



Exeter City Council - CIL Partial Review

Background information

Document 1 – November 2022

Three Dragons



Document control sheet	
Project name	Exeter City CIL Partial Review 2022
Project reference	CIL Review
Report title	Background information
Doc ref	Document 1
Date	November 2022
Prepared by	Paul Dunnell, Mark Felgate & Dominic Houston
Reviewed by	Tom Marshall & Lin Cousins
Quality statement	In preparing this report, the authors have followed national and professional standards, acted with objectivity, impartially, without interference and with reference to appropriate available sources of information. No performance-related or contingent fees have been agreed and there is no known conflict of interest in advising the client group.
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Chapter 1 Purpose of the partial review

Context

- 1.1** Exeter City Council was one of the first local authorities in England to introduce CIL. Since its introduction in 2013 over £20m has been collected, which has been used to fund a range of local and strategic infrastructure projects.
- 1.2** CIL is currently charged at different levels per sq/m for different uses and areas as set out in the charging schedule (see appendix A for the current Charging Schedule). The current rates (as indexed for 2021/2022) are as follows:
- Residential - £118.57 per sqm of liable development
 - Purpose built student accommodation - £59.29 per sqm of liable development
 - Out of city centre retail - £185.27 per sqm of liable development
 - All other development - £zero
- 1.3** The rates were subject to a CIL Examination process and the supporting viability evidence at that time was found to be robust and able to demonstrate that retail development (outside the city centre) was the most viable development form, attracting the highest rates, with residential development and purpose built student accommodation also sufficiently viable for a charge but at lower rates to the retail charge. All other development was zero rated for CIL. The Examiner supported Exeter's proposals and the Council agreed the commencement of CIL charging in December 2013.
- 1.4** The Council is currently preparing a new local plan called the Exeter Plan. The timetable for the new local plan would mean that any related CIL review linked to the new Local Plan and its policies would not be in place for at least 10 years after the original introduction of CIL.
- 1.5** During this time, whilst annual indexing of the CIL rates have meant that the rates as agreed in 2013 have kept pace with the market, there has been no adjustment to how they are applied, especially in relation to the types of uses.
- 1.6** The Council recognises that since the CIL was brought in there have been changes and new products in the local property market that were not envisaged when the rates were originally set, where the focus was on edge of settlement house led schemes and to a lesser extent new retail development. In particular, the following development uses have been identified for review:
- Flatted development (for sale) – currently this is included within the standard residential rate. The standard residential rate was largely based on greenfield house led typologies, which at the time was the dominant form of supply and therefore rightly the driver for CIL rates. Since this time as the greenfield sites have been built out there is more reliance on brownfield flatted development to contribute to supply. As this form of development becomes more important the Council need to consider whether the 'all residential' CIL rate is putting at risk delivery of plan policy. Whilst not a viability test, it has been suggested anecdotally that relatively few new build flat led schemes come forward in Exeter and that the CIL rate could be one of the factors effecting delivery.

- Flatted development Build to Rent (BtR) – At the time of the 2013 CIL, BtR was in its infancy in London. Since then it has gained in popularity, first into the larger metropolitan areas such as Greater Manchester and more recently to a wider range of cities and towns. At present BtR would be subject to the standard ‘all residential’ rate. There is at least one BtR example in Exeter and the Council understands that there is a growing interest in this type of development use. As the development model/viability approach is different and the offer is different¹ to traditional sale and standard private rent it is considered that it is a different intended use and therefore reasonable to consider it separately for any potential CIL. Furthermore, due to the different delivery model the resultant land value uplift could potentially be different from traditional sale models, thus providing further evidence to support a differential rate as per para 25 in section 25 PPG², noting this also supports differential rates for flat and co-living schemes.
- Co-living – like BtR, co-living is a new entrant to the Exeter market, with two schemes approved and others coming forward. At present co-living is not considered as residential or purpose built student accommodation (although it does share some characteristics with the latter) and therefore is within the ‘all other development’ types rate of £zero. Given its specific characteristics and acknowledged difference to others types of development it is considered that is reasonable to test as its own ‘intended use’ in terms of CIL charging.
- Purpose built student accommodation (PBSA) – this already has its own rate but at the time it was set there were only limited examples from within Exeter of this form of development. There are now around 11,500 bed spaces within PBSA at the University campus and the wider area and another 1,300 bed spaces in the pipeline³. With around 25,000 students at the University, this suggests that only just under half are within PBSA, so there is still significant scope for future development. This is evidenced by the continuing existence of significant numbers of houses in multiple occupation in the city and the ongoing review of the associated Article 4 Direction. Also, it is understood that outside the University campus the form of student accommodation has changed with a greater level of ‘studio’ as opposed to ‘cluster’ flats coming forward as well as more communal space. Within the University, cluster flats are still preferred, rents are determined by the University rather than the market and there is aspiration for higher building standards. Due to all these changes to the form of development and the more extensive evidence base since the CIL was first sought it is considered appropriate to reconsider the CIL rate as part of this partial review.

1.7 Therefore the Council has decided to move forward with a partial review of CIL rates, specifically related to those areas of change in the local market. This will enable these types of uses to be considered and proposed rates put forward. It is important to note that whilst assumptions will be brought up to date, the primary policy context will be that of the current adopted local plan. The partial review will not preclude or prejudice a full review when account can be taken of new or revised policies within the emerging new Exeter Plan.

Legislative requirements and guidance

1.8 Section 45, para 25, PPG states that “Charging authorities must keep their charging schedules

¹ As recognised by the NPPF, with further guidance in PPG section 60 referencing differences such as 3 year tenancies, with options for the local authority to control this use through S106 – see <https://www.gov.uk/guidance/build-to-rent>

² <https://www.gov.uk/guidance/community-infrastructure-levy#charging-schedules-and-rates> - Paragraph: 025 Reference ID: 25-025-20190901

³ Figures from ECC estimation April 2021

under review and should ensure that levy charges remain appropriate over time. For example, charging schedules should take account of changes in market conditions...Charging authorities may revise their charging schedule in whole or in part. Any revisions must follow the same processes as the preparation, examination, approval and publication of a charging schedule (as specified under the Planning Act 2008, particularly sections 211 to 214 as amended by the Localism Act 2011, and the levy Regulations)."⁴

- 1.9** Therefore, it is acceptable to undertake a partial review of CIL based on the circumstances in respect of specified uses as described para 1.5. It is up to the Council to decide when to undertake any review as this is not prescribed either in law or guidance.
- 1.10** In terms of process the 2019 Regulations removed the requirement to consult on a preliminary draft charging schedule. However, the Council has undertaken stakeholder consultation in respect of the assumptions used to inform the viability testing, with stakeholders who are involved with the forms of development subject to this partial review (see appendix B for further details). There is still the formal requirement to consult on the Draft Charging Schedule, although the form and the time provided to respond to the consultation is up to the local authority as per regulation 16 of the 2010 CIL regulations (as amended).
- 1.11** In respect of setting rates the CIL regulations (14) specify that "In setting rates (including differential rates) in a charging schedule, a charging authority must strike an appropriate balance between:
- (a) the desirability of funding from CIL (in whole or in part) the actual and expected estimated total cost of infrastructure required to support the development of its area, taking into account other actual and expected sources of funding; and
 - (b) the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area."

