air connections. It has a significant catchment for employment, shopping, professional services, education, health, leisure and culture. The University of Exeter and Exeter College are centres of educational excellence and both are expanding. Exeter Airport has major plans for growth. The Exeter area was identified in the South West Regional Spatial Strategy (RSS) as one of 21 Strategically Significant Cities and Towns (SSCTs) which play a critical strategic role regionally or sub-regionally. With respect to the Exeter SSCT the

strategy is to focus development within and adjacent to, the urban area and to ensure that population and workforce growth is commensurate with economic activity and growth in jobs and reducing commuting.

Employment

- 2.7 Exeter is a relatively prosperous and environmentally attractive city. The economy supports some 86,000 jobs and 4,500 businesses. Within the City Centre there are over 1,000 businesses providing some 20,000 jobs. The rate of unemployment is around 65% of the rate for England and Wales. Exeter is an important centre for public administration, education and health and the focal point of economic activity for much of Devon, with around 30,000 people travelling into the city every day to work (8,000 Exeter residents work outside the City). Business and financial services are the most important local sectors in terms of their contribution to Gross Domestic Product (market value of all financial goods and services).
- 2.8 In comparison with similar areas, there are, however, relatively few young adults with high level qualifications in the Exeter sub-region and the area is characterised by a low 'staying-on' rate at 16+.
- 2.9 The city is regarded by many employers as a key strategic location for the South West and is well served by communication links with the rest of the country compared with other similar cities. It is home to regional offices for the Environment Agency, Natural England, the Rural Payments Agency, the Countryside Agency, EDF Energy, the Guinness Trust, Devon and Cornwall Constabulary, and the national offices for Flybe. The Met Office relocated its national headquarters to Exeter in 2003.
- 2.10 Significant employment growth has occurred in recent years: in the City Centre, at Exeter Business Park, and at Matford. Whilst the economic downturn will continue to affect the city in the short run, it is expected that further significant growth will occur over the plan period. There are some limited opportunities within the city but there are also major commitments to the east of Exeter, within East Devon, for employment development at Skypark adjoining Exeter Airport, and for a science park at Redhayes, adjoining Junction 29 of the M5.
- 2.11 The University of Exeter is consistently ranked in the top 20 UK universities and was 9th in The Times league table in 2010. In 2010/11 there were 12,929 full-time students living away from home. It is envisaged that there will be approximately 3,300 additional full-time students, who are living away from home (i.e. in Exeter) by 2025/26. Exeter College with 10,000 students also plays a vital role relating to the skills agenda, learning and future employment. The Peninsula Medical School, a partnership between the Universities of Exeter and Plymouth, took its first students of medicine in October 2002. The University is very important to the economy and vitality of the city but the growth of student numbers also places pressure on the local community, particularly in terms of facilities and student accommodation and impact on the housing stock. Road links to the University's main campus are poor from the south and east which results in traffic congestion in these areas.
- 2.12 The non-domestic sector (commercial, business and public sector) is responsible for 44% of Exeter's CO₂ emissions making it the largest contributor to the city's carbon footprint. This highlights the role that Exeter's businesses will have in the city's transition to a low carbon economy.

Key employment issues:

High levels of inward commuting

Low 'staying-on' rate at 16+ and few young adults with high level qualifications

High demand for employment sites but lack of size and range available

Challenge of accommodating university growth

Level of CO² emissions

Housing

- 2.13 Exeter is fortunate in that it does not have large areas of run-down housing but there are some small areas with high levels of deprivation, three of which (one in Newtown ward and two in Priory ward) are among the 10% most deprived areas in the country. The Council housing stock is essentially sound but a significant number of houses need to be upgraded. The poor condition and energy efficiency associated with much of the older housing stock needs to be tackled, and to ensure the best use of the existing housing stock, under-occupation of larger houses needs to be discouraged.
- 2.14 Of further concern, at present, is the imbalance between housing supply and demand. Demand is fuelled by the same trends experienced nationally: people are living longer, young people are leaving home earlier, people are choosing to live alone, and families break down more often. The level of demand in recent years is, however, also the product of a growing University and Exeter's economic success. House prices have risen more rapidly in Exeter than in neighbouring areas and are above regional and national averages. Although average earnings in Exeter are above those in Devon and broadly similar to those in the South West as a whole, they are well below the national average. The disproportionate growth in house prices means that the ability of first-time buyers to access mortgages is extremely limited. This has been exacerbated by the recent credit squeeze which has reduced the availability of mortgages.
- 2.15 To meet the demand for housing, whilst protecting Exeter's character, it has been a priority to maximise the use of previously developed land. However, greenfield development has also been necessary, within the city at Digby and beyond the city through a new community in East Devon at Cranbrook. Over the long term Exeter is likely to continue to be successful economically. There is a need for balanced economic and housing growth, in particular to deal with issues of housing affordability. As there are limited development opportunities remaining within the urban area, the development pressures on the city fringes will continue.
- 2.16 Housing is responsible for 34% of Exeter's CO² emissions. New development in close proximity to existing buildings provides opportunities to extend low carbon energy infrastructure into existing buildings, providing lower cost low carbon energy to occupants.

Key housing issues:

Pockets of high levels of deprivation

Imbalance between housing supply and demand resulting in lack of affordability

High development pressure on city fringes

Level of CO² emissions

Health

- 2.17 The Royal Devon & Exeter Foundation Hospital in Wonford provides acute hospital services to around 350,000 people in Exeter, East Devon and Mid Devon, and offers specialist services to people living further afield in Devon, Cornwall and the Isles of Scilly, Dorset and Somerset.
- 2.18 Overall Exeter is a healthy city, but people living in its more disadvantaged areas have comparatively poor health, as indicated by incidence of chronic illness and life expectancy levels. Traffic congestion in the city has led to localised air pollution which has potential impacts on health and has led to the creation of an Air Quality Management Area (AQMA).

Key health issues:

People living in areas of deprivation suffer from particular health issues
Unacceptable air quality in key locations

Crime

- 2.19 Many people perceive crime to be a problem in the city and it is often cited in their top three concerns. The fear of crime can have a damaging impact as it can affect people's confidence in public agencies, constrain people's lives, and deter investment. Whilst in some parts of the city crime is a very real issue, Home Office data indicate that actual crime levels in the city as a whole remain comparatively low.
- 2.20 The Exeter Community Safety Partnership, which brings together various agencies, was established in 2002 and aims to make Exeter the safest city in the South West. The use of community patrolling, community police support officers and various neighbourhood engagement initiatives have proved extremely effective, particularly in addressing low level crime and anti-social behaviour. It is important that, as the city grows, this work is built upon to ensure Exeter remains a safe place to live.

Key Crime Issue:

Perception of crime

Retail

- 2.21 Retail in Exeter City Centre is healthy, despite the economic downturn, with relatively few shops vacant, strong retailer demand, a clean and attractive environment and a good range of facilities in a compact area. The shopping catchment is estimated at over 550,000 people. The shopping floorspace of the City Centre is over 80,000 sq m net. A major new shopping development, the Princesshay scheme, providing approximately 27,000 sq m net of retail (a net gain of approximately 20,000 sq m taking into account the demolition of existing floorspace), opened in 2007. The City Centre includes a range of nationally recognised chains as well as supporting independent and specialist stores and hosting a vibrant farmers market.
- 2.22 Ongoing environmental enhancements have been carried out in the City Centre, most recently in the High Street, Cathedral Yard and Cathedral Close. Similar improvements are planned in key secondary shopping areas. As the available expenditure of the population grows, further retail development will be needed.

- 2.23 The population of Exeter is also served by a number of District and Local Centres that meet an important need for local retail facilities. Many centres are vital and viable and some have a good reputation for specialist shops. Improvements are ongoing but some centres still suffer from a poor environment and a lack of vitality.
- 2.24 The out of centre food superstores and retail warehouses have continued to trade successfully and have been relatively unaffected by the current economic downturn.

Key retail issues:

Demand for more retail development to meet the needs of a growing population and maintain Exeter's competitive position

Poor environmental quality of some District and Local Centres

Transport

- 2.25 Exeter is served by the M5 motorway, and the A30 and A38 trunk roads, and benefits from the convergence of 5 railway lines, including fast connections to London and the North. Train services connect the city to the main commuter towns of Exmouth and Crediton. Exeter International Airport is only 7km from the City Centre but public transport links to the airport have yet to match the growth in passenger numbers in recent years.
- 2.26 As a compact city most development in Exeter is accessible to essential services and to good quality public transport. There is, however, significant congestion on the major routes into the city at peak periods, particularly on Pinhoe Road, Heavitree Road, Topsham Road and Alphington Road, and this in turn has an adverse effect on air quality. Transport is responsible for 22% of the Exeter's CO² emissions. Reductions from the transport sector will be needed as part of the transition to a low carbon economy. Ongoing improvements continue to be introduced to provide and enhance facilities for buses, cyclists and pedestrians. For example, Exeter has been established as a national "Cycling Demonstration Town" and funding continues to be directed to improving the city's cycle routes and facilities. Such initiatives, together with those aimed at demand management, including car sharing and reducing the number of workplace parking spaces in the City Centre, are required and must continue in response to the economic and housing growth of Exeter. There needs to be a particular focus on transport infrastructure to accommodate strategic development proposals to the east and south west of the city.

Key issues:

Increasing congestion, and associated air pollution, underlining the need for modal shift
Need for transport infrastructure to enable delivery of strategic development

Environment

- 2.27 The city enjoys a high quality environment, with valley parks, formal city parks, the Exeter Ship Canal, the Exe Estuary and important wildlife sites. The hills to the north and north west of the city, particularly the ridgelines, give Exeter a distinctive character. The city's varied terrain, influenced by the River Exe and its tributaries, add to its appeal.

- 2.28 Exeter contains a rich variety of wildlife habitats owing to a particular combination of geology and topography. South of Countess Wear, the Exe Estuary is a Ramsar site and a Special Protection Area (SPA), recognised as a wetland site of international importance that supports many rare species and is famous for its Avocets and Lapwings. Within the city, there are also nationally important Sites of Special Scientific Interest (SSSI) and Regionally Important Geological and Geomorphological Sites (RIGS) as well as locally designated Sites of Nature Conservation Importance (SNICIs) and Sites of Local Interest for Nature Conservation (SLINCs). Development pressures could impact on all these areas.

Key environment issues:

Impact on the city's wildlife habitats from a growing population

Development pressure threatens the Valley Parks and the hills and ridgelines, which are vital to Exeter's distinctive character

Diversity

- 2.29 The city has a rich cultural and social diversity. Whilst the number of black and minority ethnic persons in Exeter is less than the national average, these numbers are growing. Minority groups tend to live across the city rather than be concentrated in pockets. The population consists of many different groups with different needs. In particular, young people, older people, people with disabilities, people belonging to black and minority ethnic communities and those with limited income can all, at times, feel excluded from society, community life and the decisions that affect them. Exeter City Council continues to work with these groups to ensure their needs are met.

Key Diversity Issue:

Provision of facilities that meet diverse community needs

Heritage

- 2.30 The architectural landscape of Exeter plays a major role in defining the character of the city. Despite the damage and destruction inflicted by the 1942 air raids, the City Centre retains a wealth of historic buildings. For example, the Guildhall, in the High Street, has served as a seat of local government for over 800 years whilst Exeter Cathedral, which has the longest uninterrupted Gothic ceiling in the world, has national and international significance. More recent buildings, including the post-war reconstruction of the High Street and the new Princesshay development, also make a significant contribution to the City Centre's character.
- 2.31 In the residential areas of Exeter, local distinctiveness is provided by red brick late Victorian and Edwardian terraces, which form a key characteristic of St. Thomas, St. Davids, St. James, Polsloe, Heavitree and Newtown. Early 19th century stuccoed villas are of special importance to St. Leonards. Within the narrow streets of the historic port town of Topsham, there is a rich variety of architectural heritage and the largest concentration of listed buildings in the city. Of particular note are the late 17th century Dutch houses on the Strand. Overall, Exeter has 20 conservation areas, approximately 1813 listed buildings and an archaeological heritage that includes 19 scheduled ancient monuments.
- 2.32 In providing for growth the importance of Exeter's heritage and the key role it plays in the economy and prosperity of the city must be taken fully into account.

Key heritage issue:

Impact of a growing population on the city's heritage

Recreation and leisure

- 2.33 Important cultural institutions with a regional profile include the Royal Albert Memorial Museum (RAMM), the Northcott Theatre, the Great Hall at the University, Spacex and the Phoenix Arts Centre. The need for upgrading of cultural facilities to keep pace with the scale and nature of demand is recognised. Refurbishment of the Northcott Theatre was completed in 2007 and whilst it has experienced financial difficulties, in 2010 it is expected that a new company will take over the running of the Theatre. Major improvements have been made to the RAMM and redevelopment of the Exeter City Library is proposed.
- 2.34 Exeter City and the Exeter Chiefs are national level sports teams with their own stadia in Exeter. Other facilities recognised at the regional level include The Arena Athletics Stadium, the ISCA Indoor Bowls Centre, the Exeter Golf and Country Club and the University's sports complex. There is a good range of local facilities, including 3 swimming pools and approximately 80 sports pitches. The area is also well served with children's play areas, of which there are more than 60, and various other facilities including Multi Use Games Areas, skate and BMX parks, and youth shelters. New and improved facilities will be needed to meet the demand arising from new development. Some facilities will need to be provided at the neighbourhood level whereas others, which have a large catchment, will be more appropriately provided at the city/sub-regional level.

Key recreation and leisure issue:

Need for provision and enhancement of community infrastructure to meet the demand from new development

Conclusion

- 2.35 Exeter is a prosperous city with a wealth of historical and natural assets. The relatively high quality of life that Exeter offers is a major factor in explaining why people choose to live in the city. It has a significant role in the region as a provider of employment, retail, cultural and leisure activities. As the city grows, the quality of life must not be diminished but enhanced for the benefit of all those who live or work in, or visit, the city.
- 2.36 There are significant challenges. The city suffers from a lack of affordable housing and is under pressure to provide more land for housing and employment. Traffic congestion on Exeter's major routes is a problem and improving movement, whilst at the same time reducing CO² emissions, must be addressed. Increasingly, it will be necessary to resolve some of these issues beyond the city's boundaries. This is recognised in the designation of the Exeter area as a Growth Point. The Growth Point Board comprises East Devon District Council (EDDC), Devon County Council (DCC) Exeter City Council (ECC) and a range of key partners whose remit is to help deliver growth in the Exeter sub region. With the establishment of the Local Enterprise Partnership a Local Delivery Board has been established to provide a local delivery structure for the Exeter economy.

3. Vision and objectives

- 3.1 The need for additional housing and employment land presents Exeter with a very real challenge, but growth in the city is not a new phenomenon. From its beginnings as a Roman town, Exeter has been an economically successful city and this has resulted in a steady expansion. The speed of growth has been particularly marked since the mid-nineteenth century but Exeter has proved itself able to adapt and respond to change.

The Vision

- 3.2 ***Exeter will embrace its role in the region as an area of growth:***

- ***by providing houses, jobs and supporting infrastructure through maximising the use of previously developed land within the city, and through sustainable urban extensions to the east, at Newcourt and Monkerton/Hill Barton, and to the south west at Alphington; and,***
- ***by maintaining a vital and viable mix of uses in the City Centre and delivering development to enhance Exeter's position as a premier retail and cultural destination.***

In delivering growth Exeter will build on its strengths and assets by safeguarding the hills to the north and north west, protecting the historic environment and enhancing green infrastructure. The key is to maintain and improve Exeter's unique identity and quality of life, whilst addressing the challenges arising from climate change and facilitating the transition to a low carbon economy.

Exeter's strategic role will be enhanced by new housing and employment close to the city within the adjoining authorities. Significant new development will occur within East Devon including a new settlement and an urban extension to the east of Exeter.

- 3.3 The Core Strategy draws on the Sustainable Community Strategy (see below), together with other Council strategies and programmes and those of partner organisations, to arrive at The Vision.

Sustainable Community Strategy

- 3.4 The Sustainable Community Strategy states that:

'Sustainable communities are places where people choose to live and work. They are safe places, offering opportunities for everyone, where the environment is respected and with the housing, amenities, schools, hospitals, and transport links that people need to live well. To become a sustainable city, Exeter must balance the economic, social and environmental aspects of the community.'

- 3.5 The Core Strategy provides guidance as to how the spatial elements of Exeter's Sustainable Community Strategy should be delivered. The Sustainable Community Strategy is made up of nine themes (see Appendix 5). At the start of each section of the Core Strategy the relevant themes are identified.

Balanced growth

- 3.6 The task for the Core Strategy is to ensure that balanced economic and housing growth is achieved without loss to the character of Exeter and in the most sustainable way possible.
- 3.7 The impact of the city's growth in the context of climate change is a serious concern, unless that impact can be mitigated. In response, throughout the Core Strategy there is a focus on mitigating climate change through minimising incremental carbon emissions and managing and adapting to the inevitable environmental consequences of climate change that are a result of past emissions. The city also needs to reduce existing emissions. The Core Strategy therefore:
- sets out spatial planning policies that concentrate development in locations expected to be resilient to climate change
 - seeks to avoid and manage flood risk
 - aims to promote and preserve biodiversity and green infrastructure across the city
 - provides policy guidance on transport, flood risk, design, low and zero carbon development (including renewable energy) and sustainable construction
 - seeks to reduce transport emissions and provide infrastructure to achieve a step change in public transport use;
 - links low carbon infrastructure from new development to existing buildings; and,
 - includes measures to reduce residential and non-residential carbon emissions.

Objectives

- 3.8 To support and deliver the Vision, the Core Strategy sets out the following ten objectives. The aim is to achieve a sustainable balance that responds to the key issues (identified in Section 2) and meets the overall needs of the city, but also to respond to the challenges arising from climate change. These objectives are repeated at the start of each section to which they are relevant, together with the corresponding Sustainable Community Strategy themes.
- 1. *Make the fullest contribution possible to the mitigation of, and adaptation to, climate change and the transition to a low carbon economy by, in particular:***
- *reducing the use of fossil fuels by promoting high quality public transport and encouraging walking and cycling;*
 - *making the best use of land by maximising the use of previously developed land, promoting conversions and encouraging high density development in the City Centre and in appropriate locations within the urban extensions;*
 - *supporting the delivery of new housing and employment in East Devon and Teignbridge including a new settlement and an urban extensions to the east of Exeter;*
 - *in partnership with others, promoting the efficient use of natural resources, the re-use and recycling of resources, and the production and consumption of renewable energy;*

- *encouraging and facilitating the development of low and zero carbon energy development which reduces CO² emissions and the city's exposure to high fossil fuel prices, and improves the city's energy security; and,*
 - *linking the provision of low and zero carbon energy infrastructure in new developments to existing buildings to create more viable schemes and expand the benefits of such schemes more widely across the city.*
2. *Develop the potential of the city for further economic and commercial investment by:*
- *diversifying the Exeter economy with particular focus on knowledge-based activities and low and zero carbon technology;*
 - *providing sufficient land and an appropriate range of accommodation for businesses particularly in the Monkerton/Hill Barton, Newcourt and Matford areas;*
 - *providing opportunities for high quality office development within the City Centre;*
 - *supporting training and education including a bespoke facility at Monkerton; and,*
 - *improving, in partnership with others, economic inclusion and productivity, particularly in areas of deprivation such as Newtown and Priory.*
3. *Aim to provide everyone in the community with the opportunity of living in a decent warm home of a suitable type, size and tenure for their needs, supported by the local community facilities they require, by making full and efficient use of previously developed land and delivering sustainable urban extensions to the east and south-west in co-operation with adjoining authorities.*
4. *Provide and enhance retail, cultural and tourist facilities in the City Centre that reflect and enhance Exeter's regional and sub-regional status and sphere of influence, that add to economic growth, that build social cohesion, and that promote vitality and viability; and continue to enhance the Quay and Canal area as a centre for tourism and recreation.*
5. *Minimise the need to travel and reduce the dependence on the car, in accordance with the Local Transport Plan and the Green Infrastructure Strategy, through:*
- *the enhancement of transport infrastructure and services;*
 - *a step change in the use of sustainable transport; and*
 - *providing easy access to jobs and community facilities within the urban extensions to the east and south-west.*
6. *Meet local needs for community, cultural, social, retail, health, education, religious, and recreational facilities, particularly within the urban extensions, regeneration areas and in areas of deprivation, in order to improve quality of life and reduce social exclusion and the perception of crime.*

7. ***Promote development that contributes to a healthy population - by implementing the Green Infrastructure Strategy and ensuring that environmental quality and air quality is protected and enhanced.***
8. ***Protect and enhance the city's unique historic character and townscape, its archaeological heritage, its natural setting that is provided by the valley parks and the hills to the north and west, and its biodiversity and geological assets.***
9. ***Create and reinforce local distinctiveness and raise the quality of urban living through excellence in design.***
10. ***Ensure that infrastructure is in place, when required, that will enable the proposals for development within the urban area, and the Monkerton and Hill Barton, Newcourt and Alphington urban extensions, to be delivered successfully.***

4. Providing for growth: Spatial strategy

Objective 1 – Mitigate and adapt to climate change

Objective 2 – Develop the potential for economic and commercial development

Objective 3 – Provide decent homes for all

Objective 4 – Provide and enhance retail, cultural and tourist facilities

Objective 5 – Achieve a step change in the use of sustainable transport

Objective 6 – Meet community needs

Objective 7 – Promote development that contributes to a healthy population

Objective 8 – Protect and enhance the city's character

Objective 9 – Achieve excellence in design

Objective 10 – Provide infrastructure to deliver high quality development

Sustainable Community Strategy:

- **A prosperous city**
- **A learning city**
- **An accessible city**
- **A city with strong communities**
- **A city that is healthy and active**
- **A safe city**
- **A city that cares for the environment**
- **A city with homes for everyone**
- **A city of culture**

Levels of growth

- 4.1 Levels of growth are informed by those set out in the Regional Strategy evidence base and by what the City Council feel can be accommodated within the environmental limits of the city.

Housing

- 4.2 In terms of housing provision work done for the draft Regional Spatial Strategy and published in June 2006 and based on local authorities own calculations of capacity identified a housing requirement of around 11,000 additional houses to be built in the city up to 2026. When this figure was tested at the Examination in Public by the Panel it was increased to a figure of 12,000 houses to allow for changes in household formation. The Panel recognised however that further expansion of the city was constrained by “topography, flood plains and environmental factors to the north, west and south.” The Panels Report was subsequently considered by the Secretary of State who proposed to increase the housing requirement for the city to 15,000 houses.

- 4.3 With the publication in mid 2008 of the Secretary of States' Proposed Changes the Council was concerned that the increase to 15,000 was not soundly based on evidence of capacity. On the basis of capacity studies already undertaken by the Council it believed that the figure of around 12,000 dwellings was a figure which more closely related to the environmental capacity of the city.
- 4.4 Further work was done to establish the capacity for development within the city boundaries culminating in publication of the 2009 and 2010 Strategic Housing Land Availability Assessments (SHLAA). The SHLAAs drew heavily on other studies such as the Exeter Fringes Landscape Sensitivity and Capacity Study published in February 2007 and The Strategic Flood Risk Assessment published in February 2008. SHLAA work also involved assessment of the suitability and viability of potential development sites by a Panel of housing stakeholders. The conclusions of the 2009 SHLAA broadly supports the elected members view that a housing requirement of 12,000 can be accommodated within the environmental capacity of the city whilst 15,000 houses can only be accommodated by making assumptions about the number of sites coming forward as windfalls and by making assumptions about possible future locations for growth that are considered to threaten environmental limits. The findings of the 2010 SHLAA reinforce this conclusion.
- 4.5 The Council therefore concludes that a housing requirement of 12,000 houses up to 2026 is justified by work done to assess housing need but is also appropriate to the locally determined capacity of the environment to accommodate more housing growth.
- 4.6 Adjoining the city, the RSS Proposed Changes envisaged the development of:
- around 7,500 dwellings at the Cranbrook new community to the east of Exeter in East Devon;
 - approximately 4,000 dwellings through urban extensions or a second new community also to the east of Exeter in East Devon;
 - a further 2,000 dwellings through an urban extension to the south west of the city in Teignbridge (in addition to the 500 dwellings within the city south of Alphington that are included in the city wide 12,000 dwelling target above).

The City Council will work with adjacent district council's, the County Council and other delivery partners to determine the appropriate level of growth within their boundaries, but the City Council supports the Regional Strategy's vision for further development beyond its administrative boundaries.

Employment

- 4.7 Within the city, around 20 hectares of employment land have been completed since 2006 or have planning permission. In view of competing land requirements, the Core Strategy evidence base, in particular the Employment Land Review and the Strategic Housing Land Availability Assessment (see Appendix 2), suggests a maximum of around 40 additional hectares can be allocated within the city. The Exeter Employment Study indicates that the provision of 60 hectares of employment land for the city would provide sufficient industrial and business floorspace in the area up to 2026. The city provision will be in addition to 25 hectares at the Science Park and 40 hectares at the Skypark, both within East Devon. A further 35 hectares may be provided adjacent to the city in East Devon (as considered in the East Devon Issues and Options Report, 2008).

Retail

- 4.8 The Exeter Retail Study 2008 identifies capacity for additional retail, particularly comparison, floorspace within the City Centre up to 2026. The Core Strategy makes provision for around 40,000 sq.metres net retail floorspace between 2006 and 2026.

Scale of growth

- 4.9 The scale of growth set out above has resulted in the area achieving New Growth Point (NGP) status. The City Council will work with neighbouring authorities and other stakeholders and seek to maximise the scale of sustainable growth at Exeter in accordance with the government's Pro-Growth agenda.

Spatial approach

- 4.10 The constraints on the city dictate that the focus for development beyond the urban area lies to the east and south west of the city. This is also the conclusion of the Landscape Sensitivity and Capacity Study, the Energy Strategy and the Sustainability Appraisal for the Core Strategy.

