



**City Development**  
**Authority Monitoring Report**  
**2014/15**

## 1. Introduction

1.1 The Localism Act requires the Local Planning Authority (LPA) to prepare an Authority Monitoring Report (AMR). The role of the AMR is to set out progress on the timetable specified in the Local Development Scheme (LDS) and to show how the implementation of policies in the Local Plan is progressing. The AMR also reports whether any neighbourhood plans have been made, whether Community Infrastructure Levy is in place and on activity relating to the duty to co-operate.

1.2 The report is presented as follows:

- Progress against the Local Development Scheme
- Implementing policies
- Housing completions
- Neighbourhood Planning
- Community Infrastructure Levy
- Duty to co-operate

1.3 Further statistical information on housing completions and the five year housing supply is available on the Council's web site.

1.4 City Development is currently undergoing re-structure and a review of the statistical information collected is being undertaken. In due course additional information will be available on the Council's web site.

## 2. Progress against the Local Development Scheme

2.1 The revised Local Development Scheme (LDS), adopted by the Council in June 2012, sets out approximate timetables for the production of planning policy documents. Progress against the LDS, including the stage reached by March 2015 and the reason for any delay, is set out below.

2.2 The following Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs) are listed:

- **Site Allocations and Development Management DPD**

The Issues and Options Consultation (the 'Have your say' consultation) took place between July and September 2012 in accordance with the LDS timetable. Unfortunately there was then considerable delay whilst the significant number of responses were analysed and responded to. Consultation on the re-named draft Development Delivery DPD was undertaken between December 2013 and February 2014. Unfortunately there was again delays whilst the consultation responses were analysed and responded to and whilst the evidence base was updated. The publication stage will take place after the period of purdah that runs up to the 2015 elections.

- **Sustainable Transport SPD**

The Sustainable Transport SPD was adopted in March 2013.

- **Sustainable Construction and Decentralised Energy SPD**

Work on this document had not commenced by March 2015; The Government's announcements on the approach to allowable solutions and the outcome of the Housing Standards Review will be considered and the necessity for this SPD re-assessed.

- **Developer Contributions/Infrastructure Delivery SPD**

There was some delay in producing the Developer Contributions/Infrastructure Delivery SPD whilst the Council brought forward and finally adopted the Community Infrastructure Levy (CIL) in December 2013. Work on the re-named Planning Obligations SPD was complete by March 2014 (and was adopted in April 2014).

- **Affordable Housing SPD**

Work on the revised Affordable Housing SPD was complete by March 2014 (and was adopted in April 2014).

### **3. Implementing Policies**

3.1 The Core Strategy was adopted in March 2012. Two policies from the Core Strategy replaced policies in the Local Plan First Review. Most other policies in the Local Plan First Review are saved until the Development Delivery DPD is adopted.

3.3 Towards the end of the 2012/13, due to the delay in introducing anticipated amendments to the Building Regulations, the requirements of the sustainable construction policy (Policy CP15 of the Core Strategy) became more onerous than those of the renewable and low carbon energy policy (Policy CP14 of the Core Strategy). Hence there was no need to seek specific compliance with CP14 or attach conditions to this effect. This remained the case in 2013/14 and 2014/15. However, the policy is still part of the development plan and may have effect in the future when changes to the Building Regulations are announced.

3.4 All other policies were being implemented.

### **4. Housing Completions**

4.1 In the reporting year April 2014 to March 2015 753 net additional dwellings were completed in Exeter. This is 153 dwellings above the target of 600 dwellings per annum. A significant proportion of the Strategic Allocations at Newcourt and Monkerton already have outline or full permission and a number of schemes are already under construction. The 153 dwelling over provision reflects the fact that the build out rates on a number of the larger housing schemes are picking up.

4.2 At least 12,000 dwellings are planned to be delivered in Exeter over the plan period 2006 to 2026. As at April 2015 a total of 5722 dwellings have been completed in the city, equating to an over provision of about 322 since the start of the plan period.