⁴ PPG Paragraph: 045 Reference ID: 25-045-20190901

Chapter 2 Infrastructure evidence

Context

- 2.1** Charging authorities must identify the total cost of infrastructure they wish to fund wholly or partly through the levy. In doing so, they must consider what additional infrastructure is needed in their area to support development, and what other sources of funding are available, based on appropriate evidence.
- 2.2** Information on the charging authority area's infrastructure needs should be drawn from the infrastructure assessment that was undertaken when preparing the relevant plan (Exeter City Core Strategy) and the CIL charging schedule.
- 2.3** From December 2020, local authorities must publish an infrastructure funding statement, and infrastructure planning information should be drawn from this and other relevant work. This will help the charging authority to identify the infrastructure funding gap and a levy funding target.

Infrastructure funding requirements

- 2.4** The submission of the current charging schedule was accompanied by an Infrastructure Delivery Plan (as updated) to help demonstrate that there was need to raise a CIL to fund infrastructure to support new development. The work prepared for the CIL examination in 2013 identified a funding gap of around £92 million until 2026. During this period, it was estimated that approximately £39m of CIL might be raised with the current rates. Therefore, there was and continues to be a significant infrastructure-funding shortfall, which can only be partially addressed through the CIL.
- 2.5** A more recent review of infrastructure requirements has been undertaken to support this partial review of CIL. This alongside the infrastructure funding statement shows that a large number infrastructure projects continue to require funding. Exeter City Council has updated the Infrastructure Delivery Plan which sets out a list of the infrastructure required in the remaining period up to 2026 and identifies where CIL could be used to provide such funding alongside other sources. The updated Infrastructure Delivery Plan identifies a total cost for infrastructure arising from the Core Strategy, from 2022 until the end of the plan period in 2026 of £180m and a funding gap of £93m. The revised IDP notes that some projects have been delivered, that there are new cost specifications for some projects and that there has been a general increase in costs since the Core Strategy was adopted in 2012. The revised IDP figures include some historic costs indexed to 2022 prices (indexed using BCIS AITPI) and revised costs supplied by service providers. Please see Appendix C for a full list of projects and costs.

Chapter 3 Viability evidence

Approach

- 3.1** As explained in chapter 1 since the Exeter City charging schedule was introduced in 2013, there has been a change in the type and form of residential development likely to come forward in the future in Exeter. The current CIL rates are based on viability research carried out 2011-2013 and have an emphasis on standard for sale housebuilding and retail uses.
- 3.2** The Council has commissioned Three Dragons to carry out research to ascertain whether residential uses should be subject to a differential charge, based on viability and whether PBSA rates are appropriate in terms of the balance to fund infrastructure and viable delivery.
- 3.3** Three Dragons' key findings are that:
- There is viability evidence to support increasing current PBSA rate to £150/sqm
 - The review of delivery and viability found that there is potential for:
 - A new charge of £50/sqm is introduced for co-living schemes
 - A new charge of £50/sqm is introduced for Build to Rent (as defined in NPPF)
 - A new charge of £0/sqm is introduced 'for sale' Flats development (not considered as BtR)
 - The definition within a new charging schedule for 'all residential' development is amended to remove flats and BtR
- 3.4** For further details please see Exeter CIL Partial Review – Document 2 – Viability evidence base.
- 3.5** The other rates that have not been considered as part of this partial review ('residential' for remaining types of development not considered above, 'retail' and 'other' will continue and be indexed as per current regulations.

Potential future CIL receipts

- 3.6** Based on the proposed charging rates set out in para 3.3 and those rates that will continue to be charged (as indexed) and potential housing and other chargeable development delivery⁵, it is estimated that for the remaining plan period (to 2026) Exeter City Council could potentially receive £25m CIL revenue.

⁵ This includes 780 houses, 2,000 PBSA bed spaces, 700 co-living bed spaces, 400 BtR units and 14,000 sqm retail.

Chapter 4 Charging schedule, consultation & examination

Revised charging schedule

- 4.1** The Exeter City CIL revised charging schedule is similar to the current version but following the partial review there are now proposed differential rates for some forms of residential type development, a proposed increase in the rate for PBSA and a new charge for co-living schemes.
- 4.2** Details of the new rates are in the revised draft charging schedule – it is proposed that these new rates would be charged alongside the existing rates (as indexed) for all other forms of residential uses, retail use (as defined) and all other forms of development not specified within the individual rates.

CIL Relief and Exemptions

- 4.3** These would remain the same as for the previous schedule. The regulations provide 100% relief from the levy on those parts of a chargeable development, which are intended to be used for affordable housing as defined in the CIL regulations and custom and self-build housing. A charity landowner can also benefit from full relief of CIL if the building will be used wholly, or mainly, for charitable purposes. Exeter City does not offer discretionary relief from the CIL.

Instalments Policy

- 4.4** This will remain the same as for the current schedule.

Consultation

- 4.5** As set out para 1.9 the Council are required to formally consult on the draft charging schedule. Whilst there is no defined consultation period it is considered that the timeframe should be consistent with other statutory planning policy consultations which allow for 6 weeks.
- 4.6** This consultation seeks your views of Exeter City proposed charging schedule as revised. If you would like to make comments on the schedule please send any comments to:

- TBC
- Please send your comments by TBC
- Hard copies of the consultation documents are available to view at TBC

Examination in Public

- 4.7** Exeter City Council will consider your comments and may amend its proposals in the light of any views expressed or evidence presented. Any comments received together with the Exeter City CIL proposals will be presented to an Examination in Public by an independent Examiner in line with procedures set out in the CIL regulations.

Appendix A – Current Charging Schedule



Community Infrastructure Levy Charging Schedule

Approved on 15 October 2013

Levy Rates

The rates below will generally be levied against the gross internal floor area of all new dwellings (irrespective of size) and all other new development exceeding 100 square metres. There are exemptions for buildings into which people do not normally go and buildings used by charities. Relief is also available for social housing.

Development Use	Levy (per sq m)
Residential (excluding Use Class C2)	£80
Student housing whose occupation is limited by planning permission or planning obligation	£40
Retail (includes Use Classes A1–A5) outside city centre	£125
All other development	£Zero

Charging Zones

Charging Zones are set out in the map below. The Exeter Local Plan First Review City Centre Inset Map provides a more detailed version and is available from www.exeter.gov.uk/planning or the Civic Centre, Paris Street Exeter, EX11JN.

How the Chargeable Amount will be calculated

Where applicable the Council will issue a Liability Notice that states the chargeable amount as soon as possible after the grant of planning permission. The Council will calculate the amount of CIL chargeable to a qualifying development utilising the formulae set out in Parts 5 and 6 of the CIL Regulations. In summary the amount of CIL chargeable will be calculated as follows:

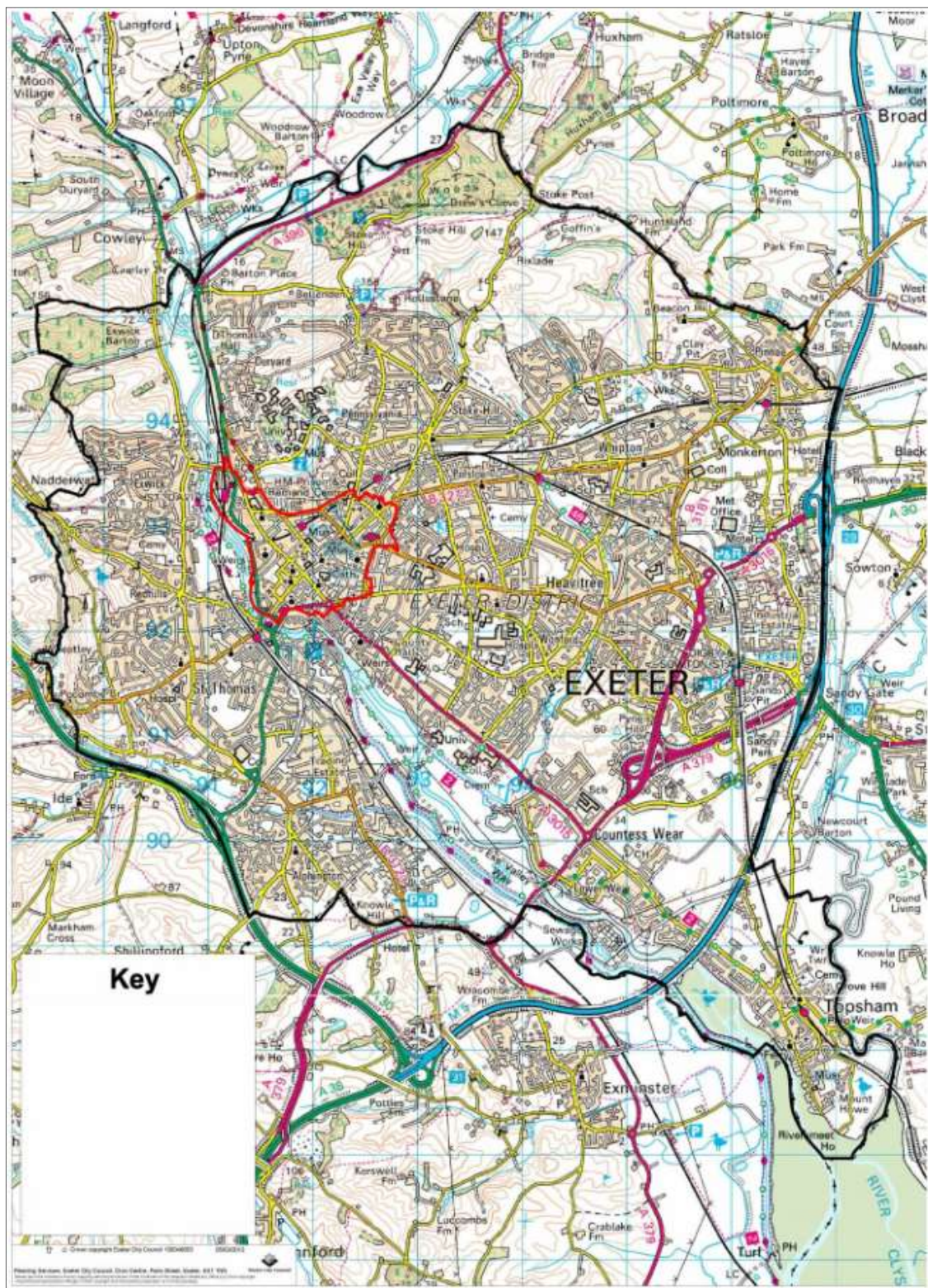
$$\frac{\text{CIL Rate} \times \text{Chargeable Floor Area} \times \text{BCIS Tender Price Index (P)}}{\text{BCIS Tender Price Index (S)}}$$

P = The BCIS Tender Price Index published on 1st November of the year preceding the grant of planning permission

S = The BCIS Tender Price Index published on 1st November of the year preceding Charging Schedule adoption

The Chargeable Floor Area makes allowance for previous development on the site. The net chargeable floor area amounts to the gross internal area of the chargeable development less the gross internal area of any existing buildings that qualify for exemption on the site.

This summary does not take account of every aspect of the CIL Regulations, which are available to view at the Council's website (www.exeter.gov.uk/planning) or at the Civic Centre, Monday to Friday: 08:30 – 17:00.





Community Infrastructure Levy
Charging Schedule

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

October 2013

Appendix B – Consultation February/March 2022

- i. During February and March around 50 organisations were contacted via email with a covering email explaining the partial review of Exeter City Council's CIL. This mixture of developers, land promoters, council departments, agents and the County Council were sent a report outlining the partial review and potential assumptions to be used within the testing including typologies, form of development, values, costs and benchmark land values. Those contacted were invited to comment on the assumptions within a defined set of questions, either through written comments or as part of a telephone/video discussion.
- ii. Eight responses were received, representing a range of organisation, either through a written response or via a video/phone discussion from which notes were taken. Those who responded and a summary of the comments made as well as a response are set out below.
 - Global/Exeter City Futures
 - McLaren Property Ltd (Aspinall Verdi & Turley)
 - Grainger PLC
 - Exeter City Council property
 - Exeter Living
 - Tetrattech
 - McMurdo Client Group (McMurdo Land Planning Development)
 - Burrows Hutchinson

Consultation responses

Q1 – Do you agree with the proposed typologies in terms of their range within in development type and their form in terms of site area, density and storey height?

Q1a – If no to Q1 please suggest an alternative and provide evidence to support your view.

Table B1 – Typology, site size and density

Comment and / or query	Council/Three Dragons response
All – There are no broad locations for the brownfield sites (i.e. central or suburban) and nothing around transport accessibility	It is not considered necessary for this type of study to specify site specific locations.
Flatted – brownfield densities look reasonable but would expected greenfield to be lower and with less storey height	If the site is suitable for lower densities then it is more likely it will come forward as housing.
Flatted – brownfield densities are too high, especially as there is a lack of applications to support.	Agree there limited examples of larger scale flatted development, which is why the council's early work on potential future developers has been used to inform the typologies.

Co-living – recent example (Gladstone Road) has a density of 512 studios per hectare which is lower than typology	The density for co-living has been reviewed, reflecting this comment.
BtR – densities look reasonable	Noted.
BtR – the unit numbers represent the smallest and largest sizes of site that are generally put forward for BtR schemes	Noted.
BtR – there could be an additional typology with a greater number of storeys as this could potentially come forward in Exeter in future years, suggestion of 8 to 12 storey height	An additional typology has been included to reflect this comment.
BtR – not normally a distinction between gross and net site area for BtR schemes – the net area will normally be sufficient to cover footprint and ancillary areas for parking (likely to be more limited in accessible locations) and landscaping	This has been amended for the BtR typologies and for consistency also the flatted typologies to reflect this comment

Q2 – Do you agree with the proposed unit sizes, mix and tenures in terms of their range within in development type?

Q2a – If no to Q2 please suggest an alternative and provide evidence to support your view.

Table B2 – Unit size, mix and tenure

Comment and / or query	Council/Three Dragons response
All – NDSS should be used for the basis of the dwelling sizes for flatted and BtR – transactional data may be biased to a certain size of flat or location	NDSS is used for the basis of the affordable housing unit sizes. It is a standard approach to market data to inform market sizes and has been informed by large number of transactions. As the market values data is based from the same information, these would need adjusting if NDSS was used.
All – flatted and BtR affordable should reflect the same unit sizes and should represent the same mix as the market dwellings	This is a strategic plan wide study and as these are flat only schemes, the average market £/sqm for flats is used (and not further defined by number of bedrooms).
All – the gross to net in terms of floorspace should changed from 85% to 75% to account bin and cycle storage	The 15% allowance for 3 – 5 storeys for non saleable space is considered appropriate and consistent with other similar studies. It is acknowledged that as storey height increases the figure will need to be higher and this is reflected in the increase to 20% for development over 5 storeys.