- 4.11 **The aim is to enable the city to grow without damaging those environmental assets that, to a large extent, generate the opportunities and pressures for growth. Accordingly, proposals for development are identified, based on giving priority to sustainable locations, by:**

- **focusing on the City Centre, existing centres, and previously developed land, including the regeneration of the Grecian Quarter and the Water Lane area;**
- **providing for additional development in sustainable urban extensions to the east and south west of Exeter, where the necessary infrastructure, particularly low and zero carbon and transport infrastructure, is in place or can be made available;**
- **development to the east of Exeter should extend beyond the city's administrative boundary and the City Council will work with all stakeholders to support joint working to achieve this;**
- **steering development away from the hills to the north and north west that are strategically important to the landscape setting and character of the city;**
- **requiring that green infrastructure is planned for at the outset and is an integral part of development; and,**
- **taking a precautionary approach to flood risk by applying a risk based search sequence that avoids areas of higher risk where possible and manages that risk elsewhere.**

- 4.12 The scale of development proposed will require significant investment in highway infrastructure and a step change in the provision of public transport and other sustainable modes. The promotion of development areas to the east and south west of the city (see Sections 5 and 6 in respect of employment and housing land requirements), is likely to secure a spatial balance of infrastructure provision that will enable development targets to be met. The need to ensure that development comes forward in a comprehensive and sustainable manner requires the continuation of close working with East Devon and Teignbridge District Councils, Devon County Council and the Growth Point.
- 4.13 The urban extensions at Monkerton and Hill Barton, Newcourt and Alphington are central to the delivery of the spatial strategy. Accordingly, these areas are identified as strategic allocations (see Section 12). A Masterplan has been prepared for each area. The City Council will support the proposals for urban extensions to the east of Exeter as set out in the draft East Devon Core Strategy. The Council will work with East Devon District Council and others to encourage early delivery of comprehensive mixed use urban extensions crossing the administrative boundary of Exeter and East Devon.

CP1: Over the plan period 2006-2026 provision is made within the city, for:

- around 60 hectares of employment land
- at least 12,000 dwellings
- up to 40,000 sq metres net retail floorspace.

The spatial strategy identifies the opportunities for Exeter to grow within its environmental limits. Development will be guided to the most sustainable locations, recognising the contribution to be made to growth by the existing urban area, particularly the City Centre, and ensuring that the necessary infrastructure, including low and zero carbon energy, transport and green infrastructure, is in place to allow for sustainable urban extensions to the east and south west of the city.

Proposals are based on:

- (i) around 4,900 dwellings and 20 hectares of employment land that are completed or have planning permission.
- (ii) promoting the City Centre as the sustainable heart of the city to include provision for:

up to 30,000 sq metres office floorspace on around 1.5 hectares of land, about 200 dwellings, and
around 3,000 sq metres net retail convenience floorspace, and up to 37,000 sq metres net retail comparison floorspace.
- (iii) promoting the land to the east of the outer by-pass (within the city) at Monkerton/Hill Barton and Newcourt as comprehensively planned and fully integrated mixed-use urban extensions to provide in total:

about 21 hectares of employment land, and
around 4,800 dwellings.

(iv) providing a further 5.5 hectares of employment land to the north east of the city in the Pinhoe area.

(v) securing a balance of infrastructure provision and housing delivery by identifying, to the south west of the city, about:

15 hectares of employment land at Matford, and around 500 dwellings south of Alphington as part of a larger urban extension that extends south of the city boundary into Teignbridge.

(vi) bringing forward development in the rest of the city to accommodate around 1,800 dwellings.

5. Employment

Objective 1: Mitigate and adapt to climate change

Objective 2: Develop the potential for economic and commercial investment

Objective 10: Provide infrastructure to deliver high quality development

Sustainable Community Strategy:

- **A prosperous city**
- **A learning city**
- **A city with strong communities**

- 5.1 Exeter is identified by the Regional Development Agency as one of five key areas that can make the biggest contribution to raising productivity and delivering sustainable growth in the region, through building on existing economic strengths and investing in the knowledge and skills base. This reflects the significant step change that has occurred in Exeter's economic performance. The city has benefited from significant inward investment and attracts labour from a wide surrounding area. Levels of productivity have been well above both the regional and national average.
- 5.2 This economic success is largely a consequence of the city's quality of life, its strategic location on the major transport networks, the presence of the University, Exeter International Airport and the Met Office, and strong working relationships between all those involved in economic activity in and around the city. As a result, it is recognised by the Regional Economic Strategy as having the potential to make a more significant contribution to the regional economy in the future.
- 5.3 While the economic downturn is clearly still having an effect on Exeter, it is believed that the factors that have generated significant growth will sustain the economic prosperity of the city in the long term.
- 5.4 Research for the RSS indicated there is potential for more jobs in retail, health and social care but the key growth sectors are information and communications technology, biotechnology and computer services. There is a strong service/office sector in the city and a growing capacity for knowledge transfer and innovation (evidenced by expansion of the Innovation Centre at the University and increase in knowledge-economy employment by over 4,500 between 1998 and 2003). However, the knowledge-based employment structure remains under developed. There is a need to shift the Exeter economy towards these high-growth, high-value-added sectors, particularly electronics, and other business services. The knowledge-based institutions located in Exeter, including the University, Met Office and Peninsula Medical School, will be key economic drivers.
- 5.5 Particular focus will be placed on the improvement of skills and learning in the workplace and increased use of Information and Communication Technology (ICT). The development of innovative approaches to market development and business processes in service sector companies will also be encouraged. The established close links between the University, public sector and businesses will be exploited to encourage a higher rate of technology transfer, and to increase the availability of opportunities for graduates in the city. A key

element in all of this will be the development of a science park immediately to the east of the city boundary, adjoining Junction 29 of the M5, which is being promoted jointly by the University of Exeter, Regional Development Agency, Exeter City Council, East Devon District Council, Devon County Council and the Met Office.

- 5.6 A study of town centres in the southwest, by DTZ Pidea Consulting for the Regional Assembly, points to the need for prestige office developments throughout the region. Exeter is identified by the study as a 'regional office centre' with the fourth highest level of provision in the region. The city has relatively modern office stock owing to significant development since 1990 and particularly since 2000. The majority of these developments, however, have been out of town – town-centre completions have been at a comparatively low level. The Study suggests that, in Exeter, there is a need to stimulate town-centre office supply whilst limiting out-of-town development but not so that overall economic growth is stifled through a lack of supply.
- 5.7 Despite having the profile of a healthy and growing economy until very recent times, there are other issues of concern that could constrain further growth. These include a shortage of affordable accommodation, low economic performance and participation in deprived wards, a relatively poor skills base, inadequate transport infrastructure, under-representation of high-value-added employment in the creative industries and manufacturing sectors, and a shortage of available high-quality employment land. Whilst in the short run the economic downturn is likely to have most significant direct impact on growth levels, it is the factors identified above that could continue to constrain growth in the longer period to 2026.
- 5.8 The City Council is working with partners in the sub-region, particularly through the New Growth Point initiative, to meet these challenges and ensure the resumption of high levels of growth. The LDF will complement this work by providing a choice of sites to meet the economic development needs of the city and by providing social and community infrastructure to help overcome skills and participation constraints. In particular a comprehensive approach will be adopted to the planning and delivery of proposals for housing and employment within the city between the bypass and the motorway that integrates closely with developments such as the Science Park, Skypark, and the new freight terminal within East Devon.

Land requirements

- 5.9 Completions since 2006 and planning permissions at 1 April 2010 provide around 20 hectares of employment land as follows:

	Area (hectares)
Completions 2006-2010:	12.68
Land with planning permission:	8.04
Land with a resolution to grant planning permission, subject to the signing of a Section 106 Obligation:	1.17
Total:	21.89

- 5.10 There is concern that within the city there is a lack of available quality sites for all needs, including for larger light-manufacturing purposes. The majority of sites with planning permission are less than one hectare and many are extensions to existing premises. In the main, the Local Plan allocations are relatively small and, to some degree, constrained. This has the effect of producing upward pressure on land prices and deterring major investment as well as growth of indigenous businesses. This emphasises the need to identify land to ensure Exeter remains economically successful.
- 5.11 In response to this concern, the City Council commissioned Atkins to assess employment land requirements for the city and to advise on whether the ambitions for office growth in the City Centre are realistic (see Appendix 2).
- 5.12 The Exeter Employment Study advises that the employment land provision proposed provides sufficient provision for industrial and business floorspace in the city area up to 2026 and, in particular, allows for the establishment of new enterprises, expansion of indigenous businesses and significant inward investment in key knowledge-based sectors. The analysis within the Study also confirms a shortfall of suitable sites to meet short term demand.
- 5.13 The Study concludes further that demand for new offices in the City Centre will be significant, particularly from medium and large sized companies. A gross additional requirement of approximately 60,000 sq m of office space in the City Centre is suggested over the period 2006 to 2026. The consultants advise that office development should be required as a significant part of mixed-use schemes in the City Centre.

Land provision

- 5.14 The Spatial Strategy indicates that approximately 40 hectares of employment land should be found in the city. The Landscape Sensitivity and Capacity Study, together with the Sustainability Appraisal, suggests that development of the land to the north and north west of the city is not desirable nor, in comparison with other parts of the city, particularly suitable. The Exeter Employment Land Review (ELR) has assessed the suitability of existing and potential employment sites for employment purposes. Based on this analysis, the main opportunities to meet the employment requirements are:
- (i) redevelopment on previously developed land within the built-up area;
 - (ii) development to the east beyond the outer bypass;
 - (iii) development to the south west in the Matford area.
 - (iv) previously developed land
- 5.15 The City Centre, where good public transport provides access to all and minimises carbon emissions, is a key location for high-quality office development. Whilst the City Centre can be attractive to office development, the supply of new office floorspace in the City Centre has reduced significantly in recent years. Sites that come forward for development in the City Centre tend to be taken up, because of higher values, for retail or residential use. There are few vacant sites.

- 5.16 A proactive stance will be taken to the provision of office floorspace in the City Centre in order to respond to the demand identified in the Exeter Employment Study. Whilst a policy that seeks to exclude uses other than offices would not result in a vital and viable City Centre, additional business floorspace can be provided through mixed-use development, with a significant business component, on redevelopment sites. The fact is, however, that there are limited redevelopment opportunities in the City Centre and significant competing land demands. Accordingly, in response to the potential level of demand, provision is made for up to 30,000 sq m of office space on about 1.5 hectares of land.
- 5.17 The Exeter Employment Study highlights that a significant constraint to realising the demand for new office premises in the City Centre is a lack of parking facilities. This does indicate that there is a need for careful assessment of parking provision together with an emphasis on enhancing other modes of transport. The Council will work with Devon County Council to improve accessibility by public transport and other sustainable means of travel, for example Park and Ride.
- 5.18 To ensure suitable provision is made for the proposed additional office space, and in recognition of the conclusions of the ELR, the Site Allocations DPD will include a review of proposals in the Local Plan First Review for a mix of uses on the Bus and Coach Station site, between Cheeke Street and Paris Street, and around St David's Station, and will assess the potential of other areas for redevelopment, such as to the north east of Cheeke Street between Sidwell Street and Western Way.
- 5.19 Outside the City Centre the opportunities for redevelopment of previously developed land for employment purposes are also in short supply. Such sites need to relate well to neighbouring uses and must be sustainable in transport terms. In the Pinhoe area an allowance of approximately 5.5 hectares is made for employment use.
- (ii) East of the Outer Bypass
- 5.20 Within the City boundary, the greenfield land between the outer bypass and the M5, from Pinhoe Road to Topsham Road, is the area of choice for inward investment because of the good accessibility and links to the major highway network. The ELR concludes that many sites within this area would be attractive to employers. However, it will be essential to ensure effective integration of residential, employment and infrastructure provision in order to create sustainable communities that contribute to a reduction in the need to travel and minimise carbon emissions.
- 5.21 The Masterplan for the Monkerton and Hill Barton area indicates the suitability of 5 hectares of land fronting Honiton Road, south of the Met Office, for employment use, but proposes that the Local Plan allocation to the north west of Exeter Business Park at Oberon Way shall be used for housing.
- 5.22 The Masterplan for Newcourt concludes that the Local Plan employment allocation to the south of the A379, should be reconfigured to provide two sites, one to the west of the railway and one to the east of the railway, to provide in total around 16 hectares of employment land.

(iii) South West

- 5.23 In line with the aim of providing a further development focus to the south west of the city, there is the opportunity to extend Matford Business Park southwards onto approximately 15 hectares of land adjoining Bad Homburg Way.
- 5.24 The suitability of this land for development has been considered through the ELR, Strategic Flood Risk Assessment and the Core Strategy Habitats Regulations Assessment (see Appendix 2)¹.

Retention of employment land or premises

- 5.25 In order to provide a range of employment sites, particularly for inward investment and limit the need for development on greenfield land, it is vital that existing employment sites, premises and allocations that are viable for continued employment use are safeguarded. This will ensure that job opportunities are maintained and the economic health of the city is protected. The release of viable employment sites or premises to other uses may only be made where their loss would not cause harm to business or employment opportunities, or where there are unacceptable amenity impacts for local residents.
- 5.26 The ELR sought to establish whether there are employment sites and premises that are no longer required to meet employment needs. In general terms this review concludes that the established employment areas (Southernhay, Matford, Marsh Barton, Pinhoe, Sowton, Exeter Business Park, Pynes Hill and Peninsula Park) are successful and fully occupied. Other existing employment sites should be retained in employment use unless it can be demonstrated that they are no longer required by their current occupiers and there is no local need for employment land to be retained on the site. All proposals to introduce other uses to existing employment areas or sites must be considered when they come forward in the light of prevailing employment requirements of the city and the local area.

Making the best use of employment land

- 5.27 The Council recognises that where an employment site is vacant for a significant period of time it will often be worth looking at what changes or improvements may be needed to bring the unit back into employment use. On some occasions it will only be through redevelopment that a site becomes economically viable again. Changes in layout, design, size of unit, overall density and tenure may all contribute to creating a more sought after development.

Improvement of skills

- 5.28 To ensure that the Core Strategy ambition to pursue growth is sustainable, contributions will be sought from developers to provide infrastructure (see Section 11: Infrastructure) and to improve and diversify the skills base through training and other measures (see Section 9: Meeting Community Needs).

¹ As at April 2010 it has been resolved to grant planning permission to the Matford employment extension subject to the signing of a S106 agreement.

The transition to a low carbon economy

- 5.29 The non-domestic sector is the largest source of CO² emissions in the city. The Government's ambition is that new non-domestic buildings will be zero carbon from 2019. Development proposals must deploy low and zero carbon technology in order to limit CO² emissions over the lifetime of the development and should aim to achieve a balanced heat load across the scheme. Development should be future proofed to ensure that new low or zero carbon infrastructure can be incorporated. Further guidance will be provided in the Sustainable Construction and Renewable Energy Supplementary Planning Document (see Section 10).

CP2: The development of around 40 hectares of employment land and associated infrastructure (in addition to around 20 hectares comprising completions and permissions at 1 April 2010) is proposed, as follows:

- up to 30,000 square metres of office floorspace on about 1.5 hectares, as part of mixed development in the City Centre;
- around 5.5 hectares in the Pinhoe area;
- about 21 hectares to the east of the outer bypass: comprising 5 hectares on the fringes of Exeter Business Park in the Hill Barton area, and 16 hectares south of the A379 in the Newcourt area; and
- about 15 hectares to the south west of the city, in the Matford area (subject to an acceptable flood risk assessment, ecological survey and habitat regulations assessment).

The release of employment allocations for other uses will only be acceptable where it can be demonstrated that development for an alternative use represents an opportunity that would create significant economic benefits for the city and the Travel to Work Area.

The established employment areas at Southernhay, Matford, Marsh Barton, Pinhoe, Sowton, Exeter Business Park, Pynes Hill and Peninsular Park will be retained in employment use, except where their loss would not cause harm to business or employment opportunities or where there are unacceptable amenity impacts for local residents.

Elsewhere, an alternative use may be acceptable where it is demonstrated that employment use is not viable or needed to meet current and long term needs or where there are unacceptable amenity impacts for local residents.

6. Housing

Objective 1: Mitigate and adapt to climate change

Objective 3: Provide decent homes for all

Objective 8: Protect and enhance the city's character

Objective 9: Achieve excellence in design

Objective 10: Provide infrastructure to deliver high quality development

Housing Strategy mission statement: The council aims to ensure that: Everyone has the opportunity to live in a suitable home that they can afford.

Sustainable Community Strategy:

- **A city with homes for everyone**
- **A city with strong communities**

Housing requirements

- 6.1 The Core Strategy is concerned with the delivery of decent homes to meet the needs of the community and with determining the general locations for growth, including strategic development allocations. In meeting these requirements the focus must be on delivering attractive and sustainable communities and neighbourhoods where people want to live. To achieve this, account must be taken of the implications for infrastructure and services, including the impact of the development proposals beyond the city boundary to the east and south west. Delivering sustainable communities is about a lot more than just providing housing and, accordingly, this section should be read in conjunction with other sections, particularly 9 to 12, and the Residential Design Guide SPD.
- 6.2 In accordance with the spatial strategy (see section 4), the aim is to continue to make full and effective use of land within the urban area without causing unacceptable harm to its amenity and character. Additional provision will be made in sustainable urban extensions on greenfield land.

Identifying housing land

- 6.3 To assess the housing capacity of the city, and in accordance with Government requirements, the City Council has prepared a Strategic Housing Land Availability Assessment (SHLAA).
- 6.4 The preparation of the SHLAA has followed national guidance and a methodology produced by the Council and neighbouring local authorities. A careful assessment of site suitability has ensured that development constraints are recognised and environmental assets protected. A panel of key stakeholders with sound knowledge of the local housing development industry has also been involved in its preparation, to ensure that conclusions are as robust as possible.

- 6.5 The assessment identifies a range of opportunities on previously developed land within the urban area, including potential 'Regeneration Areas', and identifies significant capacity, through urban extensions to the east of the urban area at Monkerton/Hill Barton and Newcourt, and to the south-west of the urban area at Alphington.
- 6.6 Other than the urban extensions to the east and south west (for which strategic allocations are made in Section 12), the Core Strategy does not allocate sites. Site allocations will be brought forward through the Site Allocations DPD.

Sites within the urban area

- 6.7 There are a number of previously developed sites and greenfield sites dispersed around the urban area that will contribute to meeting the dwelling requirement. Previously developed sites become available when land is no longer required for its original use, or where the existing occupier chooses to relocate. The sites identified have been assessed carefully to determine their suitability for residential development and have the potential to deliver around 1,000 dwellings.

Regeneration areas

- 6.8 The Water Lane area, located just south of the City Centre and adjacent to the River Exe, is previously developed and largely in employment use. The area is identified for comprehensive mixed-use redevelopment in the Exeter Local Plan First Review. Although the Exeter Employment Land Review 2009 concludes that this area offers a poor quality location for employment use, it could provide a highly sustainable location for residential development. Redevelopment would need to improve access and address the issue of flood risk through design and layout. A Masterplan will be produced to guide growth in the Water Lane area. The area has the potential to deliver around 800 additional dwellings.
- 6.9 The Grecian Quarter comprises an area of previously developed land in the City Centre, bounded by Sidwell Street, Western Way and Paris Street. It currently incorporates a variety of uses, including the city's bus and coach station, employment, retail, leisure, car parking and a small amount of housing. The southern part of the area (including the bus and coach station) is allocated in the Exeter Local Plan First Review for comprehensive mixed-use redevelopment and will be the subject of a Masterplan. The area as a whole is highly sustainable and offers the opportunity to deliver significant regeneration benefits to the city. The Grecian Quarter has the potential to deliver around 200 additional dwellings.

Urban extensions to the East and South West

- 6.10 The SHLAA also identifies key developable and deliverable opportunities through urban extensions to the east at Monkerton/Hill Barton and Newcourt and to the south of Alphington.
- 6.11 It is essential that these areas are brought forward for development as sustainable communities that recognise the various landscape, biodiversity, noise and flood risk constraints; that incorporate open space, green infrastructure and community facilities as an integral part of the scheme; and that provide for the significant infrastructure requirements, in particular highways infrastructure, necessary to accommodate this scale of development together with the proposals to the east of the city in East Devon.

- 6.12 Detailed guidance is set out in Section 12: Strategic Allocations and in Policy CP19. Capacity for the urban extensions has been informed by the SHLAA and detailed masterplanning work. Around 2,500 dwellings should be provided at Monkerton/Hill Barton, 2,300 dwellings at Newcourt (in addition to 1176 dwellings with permission) and 500 dwellings at Alphington.

Previously developed land

- 6.13 The national target is to achieve at least 60% of new development on previously developed land. The provision outlined in Policy CP3 below, taking into account completions and commitments, amounts to around 6,500 dwellings, or around 51% on previously developed land. This reflects the constraints on the city and the need to provide housing through greenfield urban extensions.

CP3: The development of at least 12,000 dwellings is proposed as follows:

Completions 2006-2010	2,687
Planning Permissions	2,224
Permissions subject to S106 agreement	26
Identified sites within the urban area	977
Regeneration Areas	1,048
Newcourt	2,300
Monkerton/Hill Barton	2,500
Alphington	500
Total	12,262

Implementation

- 6.14 The provision outlined above should ensure that a 5-year supply of housing is maintained. The housing trajectory, based on the 2010 SHLAA findings, and guidance on monitoring and management of housing delivery, is set out in section 13. The Council will adopt a Development Management Policy Statement to seek to maximise the delivery of housing land.

The transition to a low carbon economy

- 6.15 Housing is responsible for 34% of Exeter's CO² emissions. The national timetable for reducing carbon emissions requires all new homes to be zero carbon from 2016. The Homes and Communities Agency already requires higher levels of carbon reductions through the National Affordable Housing Programme. All developers should be mindful of the carbon emission standards required at the end of the build programme and developments should be future proofed to ensure new technologies can be incorporated at a later date. Larger developments have a particular role to play in reducing CO² emissions. It will also be important to facilitate carbon reduction through modifications to existing building stock using neighbourhood wide approaches (see 6.26). For both new and existing development the provision of low carbon energy supplies will be key. Further guidance will be provided in the Residential Design Guide SPD and the Decentralised Energy and Sustainable Construction SPD (see section 10).

Density

- 6.16 In meeting the development targets, increased densities clearly have an important role to play.
- 6.17 Careful and innovative design is the key to achieving the highest appropriate density in a particular location. A proposal which would harm the character of the neighbourhood or site through excessive density, poor design or inadequate open space will not be acceptable. The aim is to secure a more sustainable pattern of development, utilising innovative design to achieve higher densities and to incorporate a mix of land uses where appropriate, whilst retaining the character and quality of the local environment. This is vital in order to ensure the viability of public transport and low carbon energy provision (see Section 10).
- 6.18 Detailed guidance is included in the Residential Design Guide, Masterplans for the strategic allocations (see Section 12) and will be set out in the Development Management DPD.

CP4: Residential development should achieve the highest appropriate density compatible with the protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network.

Housing market assessment

- 6.19 The Exeter and Torbay Housing Market Assessment (HMA) was commissioned by a partnership comprising Devon County Council, Dartmoor National Park, Torbay, Mid Devon, East Devon, Exeter and Teignbridge District Councils. Housebuilders, Registered Social Landlords and other stakeholders were also involved in its production. It takes a different approach to the RSS in that it tries to establish the need for the whole HMA area utilising primary data collected through a Household Survey – a bottom up approach.
- 6.20 The HMA concludes that whilst the local population is reducing, with fewer births than deaths each year, the number of households is still increasing due to the changing structure of households and substantial net migration. Modelling suggests a total requirement for the Exeter and Torbay Housing Market Area of between 16,300 and 19,200 dwellings over the five year period to 2012. The HMA estimates that of this total figure approximately 8,000 are required within the Exeter area (a sub-area including ECC, and significant parts of EDDC, MDDC and TDC). Achieving this level of provision would require a step change in completions in comparison with what has been achieved in recent years. The HMA recognises that the actual level of provision must seek to reconcile competing priorities and take into account environmental capacity in determining the most sustainable spatial distribution for new development. Accordingly, whilst the HMA provides an essential evidence base that has influenced policy choices, the Core Strategy seeks to provide housing within Exeter's environmental limits (see CP3 above).
- 6.21 The HMA stresses the importance of making best use of existing housing stock. The under-occupation of larger houses, vacant properties, and poor condition and energy efficiency associated with older housing stock, are dealt with by the Exeter Housing Strategy. Ensuring future homes provide flexible accommodation and providing homes which meet the needs of the older population are other important issues to be addressed.

- 6.22 Policies in the remainder of this Section are informed by the conclusions of the HMA. The City Council is continuing to work with the other neighbouring Councils, to meet, as far as possible, the needs identified in the HMA.

Meeting housing needs

- 6.23 The creation of sustainable, inclusive, mixed communities is a strategic policy objective set out in PPS3. Key characteristics of a mixed community are a variety of housing, particularly in terms of tenure and price and a mix of different households such as families with children, single person households and older people.

Housing mix

- 6.24 Household size declined significantly in the 1970s and 1980s and continued to fall in the 1990s. More single people were choosing to live alone, reflecting increased life span, increased independence in old age, and a high level of divorce. However, since this time household size has remained relatively constant and it is important to ensure that family housing is not omitted from schemes due to a concentration on single person housing. In creating mixed communities the proportion of dwellings provided must reflect local housing need.
- 6.25 All major developments (comprising 10 or more dwellings) should include a mix of house types informed by context, local housing need and the most up to date HMA.

Elderly/disabled

- 6.26 The long-term trend is for an ageing population, with the proportion of over-60s rising from 14.6% now to 19% by the year 2026, and the proportion of over-80s rising to 5.3%. Many of these may eventually choose to live in specialist older persons accommodation or 'extra care' housing. The provision of specialist housing can allow smaller, older households to downsize, freeing up larger family accommodation. It is also important that housing schemes include provision of wheelchair accessible homes to meet the needs of those with disabilities of all ages. Such housing should normally be provided in sustainable locations, close to facilities, as an integral part of mixed communities.

