

Consultation Statement

1. Introduction

- 1.1 Town and Country Planning (Local Planning) (England) Regulations 2012¹ require a local planning authority, before adopting a supplementary planning document (“SPD”), to prepare a statement setting out:-
- the persons it consulted when preparing the SPD;
 - a summary of the main issues raised by those persons; and
 - how those issues have been addressed in the SPD.
- 1.2 The authority is required to make copies of this statement available as part of the process of seeking representations on the draft SPD.

2. The Sustainable Transport Supplementary Planning Document (SPD)

- 2.1 Exeter City Council is preparing its Local Development Framework (LDF) in accordance with the Planning and Compulsory Purchase Act 2004 (as amended) and the National Planning Policy Framework (NPPF). The LDF is a set of Development Plan Documents (DPDs) and SPDs which provide the spatial strategy for Exeter. Details of the documents and the programme for preparation are set out in the Local Development Scheme (LDS), originally approved by the Council in 2007 and updated in June 2012. This includes the Core Strategy, adopted on 21 February 2012, and a Site Allocations and Development Management DPD which is in the course of preparation.
- 2.2 The NPPF advises that a planning authority may prepare SPDs to help applicants make successful applications or aid infrastructure delivery.
- 2.3 The Exeter Local Plan First Review 1995-2011 was formally adopted by Exeter City Council on 31 March 2005. The Council has ‘saved’ most of the policies of the Local Plan until the document is replaced by the LDF. Together with the Core Strategy, the saved policies in the Local Plan form the statutory land use planning framework for Exeter City, and contain policies to determine planning applications and proposals for specific land uses.
- 2.4 The LDS introduced a proposed Sustainable Transport SPD, and summarised its role and content as being to clarify and amplify Local Plan policy relating to the provision of sustainable transport. Its scope was described as follows:-
- “Identify sustainable transport as including walking, cycling, bus (including park and ride) rail and car clubs.
 - Identify the types of development to which sustainable transport policy will apply.
 - Demonstrate the need for development to provide sustainable transport infrastructure, encourage its use and/or make contributions.

¹ SI 2012 no. 767, regulation 12: <http://www.legislation.gov.uk/uksi/2012/767/contents/made>.

- Provide detail of what the Council will expect to secure in terms of infrastructure and contributions from qualifying developments.
- Refer to the Infrastructure Delivery Plan and provide detailed arrangements for the provision of infrastructure with reference to the Residential Design Guide SPD and masterplans.
- Identify funding mechanisms and timetable for delivery.
- Refer to and amplify Developers Contributions/Infrastructure Delivery SPD.”

3. The Consultation Process

3.1 The consultation process has been undertaken in two stages:-

- Phase 1 – an informal consultation within Exeter City Council, and with relevant officers at Devon County Council as local highway and transport authority. This included a number of meetings. This exercise informed preparation of a draft which was then approved by the Council’s Executive on 2 October 2012 for public consultation.
- Phase 2 – formal public consultation in accordance with the Regulations, for a period exceeding the four weeks required, and ending on 7 December 2012.

3.2 In addition, as part of the screening process as to whether a Strategic Environmental Assessment (SEA) was necessary (under the EU SEA Directive and UK SEA Regulations), the statutory “consultation bodies” namely the Environment Agency, Natural England and English Heritage were consulted. Of these, only Natural England offered detailed comments, agreeing with the Council’s conclusion that SEA was not required.

3.3 The table in Appendix 1 sets out the comments received during Phase 1, and the Council’s response.

3.4 As Phase 2 of the consultation, notice was sent to almost 1000 organisations and individuals, most of whom were on the Council’s consultation database, plus a selection of other people and groups with whom the Council has dealings in relation to transport issues.

3.5 24 responses were received, ranging from comments on a single issue, to a more comprehensive response to the document as a whole. Appendix 2 comprises a table of comments received, and the Council’s response, and Appendix 3 is a revised draft showing textual amendments made as a result of the consultation.

3.6 Many of the comments were detailed and constructive, which explains the large number of minor amendments made to the document.

Exeter City Council
12 March 2013