PBSA – GIA should be c28sqm with NIA for a cluster at c13.5sqm and for a studio c17sqm	Based on a review of recent schemes the testing has used a blended gross floorspace of 32 sqm per bed, which is conservatively above the suggested size.
PBSA units are much smaller than 32 sqm – recent schemes and applications should be used.	Comment misunderstands difference between gross and net and cluster and studio apartments. 32 sqm per bed is a blended gross rate.
PBSA – On-campus schemes undertake for the University will be all cluster flats rather than a mix of studios and cluster.	Testing has used a mix of studios and cluster flats based on the review of recent off-campus schemes.
Co-living – GIA should be c35.5sqm with NIA for a studio c17sqm	Based on a review of recent schemes the testing has used a blended gross floorspace of 35 sqm per bed.
BtR – Unit sizes tend to be a minimum space standard with a mixture of 1 to 3 bed units, presented blended figures maybe a little too high, suggested to use Exmouth Junction as an example mix	Floorspace has been reviewed and are similar to the standard market blended rate – however it accepted that the gross size may need to be adjusted – see below.
BtR - additional allowance of 15% for a 5 story building for non rentable space acceptable (i.e. stairwells, corridors, plant etc), however further allowance required specifically for BtR schemes to account for community space (workspaces, lounge, gamesroom etc), suggested that Exmouth Junction allowances used to inform figure	Application referenced just over 2sqm per unit for 'community space' – for modelling purposes this is rounded to 3sqm per unit, including the affordable discount market rent units.
BtR – Discount market rent more likely to be 1 and 2 bed units	Agreed - the blended rate in a mix of 2 person 1 bed and 4 person 2 bed.

Q3 – Do you agree with the proposed values and underlying assumptions for each of the development types?

Q3a – If no to Q3 please suggest an alternative and provide evidence to support your view.

Table B3 – Values

Comment and / or query	Council/Three Dragons response
Flatted – market values agreed	Noted
Flatted - shared ownership values agreed	Noted
Flatted - First Homes values agreed	Noted
Flatted – rented – no consideration of affordable rent and unclear as to the calculation for social rent	Affordable rent is not sought by Exeter City Council. Further explanation of social rents is provided in the main report.

Flatted – values vary across the city, city wide average is not the right approach.	Whilst values will vary, this is a strategic plan wide assessment and therefore approach is reasonable.
BtR – Presented rent is too high (post assumptions report note – please note that the figure shown for rent per annum at £1,700 in the assumptions report was incorrect, the correct figure was £1,400 per month)	Following further review the rents have been reduced to a blended rate of £1,250 per month, reflecting a wider range of sources including Rightmove, Home and Property Data and are within range of those suggested in the consultation.
BtR – Rent per month assumptions should range from £1,000 for a 1 bed up to around £1,500 per month for a 3 bed, therefore a blended rate of up to £1,400 is acceptable	See above
BtR – The allowance of 22.8% for management, sinking funds and voids is considered to low for an area with no current schemes and therefore limited potential for efficiency – figures between 25% and 27% would be more appropriate	Figure has been adjusted to 26% to reflect comment.
BtR – Capitalisation yield of 4.5% is keen and only about acceptable, though should improve once more established market.	Given the newness of the product in the market the yield has been increased slightly for testing purposes.
PBSA – values of £215 per week too high, £207 per week is more appropriate	Figures used in testing are based on review of rental data.
Co-living – accept that it is difficult to gauge what the rents will be as there are currently no operable schemes in Exeter – however don't think a 30% uplift on PBSA rates is acceptable within the Exeter area, given it is untested – suggest 5 to 10% is used.	Agree it is difficult to establish and have reduced the uplift on PBSA studio value to 10% to reflect the comment.

Q4 – Do you agree with the proposed benchmark land values and underlying assumptions for each of the development types?

Q4a – Are these benchmarks too high for flats, co-living and PBSA?

Q4b – If no to Q4 please suggest an alternative and provide evidence to support your view.

Table B4 – Benchmark land values

Comment and / or query	Council/Three Dragons response
General – recent brownfield land values similar to proposed BLVs.	Noted.
General – greenfield land values can be higher than the BLVs proposed, based on market values rather than EUV plus. However, few transactions so little evidence.	Acknowledge that there will be differences between market values and the EUV + approach used in the study.
BtR specific – no comments received	Noted

PBSA – achieved market values for PBSA sites have been higher than the BLVs suggested, by some margin. Commentary suggested that these higher values achieved have been illustrative of the strong viability of this type of development, with the ability to outbid other uses.	Acknowledge that there will be differences between market values and the EUV + approach used in the study. Strong land bids by PBSA illustrate the value of these schemes.
All – DLUHC values in appropriate as there are so many caveats applied to the values – difficult to form an opinion without further information.	Approach used to setting BLV is within the main report.
All – EUV plus is nonsensical, better to work on a residual valuation basis.	Approach follows the PPG guidance.

Q5 – Do you agree with the development costs outlined for flatted and BtR development types?

Q5a – If no to Q5 please suggest an alternative and provide evidence to support your view.

Table B5 – Costs for flatted and BtR development types

Comment and / or query	Council/Three Dragons response
BtR - build costs rising, don't use the breakdowns used within the assumptions report but a figure of around £200 per sqf for all development costs (including meeting latest building regs Part L, Part S and fire safety) considered appropriate	The proposed figure in the comment is similar to that being used, once the additions have been made to the base BCIS figure.
BtR - professional fees considered too low at 6%, would expect a figure closer to 10%	Professional fees have been increased.
BtR – return considered reasonable	Noted.
BtR – anticipated total build period for 150 units would be around 2 to 3 years, with rents starting after 18 months and fully let within 12 months but depends on the number of blocks constructed.	A slightly more conservative approach is used in the testing to match the standard market flats.
All – Base build costs are incorrect and should be reviewed using Q1 2022.	Build costs are explained further in the main report, with a copy of the figures used within the appendix.
All – plots cost understated at 10% should be 15%.	Plot costs are considered appropriate.
All - professional fees are shown at 6% and 8%, these should be 10% and 12%.	The 6% has been increased to 8% to reflect comments.
All – cost allowances for Part L, Part S and fire safety are too low.	Costs are taken from government impact assessment and considered conservative rather than low.

All - legal fees only mention affordable and first homes – clarification required.	Legal fees of varying rates are included – please see main report for detail.
All – given risks associated with rising material and financial costs developer return should be 20% GDV on the market flats. Agreed that 6% GDV affordable units is appropriate.	Whilst it is accepted that materials have increased, values have increased at a faster rate and therefore there is not an increased risk on this basis.
All – 3% GDV for sales and marketing reasonable on large sites, but maybe insufficient on small sites	Noted – a standard figure is used for costs and values.
All – no allowance for biodiversity net gain	There is an allowance for biodiversity net gain please see main report for details.

Q6 – Do you agree with the development costs outlined for PBSA and co-living development types?

Q6a – If no to Q6 please suggest an alternative and provide evidence to support your view.

Table B6 – Costs for PBSA and co-living development types

Comment and / or query	Council/Three Dragons response
PBSA – university schemes now proposed to have higher fire safety and building standard (Passivhaus) than required by policy. Otherwise, no comment	Noted
All – Base build costs are incorrect and should be reviewed using Q1 2022.	Build costs are explained further in the main report, with a copy of the figures used within the appendix.
All – plots cost understated at 10% should be 15%.	Plot costs are considered appropriate.
Professional fees are shown at 6% and 8%, these should be 10% and 12%.	The 6% has been increased to 8% to reflect comments.
PBSA– Base build costs are incorrect	Build costs are explained further in the main report, with a copy of the figures used within the appendix.
Co-living – agree that it is difficult to provide costs for co-living, given the lack of data.	Noted.
Co-living – no mention of operating costs – would expect to see c.25%	This is set out in the main report.