4.3 Figure 1 sets out the annual dwellings delivered (split between major and minor sites) between 2006 and 2014.

Figure 1: Housing completions from the start of the plan period to the present

Year in the Plan	Reporting Year	Major Sites	Minor Sites	Annual Dwellings Completed
1	06/07	772	119	891
2	07/08	398	114	512
3	08/09	274	140	414
4	09/10	310	58	368
5	10/11	806	51	857
6	11/12	799	61	899
7	12/13	409	64	473
8	13/14	476	79	555
9	14/15	666	87	753
				<b>5722</b>

## 5. Neighbourhood Planning

5.1 On 2 May 2013 a referendum was held on the Exeter St James Neighbourhood Plan. The residents of St James ward voted overwhelmingly in favour of the Plan (94% in favour with a 21% turn out).

5.2 On 16 July 2013 the Council adopted the Exeter St James Neighbourhood Plan as part of the statutory development plan.

## 6. Community Infrastructure Levy

6.1 The City Council received the Examiner's report into the Community Infrastructure Levy Draft Charging Schedule on 28 August 2013. The report recommended that the Draft Charging Schedule (as modified through the Statement of Modifications) be approved without changes.

6.2 The City Council introduced its Community Infrastructure Levy on 1 December 2013. The total receipts collected by the City Council in 2014/15 amounted to £181,917.39. The amount applied to administrative expenses was £9,095.87 (5% of CIL collected). There was no other CIL expenditure during 2014/15 and therefore £172,821.52 of receipts were retained at the end of the financial year.

## 7. Duty to Cooperate

7.1 The duty to co-operate places a legal duty on local planning authorities to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters. Below is a summary of the activity undertaken relating to the duty to cooperate.

7.2 The Exeter and Heart of Devon Growth Board was established in 2006 and has worked in a proactive manner to bring forward and support the major growth programme centred on Exeter. Close working between Exeter City Council (ECC), East Devon District Council (EDDC), Teignbridge District Council (TDC), and Devon

Country Council (DCC) ensures that development comes forward in a comprehensive and sustainable manner.

7.3 The Heart of the South West Local Enterprise Partnership (LEP) was formed under the leadership of the private sector supported by the local authorities from Devon, Plymouth, Somerset and Torbay and the areas' District Councils in June 2011. The City has continued to work closely with the LEP since its inception.

7.4 The following working groups have been established to ensure strategic issues are addressed cross boundary:

- Devon Planning Officers Group (DPOG) – A long established group that addresses strategic issues that require a common understanding, initiates work that can be most effectively be undertaken jointly, and enables authorities to exchange best practice across Devon.
- Low Carbon Task Force (established in 2011) - Members include ECC, EDDC, TDC and DCC, plus other organisations. This collaborative and innovative partnership between public and private sectors seeks to address cross boundary issues in a manner that reduces energy consumption/costs, increases energy efficiency and promotes transition to a low carbon economy.
- The Exeter Board, which met for the first time on 24 July 2012, comprises Exeter's nine Devon County Councillors and five members of Exeter City Council. The board takes a joint working approach to resolve strategic issues.
- Exeter Highways and Traffic Orders Committee (HaTOC) – a long-established joint committee of DCC and ECC members which deals with highway and other transport schemes.
- Devon & Exeter Rail Project Working Party – a long-established working party of members of DCC and various Devon districts (including three members of ECC). In particular it is working to promote the new rail stations which feature in our Core Strategy policies.
- Exeter Walking & Cycling Steering Group (established in 2011) – a group of officers from ECC and DCC plus a representative of Sustrans, which promotes a programme of improvements to walking and cycling infrastructure.
- The Smart Cities Group - comprises local authorities, Local Enterprise Partnership (LEP), University of Exeter, IBM, Eon, Met Office and has been set up to look at how technology can help ensure efficiency in energy and health.
- District Heating Group - Exeter City Council is working with the University of Exeter, Royal Devon and Exeter NHS Foundation Trust, Devon County Council, and Teignbridge District Council, with support and funding from DECC, to develop the district energy proposals and deliver the aims of Core Strategy Policy CP13: “Decentralised energy networks” where such networks require public sector support.
- Project Boards for strategic projects – Exeter City Council is currently represented (along with DCC) on project boards to develop a new bus station in the City Centre and a park and ride site at Alphington/Ide interchange, in accordance with policy CP9.