Lifetime homes

- 6.27 Lifetime Homes provide accessible and adaptable accommodation for everyone, from young families to older people and individuals with a temporary or permanent physical impairment. To increase choice, independence and longevity of tenure, vital to individual and community well being, and to balance the large percentage of existing stock that is not easy to adapt, new housing should be built to Lifetime Homes Standards. Research undertaken by the Chartered Institute of Housing in Northern Ireland and the Joseph Rowntree Foundation has found that the costs associated with achieving this are minimal. Therefore, it is considered viable for all housing developments, except where there are significant building or site constraints.

Students

- 6.28 The continuing growth of the University of Exeter is important to the future prosperity of the city. The University of Exeter had 12,929 full-time students living away from home in 2010/11 and envisages that it will have approximately 3,300 additional full-time, living away from home students by 2025/26. The University's aim to provide housing for all full-time students who want it is supported because it will ease pressure on existing family housing. 75% or more of additional student numbers should be accommodated in purpose built student housing. New purpose built student housing should be located on, or close to, the University Campuses, at sustainable locations at or near to major transport routes, or in the City Centre. Further guidance is provided by the University Supplementary Planning Guidance (SPG), the Student Accommodation Development in Residential Areas SPG, the University of Exeter Masterplan Framework SPD and the HMO (Use Class C4) SPD.

CP5: The supply of housing should meet the needs of all members of the community such that:

- all major developments (10 or more dwellings) should include a mix of housing informed by context, local housing need and the most up to date Housing Market Assessment;
- specialist housing, such as wheelchair accessible housing, sheltered housing, residential care homes, 'extra care' housing and continuing care retirement communities should be provided as part of mixed communities, where possible, in accessible locations close to facilities;
- all housing developments should be designed to meet Lifetime Homes Standards where feasible and practical; and
- purpose built student accommodation should be provided to meet the housing need.

Gypsies and Travellers

- 6.29 The City Council has participated in a County wide assessment of the housing needs of gypsies and travellers. The intention is to meet any gaps in provision by identifying suitable sites for gypsies and travellers and discourage them from living on unauthorised sites. The assessment concludes that there is a need to provide 12 residential pitches in Exeter up to 2011. A further 13 residential pitches may also be needed by 2026 in view of national estimates of likely growth in the number of gypsy households. The RSS states that five transit pitches will also be needed in the city. Sites should be of a size and in a location that takes into account the needs of gypsies and travellers, and the interests of local residents and other local occupiers of land. Suitable and deliverable sites will be identified through the strategic allocations (see section 12) and the Site Allocations DPD. If a need is demonstrated for sites for travelling showpeople, the criteria in Policy CP6 will be applied.

CP6: Land will be allocated for 25 residential pitches and 5 transit pitches, for gypsies and travellers. Sites should:

- a) be well located on the highway network;**
- b) have safe and convenient vehicular and pedestrian access;**
- c) be located within a reasonable distance of local facilities, including schools and health centres;**
- d) minimise environmental and landscape impact;**
- e) protect the amenities of adjacent occupiers;**
- f) have adequate levels of privacy, security, storage space and residential amenity; and**
- g) provide appropriate parking, including parking for visitors and for commercial vehicles related to any business activities likely to be carried out.**

Affordable housing

Affordable Housing Percentage and Threshold

- 6.30 For Exeter, the HMA identified a level of affordable housing need that exceeds total annual completions. A judgment therefore has to be made on an appropriate affordable housing requirement. The Viability Assessment, completed in 2009, concludes that despite the economic downturn a requirement that 35% of dwellings should be affordable, on sites which are capable of providing three or more dwellings, is reasonable and viable. Developers will need to demonstrate if there are specific constraints on particular sites that result in the 35% requirement not being viable. Off-site provision or contributions of affordable housing will only be agreed in exceptional circumstances where the Council is satisfied that the affordable housing cannot be managed effectively on the site and where providing the affordable housing elsewhere in the city will significantly widen housing choice and encourage a better social mix. Where off-site provision or contributions is agreed, it will be on the basis of the developer providing the same ratio of affordable housing to market housing as would have been provided on-site.

Social rented and intermediate housing

- 6.31 There is evidence that the high cost of housing relative to incomes has a significant effect on the ability of the city to attract and retain people with professional and other skills that are especially needed. The Exeter Heart of Devon Economic Development (EHOD) Strategy identifies this as a particular weakness of the local economy.

- 6.32 The HMA suggests that 31% of households seeking affordable housing in Exeter have an income that should enable them to access intermediate and some affordable rented housing. In general, affordable rented and intermediate housing requires fewer subsidies to be provided by the developer or from other sources than social rented housing. However, people who can only afford social rented housing generally have the greatest current housing problems and, by definition, have very limited choice as to how to resolve them. It is considered, therefore, that the priority should continue to be focused on those in greatest need. The Council recognise that in some circumstances however the provision of 70% social rented may not be viable and subject to 'open book discussions' on viability the local authority may accept the provision of affordable rent units let so far as possible at social rented levels. The remaining balance should be provided as intermediate affordable housing.
- 6.33 The above is deemed appropriate to encourage mixed communities, maintain housing choice, prevent homelessness and benefit dependence and assist the Council to meet its statutory responsibilities towards people on the Housing Register.

Affordable housing mix

- 6.34 Clearly affordable housing supply is unlikely to meet identified requirements. Because of this it will be necessary to prioritise supply to those in greatest need. One likely effect of this will be that the mix of house types needed for affordable housing will be different from the mix required for market housing and hence securing a representative mix of affordable housing on a site by site basis will not provide a mix of types to meet the greatest need. For example, at present, the number of people on the Devon Home Choice system for prioritising affordable housing requiring three or more bedrooms far exceeds the supply of dwellings of this size. Therefore the Affordable Housing SPD, that will be prepared to amplify the Core Strategy affordable housing policy, will set out the circumstances under which an affordable housing mix that reflects local need (rather than a representative mix) will be identified and secured. The affordable housing mix should include specialist housing where there is a demonstrable need.

Supplementary Planning Document

- 6.35 More specific guidance amplifying Core Strategy Policy on affordable housing policy will be provided by an Affordable Housing SPD.

CP7: On sites capable of providing 3 or more additional dwellings (irrespective of the number of dwellings proposed) 35% of the total housing provision should be made available as affordable housing for households whose housing needs are not met by the market. At least 70% of the affordable housing should be provided as social rented housing. The overall percentage of affordable housing and the tenure split will be subject to considerations of viability and feasibility. Where it is not possible for viability reasons to provide the full requirement of social rented housing affordable rent provision would be considered let as far as possible at social rented levels. The remaining balance of the affordable housing should be delivered as intermediate affordable housing.

7. Retail

Objective 1: Mitigate and adapt to climate change

Objective 4: Provide and enhance retail, cultural and tourist facilities

Sustainable Community Strategy:

- **A prosperous city**
- **A city of culture**
- **A city that cares for the environment**

- 7.1 Completion of the Princesshay development in 2007/2008 has strengthened Exeter's retail 'offer'. It is, however, in the nature of retailing that the relative attractiveness of a shopping centre will be challenged continually by competitors from elsewhere and from out-of-town development. The Local Development Framework must, together with the City Centre Strategy, ensure that the status of Exeter as a retail destination is maintained and enhanced.

The transition to a low carbon economy

- 7.2 The non-domestic sector, which includes retail development, is the largest source of CO² emissions in the city. The Government's ambition is that new retail buildings will need to be zero carbon from 2019. All developments must deploy low and zero carbon technology in order to limit CO² emissions over their lifetime and should be future proofed to allow new technologies to be easily incorporated.

Retail capacity

- 7.3 In 2008, a study was carried out by consultants DTZ for the City Council on the need for additional retail floorspace in the city up to 2026. The study, published in February 2009, followed similar assessments in 2004 and 2007, which, together, have allowed for an informed and consistent approach to retail planning in the city.
- 7.4 The study concludes that the priority is for a new convenience food store and a major comparison development in the City Centre. By 2011, the capacity for additional convenience floorspace in the City Centre is predicted to be around 1,500 square metres, sufficient for a substantial format foodstore, rising to around 2,500 square metres by 2021 and around 3,000 square metres by 2026. The capacity for additional comparison floorspace in the City Centre is expected to be around 19,000 square metres by 2016, 37,000 square metres by 2021 and 57,000 square metres by 2026. However, if a major retail development was anchored by a front rank department store, the study concludes it would be more realistic to assume that the market share of comparison goods expenditure attracted by the City Centre from the catchment area would increase. Under this scenario capacity for additional comparison floorspace in the City Centre is expected to be significantly higher.

- 7.5 The forecasts also show that there will not be capacity for a convenience food superstore outside the City Centre until about 2026 and that capacity for comparison (retail warehouse) provision will not start to arise until after 2015, although growing to around 20,000 square metres by the end of the plan period.

City Centre

- 7.6 The particular advantages of locating additional foodstore provision in the City Centre, district and local centres, if suitable sites are available, are that this will provide:
- greater convenience for shoppers able to buy a range of food and non-food goods on one trip as well as undertaking related activities;
 - less pollution as a result of shorter multi-purpose journeys;
 - support for specialist shops and tourist facilities through joint trips and, consequently, ability to sustain the buildings that they occupy;
 - a service for residents, workers and those on low income without access to a car; and
 - an opportunity to enhance local community facilities.
- 7.7 Concentrating the sale of comparison goods in the City Centre, district centres and local centres has similar advantages. This includes bulky goods if these centres can accommodate them. Traditionally, goods such as electrical appliances, carpets and furniture have been sold from department stores and other High Street shops. Whilst the display of such items may require large showrooms, their sale does not require necessarily an out-of-centre retail warehouse format with extensive areas of adjacent surface car parking.
- 7.8 The challenge from out-of-centre shopping has focused attention on the need to enhance the quality and character of every aspect of the City Centre. The strength of the City Centre lies in its ability to support a wide range of retail uses, from 'High Street' names to small independent shops and markets that help to enhance the character and vibrancy of the centre. Being centred on the hub of the public transport system, the City Centre also provides a sustainable location for other activities such as, work, culture, tourism, leisure and relaxation. If the City Centre is not supported, the trend towards dispersal, car dependence and inequality of access will continue. Restraining dispersal must be matched by investment and positive action in the City Centre supported by a long-term commitment so that confidence (e.g. by retailers, financial institutions and property developers) is maintained and increased.

City Centre audit

- 7.9 In 2005, an audit of the City Centre was carried out by property surveying consultants CBRE. The audit presented a positive picture of an attractive, compact City Centre with a good range of shopping and other facilities. It also highlighted some weaknesses. These included, in particular, the need to enhance Exeter's evening economy, the environmental quality of shopping streets outside the High Street, accessibility and signage, and the quality of the pedestrian environment. The audit also suggested that although Exeter has a competitive advantage over many centres, it also needed to widen its retail offer. All of these issues have been addressed to some degree by the opening of Princesshay. Improvements to the public realm, removing barriers to pedestrian movement, and expansion of retail facilities through mixed-use development are ongoing and will continue to be the priority.

Bus and Coach Station

- 7.10 The key opportunity for City Centre investment, in response to the capacity forecast by the 2008 Study, is the Bus and Coach Station site on Paris Street, which is identified in the adopted Local Plan First Review for major mixed development including retail. A Masterplan for the site is in preparation, which will feed into the Site Allocations DPD.

Policy guidance

- 7.11 The spatial approach to retail provision aims to meet shopping need, including the needs of disadvantaged communities, by following a sequential approach that maintains and enhances the City Centre, district and local centres, and locates retail development where it is accessible by public transport and other sustainable modes. The opportunities for additional local retail floorspace and environmental enhancements in the district and local centres (see Appendix 6), particularly where this would assist the regeneration of areas, will be examined through the Development Management DPD. There will also be a need for some local retail facilities to serve the new development areas on the eastern edge of the city and to the east and south west of the city in East Devon and Teignbridge respectively.
- 7.12 In planning for new retail provision, DTZ emphasises that the capacity forecasts set out in its 2008 study are intended as an indication of the likely order of magnitude of future floorspace capacity (if forecast trends are realised), rather than as growth targets or rigid limits to growth. DTZ advises that the forecasts should be revised periodically, as necessary, in light of actual population and expenditure growth, and as development proceeds and its effects become measurable. Accordingly, whilst making provision for the relatively limited forecast capacity for 3,000 square metres of convenience floorspace in the City Centre to 2026, the Core Strategy takes a cautious approach to City Centre comparison floorspace by proposing to meet the capacity forecast to 2021, under the scenario where market share does not increase i.e. around 37,000 square metres of comparison floorspace.
- 7.13 No provision is made for convenience or comparison floorspace outside the existing centres in view of the lack of current capacity and, in respect of comparison provision, the potential impact on City Centre development by adversely affecting retailer and investor interest and reducing development values. The predicted gradual rise in non-central convenience capacity after 2021 and non-central comparison capacity from 2015 will be monitored in light of progress being achieved on the Bus and Coach Station development in the City Centre.
- 7.14 Further policy guidance on dealing with planning applications, in particular, the need for a sequential approach and impact test, will be provided through the Development Management DPD.

CP8: Retail facilities will be provided so as to contribute to the delivery of sustainable growth and respond to the needs of local, including disadvantaged, communities.

To maintain and enhance the vitality and viability of the City Centre, the provision of around 3,000 square metres of net retail convenience floorspace and around 37,000 square metres of net retail comparison floorspace is proposed. This will include up to 30,000 square metres of comparison floorspace in the Bus and Coach Station area, to be developed as part of a mixed-use scheme by around 2016.

Retail development outside the City Centre should be located in the district or local centres. Out of centre sites will only be considered if there are no suitable sites in, or on the edge of, the City Centre, district centres or local centres and the proposal would cause no significant overall impact on the existing centres and would bring net benefits. In all cases proposals must be accessible by public transport and other sustainable modes, and be appropriate in scale and character to the role and function of the proposed location.

Local retail facilities will be required as part of the community provision at the Monkerton/Hill Barton and Newcourt urban extensions.

8. Transport

Objective 1: Mitigate and adapt to climate change

Objective 5: Achieve a step change in the use of sustainable transport

Objective 7: Promote development that contributes to a healthy population

Objective 10: Provide infrastructure to deliver high quality development

Sustainable Community Strategy:

- **An accessible city**
- **A city that cares for the environment**

- 8.1 The successful delivery of sustainable growth (see 4.1-4.6) is dependent on the provision of adequate transport infrastructure. The availability and quality of transport links play a key role in deciding where development takes place. The economic strength of the city, and the quality of life it has to offer, depend very much on the accessibility, speed, quality and cost of transport facilities. These are, in turn, constrained by the form and layout of the existing urban environment, the capacity of the infrastructure and by environmental and social considerations such as climate change, atmospheric pollution, health, safety, noise and vibration.
- 8.2 Within the last 20 years there has been some increase in highway capacity, as a result of junction improvements and traffic management. However, the highway network operates at well over its design capacity in many locations during the peak hour. The capacity of the central area and radial highway network has now reached a point where further improvements in capacity cannot be easily achieved without damaging the local distinctiveness and heritage of the city, air quality and the living environment. Nitrogen dioxide emissions generated by motor vehicles using the busiest routes into the city have already reached levels that have led to the designation of an Air Quality Management Area (AQMA).
- 8.3 It is clear that the scale of growth proposed within the city together with proposals adjoining the city to the east and south west will result in a significant increase in traffic congestion as well as an unacceptable rise in emissions unless significant transport infrastructure is provided.
- 8.4 Building on the measures set out in the Devon Local Transport Plan 2006-2011, the transport infrastructure needed to serve the developments proposed for the Exeter area have been assessed jointly by the County Council, City Council, East Devon District Council, Highways Agency and the Regional Development Agency. This work has, in particular, focused on the concentration of development to the east and south west of the city, and on the options for a second new community in East Devon and/or further urban extensions. The measures, identified include:

- a step change in the quality and capacity and environmental performance of public transport through the introduction of an enhanced public transport system that would link initially the strategic developments to the east of the city (including Cranbrook, Exeter Airport, Monkerton, and major employment areas) with the City Centre and through to the employment areas and major development proposals to the south west – supported by steps to secure more effective management of demand for travel by road;
- provision of additional Park and Ride sites around the city, including;
 - (i) a new site at Ide interchange to serve the A30 to the west;
 - (ii) enhancement of the existing Honiton Road site serving the A30 to the east, subject to the provision of a new site as part of the strategic developments to the east, outside the city boundary, in East Devon;
 - (iii) investigation of a potential site within the proposed urban extension to the south west, outside the city boundary in Teignbridge, to serve the A379 to the south; and,
 - (iv) investigation of provision to the north west of the city in the Cowley area to serve the A377 and A396 to the north;
- enhancements to the strategic road infrastructure including provision of Clyst Honiton Bypass, improvements to M5 Junctions 29 and 30, and measures to reduce the pressure on these junctions, including new motorway crossings, and improvements to key junctions on the Exeter Ring Road (A3015) and Alphington Road corridor;
- provision of a new railway station on the Exeter to Waterloo rail line at Cranbrook, to serve the new community and adjoining developments, and safeguarding of land for new rail halts on the Exeter to Exmouth line at the Monkerton/Hill Barton and Newcourt urban extensions and on the Exeter to Plymouth line at Matford; and
- improvements to facilities for pedestrian, cyclists and public transport users and provision of school and employer travel plans.

8.5 The transport infrastructure requirements outlined above are also listed in the Exeter Infrastructure Delivery Plan (see Appendix 2). Key strategic infrastructure requirements are identified in Section 11: Infrastructure.

8.6 The documents to be brought forward through the LDF will aim to facilitate, as far as possible, the measures outlined above. Decisions on the broad distribution of development will take full account of the existing and proposed transport infrastructure. Patterns of movement and modes of travel can, however, also be influenced by a range of other measures at the local level through the planning system:

- (a) locating activities that can generate a lot of traffic (such as shopping centres, employment areas and high density housing) in the City Centre, district centres, local centres and other areas with good public transport links;
- (b) opposing the loss of shops and other local facilities in existing housing areas;
- (c) making sure that new housing is within easy walking distance of shops, schools, public-transport connections and other local facilities;

- (d) making sure that no more car parking is provided to serve existing and new developments than is necessary;
- (e) requiring that the design and layout of new development encourages access on foot and by bike and for people with disabilities, including provision of supporting facilities such as cycle parking;
- (f) requiring that development provides for, and contributes towards, the improvement of the city's footpath, cycle and public transport networks, including Park and Ride, and towards enhancing the highway network;
- (g) encouraging innovative measures, where appropriate, introduced as a result of green travel plans, to promote the advantages of sustainable transport modes such as car pools, car clubs and car sharing;
- (h) supporting the take-up of electric and plug-in hybrid vehicles; and
- (i) safeguarding the role of the strategic route network whilst seeking to reduce traffic congestion and improve air quality.

8.7 Experience has shown that the perceived advantages of car use for many journeys is such that improvements to alternative modes alone are insufficient to persuade people to transfer to them. Measures that discourage car use are necessary as an added inducement. These will be investigated, including, as proposed by the Local Transport Plan, the potential of a workplace parking levy.

8.8 There are other transport issues that need to be addressed in relation to the efficient and sustainable functioning of the City Centre and surrounding area, including:

- Provision of a new bus and coach station
- Removing through-traffic from the City Centre
- Reducing the number of freight movements in the City Centre
- Managing City Centre Parking through an appropriate strategy
- Re-routing bus services
- Providing enhanced cycle facilities
- Improving transport links across the City to Exeter University

These issues will be investigated further through the Bus and Coach Station masterplanning work, and other Supplementary Planning Documents.

8.9 In view of the existing levels of congestion and the importance of limiting carbon emissions, all of the measures discussed above will be required to maintain quality of life and ensure the sustainable growth of the city.

CP9: Comprehensive strategic transport measures to accommodate the additional development proposed for the city and adjoining areas shall include:

- a step change in the quality, capacity and environmental performance of public transport, especially between the City Centre and proposed developments adjoining the city to the east in East Devon and to the south west in Teignbridge;
- additional Park and Ride sites around the city including Ide interchange;
- improvements to the strategic road infrastructure including key junctions on the M5, outer bypass and the Alphington Road corridor;
- new rail halts at Hill Barton and Newcourt on the Exeter to Exmouth line and at Matford on the Exeter to Plymouth line;
- demand management measures; and,
- improvements to facilities for pedestrians and cyclists.

The contributions necessary to ensure the delivery of transport infrastructure will be secured through the application of Policy CP18.

9. Meeting community needs

Objective 1: Mitigate and adapt to climate change

Objective 2: Develop the potential for economic and commercial investment

Objective 3: Provide decent homes for all

Objective 4: Provide and enhance retail, cultural and tourist facilities

Objective 6: Meet community needs

Objective 7: Promote development that contributes to a healthy population

Objective 10: Provide infrastructure to deliver high quality development

Sustainable Community Strategy:

- **A learning city**
- **A city that is healthy and active**
- **A city of culture**
- **A city of strong communities**

- 9.1 National and Regional guidance emphasises the need for policies to address accessibility for all members of the community to jobs, health, education, shops, leisure and community facilities. Proposals will be brought forward through the LDF to address existing deficiencies and meet needs arising from development. Such provision should reflect sustainable development objectives. The aim will be to achieve this by providing facilities directly, or by encouraging and supporting initiatives from the private sector and voluntary bodies, or by developing partnership arrangements where appropriate.
- 9.2 The Council will require that developers contribute to the provision of infrastructure that is necessary for sustainable development and that mitigates the overall impact of change and growth within the Exeter Growth Point (see Sections 11 and 12). The Exeter Infrastructure Delivery Plan draws on the Growth Point's Infrastructure Study to identify much of the infrastructure required for successful delivery. This work will culminate in the production of an Infrastructure Delivery Plan that will ensure successful delivery over the plan period.
- 9.3 The objectives of the Sustainable Community Strategy and other strategies and programmes can be delivered, at least in part, through developer contributions sought for social and community infrastructure, including education/skills, health, culture, sports and leisure facilities. Examples of areas where developer contributions could facilitate change and enhancement include:
- developing a skilled and adaptable workforce and raising business productivity and specifically addressing poor skill levels in parts of the city (Exeter and Heart of Devon Economic Development Strategy);
 - providing open space to meet the populations sporting, leisure and recreational needs (Public Open Space SPD);

- reducing incidence of chronic illness and increasing life expectancy by improving access to open space, sport and recreation facilities (Exeter Sustainable Community Strategy);
- tackling inequalities in health, social care, housing and education (Social Inclusion Strategy for Exeter Social, Health and Inclusion Partnership);
- improving access to health and social care (Exeter Sustainable Community Strategy/ Exeter Primary Care Trust Estate Strategy/Royal Devon and Exeter (NHS) Trust Building Programme);
- providing additional school places and facilitating any further schools reorganisation (Exeter Sustainable Community Strategy/Devon County Council Education Authority Strategic Plan);
- providing meeting places for clubs and societies including those creative pursuits such as dance, drama and film; faith communities; voluntary services, such as parent-toddler groups; and public sector services such as adult education night classes;
- developing new heritage attractions (Exeter Cultural Strategy) and identifying and bringing forward strategic cultural infrastructure within the Exeter Planning Area for Culture (the Regional Cultural Infrastructure Strategy 'People, Places and Spaces'); and
- providing allotments in appropriate locations to meet the demands resulting from demographic change (Exeter Allotment Strategy 2007-2011).

9.4 Important considerations with regard to new facilities are their scale and location and the degree to which they contribute to social inclusion and help to reduce deprivation. Facilities, such as cultural, recreational and sports facilities, which have a large catchment and serve the city as a whole, should, if feasible, be located in the City Centre where they are accessible to all by public transport. Other facilities such as surgeries, youth clubs, outreach centres, primary schools, community halls, places of worship, allotments and play areas have smaller catchments and normally need to be close to where people live, preferably within easy walking distance of them. Shared or multi-use facilities will often be an effective way to meet the needs of the community. It is difficult to provide, cost-effectively, the full range of facilities within walking distance of people's homes if population densities are low and if residential areas are fragmented. Delivering sustainable communities requires consideration of these issues at an early stage.

9.5 The areas of multiple deprivation need particular attention. Three areas within Wonford and Newtown, are among the 10% most deprived areas in the country. Actions could include improvements to local centres, securing employment opportunities, environmental improvements, the use of communication technology to facilitate access to services, or contributions from new development to provide more extensive or better quality facilities for existing areas.

CP10: Facilities that meet Exeter’s community, social, health, welfare, education, spiritual, cultural, leisure and recreation needs will be protected. New and improved community facilities and utilities infrastructure must be provided in a timely manner to meet the needs of new development, make a positive contribution towards safeguarding and creating sustainable communities, promote social inclusion and reduce deprivation. ²

Facilities which serve the city as a whole should be located in the City Centre or, if this is not feasible, at sustainable locations which are readily accessible by all modes of travel, particularly public transport.

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

Partnership working, direct implementation and contributions secured through Policy CP18 will help to meet community needs including: raising skills, tackling inequalities in health, social care, housing and education, and providing and improving social, cultural, sporting, leisure and recreational facilities.

² Refer to Exeter Infrastructure Delivery Plan (see Appendix 2).