Table B7 – Other comments

Comment and / or query	Council/Three Dragons response
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Would like to see flexibility built into the charging schedule to allow negotiations on the CIL rate owing to the unique models that BtR, PBSA and co-living present	This is a misunderstanding of how CIL operates – it is a non-negotiable rate with limited opportunity to change once set. However it agreed that BtR and co-living are new models of delivery and thus any rate setting should be cautious to take this into account.
Setting a CIL rate in advance of the local plan review is mis guided	Please see this paper as to why there is a partial review of CIL.
Supports a lower CIL rate for flats on the basis that this type of development is less viable and harder to bring forward for development.	Please see main report for viability assessments of flatted typologies
CIL should incorporate all the 's106' requirements to simplify the process	Noted.

Appendix C – Revised Infrastructure Delivery Plan

Notes:

- This revised Exeter Infrastructure Delivery Plan (IDP) is based on the Exeter Infrastructure Delivery Plan of August 2011 which supported the Exeter Core Strategy adopted 2012
- The major infrastructure providers have assisted the Council in identifying which items of infrastructure that were identified in 2011 are outstanding
- As to be expected infrastructure needs have changed over the period since 2011 and where infrastructure has been brought forward or is no longer required these have been omitted from this revised version, therefore there will gaps in the numbering
- Exeter City Council is currently preparing a local plan which will replace the Core Strategy – the 'new' Exeter Plan will require a range of supporting infrastructure, however this revised IDP has not sought to include infrastructure items that support the new local plan as it is based on the current Core Strategy – however there will be some infrastructure requirements that are likely to cross over as some policies and remaining parts of allocations may be common to both the Core Strategy and the new Exeter Plan
- Some infrastructure items are population/household driven and therefore as development will continue to come forward under the current Core Strategy these requirements will continue - we have not sought to add these to the infrastructure costs, so any funding gap is likely to be higher than set out in this report
- The update does not seek to alter any criticality ratings – prioritisation will be for the new local plan evidence base to consider
- The order and the item numbering has not been altered to enable ease of reference back to the original IDP
- Costs are shown as originally set out, unless specified as an update - in all cases the final total and funding gap is an adjusted figure that has taken into account inflation using the BCIS AITPI indexing

The table below lists the infrastructure items. The ratings are:

- **Critical:** Identifies those items that are vital to bring forward development and to which there is no easily identifiable alternative
- **Essential:** Items are very important but alternative infrastructure and policy approaches could be put in place
- **Desirable:** Items are those that add to the quality of a place - either in terms of functionality or attractiveness as a place to live

Item	Area/strategic site	Infrastructure need and outcome/impact	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery/risk/mitigation
1.	Transport						
1.2	Monkerton/ Hill Barton	<p>Enhanced Public Transport Route between Cranbrook, City Centre and new development to the southwest together with wider public transport accessibility.</p> <p>Providing critical, high quality public transport links between the city centre and major strategic development proposals to the east and south west of the city (Monkerton, Cranbrook, and Alphington). Services will be sufficient to provide for a step change in the level of public transport use within the area, enabling development to be accommodated without unacceptable impacts on air quality, the environment, and reliability of journey time.</p> <p>Key strategic infrastructure requirement in CS, reflected in policy CP9 (Strategic Transport Measures) and CP19 (strategic site infrastructure requirements).</p>	DCC, ECC, EDDC, Bus operators, Rail industry, Developers	£2.5m Remaining: £0.5m	Developer contribution (Monkerton area development)	2011 – 2021 Station for Monkerton still outstanding. See 1.6 below. Other items mainly delivered.	<p>Critical</p> <p><u>Medium risk:</u> contributions not yet secured.</p>

Item	Area/strategic site	Infrastructure need and outcome/impact	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery/risk/mitigation
1.5	Monkerton/ Hill Barton	<p>M5 Junction 29 improvements</p> <p>To accommodate strategic development proposals to the east of the city without significantly impairing the function of the strategic highway network (M5 and A30) or constraining public transport accessibility.</p> <p><i>Policy CP9 (Strategic Transport Measures)</i></p>	DCC, Highways Agency	<p>£14.45m</p> <p>Funded: £14.44m</p> <p>Remaining: £0.006m</p>	<p>DfT central Government</p> <p>£10.4m / Developer Contributions</p> <p>£4m from Skypark/Science Park (DCC contribution of £2m until s106 income received)</p>	<p>2011 – 2016</p> <p>Mainly completed</p> <p>Now mainly complete except Moor Lane r'bout walking/cycling route.</p>	<p>Critical</p> <p><u>Nil risk</u>: major Scheme bid approved by DfT and now mainly complete.</p>

Item	Area/strategic site	Infrastructure need and outcome/impact	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery/risk/mitigation
1.6	Monkerton/ Hill Barton	<p>New railway station at Met Office on Exmouth to Exeter line.</p> <p>Part of an area wide enhancement of the local rail network delivering a sustainable modal shift from existing and new residential and employment development proposals, thus reducing the impacts of such development on the constrained highway network and optimising the capacity of the existing transport networks in the Exeter area .</p> <p><i>Policy CP9 (Strategic Transport Measures) and CP19 (Newcourt strategic site infrastructure requirements).</i></p>	DCC, ECC, Network Rail, First Great Western, Developers.	<p>£15m +</p> <p>Remaining:</p> <p>At least c. £11m (based on Marsh Barton costs); may be more as additional passing loop/signalling on line required</p>	LTP, DfT central Government, Developer Contributions	<p>2026 – 2031</p> <p>Not delivered - cost is 2022 based.</p>	<p>Essential</p> <p>High risk: feasibility assessment underway as part of 'Devon Metro' work. Selective dualling and resignalling would be required.</p> <p>No agreement from Network Rail or First Great Western to establishment of new rail station at Met Office although new station is now referred to in Network Rail's 'Rail Utilisation Strategy'.</p> <p>Land will need to be identified in the Monkerton and Hill Barton area.</p>

Item	Area/strategic site	Infrastructure need and outcome/impact	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery/risk/mitigation
1.10	Newcourt	<p>Second new all-movement junction onto the A379 (replacing existing left in, left out Sandy Park access).</p> <p>Significantly complete. Some Newcourt parcels to be developed (St Bridgets and N of St Bridgets) and need for a link from the hotel to Old Rydon Road/A379; plus pedestrian underpass/bridge to Newcourt station.</p> <p><i>To mitigate development impacts of Newcourt and serve development east of the railway line.</i></p>	DCC, ECC, Developers, Highways Agency	<p>£0.75m</p> <p>Remaining: £0.75m</p>	Developer funded (primarily Newcourt area developments)	<p>2016 – 2026</p> <p>Partially complete</p>	<p>Critical</p> <p><u>Low/Med risk:</u> some s106 obligations agreed.</p>
1.13	Newcourt	<p>Package of high quality walking and cycling routes within development</p> <p>Linking to surrounding employment areas and City Centre (see also 1.31).</p> <p>Promotes sustainable transport modes, catering for a modal shift and reducing dependency on private car travel.</p> <p>Extends the network of walking and cycling routes within Exeter, enhancing pedestrian links to key centres and employment destinations</p> <p><i>Policy CP9 (Strategic Transport Measures) and CS Para. 12.11</i></p>	DCC, ECC, EDDC, Sustrans	See 1.29	Developer funded (primarily Newcourt area developments)	<p>2016 – 2026</p> <p>See 1.29</p>	<p>Essential</p> <p><u>Low risk:</u> accepted as integral to new development and strong commitment through Green Infrastructure Strategy. Internal links will need to be linked to external cycle connections. New bridge delivered as part of A379 junction (see 1.10)</p>