- The Teignbridge Urban Extensions Delivery Project Board is a coordinating board responsible for the delivery of various strategic sites within Teignbridge District Council. Exeter City Council is represented on the Board, together with Devon County Council and the Homes and Communities Agency.
- The Green Infrastructure Board champions the delivery of GI in the Exeter & East Devon Growth Point and was established in 2013. It includes member representation from Teignbridge, Exeter and East Devon local authorities, plus officer representation from Devon County Council, Environment Agency, Natural England, Devon Wildlife Trust, and the National Trust.

7.5 Much of the evidence base work to support Exeter's Development Plan has been carried out in partnership with neighbouring authorities:

- Strategic Housing Market Assessment - A joint Strategic Housing Market Assessment (SHMA) has been produced for ECC, EDDC, TDC and MDDC. In August 2013 David Coultie Associates were commissioned to undertake an SHMA update and the final document was published in March 2015.
- Strategic Housing Land Availability Assessment (SHLAA) - On-going cooperation between all those authorities in the Housing Market Area (HMA) in order to establish and follow a common SHLAA methodology.
- Gypsy and Traveller Accommodation Assessment (GTAA) - A joint Gypsy and Traveller Accommodation Assessment was prepared by consultants on behalf of all the Devon Authorities and managed by a multi-agency steering group. 'RRR' consultants were commissioned to undertake a new GTAA for the majority of Devon authorities. The 'Devon Partnership Gypsy and Traveller Accommodation Assessment' was substantially complete by the end of 2014/15 and was published in April 2015.
- Multi Utility Sustainable Infrastructure Strategy (MUSIS) - The Growth Point produced this Strategy which focuses on understanding the utilities market and recognising opportunities for cost savings and alternative approach to utilities provision.
- South West Masterplan – ECC, TDC, and DCC jointly commissioned the South West Exeter Masterplan to provide a framework to guide the future development of a sustainable urban extension to the south west of the city. Exeter City Council has continued to work closely with TDC and DCC to bring forward the South West Alphington Development Brief (which following consultation was adopted in June 2014).
- Habitat Mitigation Joint Approach - The evidence base to support a cross boundary approach to collecting contributions to mitigate impacts on European Sites in accordance with the Habitat Regulations Assessment was completed jointly with Teignbridge District Council and East Devon District Council.
- Community Infrastructure Levy (CIL) - Throughout 2014/15 officers at ECC, DCC, TDC and EDDC continued to work closely together with consultants to ensure a common approach to the governance of CIL expenditure.
- Infrastructure Delivery Plan (IDP) – ECC has worked closely with the duty to cooperate bodies and other infrastructure delivery partners to understand

infrastructure requirements, constraints and plans and to facilitate infrastructure delivery.

- Playing Pitch Strategy – The Strategy is being jointly prepared alongside an East Devon strategy. Sport England, sports bodies and Active Devon are amongst the parties that are actively engaged in the process.
- Devon Local Flood Risk Management Strategy - ECC has worked closely with DCC and the Environment Agency (EA) in developing the Strategy and furthering knowledge of flood risk within Exeter.

7.6 A Duty to Cooperative Protocol has been produced jointly by Devon County Council, Exeter City Council, East Devon District Council, Mid Devon District Council and Teignbridge District Council. The Protocol was adopted by Exeter City Council in April 2014.

7.7 In late November 2014 Exeter City Council, Teignbridge District Council and East Devon District Council formed the Greater Exeter, Greater Devon Partnership and have signed a memorandum of understanding for more joint collaborative working. The Greater Exeter Visioning Board will meet every month to define work priorities of the Group.

7.8 Exeter will continue to work closely with its Growth Point partners and with Devon authorities more widely to ensure scarce resources are used in the most effective and efficient way and to ensure growth is delivered in the most sustainable manner.