10. Environment

Objective 1: Mitigate and adapt to climate change

Objective 2: Develop the potential for economic and commercial investment

Objective 3: Provide decent homes for all

Objective 7: Promote development that contributes to a healthy environment

Objective 8: Protect and enhance the city's character

Objective 9: Achieve excellence in design

Objective 10: Provide infrastructure to deliver high quality development

Sustainable Community Strategy:

- **A city that cares for the environment**
- **A safe city**
- **A prosperous city**
- **A city of culture**

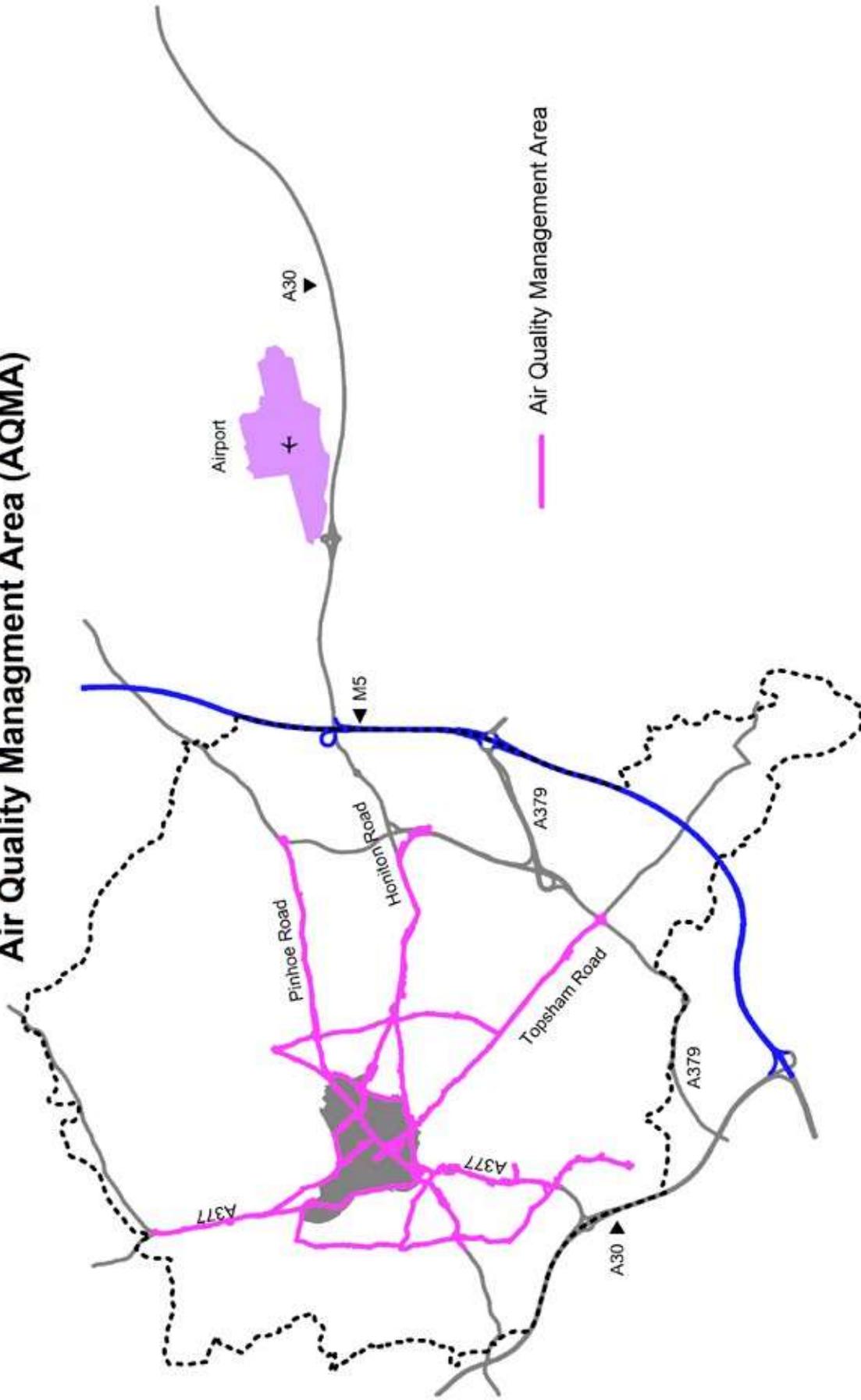
- 10.1 The scientific consensus is that human activities have contributed to global warming. The cause of global warming is the build up of greenhouse gases in the atmosphere, the most common of which is carbon dioxide. This is released into the atmosphere in a number of ways, including the burning of gas, oil and coal. The potential results of climate change are a rise in average annual temperature, a decrease in overall average annual rainfall, an increasing number of extreme weather events and a rise in sea level. The planning authority can make important changes at the local level that can contribute to addressing the wider issues of climate change. The two principal opportunities are mitigation, including reducing greenhouse gas emission from energy, transport, waste, the built environment and new development, and adaptation to the potential impacts of climate change, such as increased flood risk and loss of biodiversity, by implementing flood prevention measures and by protecting and creating habitats. Climate change will also affect the indoor environment and, without the appropriate adaptation in building design, higher summer temperatures will lead to buildings overheating more frequently and for more prolonged periods. Outside, building form and layout, trees and plants will also play an important role in providing attractive shade as summer temperatures rise.
- 10.2 If sustainability is to be achieved, provision must be made for suitable green/environmental infrastructure, such as Sustainable Urban Drainage Systems (SUDS), open space, Combined Heat and Power (CHP) and district heating systems and effective environmental services such as recycling and refuse collection. The availability of infrastructure and services, and any potential problems affecting new provision, are a major consideration when identifying areas for sustainable development and requires detailed consultation with relevant agencies. Where deficiencies are identified, improvements will be a prerequisite for development (see Section 11).

Pollution

- 10.3 The LDF plays a key role in determining the location of development that may give rise to pollution, either directly or indirectly, and in ensuring that other uses and development are not, as far as possible, affected by major existing or potential sources of pollution. Development should avoid and, if necessary, mitigate against environmental impacts.
- 10.4 The City Council has carried out a review and assessment of air quality in the city, within the context of national air quality objectives, and has prepared a local Air Quality Strategy that outlines the measures that the Council will take in order to protect and improve air quality throughout the city.
- 10.5 In accordance with the Air Quality Strategy, regular monitoring of air pollution is carried out, which shows that air quality in Exeter is generally very good. There is, however, a need to tackle emissions of nitrogen dioxide generated by motor vehicles along the busiest roads into the city. This has resulted in the designation of an Air Quality Management Area (AQMA) where the levels of nitrogen dioxide are unlikely to meet the air quality objective. Measures to reduce pollution by cutting congestion on the main routes into the city have been identified in the Air Quality Action Plan. The Local Transport Plan, produced by the Highways Authority (DCC), and the Air Quality Action Plan will bring forward measures collectively to tackle pollution caused by motor vehicles (see Section 8: Transport).
- 10.6 The City Council will ensure that the proposals in the LDF are closely linked to, and complementary with, the Air Quality Strategy and the Air Quality Action Plan.
- 10.7 The criteria against which applications for potentially polluting developments will be considered, together with environmental policies relating to noise, air, water and soil quality, will be set out in the Development Management DPD.

CP11: Development should be located and designed so as to minimise and if necessary, mitigate against environmental impacts. Within the Air Quality Management Area shown on the following map, measures to reduce pollution and meet air quality objectives, that are proposed by the Local Transport Plan and the Air Quality Action Plan, will be brought forward.

Air Quality Management Area (AQMA)



Scale 1:65 000 ↗

© Crown copyright Exeter City Council 100049053

Planning Services, Exeter City Council, Civic Centre, Paris Street, Exeter, EX1 1NN

24/01/2012



Exeter City Council

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (c) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil proceedings.

Flood risk

- 10.8 Flood plains are areas of land alongside watercourses over which water flows in times of flood, or would flow but for the presence of defences. Flood plains perform the essential function of storing water during flood events. Extensive flood defence works have been carried out in Exeter.
- 10.9 The effectiveness of rivers and flood plains to convey and store flood water, and minimise flood risk, can be adversely affected by human activities, especially by development which physically changes the flood plain. As well as increasing the risk of flooding and impeding works to reduce flood risk, this can destroy the ecological value of the land and break up linear habitats such as river corridors.
- 10.10 Planning Policy Statement 25: Development and Flood Risk (PPS25) advises that planning decisions should apply the precautionary principle to the issue of flood risk, avoiding such risk where possible and managing it elsewhere. In exercising control over development and providing guidance on the growth of the city, the Council aims to avoid inappropriate development in flood risk areas and ensure that new development does not lead to new or additional flooding. A Strategic Flood Risk Assessment, as required by PPS25, has been undertaken and has informed the process of identifying the strategic development areas to the east of the city at Monkerton/Hill Barton and Newcourt and to the south west of the city, south of Alphington (see Section 12).
- 10.11 Within the context of the Strategic Assessment, developers will be required at the planning application stage to prepare an appropriate Flood Risk Assessment to demonstrate how flood risk to the development itself, and flood risk to others, will be managed over the expected lifetime of the development. The assessment should be proportionate to the risk and appropriate to the scale, nature and location of the development. Where there is overriding justification for development in a flood plain, adequate protection and mitigation measures, which may include raising property floor levels above an appropriate flood level, must be funded and built by the developer.
- 10.12 PPS25 also recommends the use of Sustainable Urban Drainage Systems (SUDS) to control surface water run-off as close to its origin as possible before it enters a watercourse. This involves moving away from traditional piped drainage systems to those which mimic natural drainage processes. The benefits are reduced implementation costs, reduced overall flood risks, enhanced nature conservation and amenity value, recycling valuable water resources, and better control of pollution from urban run-off.
- 10.13 The integration of SUDS into the overall site concept and layout should be considered early in the planning and design stage, in consultation with the Environment Agency, the City Council and the Highways Authority. Where risks are identified, appropriate flow attenuation facilities or mitigation measures and their ongoing maintenance will be a prerequisite for development.

CP12: The spatial strategy reflects the precautionary approach to flooding and flood risk. Site allocations will be determined by applying a risk-based search sequence, utilising the sequential test and, where appropriate, the exception test, in accordance with national policy guidance. The Exeter Strategic Flood Risk Assessment will be used to ensure that development avoids areas of higher risk. All development proposals must mitigate against flood risk utilising SUDS where feasible and practical.

Transition to a low carbon economy

- 10.14 The transition to a low carbon economy requires low and zero carbon development, but also a reduction in carbon emissions from Exeter's existing buildings, industry and transport.
- 10.15 Government policy has established that building regulations will require emissions from new buildings to reduce incrementally and that zero carbon buildings will be required under building regulations during the plan period. Government is encouraging linkages between developments and existing buildings through the inclusion of allowable solutions as part of zero carbon development. New buildings cannot therefore be considered in isolation from existing development.
- 10.16 Consideration of the surrounding development in the locality may reveal a potential source of low carbon energy for the new development. Alternatively, assessment of energy requirements in existing buildings may identify the opportunity to provide low carbon energy to other buildings in the locality, as an allowable solution to achieve zero carbon development.
- 10.17 The density and mix of building types and uses proposed in a development should be mindful of the energy load across the development. Higher densities and combinations that provide a balanced heat load are likely to provide greater potential for cost effective low carbon energy solutions.
- 10.18 All development proposals must be planned over the lifetime of the development to limit carbon dioxide emissions, and minimise vulnerability and provide resilience to climate change. Developers must be mindful of the carbon emission standards which will be required at the end of the build programme, as decisions at the outset can compromise emissions reduction in latter phases. In parts of the city, where carbon savings may be possible in the future, new development should include provision for such infrastructure to be installed easily at a later date.
- 10.19 Larger developments, including the strategic allocations (see Section 12), must evaluate the potential for community heating and hot water systems and Combined Heat and Power (CHP) and provide the infrastructure required as an integral part of the development. Where it is proposed not to employ such systems, developers must demonstrate why they are not viable over the life of developments in that locality and propose alternative equivalent carbon saving measures.

Decentralised energy networks

- 10.20 By considering existing and proposed development, and by working in partnership with developers and other organisations, a decentralised energy network can be established. More detailed guidance will be provided in the proposed Decentralised Energy and Sustainable Construction Supplementary Planning Document.

CP13: Decentralised Energy Networks will be developed and brought forward. New development (either new build or conversion) with a floorspace of at least 1,000 square metres, or comprising ten or more dwellings, will be required to connect to any existing, or proposed, Decentralised Energy Network in the locality to bring forward low and zero carbon energy supply and distribution. Otherwise, it will be necessary to demonstrate that it would not be viable or feasible to do so. Where this is the case, alternative solutions that would result in the same or better carbon reduction must be explored and implemented, unless it can be demonstrated that they would not be viable or feasible.

Using renewable and low carbon energy in new development

- 10.21 The Government, in the UK Renewable Energy Strategy published in July 2009, sets out how to reach the UK's target of 15% of total energy from renewables by 2020. Renewable sources of energy include sun, wind and water power, ground and air source heat pumps, biomass energy from organic matter, energy from waste (but not energy from mass incineration of waste) and landfill and sewage gas. These can offer diversity and security of supply and can reduce harmful emissions to the environment. The Strategy includes a very significant growth in the use of renewable heat in the built environment.
- 10.22 Major new developments must use renewable or low-carbon technologies, including microgeneration technologies, to help meet their energy needs.
- 10.23 Within Exeter the most promising sources of micro-renewable energy generation within developments are likely to be photovoltaic cells (which respond to daylight), solar heating (which respond to sunlight), small scale wind turbines, ground-source heat pumps and biomass heating. Different sources of generation produce different types of energy, for example photovoltaic cells produce electricity and ground-source heat pumps and biomass produce heat. Other sources of decentralised energy are community heat and hot water systems and Combined Heat and Power (CHP). CHP is the use of a single piece of plant to generate both heat (or cooling) and electricity. Combining this with sustainable fuels such as biomass, and utilising district heating to distribute the heat generated to meet residential or commercial requirements, can provide low cost heating that has a minimal carbon footprint. CHP plant is available in all capacities from large plants where the electricity output feeds into the national grid and the heat is used locally, through to building or community sized plants, to micro CHP that effectively replace the boiler of a single home.
- 10.24 In accordance with the PPS1 Supplement: Planning and Climate Change, and drawing on the RSS evidence base, developments with a floorspace of at least 1,000 square metres, or with ten or more dwellings, will be required to provide the necessary infrastructure, and use decentralised and renewable or low carbon energy sources, to cut predicted CO₂ emissions by the equivalent of at least 10% over and above that required to meet the

then current building regulations. These thresholds have been set in recognition of the difficulty of achieving technical and financial viability for smaller schemes. The policy aims to encourage energy saving and reduce overall reliance on traditional energy supplies (see also 10.26 – 10.31 below).

- 10.25 Detailed guidance on the provision of decentralised energy will be set out in the proposed Decentralised Energy and Sustainable Construction SPD. Alongside any criteria based policy to come forward as part of the Development Management DPD, the Council will consider identifying suitable sites or areas for decentralised, renewable and low-carbon energy sources and supporting infrastructure as part of the masterplanning for the Strategic Allocations (see Section 12).

CP14: New development (either new build or conversion) with a floorspace of at least 1,000 sq. metres, or comprising ten or more dwellings, will be required to use decentralised and renewable or low carbon energy sources, to cut predicted CO² emissions by the equivalent of at least 10% over and above those required to meet the building regulations current at the time of building regulations approval, unless it can be demonstrated that it would not be viable or feasible to do so.

Sustainable construction

- 10.26 Buildings and their infrastructure have a major impact on the use of non-renewable resources and on the environment. Many buildings are environmentally inefficient and do not make the best use of limited resources such as energy and water. The energy used in constructing, occupying and operating buildings represents almost 50% of greenhouse gas emissions in the UK. The most significant opportunity for improving a building's environmental performance is through improving insulation and installing energy and water saving devices.
- 10.27 There is also a major opportunity to create sustainable buildings through the use of building materials that are renewable, recycled (especially where demolition is proposed) or local, thereby reducing long haul road freight and reducing carbon emissions. Using such low "embodied energy" materials also supports local jobs and contributes to achieving locally distinctive construction.
- 10.28 The most appropriate current standard for assessing the quality of non-residential buildings is BREEAM (Building Research Establishment Environmental Assessment Method). The BREEAM Standard assesses a building's performance against a range of criteria, and applies a rating on a scale of Pass, Good, Very Good or Excellent.
- 10.29 The Government has introduced the Code for Sustainable Homes to cover residential development. This code applies different rating levels for homes based on a range of criteria such as CO² emissions, water efficiency, materials and site waste management. The sustainability rating represents overall performance across the Code's nine design categories. Apart from some minimum standards the Code is flexible to allow developers to choose how they wish to obtain points in order to achieve a particular rating. The Government intends to introduce a similar Code for non-residential buildings, and has indicated that non-residential buildings should be zero carbon from 2019, with public sector buildings achieving this status one year earlier, in 2018.

The Code for Sustainable Homes

Code level	Energy standard (reduction from 2006 Part L)	Year
3	25%	2010
4	44%	2013
5	Zero carbon	2016

- 10.30 Government guidance requires Local Planning Authorities to promote best practice in sustainable construction and help to achieve the national timetable for reducing carbon emissions from residential and non-residential buildings. To help achieve this Exeter will introduce a Sustainability Checklist that must be completed and submitted with planning applications. Higher levels of building sustainability, in advance of those set out nationally, will only be sought for development areas or site specific opportunities where the evidence, including that within the New Growth Point Energy Strategy, indicates that there is potential for such provision.
- 10.31 The Growth Point Energy Strategy indicates that the strategic development areas (see section 12) will have the potential to achieve higher levels of building sustainability. The Council will seek to identify other suitable areas or specific opportunities for higher levels of building sustainability as part of other DPDs and SPDs. Guidance on meeting the Code for Sustainable Homes is provided in the Residential Design Guide Supplementary Planning Document. More detailed guidance will be provided in the Decentralised Energy and Sustainable Construction Supplementary Planning Document.

CP15: Proposals for development are expected to demonstrate how sustainable design and construction methods will be incorporated. All development must be resilient to climate change (particularly summer overheating) and optimise energy and water efficiency through appropriate design, insulation, layout, orientation, landscaping and materials, and by using technologies that reduce carbon emissions.

Residential development will be required to achieve the above (Para 10.29) Code for Sustainable Homes Level (overall performance across the code categories and complying with minimum standards).

All non-domestic development will be required to achieve BREEAM 'Very Good' standards increasing to 'Excellent' standards from 2013. Non-domestic buildings are expected to be zero carbon from 2019.

Due to their scale the Monkerton/Hill Barton, Newcourt and Alphington urban extensions should achieve levels of sustainability in advance of those set out nationally.

Green Infrastructure

- 10.32 Networks of Green Infrastructure (GI) will be required to enhance quality of life in the region and support the successful accommodation of change. Biodiversity and sustainable movement networks will comprise multifunctional, accessible, connected assets, planned around existing environmental characteristics. Examples of green assets include allotments, parks and open spaces, cemeteries, woodland, rivers, public rights of way, wildlife areas, historic parks and gardens, and open countryside.
- 10.33 A Green Infrastructure Strategy has been prepared for the Exeter area that sets out a framework to link existing and planned communities through a coordinated and easily accessible network. The Strategy, in particular, provides the basis to ensure that GI is an integral part of new development. The findings of the Strategy underpin the GI policy set out in this Core Strategy and will inform the preparation of the Site Allocations DPD and Development Management DPD.
- 10.34 Key elements of the approach to GI at Exeter are to provide:
- (i) a spatial framework that protects and enhances the strategic landscape (see 10.35 and 10.39);
 - (ii) a GI framework for the development of the urban extensions at Monkerton/Hill Barton, Newcourt and Alphington (see Section 12);
 - (iii) a sustainable movement network to enhance walking and cycling links between the urban extensions and the urban area, particularly the City Centre, and between the urban extensions and the open countryside, particularly between Monkerton/Hill Barton and Cranbrook to the east (see Section 8); and,
 - (iv) a biodiversity network to protect and enhance areas of biodiversity importance and other environmental assets (see 10.39 to 10.49).

Landscape

- 10.35 The Exeter Local Plan First Review identifies several areas of open land, designated as 'Landscape Setting', to be protected from development because of their intrinsic merit and their contribution to the distinctive landscape quality of the city. These were identified following landscape appraisal studies carried out in 1997 and 1999.
- 10.36 This issue is thoroughly reviewed in the 2007 Landscape Sensitivity and Capacity Study, which assesses robustly the qualities of the landscape and identifies the extent to which each area has capacity to accommodate development. The study provides the detailed evidence that supports the protection of areas of landscape sensitivity including those areas that provide the strategic landscape setting for the city.
- 10.37 These areas, which continue to be designated as 'Landscape Setting', include part of the Clyst Valley, Knowle Hill and the hills to the north and west which have a particularly important role to play in forming an attractive green setting for the city, in addition to their intrinsic landscape value. They are complemented by seven designated Valley Parks that provide 'green lungs' within the city, make an important contribution to biodiversity, provide formal and casual recreation opportunities, and are readily accessible by foot or cycle.

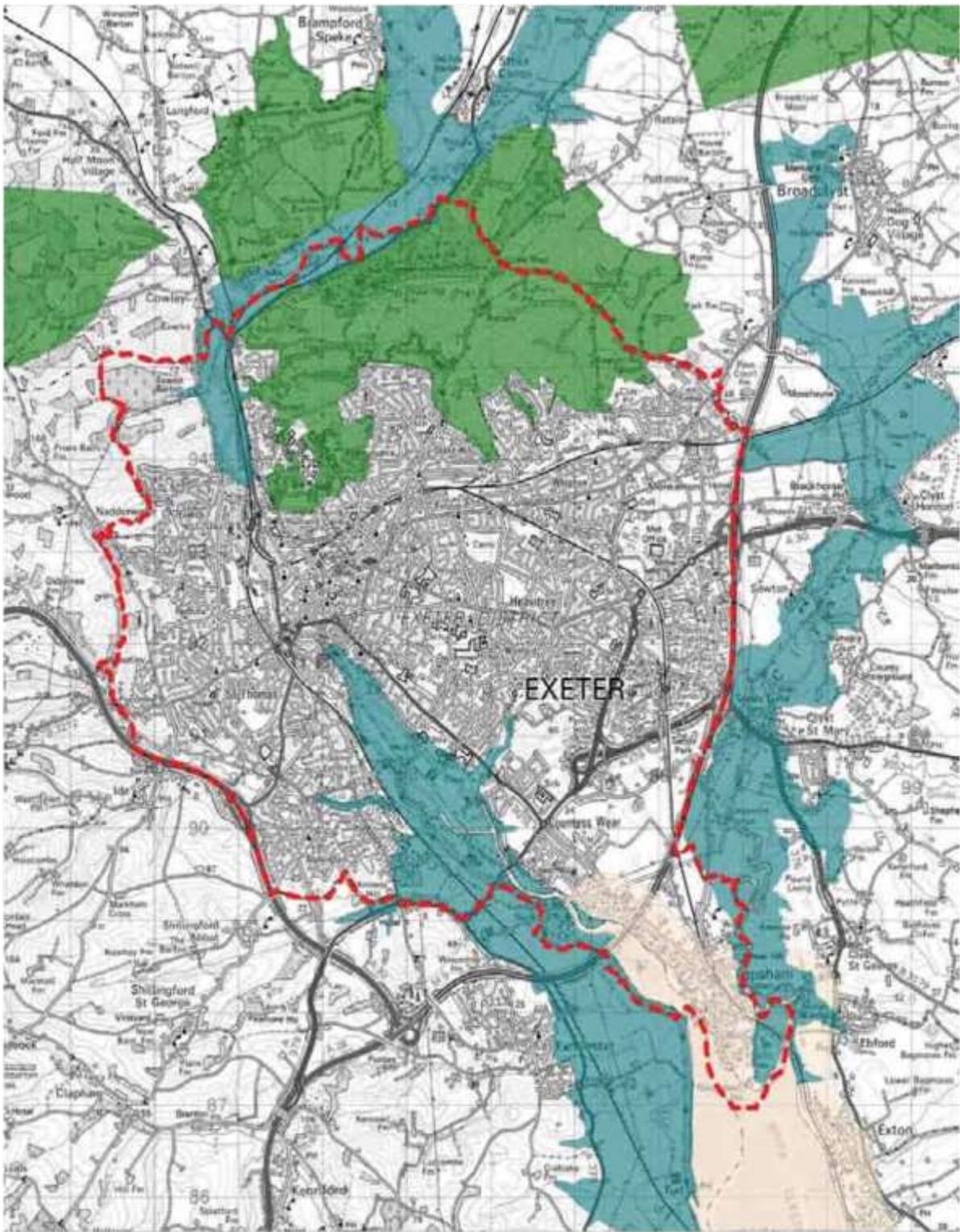
- 10.38 The strategic gap between Topsham and Exeter is also particularly important in that it forms an open break between the two settlements, thus preventing their coalescence, whilst also protecting Topsham's attractive setting. Whilst this area has a low intrinsic landscape value, the role it plays makes it sensitive to development.
- 10.39 The Spatial Strategy (see Section 4) provides for growth to the east and south west of the city in those areas that the Landscape Study concludes are of medium to low landscape sensitivity and have medium to high capacity for development. The 'Landscape Setting' designation in these areas is, accordingly, deleted. Any development in the remaining designated areas, must ensure that the character and local distinctiveness of these areas is protected and enhanced. Further guidance will be set out in the Development Management DPD.

Biodiversity

- 10.40 Biodiversity is short for 'biological diversity'. This means the whole variety of all living things on earth, including plant and animal species and their genetic diversity. Exeter contains a rich variety of wildlife habitats. This appears to be due to a fortunate combination of geology/topography and geography combined with enlightened protection and enhancement. Exeter is built around a series of valleys. This has meant that the valley sides and ridgelines have often, due to their steepness, remained undeveloped.
- 10.41 Nature conservation and the protection and creation of a healthy natural environment is beneficial in many ways. A richly biodiverse city helps to create an attractive environment, encourages people to walk and cycle around the city, helps mitigate pollution, assists in flood prevention, can provide a focus for attracting tourism and assists in the economic success of the area by making Exeter an attractive option when people decide where to live or do business.

The South West Nature Map

- 10.42 The Regional Spatial Strategy Policy ENV4 encourages local authorities to use the South West Nature Map, produced by the South West Regional Biodiversity Partnership, to help map local opportunities for biodiversity enhancement, taking into account the local distribution of habitats and species, and protect these sites and features from harmful development. Exeter's Strategic Nature Areas are shown on the illustrative map.
- 10.43 The Strategic Nature Areas identify broad landscape scale blocks of land, but do not include other areas of biodiversity value that are equally important to Exeter. The biodiversity enhancement areas will not, therefore, be restricted to Strategic Nature Areas and will be chosen in order to provide maximum benefit to Exeter's biodiversity. These areas will be brought forward through the Development Management DPD and identified on the Proposals Map.