Item	Area/strategic site	Infrastructure need and outcome/impact	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery/risk/mitigation
1.14	Newcourt	<p>Package of public transport services and improvements</p> <p>Providing quality public transport links between Newcourt and central parts of the city.</p> <p>Complemented by rail improvements, services will be sufficient to provide for a step change in the level of public transport use within the area, allowing development to be accommodated without negative impacts on accessibility, air quality, the environment, and reliability of journey time.</p> <p>Partly delivered, some remaining measures e.g. bus gate outstanding</p> <p><i>Policy CP9 (Strategic Transport Measures) and CP19 (Newcourt strategic site infrastructure requirements).</i></p>	DCC, ECC, Bus operators	<p>£2.5m</p> <p>Funded: £2m</p> <p>Remaining: £0.5m</p>	LTP3 (design and feasibility work), Developer Contributions , (Newcourt developments - £2m already secured)	2016 – 2026 Partly delivered	<p>Essential</p> <p><u>Medium Risk:</u></p>

Item	Area/strategic site	Infrastructure need and outcome/impact	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery/risk/mitigation
1.16	Alphington	<p>Package of high quality walking and cycling routes within development</p> <p>Linking to surrounding employment areas and City Centre (see also 1.31).</p> <p>Promotes sustainable transport modes, catering for a modal shift and reducing dependency on private car travel.</p> <p>Strengthens the strategic footpath and cycle links between the City Centre and the south west of the city, encouraging the use of sustainable transport modes.</p> <p><i>Policy CP9 (Strategic Transport Measures) and CS Para. 12.22</i></p>	DCC, ECC	See 1.29	Developer Funded	2011 – 2021 See 1.29	<p>Essential</p> <p>Low risk - Accepted as integral to new development and strong commitment through Green Infrastructure Strategy.</p> <p>Internal links will need to be linked to external cycle connections.</p>
1.17	Alphington	<p>Highway improvements to Alphington Road Corridor.</p> <p>To increase capacity to accommodate additional development traffic and maintain accessibility for the west of the urban area into the city centre – managing congestion and improving air quality.</p> <p><i>Policy CP9 (Strategic Transport Measures) and CP19 (Alphington strategic site infrastructure requirements).</i></p>	DCC, ECC	£1.3m Remaining: £0.6m	£700K - LTP3 £600K - Developer Contributions (Haven Banks/Quays and Water Lane development)	2011 – 2016	<p>Critical</p> <p><u>Low risk</u> – Most of Alphington Road (Sainsbury's end) works are near completion, funded by LTP. There are remaining improvements at Haven Road junction (approx. £600K).</p>

Item	Area/strategic site	Infrastructure need and outcome/impact	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery/risk/mitigation
1.18	Alphington	<p>Additional buses to extend local bus routes to serve new development (500 dwellings)</p> <p>To help deliver the necessary modal split for the urban extension to the south west and minimise traffic impacts on the congested Alphington Road corridor.</p> <p><i>Policy CP9 (Strategic Transport Measures) and CP19 (Alphington strategic site infrastructure requirements).</i></p>	DCC, ECC Bus operators	£0.88m Remaining: £0.88m	Developer funded (Alphington development)	2011-2016	<p>Critical</p> <p><u>Low Risk</u> - Accepted as integral to new development and there are existing bus routes in the area which can be extended</p>
1.21	West of Exeter	<p>Park and Ride site to the west of Exeter A30 for 780-spaces.</p> <p>Maintaining accessibility from the west of the urban area into the city centre – reducing congestion, prioritising public transport and improving air quality.</p> <p><i>Policy CP9 (Strategic Transport Measures)</i></p>	DCC, ECC, National Express, Stagecoach	£8m Remaining: £8m	LTP3, Developer Contributions (potential CIL)	2006-2016	<p>Critical</p> <p><u>Medium risk</u> – Public consultation was held in November 2008 and following the completion of technical design work the scheme was submitted to members. However, planning permission was not granted and DCC are currently working on a revised scheme.</p>

Item	Area/strategic site	Infrastructure need and outcome/impact	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery/risk/mitigation
1.22	Pinhoe Area	<p>New Highway link between Harrington Lane and Exhibition Way</p> <p>To accommodate growth planned in the Pinhoe area and ensure impacts on the existing network are acceptable – allowing for essential traffic management on Chancel Lane and at the double mini roundabouts</p> <p><i>Policy CP9 (Strategic Transport Measures).</i></p> <p>Note: Project amended because of village green impact on highway element. Highway element no longer being progressed but walking/cycling bridge proposed & package of measures for Pinhoe/Beacon Heath. Project merge with 1.23 below.</p>	DCC, ECC, Network Rail, Developers	see 1.23 below)	Developer funded (Pinhoe developments)	2011-2016.	<p>Critical</p> <p><u>Medium Risk</u> – Needs ECC land at southern end and for developers at Pinhoe Quarry and Ibstock brickworks to deliver link road</p>
1.23	Pinhoe Area	<p>New pedestrian cycle bridge</p> <p>Widening of carriageway on railway bridge for new link road between Harrington Lane and Exhibition Way (see 1.21 above) means alternative safe access over the railway is needed for pedestrians and cyclists.</p> <p><i>Policy CP9 (Strategic Transport Measures).</i></p> <p>Note: Project amended because of village green impact on highway element but walking/cycling bridge proposed & package of measures for Pinhoe/Beacon Heath. Project merge with 1.22 above.</p>	DCC, ECC, Network Rail, Developers	<p>£0.75m</p> <p>Funded: £0.425m</p> <p>Remaining: £0.325m</p>	Developer contributions (Pinhoe developments) LTP3	2011-2016	<p>Essential</p> <p><u>Medium Risk</u> – would need liaison with Network Rail to obtain easement for additional crossing, which would need to take into account any future electrification plans</p>

Item	Area/strategic site	Infrastructure need and outcome/impact	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery/risk/mitigation
1.24	Pinhoe Area	<p>Additional bus to extend local bus routes to serve new development</p> <p>To help deliver the necessary modal split for sustainable travel modes to minimise traffic impacts on Pinhoe Road and Beacon Lane.</p> <p><i>Policy CP9 (Strategic Transport Measures).</i></p>	DCC, ECC, Stagecoach	Unknown	Developer funded (Pinhoe developments)	2011-2016 Much of Pinhoe development already delivered	<p>Essential</p> <p><u>Low Risk</u> - Accepted as integral to new development and there are existing bus routes in the area which can be extended</p>
1.25	North of Exeter	<p>New modal interchange facilities to improve traffic movements within Exeter and from the north (i.e. Crediton and Tiverton)</p> <p>To maintain accessibility from the north of the urban area into the city centre – reducing congestion, prioritising public transport and improving air quality.</p> <p><i>Policy CP9 (Strategic Transport Measures)</i></p>	DCC, ECC/ MDDC, Stagecoach	Around £1m Remaining: £1m	LTP3, Developer Contribution/ Developer Funded (potential CIL)	2016 – 2026	<p>Essential</p> <p><u>High Risk</u> – No site identified yet. Further assessment of costs required.</p>
1.27	City Centre	<p>Public Realm and Traffic Management Enhancements</p> <p>To support aims for a vital and viable city centre, offering a positive experience to the visitor and supporting a low carbon strategy by reducing through traffic and improving conditions for pedestrians, cyclists and buses.</p> <p><i>Policy CP9 (Strategic Transport Measures)</i></p>	DCC, ECC, Stagecoach	£5m Funded: £3.07m Remaining: £1.93m	DCC (LTP3), ECC, Developer Contributions	2011 – 2021 Ongoing	<p>Critical</p> <p><u>Low/Medium risk</u> – analysis is being progressed to inform a traffic management strategy to deal with reassigned traffic.</p>

Item	Area/strategic site	Infrastructure need and outcome/impact	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery/risk/mitigation
1.28	City Wide	<p>Improvements to railway stations, including</p> <p>Enhancing strategic transport interchanges to deliver a step change in the level of public transport use in the city – enhancing the convenience and journey time reliability of using public transport for a range of journey purposes.</p> <p>Note: Exeter St Davids, St Thomas step free access and Polsloe Bridge step free access still outstanding.</p>	Network Rail, First Great Western, South West Trains, ECC, DCC	c£1.5m Remaining: £1.5m	National Station Improvement Programme (DfT through Network Rail), First Great Western	2006 – 2026 Partial delivery	<p><u>St Davids and Central: Essential</u></p> <p><u>Medium risk</u> – negotiations are ongoing, however, agreement regarding works, phasing and costs has not been reached.</p> <p><u>St James' Park: Desirable</u></p> <p><u>High risk</u> - Further Assessment required as part of 'Devon Metro' work. No agreement from Network Rail or South West Trains</p>

Item	Area/strategic site	Infrastructure need and outcome/impact	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery/risk/mitigation
1.29	City Wide	<p>Exeter Area Pedestrian and Cycling Infrastructure Package.</p> <p>Promotes sustainable transport modes, catering for a modal shift and reducing dependency on private car travel. Enabling optimal use of the existing road network.</p> <p>Improvements relate to schemes identified in the Exeter Cycling and Walking Strategies, including a new strategic footpath and cycle link between the City Centre and development in the east (£2m)</p> <p><i>Policy CP9 (Strategic Transport Measures)</i></p> <p>Note: Individual site pedestrian and cycling infrastructure is combined into an Exeter-wide strategy. The remaining funding is a proportion of the total package based on sites from the Core Strategy that have yet to come forward.</p>	DCC ECC EDDC TDC Sustrans	<p>£50m (£21m)</p> <p>Funded: £2.7m</p> <p>Remaining: £18.3m</p>	Developer Contributions Government funding	2006 – 2026 Costs as at 2022	<p>Essential</p> <p><u>Medium risk</u> – Exact improvements, routes and costs need to be established, but the Green Infrastructure Strategy and Monkerton and Hill Barton Masterplan supports the provision of sustainable movement networks.</p> <p>Firm relationship with pedestrian and cycling infrastructure provision.</p>

Item	Area/strategic site	Infrastructure need and outcome/impact	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery/risk/mitigation
1.3	City Wide	<p>Bus Service upgrades and enhancements (e.g. Smartcard ticketing and bus priority measures).</p> <p>Promotes sustainable transport modes by making bus-based public transport more effective across the city. Helps to secure lower car based trip rates from existing and new development.</p> <p><i>Policy CP9 (Strategic Transport Measures) Policy CP11 (Pollution)</i></p> <p>Note: Some upgrades outstanding – e.g. travel platform</p>	DCC, Stagecoach	<p>£0.35m</p> <p>Funded: £0.325m</p> <p>Remaining: £0.025m</p>	LTP3, DfT, (central Government grants/ funding) Developer funding (potential CIL)	2011-2026 Partial delivery	<p>Essential</p> <p><u>Low/Medium</u> – minor infrastructure improvements can be delivered through LTP/ developer funding.</p>
1.31	City Wide	<p>Upgrade of bus fleet</p> <p>Tackles air quality issues associated with buses which have a disproportionate impact on NO2 / PM10 levels in the city.</p> <p><i>Policy CP9 (Strategic Transport Measures) Policy CP11 (Pollution)</i></p> <p>Note: Some upgrades outstanding – e.g. electric bus fleet for local journeys.</p>	DCC, Stagecoach	<p>£10m</p> <p>Funded: £9m</p> <p>Remaining: £1m</p>	LTP3, DfT, (central Government grants/ funding) Developer funding (potential CIL)	2016-2026	<p>Essential</p> <p><u>Medium</u></p>

Item	Area/strategic site	Infrastructure need and outcome/impact	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery/risk/mitigation
2.	Education, Children and Young People						
2.5	Newcourt	<p>Primary Schools: 2 x 420-place (1.9ha sites) including 52 place nursery provision at each school.</p> <p>To provide primary education that is close / walking distance to the pupils living in the Newcourt urban extension.</p> <p><i>Policy CP19 (Newcourt strategic site infrastructure requirements)</i></p>	DCC, ECC Developers	£12m approx.. (2008 prices) plus land. Remaining : £9m for 1 school. Plus land	Developer Contributions (S106/CIL)	<p>Primary School 1: 2011-2016</p> <p>Primary School 2: 2016-2021</p> <p>7</p> <p>1 delivered and 1 outstanding. Cost 2022 based</p>	<p>Critical</p> <p><u>Low risk</u> – funding should follow pupil numbers but will need transitional funding (funding contribution formula well established). Indicative sites identified by masterplanning,</p>
2.6	Alphington (Based on 500 homes in Exeter)	<p>Primary school provision to serve urban extension</p> <p>500 homes in Exeter may generate approx. 125 primary age pupils.</p> <p>It is expected that provision will be made within Teignbridge District to the south west of Exeter and that developer contributions will be invested there. However, a site for 210 primary school (1.2 ha) may be required if infrastructure cannot be delivered in Teignbridge – to meet educational needs of primary-age pupils arising from the Alphington extension</p> <p><i>Policy CP19 (Alphington strategic site infrastructure requirements)</i></p>	DCC, ECC, TDC	c£2.5m Remaining : £2.5m	Developer Contributions (S106/CIL)	2016 – 2021 Being delivered with forward funding, repayable costs per dwelling. Figure is 2017 based	<p>Critical</p> <p><u>Medium</u> – funding should follow pupil numbers but will need transitional funding (funding contribution formula well established).</p>

Item	Area/strategic site	Infrastructure need and outcome/impact	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery/risk/mitigation
2.7	Alphington (Based on 500 homes in Exeter)	<p>Secondary school provision to serve urban extension</p> <p>500 homes in Exeter may generate approx 75 secondary age pupils. It is anticipated that enhancements to existing local school facilities will be able to accommodate this need.</p> <p>If development comes forward adjacent to Alphington in Teignbridge district, a new secondary school may, subsequently, be required.</p> <p><i>Policy CP19 (Alphington strategic site infrastructure requirements)</i></p>	DCC, ECC, TDC	c£1.27m Remaining : £1.27m	Developer Contributions (S106/CIL)	2016-2021 Being delivered with forward funding, repayable costs per dwelling. Figure is 2017 based	<p>Critical</p> <p><u>Low/Medium</u> – funding should follow pupil numbers but will need transitional funding (funding contribution formula well established).</p>
2.9	Rest of Exeter – Water Lane Area	<p>Primary School provision to serve water lane regeneration area</p> <p>800 homes may generate approx. 200 primary pupils.</p> <p>Provision may come in the form of a new school or enhancements to existing schools.</p> <p><i>Policy CP10 (Meeting Community Needs)</i></p>	DCC, ECC, Developers	£2.9m approx. ¹² Remaining : £5.8m	Developer Contributions (S106/CIL)	2016-2026 Still outstanding. Revised figure is 2022 based	<p>Critical</p> <p><u>Low / Medium risk</u> – funding should follow pupil numbers but will need transitional funding (funding formula well established).</p>