Exeter Nature Map

(Based on South West England Nature Map, August 2005)

- | | | | |
|---|--------------------------------------|---|---------------|
|  | Woodland |  | Mudflats |
|  | Coastal and Floodplain Grazing Marsh |  | City Boundary |

Planning Services, Exeter City Council, Civic Centre, Paris Street, Exeter, EX1 1NN

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (c) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil proceedings.



Protected sites and species

- 10.44 The most important sites for biodiversity are those identified through international and European Directives. The Exe Estuary is designated as an internationally important wetland area under the Ramsar Convention on Wetlands and also as a Special Protection Area (SPA) under the EC Birds Directive. A Habitats Regulations Assessment (HRA), required under the Habitats Directive, has been undertaken on the policies within the Core Strategy to ensure that there will not be any adverse effect on any European site (Special Protection Areas and Special Areas of Conservation) either within or close to the city. The Exeter Core Strategy HRA has concluded that additional housing will result in extra recreational impact on the Exe Estuary, Dawlish Warren, and Pebblebed Heaths. Therefore financial contributions will be sought from new development towards management and other measures to protect these areas. The potential for in-combination effects on European sites at Dartmoor and South Dartmoor Woods has also been identified. Developer contributions may also be used at these locations if the emerging evidence base justifies it. Furthermore any development that may have a significant effect on the integrity of a European site would be contingent on a satisfactory Habitat Regulations Assessment. Whilst the Core Strategy can set a framework for these later decisions (and so to that extent influence them, as found in the *Commission v UK* decision, October 2007), it should be noted that (i) the requisite requirements of the Directive/Habitats Regulations will have to be satisfied at those later stages; and (ii) that the Core Strategy policies do not provide support for any proposal which would have an adverse effect on the integrity of any European site. More specific work is underway to understand the effects of Exeter's and neighbouring authority's growth on the Exe Estuary, Dawlish Warren and Pebblebed Heaths. This will be completed as rapidly as possible and its conclusions used to inform the measures that are necessary to avoid adverse effects. These will be detailed in the Infrastructure Delivery Plan and secured through continued work with Teignbridge District Council and East Devon District Council.
- 10.45 The Council will work with Teignbridge District Council (TDC) and East Devon District Council (EDDC) to adopt a mechanism to raise funds from development to deliver the measures that are needed to avoid growth plans having an adverse effect on the integrity of sites and adopt a joint strategy to co-ordinate the collection of developer contributions and their spend on avoidance measures and the monitoring of the effectiveness of these measures in avoiding adverse effects.
- 10.46 The Council will work with TDC and EDDC to adopt a co-ordinated programme to monitor annually the effectiveness of the avoidance measures and the level of disturbing activities, drawing on evidence from RSPB, Natural England and other third parties. A review of mitigation measures will be necessary should monitoring indicate that measures delivered have not been effective.
- 10.47 There are three 'Sites of Special Scientific Interest' in Exeter – the Exe Estuary, Stoke Woods and Bonhay Road Cutting. Stoke Woods is also included in Natural England's Inventory of Ancient Woodland Sites. Woodlands included in the inventory are those which are known to have been present in 1600 and have had unbroken woodland cover since that date. These sites are a valuable resource both for diversity of species and for longevity. Bonhay Road Cutting is recognised as one of the best inland exposures of deeper water deposits of the Crackington Formation in the UK.

- 10.48 Within the city are a number of Regionally Important Geological and Geomorphological Sites (RIGS) including Ferry Road (Topsham), Heavitree Quarry, Pinhoe Brickpit and Pocombe Quarry. These are sites which are of scientific and/or educational value either because they contain finite or limited deposits or landforms that are irreplaceable if destroyed or because they provide exposures of a deposit which are plentiful or extensive but underground.
- 10.49 Sites of local biodiversity interest also have a fundamental role to play in meeting overall national biodiversity targets, contributing to the quality of life and the well-being of the community, and in supporting research and education. Within urban areas like Exeter, local sites take on an enhanced value owing to the relative scarcity of wildlife sites and because they are often close to large areas of population, community facilities and schools.
- 10.50 The Exeter Local Plan First Review identified the location of Sites of Nature Conservation Importance (SNCI) and Sites of Local Interest for Nature Conservation (SLINC). A review of these sites was undertaken in 2004 as part of a comprehensive Wildlife Survey. Robust criteria were used to assess each of the sites and as a result most of the SNCIs will be re-classified as County Wildlife sites - a terminology commonly used by local authorities to refer to sites with conservation value at a County level. The review also identified some new sites and concluded that other existing sites should be extended. However, prior to the County Wildlife Site designation being brought forward through the Development Management DPD, the SNCI and SLINC designations remain and will be identified on the Proposals Map.
- 10.51 In making allocations for development, and in determining planning applications, biodiversity will be a material consideration. Sites of biodiversity or geological interest will be protected in accordance with their relative status. A proposal that adversely affects the Exe Estuary Special Protection Area (a site of international conservation importance) will not be permitted. Development on other designated sites will be assessed against the nature conservation value of the site, and mitigation and compensation will be required for any unavoidable impacts. Proposals that contribute to the biodiversity value of a site will be supported.
- 10.52 Development that may affect protected species will be determined in accordance with the relevant legislation. Ecological Surveys will be required to ensure the protection of species identified, and, where necessary, financial contributions will be sought.

CP16: The strategic green infrastructure (GI) network is shown on the key diagram. The Exeter GI network has been identified to protect and enhance current environmental assets and local identity and to provide a framework for sustainable new development.

GI will be an integral part of planning for the urban extensions at Monkerton/Hill Barton, Newcourt and Alphington. New multifunctional areas of green space and green corridors will be created to meet the needs of these new communities. A sustainable movement network will link the urban area to the urban extensions and beyond to the open countryside. To the east of the city green corridors, that incorporate multi-use trails (for cycling, walking and horse riding) and provide high quality biodiversity habitat, will link Exeter to the proposed Clyst Valley Park and on to Cranbrook.

The character and local distinctiveness of the areas identified below, will be protected and proposals for landscape, recreation, biodiversity and educational enhancement brought forward, in accordance with guidance in the Green Infrastructure Strategy, through the Development Management DPD:

- the hills to the north and north west;
- Knowle Hill to the south west;
- the strategic gap between Topsham and Exeter;
- and the Valley Parks: Riverside, Duryard, Mincinglake, Ludwell, Alphington to Whitestone Cross, Savoy Hill and Hoopern.

The Exe Estuary European Site will be protected. Development that is likely to have a significant effect on the integrity of the Exe Estuary, East Devon Pebblebed Heaths/East Devon Heaths or Dawlish Warren European sites will be subject to the Habitats Regulations 2010 and the requirement East therein to undertake a Habitat Regulations Assessment. Contributions will be sought from new development towards management and other measures at the Exe Estuary, Dawlish Warren and Pebblebed Heaths and at other European sites as may be justified by the emerging evidence base.

The biodiversity value of Stoke Woods and Bonhay Road cutting SSSI, and all other sites of national, regional and local conservation importance will be protected, and unavoidable impacts mitigated and compensated for, in accordance with their relative status.

Biodiversity enhancement areas, for the restoration or creation of new priority habitats, will be identified within the strategic nature areas to the north of the city and in other areas of biodiversity and geological interest. Proposals for these areas will be brought forward through the Development Management DPD.

Opportunities to provide green corridors, open space and allotments, to enhance cycling and walking opportunities, to link existing habitats, to incorporate environmental assets and to integrate biodiversity, proposed by the Exeter Green Infrastructure Strategy, will be secured through partnership working, direct implementation and the application of Policy CP18 (see Section 11).

Design and local distinctiveness

- 10.53 Exeter is a city of great character and historic interest with a rich and varied heritage of buildings, townscape and buried remains. The quality and character of the built environment is of prime importance, not only to residents but also in attracting new commercial and industrial investment to the city and in the development of Exeter as a centre for tourism. It is therefore important to the city's economy that this character and interest is preserved and enhanced. Equally important is the need to encourage confident innovation so that high quality places of contemporary character are created and will stand the test of time. It needs to be recognised that cutting edge, well designed buildings that are sustainable and resilient to climate change may not always look familiar. Pastiche solutions designed to 'fit in' have their place, but can lead to missed opportunities for excellence, perpetuating the ordinary and making little contribution to the development of Exeter as a vital and viable centre. New development should therefore be informed by a clear understanding of Exeter's sense of place, its historic and archaeological importance, and the evolution of its townscape and architecture.
- 10.54 The three urban extensions at Monkerton/ Hill Barton, Newcourt and Alphington (see Section 12) must create their own sense of place, that both respects the surrounding development, and is innovative in its design approach. The most successful urban places are unique and memorable and combine an attractive built environment with a lively mix of functions. Accordingly, design must be considered from the outset and should guide the spatial distribution of uses within a development. Getting this right will create sustainable and prosperous communities and truly distinctive places.
- 10.55 In designing development, wherever its location, particular attention should be given to ensuring:
- i) High quality townscape, landscape and amenity
- The layouts of buildings, routes and spaces must be designed as one piece (integrated design) to achieve good enclosure, high quality public and private spaces, active frontages, visual delight and good quality amenity.
- ii) High architectural quality
- Development must be fit for purpose, providing specified space standards and facilities which meet a range of needs over time and which minimise energy consumption. Internal spaces and layout must be flexible and allow for adaption, conversion and extension. Buildings must be durable, well built and aesthetically pleasing.
- iii) Places have their own distinct identity
- Development must enhance and/or create local distinctiveness and be legible so that people can find their way around by the design and layout of buildings. Schemes should have a clear design rationale and must be built using, or reflecting, the limited Exeter palette of materials.
- iv) Permeable layouts
- Development must have good clear movement routes within the site and to places and facilities beyond it.

v) Pedestrian and cycle friendly places and routes

Layouts must give priority to pedestrian and cycle movement with safe and convenient routes and the provision of associated facilities (see Policy CP9).

vi) Sustainable design and resilience to climate change

Development must be designed to encourage travel by foot, cycle and public transport. Energy and water consumption must be minimised through appropriate design, layout, orientation, landscaping and materials and by using renewable technologies and integrating SUDS within the scheme (see Policies CP12, CP13, CP14, and CP15). Building design and landscaping must be resilient to internal and external overheating and be sufficiently robust to accommodate the impact of the rise in external summer temperatures anticipated at the end of the building's lifetime.

vii) Attractive well managed and maintained public realm

Public spaces and routes must be interesting and attractive so as to improve the visitor experience and encourage social interaction. Public art should be integral to development. Mechanisms that ensure the long-term retention of high quality public realm must be adopted.

viii) Inclusive places

Development must include a mix of uses where appropriate and in all cases be designed to encourage social inclusion. Residential developments must include a wide range of housing types and integrate affordable housing seamlessly into the layout. Affordable and market housing must be built to the same standards, and buildings must be designed to be adaptable to the changing needs of different age groups and people with disabilities (see Policies CP5, CP6, and CP7).

xi) Safe places reducing the fear of, and opportunities for, crime

Schemes must deliver safe places and safe buildings that do not detract from the quality of the townscape or architecture.

x) High quality integrated Green infrastructure

Development must be designed to incorporate high quality green infrastructure to meet biodiversity, recreation and movement needs (see Policy CP16).

10.56 Developments will be assessed against the twenty Building for Life criteria, and performance will be reported in the Annual Monitoring Report (AMR).

10.57 Design policies for determining planning applications will be set out in the Development Management DPD. Further guidance is provided by the Archaeology and Development SPG, the Householder's Guide to Extension Design SPD, the Residential Design Guide SPD and Monkerton and Hill Barton and Newcourt Masterplans.

CP17: All proposals for development will exhibit a high standard of sustainable design that is resilient to climate change and complements or enhances Exeter's character, local identity and cultural diversity.

Development at Monkerton and Hill Barton will:

- employ high quality design to create a distinctive sense of place that relates well to existing communities;
- reinforce the east west ridgeline and provide a strategic greenway that links to developments to the east of the city, including Cranbrook;
- integrate green lanes, hedgerows and trees and provide open space, playing fields and allotments;
- be orientated on the sustainable movement network and designed so as to reduce the dominance of vehicles within the public realm;
- create a safe and secure environment that encourages social interaction and inclusion and promotes healthy living and a sense of well-being;
- retain and enhance the biodiversity of the site and adjacent areas;
- apply innovative design to overcome constraints, such as noise, pollution and topography;
- aim to install low and zero carbon energy provision (for example, Combined Heat and Power (CHP)).

Development at Newcourt will:

- integrate features of cultural, architectural and landscape value that reinforce local identity;
- create a safe and secure environment that encourages social interaction and inclusion and promotes healthy living and a sense of well-being;
- respect the historic setting of Newcourt House;
- retain the distinctiveness of Topsham from Exeter;
- retain and integrate hedgerows and mature trees and provide open space, playing fields and allotments;
- be set around a high quality sustainable movement network to encourage pedestrian and cycle trips and to provide easy access to the Exe Valley strategic greenway and to Ludwell Valley Park;
- retain and enhance the biodiversity of the site and adjacent areas;
- aim to install low and zero carbon energy provision (for example, Combined Heat and Power (CHP)).

Development to the south of Alphington will:

- seek to integrate existing and proposed communities and encourage social inter-action whilst ensuring the urban extension has its own recognisable sense of place;
- apply innovative design to respond to the challenges presented by the steep topography of the area;
- create a network of safe and convenient green routes that bridge the barriers presented by transport infrastructure and promote healthy living and a sense of well-being;
- provide open space, playing fields and allotments to meet the needs of residents;
- retain and enhance the biodiversity of the site and adjacent areas;
- protect ancient monuments and their setting;
- set the built form within high quality and diverse green spaces;
- ensure that exemplary design is employed in creating attractive and workable environments where people want to live;
- aim to install low and zero carbon energy provision (for example, Combined Heat and Power (CHP), such sources may include the Marsh Barton Energy from Waste (EfW) facility).

Development in the City Centre and Grecian Regeneration Area will:

- enhance the city's unique historic townscape quality;
- protect the integrity of the city wall and contribute positively to the historic character of the Central and Southernhay and Friars Conservation Areas;
- create places that encourage social interaction, utilising public art as an intrinsic component of a high quality public realm;
- enhance and expand the city's retail function to improve Exeter's draw as a regional shopping centre;
- include residential development in a mix of uses that encourage vitality and establish a safe and secure environment;
- create a City Centre that is vital and viable and presents a positive experience to the visitor;
- enhance the biodiversity of the City Centre and improve the links to the green infrastructure network;
- contribute to the establishment of a decentralised energy network.

Development in the Quay and Canal Basin area will:

- **respect the historic character of the area and incorporate uses that realise the potential of existing high quality historic buildings;**
- **provide a high quality public realm that adds to the interest and draw of the area;**
- **establish an attractive and safe environment that encourages social interaction and relaxation within the Piazza Terracina and along the Riverside walk;**
- **include attractions that tell Exeter's historic story as an important industrial centre and port;**
- **create vibrancy that encourages visitors and tourists to linger longer within Exeter;**
- **provide a permeable built form with good connections to an enhanced Exe Riverside Valley Park;**
- **retain and enhance the biodiversity of the canal basin and adjacent areas.**

Development in the Water Lane Regeneration Area will:

- **take a comprehensive approach to the delivery of development which ensures that new housing is compatible with other existing land uses in the area, particularly industry;**
- **provide a mix of uses that encourage vitality and create a safe and secure environment;**
- **include innovative modern design that respects the form and massing of existing development, to enhance the character of the area;**
- **address the issue of flood risk through design and layout;**
- **aim to connect to a heat supply from the Marsh Barton EfW facility**

11. Infrastructure

Objective 1 – Mitigate and adapt to climate change

Objective 2 – Develop the potential for economic and commercial development

Objective 3 – Provide decent homes for all

Objective 4 – Provide retail, cultural and tourist facilities

Objective 5 – Achieve a step change in the use of sustainable transport

Objective 6 – Meet community needs

Objective 7 – Promote development that contributes to a healthy population

Objective 8 – Protect and enhance the city's character

Objective 9 – Achieve excellence in design

Objective 10 – Provide infrastructure to deliver high quality development

Sustainable Community Strategy:

- **A prosperous city**
- **A learning city**
- **An accessible city**
- **A city with strong communities**
- **A city that is healthy and active**
- **A safe city**
- **A city that cares for the environment**
- **A city with homes for everyone**
- **A city of culture**

- 11.1 The proposals for development set out in this Core Strategy must be supported by appropriate infrastructure provided in a timely and co-ordinated way. Assessing the capacity of existing infrastructure and identifying what additional facilities are needed is central to the successful delivery of development. To ensure that strategic infrastructure requirements are recognised early in the planning process, Planning Policy Statement 12: Local Spatial Planning indicates that the Core Strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution.
- 11.2 There are references to the provision of infrastructure throughout the Core Strategy. This section focuses on identifying the key strategic infrastructure requirements and providing a delivery mechanism to ensure the success of the spatial strategy.

The city's infrastructure requirements

- 11.3 The Exeter Infrastructure Delivery Plan (see Appendix 2) identifies the transport, education, public services, utilities and waste, health, sport and recreation, flood prevention and green infrastructure works required to deliver the quantum of development envisaged for the city. The City Council has engaged with public and private sector organisations and worked in close liaison with Devon County Council, to identify these requirements. For each item of infrastructure the partners in provision are set out, funding sources are identified, timing is given and, where possible, cost is estimated. The Delivery Plan identifies whether each infrastructure element is critical, assesses the risk associated with provision and, where necessary, identifies mitigation measures to limit risk.
- 11.4 Exeter is constrained by natural barriers and by the M5 and, as a result, the provision of new and improved transport infrastructure will be critical in delivering the spatial strategy. A step change is required in the quality and capacity of public transport to accommodate the growth proposed (see 8.4). Many of the works identified by the Infrastructure Delivery Plan, such as the enhanced public transport routes, M5 junction 29 improvements, Green Infrastructure routes and, in the longer term, the provision of new railway halts through the Devon Metro project, seek to enable this shift to occur.
- 11.5 New development must also be supported by the full range of public utilities such as mains drainage, water, power and telecommunications in a cost effective and sustainable way. Provision must be co-ordinated to ensure that new infrastructure is available when required, potential savings through shared use of facilities are secured, and the visual and environmental impact of new pipelines, cables and similar apparatus are minimised. The delivery of the required infrastructure improvements is necessary to avoid any potential effects on European sites associated with discharges to the Exe Estuary and therefore development is contingent on the timely provision of this infrastructure.
- 11.6 In relation to the delivery of the strategic sites (see Section 12), new types of energy infrastructure to support low or zero carbon communities is paramount, as is the provision of Green Infrastructure. The transition to a low carbon economy will also require the development of low carbon energy infrastructure across the city and all new development will be required to assess the potential to tie into and/or contribute to current, planned or potential low carbon energy infrastructure. The prospects of higher fossil fuel prices and the need for affordable and secure energy supplies for the community is a particular concern and the provision of low and zero carbon energy utility infrastructure in the city has an important role to play in safeguarding the community.
- 11.7 The requirement for new educational infrastructure, and the rationalisation of existing provision, will prove a particular challenge. There are also requirements for leisure and cultural facilities, which will need to be met on a city wide basis to ensure the most sustainable outcome.
- 11.8 The Exeter Infrastructure Delivery Plan draws on the Growth Point's Infrastructure Study to identify infrastructure requirements. It has been formulated in partnership with other authorities and stakeholders and sets out detailed arrangements for the provision of infrastructure.

Identifying key strategic infrastructure requirements

- 11.9 Inevitably, the timing and funding for some infrastructure works identified in the Exeter Infrastructure Delivery Plan remains uncertain. There is, however, a significant degree of certainty for those key strategic infrastructure requirements that are required early within the plan period and on which successful delivery of the spatial strategy depends. The City Council will continue to work with identified partners in provision to ensure that delivery of those key items continues.
- 11.10 The key strategic infrastructure requirements, together with the reasons for their inclusion, are listed below:
- Enhanced public transport system – to help achieve a step change in the quality, capacity and environmental performance of public transport;
 - Green Infrastructure route linking Cranbrook to the city and including a new pedestrian and cycle crossing of the M5 – to meet green infrastructure objectives and to ensure that the sustainable movement network allows travel both to and from Exeter by cycle and bike;
 - M5 Junction 29 Improvements – to reduce pressure on this junction and to allow the continued effective functioning of the motorway;
 - Expansion of St Lukes Secondary School – to accommodate the additional demand resulting from the strategic allocations at Monkerton and Hill Barton, and Newcourt;
 - Bus and Coach Station – considered critical to achieving a step-change in public transport use and deliver wider objectives for a vibrant and sustainable City Centre.

11.11 The table below sets out details regarding the provision of these key strategic infrastructure requirements:

Infrastructure need	Key partners in provision	Cost	Funding sources	Timetable	Risk
Enhanced Public Transport Route between Cranbrook, City Centre and new development to the southwest	DCC, ECC, EDDC, Bus Operators, Developers	£2.5m	Developer Contributions	2011-2021	Medium Risk
M5 Jct 29 Improvements	DCC, Highways Agency, DfT	£14.4m	DfT (Central Government funding) and secured Developer Contributions	2011 – 2012	Low to Nil Risk
Expansion of School Provision	DCC	Approx £45m (plus land where indicated)	Developer contributions	2011 - 2026	Low to Medium Risk
Strategic Green Infrastructure route from Cranbrook into the city, to include a new pedestrian / cycle crossing of M5 to north of J29	DCC, ECC, Highways Agency, DfT	£5m (crossing)	DCC and Developer Contributions/ Direct provision	2011 - 2016	Pedestrian / cycle crossing complete Medium Risk for other elements
Provision of new Bus and Coach station	ECC, DCC	£6m - £10 m	Developer Contributions/ Direct Provision	2012 - 2021	Low to Medium Risk

11.12 The Core Strategy does not place undue reliance on any key elements of infrastructure where funding is unknown. The funding sources for the key strategic infrastructure requirements are identified in the table above. The assessment of risk is low or medium as significant progress has been made towards securing funding. There is a reasonable prospect of provision for the key strategic infrastructure requirements identified above.

Developer contributions

11.13 The infrastructure needed to service and deliver sustainable development must be in place and provided in a timely manner. Where existing infrastructure is inadequate to serve the development, new or improved infrastructure and facilities to remedy deficiencies must be provided. Where provision on-site is not appropriate, off site provision, or a financial contribution towards it, will be sought.

- 11.14 Planning obligations are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, to provide works related to a development. As such, planning obligations allow for developer contributions that can ensure the provision of infrastructure.
- 11.15 The City Council is working towards the introduction of a Community Infrastructure Levy (CIL). CIL allows local authorities to raise funds from developers undertaking new building projects in their area. Money from CIL can be used in combination with other sources to fund a wide range of infrastructure but it is anticipated that some forms of infrastructure will continue to be provided on site or through planning obligations.
- 11.16 Further guidance on the implementation of Policy CP18 will be set out in the CIL Charging Schedule and its supporting documents and in an update to the City Council's Planning Obligations SPD.

CP18: New development must be supported by appropriate infrastructure provided in a timely manner. The City Council will continue to work in partnership with infrastructure providers and other delivery agencies to keep an up to date infrastructure delivery plan that will enable proposals, in accordance with the spatial strategy, to be brought forward.

Developer contributions will be sought to ensure that the necessary physical, social, economic and green infrastructure is in place to deliver development. Contributions will be used to mitigate the adverse impacts of development (including any cumulative impact). Where appropriate, contributions will be used to facilitate the infrastructure needed to support sustainable development.

12. Strategic allocations

- 12.1 Delivery of the Monkerton/Hill Barton, Newcourt and Alphington areas (see Policies CP1-CP3) as sustainable urban extensions is central to the achievement of the spatial strategy. It is proposed that, together, they will deliver around 21 hectares of employment land and around 6,500 dwellings (including permissions). These areas are, therefore, identified as strategic allocations (see Plans 1-3).
- 12.2 It will only be by achieving well planned and comprehensive development that the potential for these urban extensions to contribute to creating more sustainable development can be maximised. The sections below identify some of the features that will be important in creating strong, safe and prosperous communities, together with the infrastructure requirements to ensure delivery (see Section 11).

Delivering sustainable development

- 12.3 Certain requirements, related to delivering sustainable development, are common to all three urban extensions.
- 12.4 Sustainable Urban Drainage Systems (SUDS) can be used to ensure the risk of flooding is minimised. The developments must provide the necessary infrastructure, and use decentralised and renewable or low carbon energy sources, to cut predicted CO² emissions by the equivalent of at least 10% over and above those required to meet the then current building regulations. The potential to achieve exemplary low and zero carbon development should be fully assessed. In particular the potential for CHP energy centres, district heating networks, connections to existing buildings in the locality and connecting to other heat networks or sources in the locality, should all be fully explored.

Newcourt

- 12.5 The Newcourt area should deliver a mix of residential, employment and community uses together with open spaces, green corridors and essential infrastructure. Some 3,500 dwellings (including 1176 dwellings with planning permission) and around 16 hectares of employment land should be provided. The development must be well integrated with surrounding development and form a sustainable urban extension to Exeter.
- 12.6 The residential development should address the context of existing permissions and create distinctive neighbourhoods. At the heart of the development a local centre, positioned to the south of Old Rydon Lane, should provide local shops, community facilities and a local primary school; with a second primary school in the area also required to meet needs up to 2026. Newcourt House, which is an attractive grade two listed building, could extend its existing role as an administrative centre for Devon Primary Care Trust (PCT) to include General Practitioner (GP) services and a health centre/polyclinic. Contributions towards the improvement of other educational, social and community facilities, for example Topsham Library, will also be sought where no new facility is required on-site.
- 12.7 Residential densities should reflect site specific characteristics. The development should also provide affordable housing in accordance with adopted policy, and site provision made for Gypsies and Travellers if identified by the ongoing site search process.

- 12.8 The most appropriate locations for employment land are likely to be to the south of the A379 and along the M5 motorway. Employment development should be well integrated into surrounding development with direct links to the local centre and should benefit from good access onto the strategic road network and high quality telecommunications infrastructure.
- 12.9 The development of the whole Newcourt area will have a strong regard to the principles of urban design so as to ensure an attractive and locally distinctive environment. High standards of landscaping will be expected and existing trees and important landscape features will be retained. A green infrastructure framework, comprising a range of linked formal and informal open spaces (including parks, playing fields and allotments), will meet local sporting and recreational needs, as well as providing health, social and environmental benefits.
- 12.10 In order to maximise sustainability it will be important to achieve a modal switch away from the car. Therefore, at the heart of this urban extension there should be a transport hub. The transport hub should focus ideally on a new rail halt on the Exeter to Exmouth line, a site for which has been safeguarded in the existing permission, and should include a bus and rail interchange allowing direct links to the city and wider area. Section 106 contributions will be sought to ensure the delivery of this and other transport infrastructure improvements discussed below.
- 12.11 Good permeability must be achieved throughout the development area and links to the surrounding urban area established. A green network will radiate from the local centre and will provide convenient and safe walking and cycling routes to link existing and proposed housing, employment and community areas to each other and provide access to existing facilities beyond the development area. The potential for a bus route along Old Rydon Lane and an enhanced public transport system route will be explored fully. Proposals for development in the area must not preclude these options. Further bus priority along Topsham Road is also being investigated. Access onto the A379 has already gained consent and is required to serve existing development proposals. Improvements to the strategic road network may also be required, particularly at Countess Wear roundabout.
- 12.12 The Newcourt area is the subject of various constraints all of which must be considered in bringing development forward. In particular, areas of high flood risk must be avoided, sources of noise and pollution taken into account and biodiversity and landscape features protected.
- 12.13 The development of this area should have general regard to guidance contained within the Newcourt Masterplanning Study.

Monkerton/Hill Barton

- 12.14 The Monkerton/Hill Barton area should accommodate around 2,500 dwellings and about 5 hectares of employment land (in addition to 3 hectares with permission) set in a green infrastructure framework. The residential development should be integrated closely with adjoining housing and be within convenient walking distance of a primary school and community centre, and a local centre comprising a doctors surgery/polyclinic, local shops, and other appropriate facilities to meet skills, special educational and community needs. Contributions towards the improvement of existing educational, social and community facilities, will also be sought where no facility is required on site. Contributions may be sought for the expansion of St Luke's Secondary School and Pinhoe Library. The employment land should have good road links to the M5 junction 29, which do not pass through residential areas. The open space framework should comprise a range of linked formal and informal open areas (including parks, playing fields and allotments) meeting local sporting and recreational needs; keeping development away from natural habitats, areas of high flood risk and important landscape features; and screening housing from the motorway, busy roads and employment areas.
- 12.15 A comprehensive footpath and cycleway network is required. This should link existing and proposed housing and employment areas to each other; to the proposed local centre, and to existing schools, shops, public transport connections, employment opportunities and community facilities in adjoining areas. Specifically this should include links to the major developments proposed to the east and to open countryside via a proposed pedestrian/cycle bridge over the motorway.
- 12.16 New development will also need to facilitate and contribute towards the improvement of transport infrastructure in the area. All dwellings should be within easy walking distance of frequent public transport services linking the neighbourhood to local facilities and employment, to the City Centre, and to existing and proposed residential and employment areas to the south and east. The route of a new road link from Cumberland Way to the motorway (which leads on to the A30 to the east) should be safeguarded. A proposed enhanced public transport service linking the city with new development in East Devon could also follow this route. Improvements to the motorway crossing may be required to accommodate the resulting additional traffic. A new rail halt on the Exeter to Exmouth line should also be sought to the south of the area.
- 12.17 Densities should be appropriate to the location. The highest densities should be close to the new local centre, existing facilities and along public transport corridors. Affordable housing should be provided in accordance with adopted policy, and site provision for Gypsies and Travellers, if identified by the site search process. Development should utilise the principles of good urban design to ensure that the resulting development is both attractive and locally distinctive.
- 12.18 The development of this area should have general regard to guidance contained within the Monkerton and Hill Barton Masterplanning Study.

South of Alphington

- 12.19 South of Alphington, between the urban area and the city boundary, there is capacity for around 500 dwellings. The area would deliver a compact urban extension with associated infrastructure.
- 12.20 The area consists of a number of fields with mature boundary hedges that rise gently to the south to a ridge. This prominent ridge forms the city's administrative boundary and proposals should respond sensitively to this feature.
- 12.21 The development form would be expected to relate well to adjoining housing. Densities should be appropriate to the location and it will be important to ensure that the amenity of existing residents is protected. The development should follow the principles of good urban design to ensure that the resulting development is both attractive and locally distinctive.
- 12.22 The development must have good permeability for pedestrians and cyclists throughout, with links to surrounding areas. The development would also be expected to contribute to enhanced transport infrastructure within the area. Improvements to the Alphington Road Corridor will be required, a proposed enhanced public transport service could link this development to the City Centre, and a new rail halt at Matford on the Exeter to Plymouth line is proposed.
- 12.23 The development of 500 new dwellings would result in significant additional pressure on existing facilities. Contributions towards the improvement of existing educational, social and community facilities, will be sought where no facility is required on site.
- 12.24 Whilst the capacity of the land within the city is for around 500 dwellings, the Regional Spatial Strategy Proposed Changes proposed an urban extension to the south west of the city of around 2,500 dwellings that would include the dwellings within the city and approximately 2,000 dwellings in Teignbridge.
- 12.25 The prospect of a larger urban extension offers both challenges and potential opportunities. The larger urban extension could support its own local centre, on-site community facilities, including a new secondary school, a new park and ride, significant green infrastructure and improvements in the movement network giving access to surrounding countryside. Teignbridge and Exeter will work closely together to ensure a comprehensive masterplan guides development of the area.

Successful infrastructure delivery

- 12.26 The successful delivery of a strategy that accommodates significant new residential and employment development will be dependent upon the necessary infrastructure being provided in the right place and at the right time. All new development, to varying degrees, creates additional demands on existing infrastructure and in many instances existing infrastructure will be insufficient to accommodate new development. Acting as a 'ring-master' the local authority must ensure that all the necessary infrastructure is put in place.
- 12.27 In order to facilitate this delivery, the City Council is working closely with infrastructure partners in undertaking an infrastructure planning process, the details of which are given in section 11. This work has already identified, in broad terms, the key infrastructure requirements for the proposed strategic allocations referred to in the preceding paragraphs.

CP19: The following areas are proposed as strategic allocations:

The Newcourt area (identified on plan 1, page 100) is proposed for around 3500 dwellings (including 1176 with planning permission), around 16 hectares of employment land and all associated infrastructure including:

- local centre to provide shops and community facilities including a health centre;
- two new primary schools;
- gypsy and traveller site provision if necessary;
- green infrastructure framework;
- low and zero carbon infrastructure;
- new pedestrian and cycle crossings of the A379 and the railway line;
- transport hub to include rail halt and bus interchange;
- new link road through the development with access onto the A379;
- improvements to the strategic road network particularly at Countess Wear roundabout; and
- contributions towards other educational, social and community facilities.

The Monkerton/Hill Barton area (identified on plan 2, page 101) is proposed for around 2500 dwellings, around 5 hectares of employment land and all associated infrastructure including:

- local centre to provide shops, doctors surgery and community facilities
- a primary school;
- green infrastructure framework;
- low and zero carbon infrastructure;
- gypsy and traveller site provision if necessary;
- new pedestrian and cycle bridge over the motorway;
- new link road from Cumberland Way to the motorway to provide vehicular access;
- safeguarding the new rail halt on the Exeter to Exmouth line;
- A new training and educational facility by Exeter College; and
- contributions towards other educational, social and community facilities.

The area south of Alphington (identified on plan 3, page 102) is proposed for around 500 dwellings and all associated infrastructure including:

- green infrastructure framework
- low and zero carbon infrastructure;
- enhancements to transport infrastructure in particular the strategic road network; and
- contributions towards other educational, social and community facilities.

13. Monitoring and implementation

- 13.1 The Core Strategy policies will be subject to continuous monitoring in order to assess their impact and to ensure the successful delivery of the vision and spatial objectives. This is to be achieved by measuring the performance of policies through the use of indicators and targets. The indicators used are set by Government, supplemented by local indicators where required to reflect issues of particular local importance.
- 13.2 Monitoring data is drawn from national, regional and local published sources but key elements will be the annual employment and housing land availability studies, the Strategic Housing Land Availability Assessment (SHLAA), retail updates, ongoing environmental monitoring and other local research.
- 13.3 The table that follows sets out the indicators and targets in relation to each Core Strategy policy, the objectives relating to each policy and the agencies responsible for delivery. The range of indicators reflects the Core Strategy's relationship with other plans and programmes and therefore includes 'National Indicators' (NI) and 'Core Output indicators' (CO) as required by the Government, 'Contextual indicators' (CI) which relate to local characteristics and issues of the locality and other 'Local Indicators' such as those from the Local Area Agreement (LAA) and the Local Transport Plan (LTP).
- 13.4 The results of monitoring of each document that makes up the Local Development Framework (LDF) will be reported in the Council's Annual Monitoring Report (AMR). The AMR is required to outline the progress in preparing the documents and assess the extent to which the policies are being implemented and their effectiveness. Where a policy is not meeting its objective, the AMR will explain why and suggest what action should be taken. The monitoring framework itself will be reviewed as part of the AMR.
- 13.5 A Housing Trajectory is also included in the Core Strategy and will be updated each year in the AMR. It presents past housing completions and expectations for future delivery over the plan period. Where monitoring identifies serious or sustained failure to deliver new housing in accordance with the trajectory, actions may include:
- Identifying additional housing sites through the annual update of the SHLAA
 - Using Growth Point funding to help address any barriers to development (such as infrastructure provision / land ownership issues)
 - Bringing forward housing sites through masterplans and planning briefs
 - Actively marketing housing sites (including Council owned land) to the development industry
 - Using Compulsory Purchase Orders to assemble key sites where other delivery mechanisms have failed
 - Action to secure timely provision of infrastructure
- 13.6 In addition to the monitoring process outlined above, a sustainability-monitoring framework is set out in the Core Strategy Sustainability Appraisal Scoping report that uses indicators and targets to assess the performance of each Core Strategy policy against each of the Sustainability Objectives.
- 13.7 The AMR will integrate the results of both the monitoring processes to assess the overall performance of the Core Strategy.

Core Strategy Policy and Objectives

Core Strategy Objectives

- 1 Mitigate and adapt to climate change
- 2 Develop the potential for economic and commercial investment
- 3 Provide decent homes for all
- 4 Provide retail, cultural and tourist facilities
- 5 Achieve a step change in the use of sustainable transport
- 6 Meet community needs
- 7 Promote development that contributes to a healthy population
- 8 Protect and enhance the city's character
- 9 Achieve excellence in design
- 10 Provide infrastructure to deliver high quality development

CP1: Spatial Strategy

Indicators	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
Housing, employment and retail completions, city wide and by area	At least 12,000 dwellings, 60 hectares of employment land and 40,000 sq m of retail floorspace.	<ul style="list-style-type: none"> • Core Strategy Strategic Allocations • Site Allocations DPD • Monkerton Masterplan SPD • Newcourt Masterplan SPD • South West Masterplan • Development Schemes / Planning Applications 	<ul style="list-style-type: none"> • Private investment/ developer contributions /CIL • Public investment • Regional Funding Allocation (RFA) • Direct Project Funding (SW RDA) • Regional Infrastructure Fund (RIF) • New Growth Point Team • HCA funding streams 	<ul style="list-style-type: none"> • Local Strategic Partnership (LSP) • Exeter and East Devon New Growth Point Team • Landowners, developers, house builders • City Centre Partnership

Employment Objectives

- 1 Mitigate and adapt to climate change
- 2 Develop the potential for economic and commercial investment
- 10 Provide infrastructure to deliver high quality development

CP2: Employment

Indicators	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
Total amount of employment completed by type - B1, B2 and B8 (CO: BD1)	60 hectares of employment land	<ul style="list-style-type: none"> • Core Strategy Strategic Allocations • Site Allocations DPD • Monkerton Masterplan SPD • Newcourt Masterplan SPD • South West Masterplan • Bus and Coach Station Masterplan • Development Schemes / Planning Applications 	<ul style="list-style-type: none"> • Private investment, including individual companies and developer contributions / Community Infrastructure Levy (CIL) • Public investment, including Devon County Council, RDA and Devon Economic Partnership • Direct Project Funding (SW RDA) including European Structural Funds • Regional Funding Allocation (RFA) • Regional Infrastructure Fund (RIF) • New Growth Point Team • HCA funding streams 	<ul style="list-style-type: none"> • LSP • Exeter and East Devon New Growth Point Team • Landowners, developers • City Centre Partnership • Devon County Council • Regional Development Agency (RDA) • Devon Economic partnership • University of Exeter
Total amount of employment floorspace completed on previously developed land by type - B1, B2 and B8 (CO: BD2)	60% on previously developed land (national target)			
Employment land available – by type (BD3)				
Total amount of office floorspace completed within (i) city centre (ii) the local authority area (CO: BD4)	30,000 sq m of office floorspace in the city centre			
Loss of employment land in specified areas (see Policy CP2)	No loss of employment land except where it is not viable or needed (in accordance with policy wording)			
Working age population qualified to at least level 3 or higher (NI 164)	Increase annually See latest Local Area Agreement (LAA) targets			

Housing Objectives

- 1 Mitigate and adapt to climate change
- 3 Provide decent homes for all
- 8 Protect and enhance the city's character
- 9 Achieve excellence in design
- 10 Provide infrastructure to deliver high quality development

CP3: Housing

Indicator	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
Plan period and housing target (CO: H1)	12,000 dwellings between 2006 and 2026	<ul style="list-style-type: none"> • Core Strategy Strategic Allocations • Site Allocations DPD • Planning Obligations SPD • Monkerton Masterplan SPD • Newcourt Masterplan SPD • South West Masterplan • Development Schemes / Planning Applications 	<ul style="list-style-type: none"> • Private investment and developer contributions / CIL • Public investment • Regional Funding Allocation (RFA) • Regional Infrastructure Fund (RIF) • New Growth Point Team • Homes and Communities Agency (HCA) funding streams 	<ul style="list-style-type: none"> • LSP • Exeter and East Devon New Growth Point Team • Landowners, developers, housebuilders • City Centre Partnership
Net additional dwellings – in previous years (CO: H2a)	See yearly targets as set out in the Housing Trajectory			
Net additional dwellings – for the reporting year (CO: NI154 / H2b)				
Net additional dwellings – in future years (CO: H2c & d) including sites with planning permission				
New and converted dwellings on previously developed land (CO: H3)	50% on previously developed land			

CP4: Density

Indicator	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
Number of dwellings completed per hectare	Highest appropriate density compatible with protection of heritage assets, local amenities, the character and quality of the local environment and the safety and convenience of the local and trunk road network.	<ul style="list-style-type: none"> • Development Management DPD • Residential Design Guide SPD • Development Schemes / Planning Applications 	<ul style="list-style-type: none"> • Private investment and developer contributions / CIL • Public investment • HCA funding streams including Kickstart 	<ul style="list-style-type: none"> • Developers and house builders

CP5: Meeting Housing Needs

Indicators	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
Size and types of dwellings completed by location	All market housing on sites of 10 or more dwellings should achieve a mix of housing types reflecting the most recent HMA requirements.	<ul style="list-style-type: none"> • Development Management DPD • Student Accommodation SPG • Residential Design Guide SPD • Monkerton Masterplan SPD and Newcourt Masterplan SPD • South West Masterplan • Development Schemes / Planning Applications 	<ul style="list-style-type: none"> • Private sector investment and developer contributions / CIL • Funding through the HCA - National Affordable Housing Programme 	<ul style="list-style-type: none"> • Housing Corporation • Registered Social Landlords (RSL's) • Landowners, developers, housebuilders • Exeter University • LSP
% of additional dwellings completed meeting Lifetime Homes standards or equivalent	100% of completions to meet Lifetime Homes standards.			

CP6: Gypsies and Travellers				
Indicator	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
Net additional gypsy and traveller pitches (CO: H4)	Pitches to be completed: 25 residential pitches and 5 transit pitches by 2026	<ul style="list-style-type: none"> • Site Allocations SPD • Monkerton Masterplan SPD • Newcourt Masterplan SPD • South West Masterplan • Development Schemes / Planning Applications 	<ul style="list-style-type: none"> • Private sector investment and developer contributions / CIL • Delivery of sites • Registered Social Landlords (RSL's) • Exeter City Council / Devon County Council • Government grants - HCA Gypsy and Traveller Site Grant 	<ul style="list-style-type: none"> • Gypsy, traveller & show people community • District Councils/ Devon County Council (Gypsy liaison officer) • The Gypsy Council • The Showman's Guild
CP7: Affordable Housing				
Indicators	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
<p>Number of affordable houses completed (CO: H5 / NI155)</p> <p>Proportion of social rented and intermediate housing completed</p>	<p>35% of housing constructed on sites capable of providing 3 or more dwellings</p> <p>70% of non-market housing to be social rented and 30% intermediate</p>	<ul style="list-style-type: none"> • Public / Private sector partnership • Planning Obligations SPD • Affordable Housing SPD • Implementing Affordable Housing Requirements document • Development Schemes / Planning Applications 	<ul style="list-style-type: none"> • Private investment and developer contributions / CIL • HCA's National Affordable Housing Programme and the Housing Stimulus Programme including Kickstart 	<ul style="list-style-type: none"> • Private sector • Housing Corporation • RSL's • Landowners, developers, housebuilders

Shopping Objectives

1 Mitigate and adapt to climate change

4 Provide retail, cultural and tourist facilities

CP8: Retail

Indicators	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
<p>Total amount of completed retail floorspace within (i) city centre areas (ii) local and district centres and (iii) the local authority area (CO: BD4)</p>	<p>In the city centre: 3,000 sq m net retail convenience floorspace 37,000 sq m of net retail comparison floorspace</p>	<ul style="list-style-type: none"> • Monkerton Masterplan SPD • Newcourt Masterplan SPD • South West Masterplan • Bus and Coach Station Masterplan • Development Schemes / Planning Applications 	<ul style="list-style-type: none"> • Private investment and developer contributions / CIL • Public investment 	<ul style="list-style-type: none"> • LSP • Exeter and East Devon New Growth Point Team • Landowners, developers • City Centre Partnership
<p>Percentage of vacant units in the City Centre (CI)</p>	<p>The number of vacant units to remain below 10%.</p>			
<p>Number of independent outlets in the City Centre (CI)</p>	<p>No reduction in proportion of independent outlets</p>			

Transport Objectives

- 1 Mitigate and adapt to climate change
- 5 Achieve a step change in the use of sustainable transport
- 7 Promote development that contributes to a healthy population
- 10 Provide infrastructure to deliver high quality development

CP9: Transport

Indicators	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
<p>A step change in the quality and capacity of public transport within the city and between the city and proposed developments to the east and south west</p> <p>Proportion of people travelling to work by bus, bike or rail (Devon County Council Travel to Work Survey)</p> <p>Year on year increase in the number of bus passengers (NI177 – local bus patronage)</p>	<p>Introduction of enhanced public transport system</p> <p>New rail halts at Hill Barton, Newcourt and Matford and associated infrastructure (including selective duelling)</p> <p>Improvements to facilities for pedestrians and cyclists including the crossing over the M5 to the north of junction 29</p> <p>An increase in the proportion of people travelling to work by bus, bike or rail</p>	<ul style="list-style-type: none"> • Local Transport Plan • Infrastructure Delivery SPD • Planning Obligations SPD • Monkerton Masterplan SPD • Newcourt Masterplan SPD • South West Masterplan • City Centre Area Action Plan • Development Schemes / Planning Applications 	<ul style="list-style-type: none"> • Private investment and developer contributions / CIL • Regional Funding Allocation (FRA) • Regional Infrastructure Fund (RIF) • Community Infrastructure Fund (CIF) • Highways Agency, Devon County Council, Exeter City Council Capital budget, Natural England and other public sector funding • New Growth Point Team 	<ul style="list-style-type: none"> • Devon County Council • Land owners and developers • Highways Agency • Bus Operators (including Stagecoach and National Express) • Network Rail, South West Trains, First Great Western and other Train Operators • Neighbouring authorities • Exeter and East Devon New Growth Point Team • Sustrans and Cycling England • Devon Primary Care Trust (PCT) • Natural England

<p>Provision of Park and Ride sites to the south west and Cowley area to the north west and enhancement of provision to the east</p> <p>Improvements to the strategic road infrastructure</p> <p>Demand management schemes (i.e. workplace parking levy)</p>	<p>Increase in bus usage See latest LAA targets</p> <p>Additional Park and Ride around the city including: Ide Interchange to the south west and Cowley area to the northwest.</p> <p>Improvements to junctions of M5, outer bypass and Alphington road corridor</p> <p>Demand management scheme in place to manage congestion</p>			
--	--	--	--	--

Meeting Community Needs Objectives

- 1 Mitigate and adapt to climate change
- 2 Develop the potential for economic and commercial investment
- 3 Provide decent homes for all
- 4 Provide retail, cultural and tourist facilities
- 6 Meet community needs
- 7 Promote development that contributes to a healthy population
- 10 Provide infrastructure to deliver high quality development

CP10: Meeting Community Needs

Indicators	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
Net gain / loss in facilities	No loss of community facilities, which meet Exeter's community, social, health, education, cultural and recreational needs.	<ul style="list-style-type: none"> • Infrastructure Delivery SPD • Planning decisions • Planning Obligations SPD • Monkerton Masterplan SPD • Newcourt Masterplan SPD • South West Masterplan • Development Schemes / Planning Applications 	<ul style="list-style-type: none"> • Private investment including developer contributions / CIL • New Growth Point Team • Public investment including HCA funding • Regional Infrastructure Fund (RIF) • Exeter City Council – Capital Programme, Council Tax and 'My Neighbourhood' scheme • Devon County Council – Capital Programme and Airport Fund • Fire and Rescue Capital Expenditure and Policing Precept (Council Tax) 	<ul style="list-style-type: none"> • Devon County Council – Social Services and Children's Services • Devon PCT • Health and Wellbeing • Partnership • Landowners and developers • Sport England • LSP • Devon and Cornwall Police / Fire and Rescue • University of Exeter
Annual completions of community facilities (monitoring of use classes D1 and D2)	All facilities that serve the city as a whole to be located in the City Centre or at sites accessible by public transport			
Percentage of people who feel they can influence decisions in their locality (LAA16 / NI 4)	All facilities that serve neighbourhood needs to be within or close to district or local centres See latest LAA targets			

Environment Objectives

- 1 Mitigate and adapt to climate change
- 2 Develop the potential for economic and commercial investment
- 3 Provide decent homes for all
- 7 Promote development that contributes to a healthy population
- 8 Protect and enhance the city's character
- 9 Achieve excellence in design
- 10 Provide infrastructure to deliver high quality development

CP11: Pollution

Indicators	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
<p>Measurements of the quality of air within Air Quality Management Area, including:</p> <p>Annual average concentration of carbon monoxide, nitrogen dioxide, sulphur dioxide and particulate matter levels</p> <p>Per capita CO2 emissions in the LA area (NI 186)</p>	<p>Air quality to maintain or improve from 1997 level</p> <p>Levels not to exceed national objectives</p> <p>Percentage reduction (LAA5) See latest LAA targets</p>	<ul style="list-style-type: none"> • Development Management DPD • Local Transport Plan • Air Quality Action Plan • Development Schemes / Planning Applications • Urban design projects 	<ul style="list-style-type: none"> • Private investment including developer contributions / CIL • HCA funding streams including the Low Carbon Fund • Exeter City Council 	<ul style="list-style-type: none"> • Devon County Council • Landowners and developers • Devon Joint Waste & Recycling Committee • Environment Agency (EA) • South West Water (SWW)

CP12: Flood Risk				
Indicators	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
Number of planning applications approved against EA advice on flooding and water quality grounds (CO: E1)	No planning permissions granted contrary to the advice of The Environment Agency	<ul style="list-style-type: none"> • Strategic Flood Risk Assessment (SFRA) • Residential Design Guide SPD • Monkerton Masterplan SPD 	<ul style="list-style-type: none"> • Private investment including developer contributions / CIL • Environment Agency will submit bid to DEFRA 	<ul style="list-style-type: none"> • EA • SWW • Highways Agency • Emergency Planning • Devon County Council and neighbouring local authorities
Number of permissions incorporating SUDS schemes	All major schemes to incorporate SUDS	<ul style="list-style-type: none"> • Newcourt Masterplan SPD • South West Masterplan 	<ul style="list-style-type: none"> • South West Water • Developer contributions • Exeter City Council 	<ul style="list-style-type: none"> • Land owners, riparian owners and developers
Planning to Adapt to Climate Change (NI 188)	See latest LAA targets	<ul style="list-style-type: none"> • Decentralised Energy and Sustainable Construction SPD 		
Flood and coastal risk management (NI 189)		<ul style="list-style-type: none"> • Development Management DPD • Development Schemes / Planning Applications • Urban design projects 		

CP13: Decentralised Energy Network

Indicators	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
Provision of decentralised energy infrastructure	All major development schemes will be required to utilise any existing decentralised energy infrastructure and provide new infrastructure (or equivalent financial contribution)	<ul style="list-style-type: none"> • Residential Design Guide SPD • Decentralised Energy and Sustainable Construction SPD • Low Carbon Utilities Study • Monkerton Masterplan SPD • Newcourt Masterplan SPD • South West Masterplan • Development Management DPD • Development Schemes/ Planning Applications 	<ul style="list-style-type: none"> • Private investment including developer contributions / CIL • HCA funding streams including the Low Carbon Fund • Regional Funding Allocation (RFA) • Regional Infrastructure Fund (RIF) 	<ul style="list-style-type: none"> • REGEN SW • Land owners, riparian owners and developers • Developers • Exeter and East Devon New Growth Point Team • East Devon District Council • Devon County Council

CP14: Renewable and Low Carbon Energy				
Indicators	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
Renewable energy generation by installed capacity and type (CO: E3)	All major development schemes to use decentralised and renewable or low carbon energy sources, to cut predicted CO ² emissions by the equivalent of at least 10% over and above those required to meet the then current building regulations.	<ul style="list-style-type: none"> • Residential Design Guide SPD • Decentralised Energy and Sustainable Construction SPD • Low Carbon Utilities Study • Monkerton Masterplan SPD • Newcourt Masterplan SPD • South West Masterplan • Development Management DPD • Development Schemes/ Planning Applications 	<ul style="list-style-type: none"> • Private investment including developer contributions / CIL • HCA funding streams including the Low Carbon Fund • Regional Funding Allocation (RFA) • Regional Infrastructure Fund (RIF) 	<ul style="list-style-type: none"> • REGEN SW • Land owners, riparian owners and developers • Developers • Exeter and East Devon New Growth Point Team • East Devon District Council • Devon County Council

CP15: Sustainable Construction

Indicators	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
<p>Level achieved by housing development under the Code for Sustainable Homes</p> <p>Level achieved by non-domestic development under BREEAM</p>	<p>All new Homes to be:</p> <ul style="list-style-type: none"> • at Level 3 from 2010 (25% reduction on 2006 Part L Building Regulations) • at Level 4 from 2013 (44% reduction) • Zero Carbon from 2016 <p>All development to achieve BREEAM 'very good' standard increasing to BREEAM 'excellent' in 2013.</p> <p>All non-domestic developments to be Zero Carbon from 2019</p>	<ul style="list-style-type: none"> • Decentralised Energy and Sustainable Construction SPD • Residential Design Guide SPD • Development Management DPD • Monkerton Masterplan SPD • Newcourt Masterplan SPD • South West Masterplan • Development Schemes • Planning Applications • Urban design projects 	<ul style="list-style-type: none"> • New Growth Point Team • Developer Contributions • HCA Low Carbon Fund • Regional Infrastructure Fund (RIF) • Public and private investment 	<ul style="list-style-type: none"> • LSP • Developers • Exeter and East Devon New Growth Point Team • East Devon District Council • Devon County Council • REGEN SW

CP16: Green Infrastructure				
Indicators	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
<p>Implement green infrastructure proposals detailed in the Green Infrastructure Strategy</p> <p>Number of International, National, Regional and Local sites</p> <p>Percentage of land designated as a Site of Special Scientific Interest (SSSI) found to be in a 'favourable' condition (as assessed by Natural England).</p> <p>Change in areas of biodiversity importance (CO: E2)</p>	<p>Delivery of Green Infrastructure (GI) Study</p> <p>No loss of or inappropriate development on designated International, National, Regional or Local sites</p> <p>100% of land designated as a SSSI found to be in a favourable condition (as assessed by Natural England).</p> <p>No decrease in the condition of County wildlife sites within the city</p>	<ul style="list-style-type: none"> • Monkerton Masterplan SPD • Newcourt Masterplan SPD • South West Masterplan • Infrastructure Delivery SPD • Planning Obligations SPD • Open Space SPD • Implementing Open Space Requirements • Development Schemes • Planning Applications • Urban design projects • Biodiversity Action Plan 	<ul style="list-style-type: none"> • Developer contributions • Community Infrastructure Fund (CIF) • New Growth Point Team • Devon County Council • Exeter City Council • East Devon District Council • Teignbridge District Council • Natural England including 'green farming' scheme for the Valley Parks • Devon Wildlife Trust 	<ul style="list-style-type: none"> • Devon District Local Authorities • Devon County Council • Biodiversity Action Plan Partnership and Local Sites Partnership • Landowners • Dartmoor National Park Authority • Exmoor • National Park Authority • Natural England • British Waterways • Environment Agency (EA) • English Heritage (EH) • Devon Wildlife Trust • R.S.P.B and other environmental agencies / groups

<p>Improved local biodiversity - proportion of local sites where positive conservation management has been or is being implemented (NI197)</p>	<p>See latest LAA targets</p>			
<p>Total area of allotments</p>	<p>The Strategic Allocations to meet their own requirements based on 20 per 1,000 households (National Society of Allotment and leisure Gardeners)</p>			
<p>Percentage of people surveyed satisfied with parks and open spaces (Resident survey - Local)</p>	<p>Increase in percentage of residents satisfied with parks and open spaces</p>			

CP17: Design and Local Distinctiveness				
Indicators	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
<p>Housing Quality – Building for Life Assessments (CO: H6)</p> <p>Percentage of strategic allocations with masterplans completed</p> <p>The proportion of conservation areas demonstrating change consistent with their character</p>	<p>Percentage of schemes achieving a good or better Building for Life Assessment</p> <p>100%</p> <p>No Conservation Areas 'at risk'</p>	<ul style="list-style-type: none"> • All DPDs • Residential Extensions SPD • Residential Design Guide SPD • Conservation Area Appraisals • Listed Building grants • Monkerton Masterplan SPD • Newcourt Masterplan SPD • South West Masterplan • Development Schemes • Planning Applications • Urban design projects 	<ul style="list-style-type: none"> • Private investment by individual companies including developer contributions / CIL • Exeter City Council • HCA funding streams 	<ul style="list-style-type: none"> • CABE • English Heritage • Conservation forum • Developers

Infrastructure Objectives

- 1 Mitigate and adapt to climate change
- 2 Develop the potential for economic and commercial investment
- 3 Provide decent homes for all
- 4 Provide retail, cultural and tourist facilities
- 5 Achieve a step change in the use of sustainable transport
- 6 Meet community needs
- 7 Promote development that contributes to a healthy population
- 8 Protect and enhance the city's character
- 9 Achieve excellence in design
- 10 Provide infrastructure to deliver high quality development

CP18: Infrastructure

Indicators	Target	Delivery Mechanisms	Funding Mechanisms	Key Partners
<p>Progress on the delivery of infrastructure provision (see delivery plan)</p> <p>Amount of funding received</p> <p>Monitoring of Section 106 payments and spending</p>	<p>Timely delivery of infrastructure</p>	<ul style="list-style-type: none"> • Infrastructure Delivery SPD • Planning Obligations SPD • Development Schemes • Planning Applications • Urban design projects 	<ul style="list-style-type: none"> • Regional Funding Allocation (RFA) • Regional Infrastructure Fund (RIF) • Private sector investment including developer contributions / CIL 	<ul style="list-style-type: none"> • Landowners, developers and/or house builders • Exeter and East Devon Growth Point Team • East Devon District Council • Devon County Council - Social Services and Children's Services

			<ul style="list-style-type: none">• Public investment including Devon County Council Capital Programme and Airport Fund• Building Schools for the Future Programme• Learning and Skills Council (Further Education)• Devon PCT• New Growth Point Team• HCA funding streams• Water charges and SWW capital funding stream	<ul style="list-style-type: none">• LSP• Devon PCT• EA• RDA• Stagecoach, Network Rail and Highways Agency• Exeter University• SWW and other utilities
--	--	--	--	---

Strategic Allocations Objectives

- 1 Mitigate and adapt to climate change
- 2 Develop the potential for economic and commercial investment
- 3 Provide decent homes for all
- 4 Provide retail, culture and tourist facilities
- 5 Achieve a step change in the use of sustainable transport
- 6 Meet community needs
- 7 Promote development that contributes to a healthy population
- 8 Protect and enhance the City's character
- 9 Achieve excellence in design
- 10 Provide infrastructure to deliver high quality development

CP19: Strategic Allocations

Indicators	Target & Dates	Delivery Mechanisms	Funding Mechanisms	Key Partners
Net additional dwellings and total amount of additional employment floorspace in the Newcourt area, Monkerton/Hill Barton area and Alphington area	<p>Newcourt: 3,500 dwellings and 16 hectares of employment land</p> <p>Monkerton/Hill Barton: 2,500 dwellings and around 5 hectares of employment land</p> <p>Alphington: 500 dwellings</p>	<ul style="list-style-type: none"> • Core Strategy Strategic Allocations • Monkerton Masterplan SPD • Newcourt Masterplan SPD • South West Masterplan • Planning Obligations SPD • Infrastructure Delivery SPD • Development Schemes • Planning Applications • Urban design projects 	<ul style="list-style-type: none"> • Private sector investment including developer contributions / CIL • Regional Funding Allocation (RFA) • Regional Infrastructure Fund (RIF) • Devon County Council Capital Programme • <i>Refer to Infrastructure Delivery Plan</i> 	<ul style="list-style-type: none"> • LSP • RDA • Exeter and East Devon Growth Point Team • EA • Devon County Council • Devon PCT • Landowners, developers and housebuilders • RSL's • Stagecoach, Network Rail and Highways Agency • SWW and other utilities • University of Exeter

Housing trajectory

To ensure that the supply of land for housing is sufficiently flexible and responsive, national planning policy adopts a 'plan, monitor and manage' approach to the provision and release of land for housing. In terms of the Local Development Framework, the key features of this approach are:

- a requirement to identify broad locations and specific sites that will enable continuous delivery of housing for at least 15 years from the date of plan adoption;
- an illustration, in the form of a 'housing trajectory' covering the plan period, of the expected rate of housing delivery compared to the annualised rate over the plan period;
- annual monitoring to assess whether the actual release of land for housing is broadly in line with trajectory's forecast; and
- procedures to quickly address any significant shortfall in housing provision.

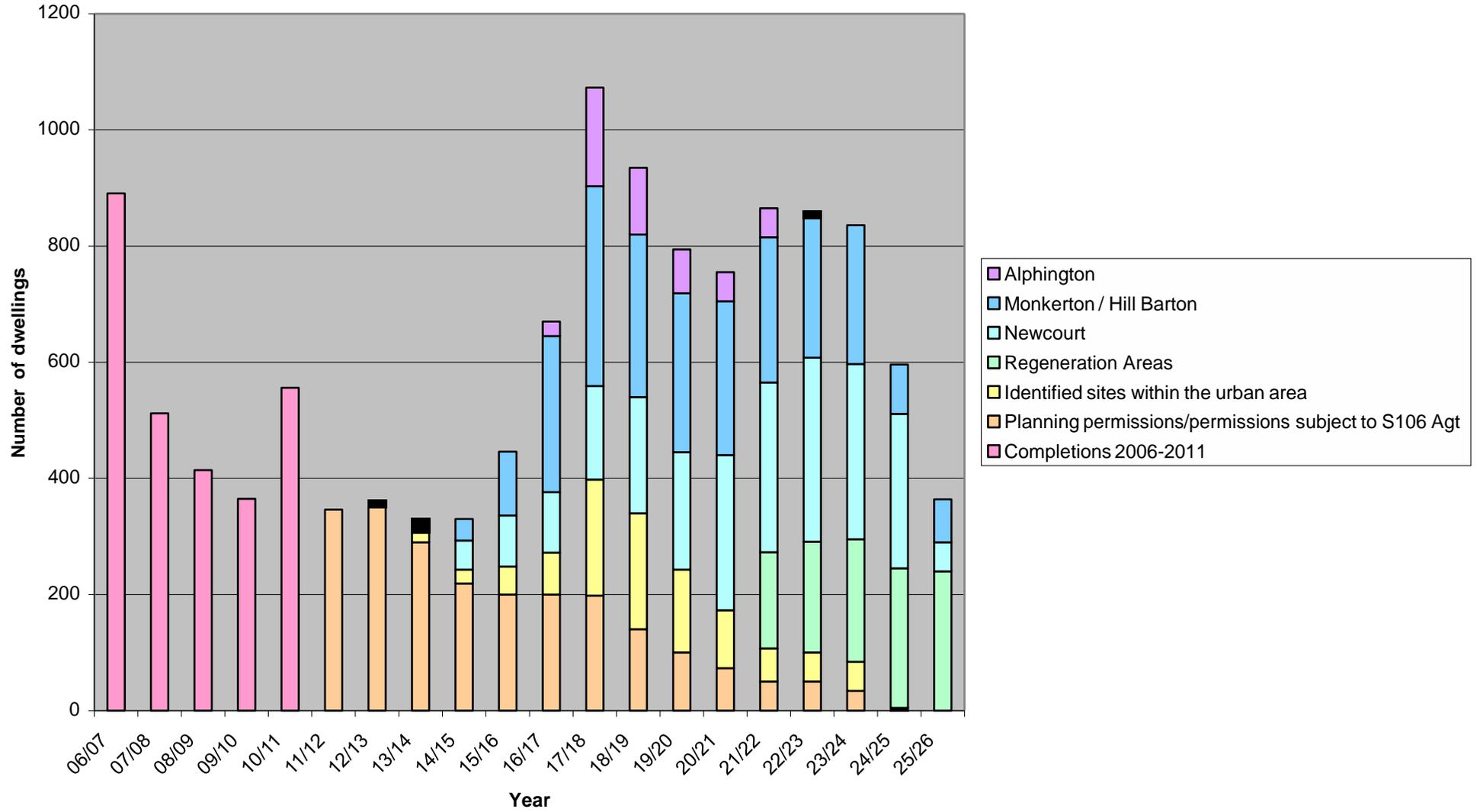
Policies CP1, CP3 and CP19 of this Core Strategy indicate the broad distribution of housing growth and identify strategic allocations. Sites will also be allocated for housing in the Site Allocations DPD and the City Centre Area Action Plan.

The Core Strategy housing trajectory for Exeter is set out below. The trajectory, which is based on the SHLAA findings, estimates the rate of future housing completions over the Plan period. The trajectory takes into account the timetable for adopting and implementing DPD's, masterplanning work undertaken for the strategic allocations, an understanding of the local housing market, and the need to provide for the implementation of necessary infrastructure to enable the development of sustainable new communities.

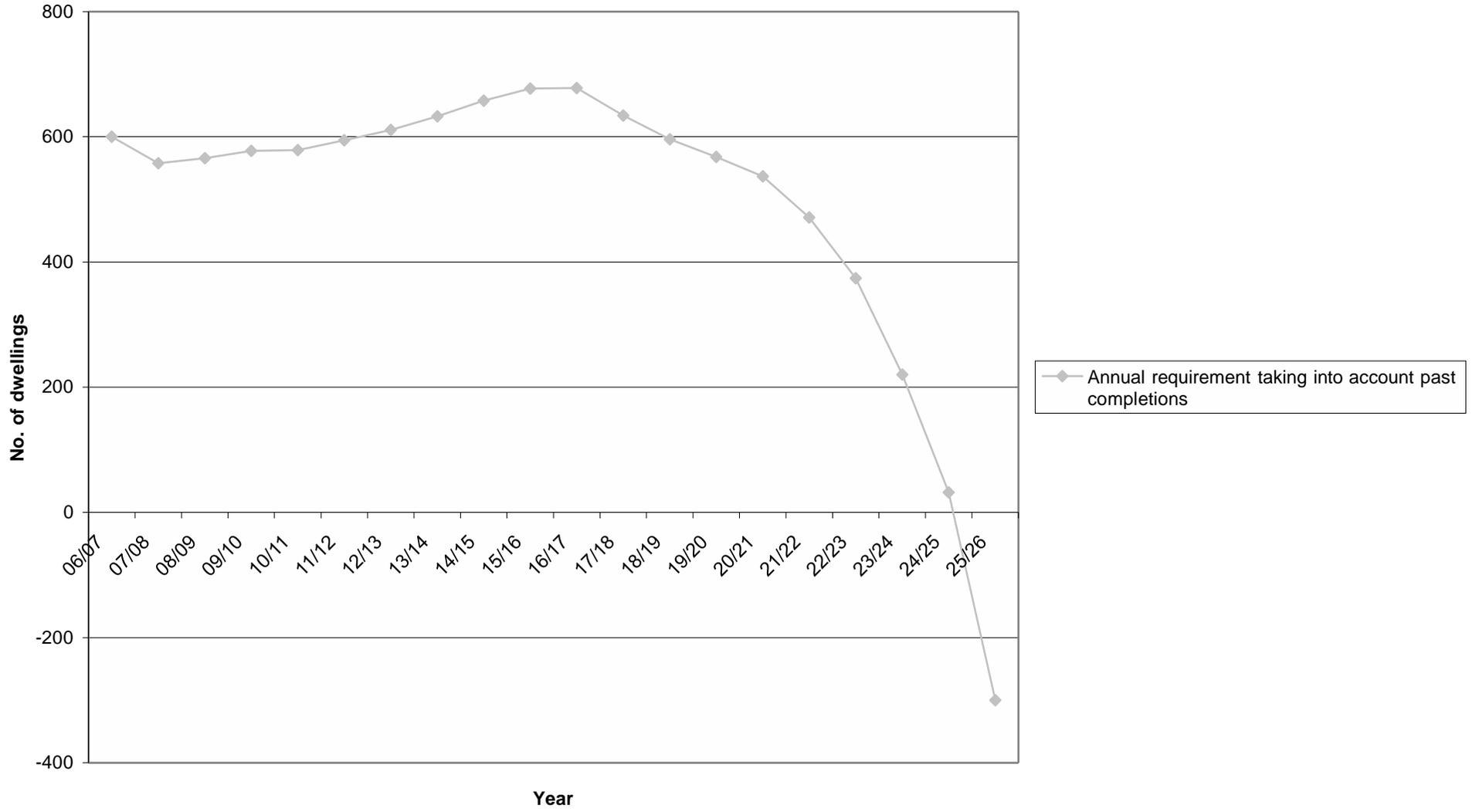
The delivery of housing will be monitored annually in accordance with national planning policy requirements. If it is found that the following thresholds have been exceeded, then the Council will use its powers (see actions listed at 13.5), to avoid a significant under-provision of housing:

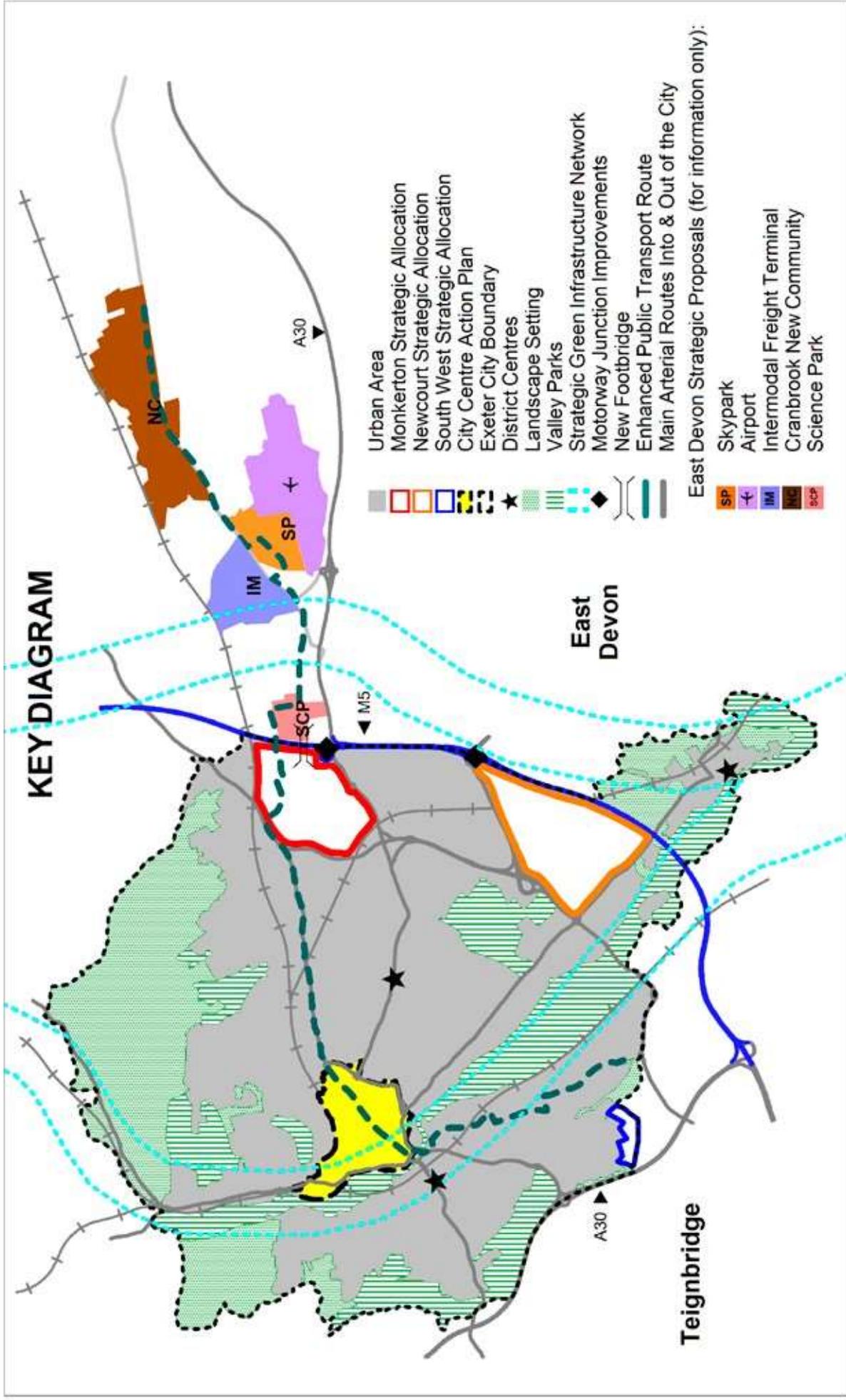
- a 10% deficit in the 5 year supply of deliverable housing sites
- a 10% under-supply of housing from trajectory forecast.

Exeter Core Strategy Housing Trajectory (Smoothed)



Annual dwelling requirement taking into account past completions (smoothed)





Scale 1:65 000 ↗

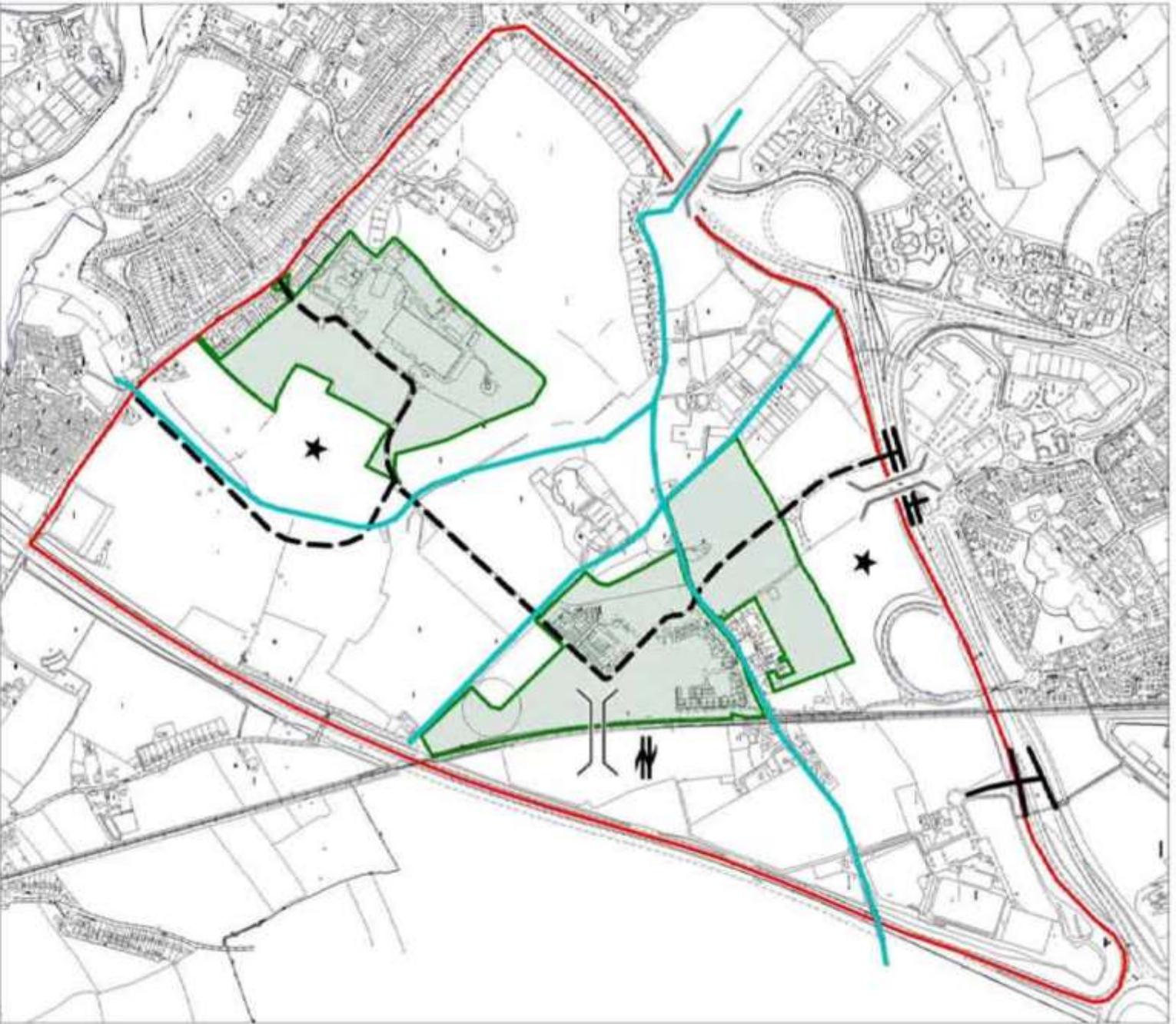
© Crown copyright Exeter City Council 100049053

10/04/2012

Planning Services, Exeter City Council, Civic Centre, Paris Street, Exeter, EX1 1NN



Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (c) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.



Scale 1:14,000



Crown copyright Exeter City Council 100025345

07/06/2010

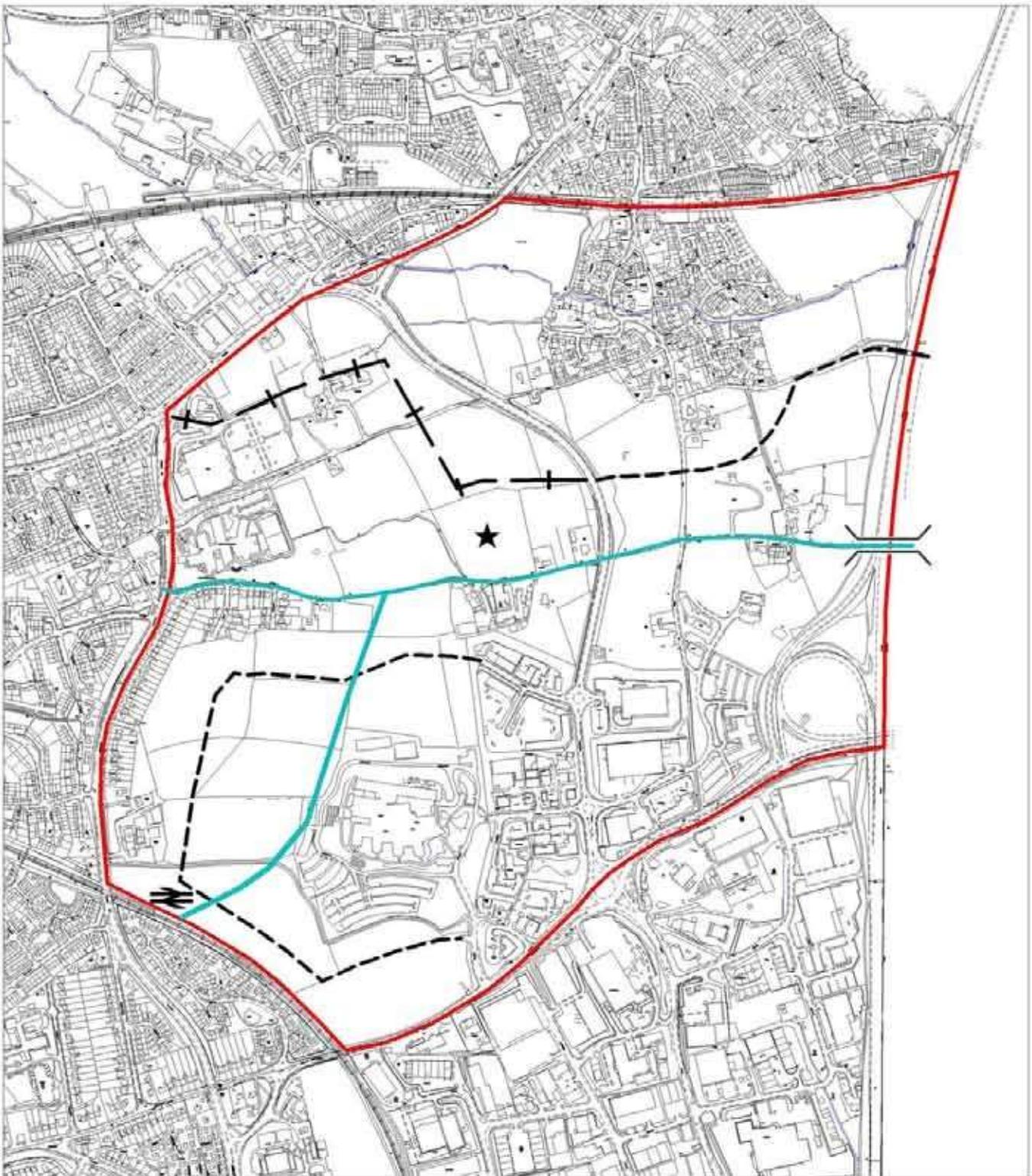
Plan 1: Newcourt Strategic Allocation

-  Allocation Boundary
-  Land with Planning Permission
-  New Link Road
-  New Footbridges
-  Railway Station / Halt
-  New Junction
-  New Primary School (indicative location)
-  Green Infrastructure Route

Planning Services & Building Control, Exeter City Council, Civic Centre, Paris Street, Exeter, EX1 1NN
 Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (c) Crown copyright.
 Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.



Exeter City Council



Scale 1:10,000



© Crown copyright Exeter City Council 100025345

07/06/2010

Plan 2: Monkerton / Hill Barton Strategic Allocation

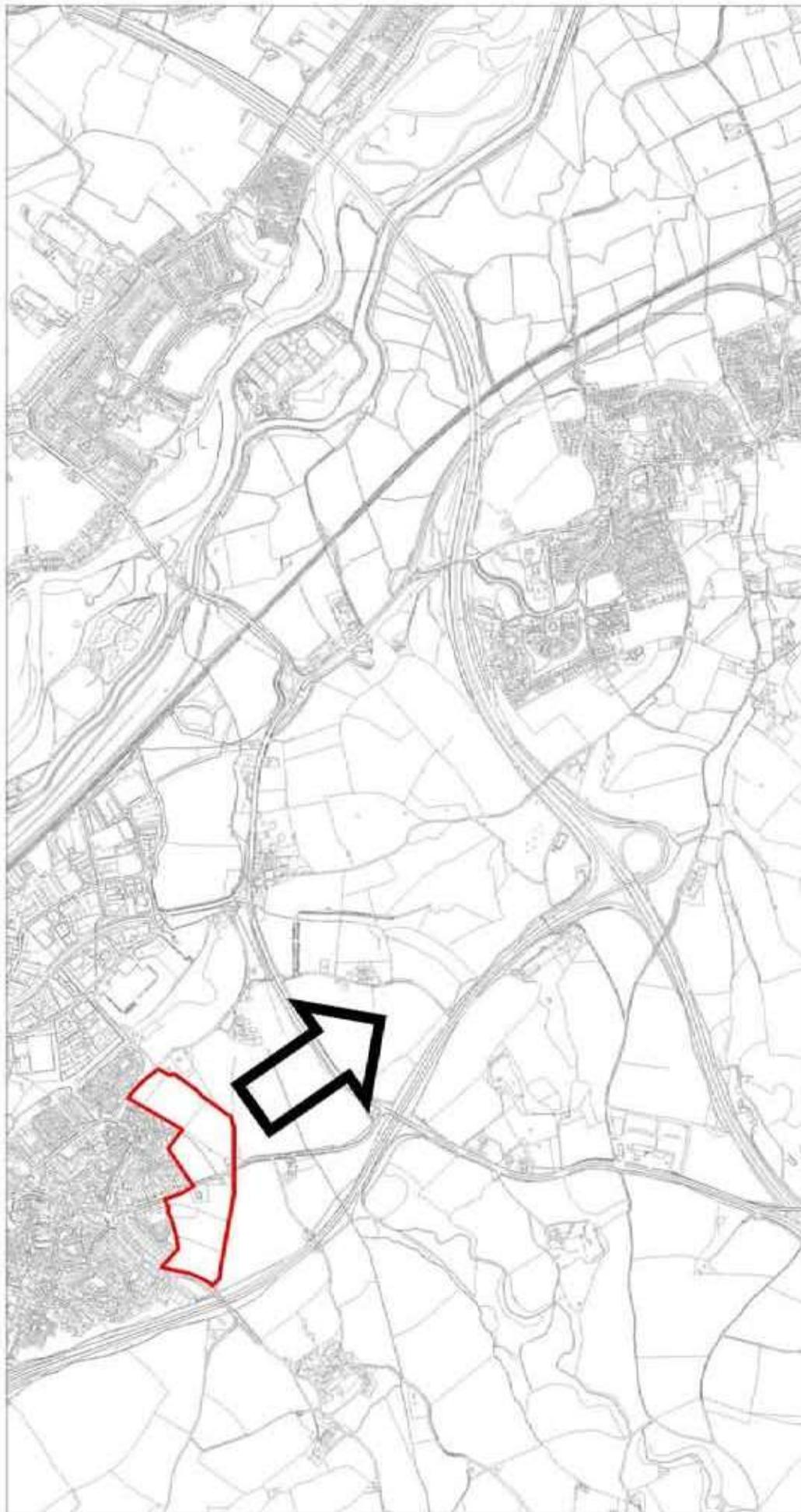
- | | | | |
|---|-------------------------------|---|----------------------------|
|  | Allocation Boundary |  | Green Infrastructure Route |
|  | New Primary School |  | New Railway Station / Halt |
|  | High Quality Public Transport | | |
|  | New Link Roads | | |
|  | New Pedestrian / Cycle Bridge | | |

Planning Services & Building Control, Exeter City Council, Civic Centre, Paris Street, Exeter, EX1 1NN

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (c) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil proceedings.



Exeter City Council



Scale 1:20,000 ↑

© Crown copyright Exeter City Council 100025345

07/06/2010

Plan 3: Alphington Strategic Allocation

- Allocation boundary
- Area of search in Teignbridge

Planning Services & Building Control, Exeter City Council, Exeter City Council, Civic Centre, Paris Street, Exeter, EX1 1NN

Based upon the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office (c) Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or Civil proceedings.



Appendix 1: Guidance and strategies

Appendix 2: Research and studies

Appendix 3: Replaced policies

Appendix 4: Minerals and waste

Appendix 5: Exeter Vision

Appendix 6: List of district centres and local centres

Appendix 1: Existing guidance and strategies

The framework of guidance and strategies includes the following:

- National Planning Policy Statements and Planning Policy Guidance Notes which explain government policy arising from legislation on a variety of topics such as housing, employment and transport
- www.communities.gov.uk;
- Regional Planning Guidance for the South West (RPG10) to 2016
www.communities.gov.uk;
- Regional Spatial Strategy for the South West 2006-2026, the LDF must be in conformity with the Regional Spatial Strategy;
- Adopted Devon County Structure Plan 2001-2016, produced by the County Council (www.devon.gov.uk/structureplan);
- Other strategies produced by the City Council and County Council and other statutory and local organisations – these include:
 - (i) Exeter Vision (the City's Sustainable Community Strategy) prepared by the Vision Partnership (the City's Local Strategic Partnership); (www.exeter.gov.uk)
 - (ii) Exeter and East Devon New Growth Point Growth Delivery Plan;
 - (iii) Exeter and Heart of Devon Economic Partnership Strategy; (www.exeter.gov.uk)
 - (iv) City Council Environmental Strategy; (www.exeter.gov.uk)
 - (v) City Council Climate Change Strategy and Action Plan; (www.exeter.gov.uk)
 - (vi) City Council Biodiversity Strategy and Action Plan; (www.exeter.gov.uk)
 - (vii) City Council City Centre Strategy; (www.exeter.gov.uk)
 - (viii) Devon Community Strategy; (www.devonsp.org.uk)
 - (ix) Devon County Council Strategic Plan; (www.devon.gov.uk)
 - (x) Devon County Council Local Transport Plan; (www.devon.gov.uk)

Appendix 2: Additional research and study

The following studies have informed the assessment of options and the preparation of policy guidance:

- Strategic Housing Land Availability Assessment, 2009: to assess the housing capacity of the City;
- Exeter and Torbay Strategic Housing Market Assessment, 2007: to establish housing need for the HMA area and to understand the strategic context within which the housing market operates;
- Exeter Affordable Housing Strategic Viability Study, 2009: to advise on the viability of affordable housing requirements;
- Urban Capacity Study 2006-2026, 2006: to identify the maximum potential capacity for previously developed land to accommodate development;
- Exeter Employment Study, 2007: to identify employment land and floorspace requirements in response to anticipated economic growth and job creation in the Exeter area up to 2026;
- Exeter Employment Land Review, 2009: to assess the potential for continued and enhanced employment use of existing employment land and buildings;
- Newcourt Masterplanning Study, 2010: to assess the capacity of the Newcourt area to provide sustainable development;
- Monkerton and Hill Barton Masterplan Study, 2010: to assess the capacity of the Monkerton and Hill Barton areas to provide sustainable development;
- South West of Exeter Masterplan, 2010: to demonstrate how a sustainable urban extension can be delivered within the study area;
- Exeter Infrastructure Delivery Plan, 2010: to identify the infrastructure required to deliver the spatial strategy;
- Exeter and East Devon Infrastructure Study 2010: to identify the infrastructure required to support development in the Growth Point area;
- Exeter City Centre Audit, 2005: to identify the strengths and weaknesses of Exeter City Centre;
- Exeter Retail Study, 2008: to forecast retail capacity in the City up to 2026;
- Exeter Fringes Landscape Sensitivity and Capacity Study, February 2007: to assess the character, quality and value, and the capacity to accommodate change, of all open land around the City;
- Audit of Outdoor Recreation Facilities, 2005: to determine the adequacy of open spaces, play areas and playing fields within the City;

- Green Infrastructure Strategy for the Exeter and East Devon New Growth Point (jointly with East Devon District Council, Teignbridge District Council and Natural England) 2009: to ensure that an accessible network of green spaces, landscapes and linkages between town and country, that support biodiversity and contribute to people's health and quality of life, is integrated with development proposals from the outset of the planning process;
- Strategic Flood Risk Assessment, 2008: to ensure that inappropriate development is avoided in flood risk areas and that new development does not lead to new or increased risk of flooding;
- Water Cycle Strategy, 2010: to ensure that sustainable water management solutions are in place to accommodate proposed growth;
- Habitats Regulations Assessment, 2010: to assess whether the Core Strategy would adversely affect the conservation objectives or integrity of European Sites (The Exe Estuary Special Protection Area within Exeter and Special Areas of Conservation in surrounding authorities);
- Exeter and East Devon New Growth Point Energy Strategy, 2008: to identify the impact of policies and technologies which would reduce CO2 emissions;
- Assessment of Options for Delivery of RSS Growth in the Exeter Sub Region, 2010: to assess transport infrastructure requirements to support the growth envisaged by the RSS; and
- Sustainable Design and Low Carbon Infrastructure Strategy, 2010: to identify infrastructure requirements in respect of utilities for the Growth Point.

Appendix 3: List of replaced Exeter first review local plan policies

H6 - Affordable Housing

CS9 - Gypsies and Travelling Show People

Appendix 4: Minerals and waste

Devon County Council is currently the Mineral Planning Authority and the Waste Planning Authority for Exeter City and deals with all mineral and waste applications. The Minerals Local Plan was adopted in June 2004 and the Waste Local Plan in June 2006. To replace the adopted Minerals and Waste Local Plans, DCC intends, over the next 5 years, to prepare a Minerals and Waste Development Framework.

The adopted Minerals Local Plan identifies a series of Mineral Consultation Areas. These Areas provide a mechanism for consultation where development would be likely to affect the winning and working of minerals. To avoid the sterilisation of mineral resources it is important to safeguard mineral deposits and facilities from development unless there is an overriding need for the development, or it can be demonstrated that workable mineral resources would be unaffected. Within Exeter, Minerals Consultation Areas are identified at the Pinhoe Clay Pit, Exeter St Davids Yard and the Bishops Court Sand Quarry.

The adopted Waste Local Plan designates the Exeter Transfer Station, Marsh Barton, as a Strategic Waste Management Facility and, subject to a S106 legal agreement, planning permission has now been granted for an energy from waste facility on this site. The Plan also suggests that the Exton Road Materials Reclamation Facility could accommodate additional features such as an expanded waste transfer station and road/rail interchange.

Within the city, the boundaries of Mineral Consultation Areas, Sites for Waste Management Facilities, and any Mineral Safeguarding Areas designated under the new Minerals and Waste Development Framework, will be identified on the Proposals Map. These designations act as constraints to development and in determining non-mineral and non-waste application the city Council will have regard to these designations.

Appendix 5: Exeter Vision

Our Economy

- A prosperous city
- A learning city
- An accessible city

Our Society

- A city with strong communities
- A city that is healthy and active
- A safe city

Our Environment

- A city that cares for the environment
- A city with homes for everyone
- A city of culture

Appendix 6: List of district centres and local centres

- City Centre

District Centres

- Heavitree
- St Thomas
- Topsham

Local Centres

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

Glossary of terms

Acronym	Term	Description
	Affordable Housing	Affordable housing includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Affordable housing should meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices. Includes provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.
AAAP	Air Quality Action Plan	A management plan seeking to improve local air quality in areas where national air quality standards are not met.
AQMA	Air Quality Management Area	A designated area where national air quality standards are not being met and where action is required to address the matter.
	Allowable Solutions	The measures permitted for dealing with residual emissions remaining from a home or other building after taking account of carbon abated through on-site technologies and connections to low and zero carbon heat networks in order to achieve zero carbon status.
AMR	Annual Monitoring Report	An annual report that assesses progress with, and the effectiveness of, a Local Development Framework.
BREEAM	Building Research Establishment Environmental Assessment Method	A form of assessment used to measure a building's environmental performance.
	Carbon Budget	A cap on the total quantity of greenhouse gas emissions emitted in the UK. Each budget covers a five-year period, with three budgets set at a time. The first three set by the Government run from 2008-12, 2013-17 and 2018-22.
CHP	Combined Heat and Power	An efficient method of generating heat and electricity simultaneously.
CIF	Community Infrastructure Fund	A Government scheme designed to support the transport infrastructure costs required to enable housing development.
	Community Facilities	Buildings or meeting places that provide for the health, welfare, social, educational, spiritual, recreational, leisure and cultural needs of the community.
CIL	Community Infrastructure Levy	A charge levied on developers to contribute to the provision of infrastructure.
CSH	Code for Sustainable Homes	An assessment to rate the sustainable design and construction of new homes

Acronym	Term	Description
	Contextual Indicators	Monitoring indicators that measure changes in the wider social, economic, and environmental background against which policies operate. As such, they help to relate policy outputs to the local area.
	Core Output Indicators	Monitoring indicators that measure the direct effects of a policy. Used to assess whether policy targets are being achieved in reality using available information.
CP	Core Policy	A Policy within the Core Strategy.
	Cycling Demonstration Towns	English towns funded by Cycling England to promote cycling as a means of transport.
	Decentralised Energy Network	A system of pipes and/or cables that connects a number of energy users in a locality to a locally generated supply of renewable and low carbon energy.
	Development	The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any buildings or other land.
DPD	Development Plan Document	Local policy documents that, when combined with the RSS and any relevant SPDs, will form the basis, once adopted, upon which planning decisions are made.
DCC	Devon County Council	The county authority for Devon, excluding Plymouth and Torbay.
Devon PCT	Devon Primary Care Trust	A public body responsible for commissioning healthcare within Devon.
	District Centres	A group of shops normally containing at least one supermarket or superstore and a range of non-retail services and public facilities.
EDDC	East Devon District Council	The district authority for the area to the east of Exeter.
	Employment Land	All land and buildings which are used or designated for purposes within Use Class B1 (Business), Class B2 (General Industrial), and Class B8 (Storage and Distribution) and other uses of employment character or which generate substantial employment or economic benefits and which may include sui generis uses such as car showrooms.
ESCO	Energy Services Company	A company specialising in sustainable energy solutions.
EA	Environment Agency	A public body with a role that seeks to protect and enhance the environment.
ECC	Exeter City Council	The district authority for Exeter.
ELR	Exeter Employment Land Review	An assessment of the suitability of existing and potential employment sites for employment purposes.

Acronym	Term	Description
EHOD	Exeter Heart of Devon Economic Partnership	A local body, bringing together representatives from the private, public and voluntary sectors, that promotes sustainable economic growth in the areas covered by Mid-Devon, Teignbridge, East Devon and Exeter district councils.
	Five Year Supply	A device by which local planning authorities assess and demonstrate the extent to which existing plans fulfil the requirement, as laid out in Planning Policy Statement 3 on Housing, to identify and maintain a rolling 5-year supply of deliverable land for housing.
GI	Green Infrastructure	A network of, often interconnected, waterways, woodlands, wildlife habitats, parks and other natural areas and green spaces which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities by encouraging sustainable movement, recreational opportunities and/or climate change mitigation.
	Gypsies and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own family's or dependents' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.
HMA	Housing Market Assessment	An assessment of housing need in a given area.
HMO	Houses in Multiple Occupation	Residential properties occupied by three or more unrelated tenants.
HRA	Habitats Regulations Assessment	An assessment of the impact of proposed development plans on European nature conservation sites – as per Regulation 48 of the Conservation (Natural Habitats &c.) Regulations 1994.
ICT	Information and Communication Technology	A generic name for all of the technologies involved with communicating with computers.
	Infrastructure	Publicly accessible assets, systems and networks including roads, electricity, sewers, water and education services.
	Intermediate Housing	Housing at prices and rents above those of social rent, but below market price or rents.
	Issues and Options	A consultation paper, published at the beginning of the Core Strategy process, which sets out the options available for the future development of a Council's district. Followed by Preferred Options.
	Local Centres	A range of small shops of a local nature serving a small catchment area.
LDF	Local Development Framework	Portfolio of documents setting out development plans and planning policies for an area.

Acronym	Term	Description
LDS	Local Development Scheme	Document setting out the timetable for the production of documents within the Local Development Framework.
LPA	Local Planning Authority	The statutory provider of planning services in a local area.
LSP	Local Strategic Partnership	A non-statutory body bringing together representatives from the private, public and voluntary sectors to set out the long-term vision for a local area.
LTP	Local Transport Plan	A five year strategy prepared by local authorities for the improvement of local transport systems.
	Masterplan	Initial document setting a clear framework for the later detailed design of a development area.
	Material Consideration	Any issue that should be taken into account when deciding a planning application or an appeal against a planning decision.
MDDC	Mid Devon District Council	The district authority for the area north of Exeter.
	Minerals Consultation Area	An area identified in order to ensure consultation between the relevant district planning authority, the minerals industry and the county council before certain non-mineral planning applications made within the area are determined.
	Mitigate	In the case of planning obligations, actions to correct the negative impacts and effects of a development.
NGP	New Growth Point	A Government scheme that provides financial assistance to facilitate significant sustainable growth in certain designated areas.
	Park and Ride schemes	Scheme enabling motorists to leave their vehicles at edge-of-town car parks and travel into town centres by public transport.
PACT	Partners and Communities Together	A scheme by which the police and other agencies engage with the community.
PINS	Planning Inspectorate	A Government agency that processes planning and enforcement appeals and holds public enquiries on local development plans.
PPG	Planning Policy Guidance Notes	A series of Government guidance notes that set out national policy on various planning issues. In the process of being replaced by PPSs.
PPS	Planning Policy Statement	A series of Government guidance notes that set out national policy on various planning issues.
	Preferred Options	A consultation paper, published early in the Core Strategy process, setting out the Council's preferred vision for the future development of its district.
	RAMSAR	Wetland sites of international importance, especially as waterfowl habitats, given special protection under a convention signed at Ramsar, Iran in 1971.

Acronym	Term	Description
	Regeneration Areas	Typically a previously developed area identified for comprehensive redevelopment.
RDA	Regional Development Agency	A public body that provides strategic direction for economic development in one of England's Government Office regions.
	Renewable and Low Carbon Energy	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass. Low-carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
RIF	Regional Infrastructure Fund	Scheme administered by the South West Regional Development Agency that provides forward funding for developer contributions to essential pieces of infrastructure required to unlock growth, bring forward delivery and make growth more sustainable.
RSS	Regional Spatial Strategy	Under the previous Labour Administration, it was intended that the South West RSS would provide a strategic development plan for the South West and guide Exeter's Local Development Framework policies. The new Coalition Government proposes to abolish RSSs in the next parliamentary session.
RIGS	Regionally Important Geological and Geomorphological Sites	Non-statutory, locally designated sites that are of geological and geomorphological importance.
RSL	Registered Social Landlord	Bodies formerly known as housing associations.
	Ribbon Development	Buildings along a road radiating from a town.
RAMM	Royal Albert Memorial Museum	Exeter's main public museum.
	Scheduled Monuments	Archaeological sites or historic buildings of national importance afforded protection by the Ancient Monuments and Archaeological Areas Act 1979.
SLINCs	Sites of Local Interest for Nature Conservation	Sites that have nature conservation value at a local level within the City. Their importance is derived from a combination of moderate wildlife interest and the community value of the site.
SNClS	Sites of Nature Conservation Importance	Sites of nature conservation value at a regional, county or city level.
SSSI	Site of Special Scientific Interest	An area of land, notified under Section 28 of the Wildlife and Countryside Act 1981, as being of special interest by reason of its flora, fauna, geological or physiological features.

Acronym	Term	Description
	Social Rented Housing	Rented housing, normally owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime.
SWRDA	South West Regional Development Agency	A public body that provides strategic direction for economic development in the south-west of England.
	Spatial Planning	Addresses not only the physical development of land but its use, and activities undertaken on it.
SAC	Special Area of Conservation	Site of European conservation importance comprising habitats or species defined under the E.C. Directive 1992 on the Conservation of Natural Habitats of Wild Flora and Fauna.
SPA	Special Protection Area	A site of European importance for bird conservation (EC Directive 1979 for the Conservation of Wild Birds).
SCI	Statement of Community Involvement	Document setting out how a local authority will involve the community in the preparation of development plans and planning policy and the consideration of planning applications.
	Strategic Allocation	An area identified for development in a Core Strategy, which is considered central to the achievement of the strategy.
SFRA	Strategic Flood Risk Assessment	A flood risk assessment designed to assist local authorities in locating new developments in low flood risk areas.
SHLAA	Strategic Housing Land Availability Assessment	An assessment that identifies housing capacity within a given area and considers the suitability of sites and the reasonable likelihood of those sites coming forward for development.
SNA	Strategic Nature Areas	Blocks of land important for the conservation and expansion of important habitat types.
SSCT	Strategically Significant Cities and Towns	Cities and towns that have been identified as playing a critical strategic role regionally or sub-regionally.
SPD	Supplementary Planning Document	Document that amplifies and provides more details on the policies contained within DPDs.
SPG	Supplementary Planning Guidance	Document that amplifies the policies of a Local Plan.
SCS	Sustainable Community Strategy	Document setting out the long-term vision for an area, which should be delivered, in part, by the Local Development Framework.
	Sustainable Development	Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Acronym	Term	Description
SUDS	Sustainable Urban Drainage System	A wide range of techniques used on most new development sites to reduce the environmental impact from surface water drainage.
SA	Sustainability Appraisal	Tool for appraising policies to ensure they reflect sustainable development objectives (i.e. social, environmental and economic factors).
TDC	Teignbridge District Council	The district authority for the areas to the south and west of Exeter.
	Travelling showpeople	Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own family's or dependents' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.
	Zero Carbon	No carbon dioxide emissions from energy used through space heating and cooling, hot water, lighting, and building services as covered by the Building Regulations.

EXETER LOCAL DEVELOPMENT PLAN



Core Strategy

Exeter City Council
Civic Centre
Paris Street
Exeter EX1 1NN
Tel: 01392 265223
Fax: 01392 265431
Email: ldf@exeter.gov.uk
www.exeter.gov.uk/corestrategy

February 2012