Item	Area/strategic site	Infrastructure need	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery /risk/mitigation
4.1	Monkerton / Hill Barton /Pinhoe	Provision of a new community building to serve Pinhoe, Monkerton/Bill Barton. Including library provision, health outreach, café, meeting space, work hub space and changing rooms.	Community, ECC, Developers	£2m	Developer Contributions (S106/CIL), community fund raising, other grants	2022 - 2026	Essential <u>Medium risk.</u> Business case produced.
4.3	Alphington	Expansion of library provision serving West Exe area and Alphington Combined facility at SWE as part of new community building	DCC, ECC, Developers	c£0m Remaining : £0m	Developer Contributions (S106/CIL)	2016-2021	Essential <u>Medium risk</u>
4.7	City Wide	Archive storage for archaeological remains with capacity for with public access	Developers ECC, DCC, and Devon-wide local authorities	c£0.05m Remaining : £0.05m	Developer Contributions (s106/CIL)	2011-2026	Essential <u>Medium risk</u> – identification and procurement of additional storage capacity required.

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Item	Area/strategic site	Infrastructure need	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery /risk/mitigation
5.1	Monkerton / Hill Barton, Newcourt and Alphington	Decentralised and renewable or low-carbon infrastructure to create low or zero carbon urban extensions. Greatest potential is for Combined Heat and Power (CHP).	ECC, DCC, Ofgem, RDA, Energy Service Companies	Not Known 17	Private Companies, Allowable solutions, Low Carbon Infrastructure Fund	2011 – 2026	Critical <u>Medium risk</u> – Costs of infrastructure provision are very high. Uncertainty regarding ‘allowable solutions’ to meet zero carbon standards.
5.2	East of Exeter	New Sewerage and Treatment Capacity To serve developments to the east of Exeter	SWW	Not Known	Water Charges	2011-2016	Critical <u>Medium risk</u> – Planning permission already granted and water charge increase included in SWW Business Plan. But, land ownership not yet secured.
5.3	Countess Weir Improvements	Investment to Improve capacity of existing sewage treatment works.	SWW	Not known	Water Charges	2011-2021	Critical <u>Low risk</u> – Water charge increase included in SWW Business Plan

Item	Area/strategic site	Infrastructure need	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery /risk/mitigation
5.4	Eastern side of Exeter (Newcourt, Monkerton/Hill Barton)	Water supply distribution (New Trunk Mains) and sewage infrastructure.	SWW, Developers	Not known	SWW capital funding stream	2011-2021	Critical <u>Low risk</u> – Developers are aware of requirements and funding system well established.
5.5	City Centre and South West of City	New Cable circuits across City from Haven Road ('Primary' sub-station) to Sowton Industrial Estate (Primary sub-station) OR a new overhead tower line to the south of the city to Water Lane.	National Grid	Not known	Costs recovered from developers in accordance with 'Statement of Connection Charging Methodology'	2011-2016	Critical <u>Low risk</u> – Distribution license requires connections to be provided for all new customers and develop/reinforcement of infrastructure accordingly.
5.6	Eastern side of Exeter	Installation of additional equipment at existing National Grid 'Primary' substations at Countess Wear and Sowton Industrial Estate or the establishment of a new substation site	National Grid	Not known	Costs recovered from developers in accordance with 'Statement of Connection Charging Methodology'	2016-2021	Critical <u>Low risk</u> – Distribution license requires connections to be provided for all new customers and develop / reinforcement of infrastructure accordingly.

Item	Area/strategic site	Infrastructure need	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery /risk/mitigation
6.	Health						
6.1	Eastern side of Exeter: Newcourt	Primary Care provision to serve new population	Devon CCG, DCC, Developers	£1.3m Potentially plus land Remaining : £1.3m	Development	2011 – 2026	Critical <u>Medium risk</u> – Establish funding mechanism
6.2	Monkerton / Hill Barton	Primary Care provision to serve new population	Devon CCG, DCC, Developers	£1m Potentially plus land Remaining : £1m	Development . NHS	2011 - 26	Critical <u>Medium Risk</u> – Establish funding mechanism
6.3	Alphington	Primary Care Premises to serve new population	DPCT, DCC, Developers	£0.192m Remaining : £0.192m	Development . NHS	2011 – 2026 Being delivered with forward funding, repayable costs per dwelling. Figure is 2017 based	Critical <u>Medium risk</u> – Establish funding mechanism.
6.4	Central Exeter	Extensions to existing practices or possible one new practice	Devon CCG, DCC, Developers	£2m	Development . NHS	2011 - 2026	Critical <u>Medium risk</u> – Extensions to existing practices could occur without new site being identified However requirement needs to be confirmed

Item	Area/strategic site	Infrastructure need	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery /risk/mitigation
6.5	Rest of Exeter	Potential refurbishment or additional provision city wide	RD&E, Devon CCG, DCC.	Unknown	NHS, Developer Contributions	2011 – 2016 Unclear as to whether there is still need.	Essential <u>High risk</u> – requirements still to be determined in detail.
6.6	Rest of Exeter	Two new 50 bed extra-care housing schemes. Both facilities need to be proximal to other services and shops.	ECC's, HCA, DCC, Developers	Unknown	HCA, DCC, Department of Health, RP borrowing, Mixed tenure, Developer Contributions	2010 – 2027	Essential <u>Medium risk</u> – identification of appropriate sites is necessary. Facilities are necessary to serve both existing needs those generated by new housing development.

Item	Area/strategic site	Infrastructure need	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery /risk/mitigation
7.	Sport, Recreation and Culture						
7.1	Undetermined 21	Sports Hall (4 badminton size sports hall)	ECC, Developers.	£2.7m Remaining : £2.7m	Developers Contributions S106, CIL	2011 – 2026	Desirable <u>Medium risk</u> – Site to be identified.

Item	Area/strategic site	Infrastructure need	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery /risk/mitigation
21 Whilst much of the demand arises from development to the Eastern side of Exeter, the most sustainable location may be within the existing urban area							
8.	Green Infrastructure (GI)						
8.1	Eastern side of Exeter; Monkerton/ Hill Barton	GI route running through site and linking into existing GI To contribute to the sustainable movement network and to enhance the biodiversity network	ECC, Developers	Direct provision	Developers (S106, CIL)	2011 – 2026	Critical <u>Medium risk</u> – Land availability challenges.
8.3	Eastern side of Exeter: Newcourt	Provision of pedestrian and cycle bridge over railway. To contribute to the sustainable movement network and to enhance the biodiversity network See also 1.13 and Newcourt Masterplan	ECC, DCC Developers	See 2.9 above	Developers (S106, CIL)	2011 -2026 See 2.9 above	Critical <u>Medium risk</u>
8.5	North of City	Develop walking, cycling and horse riding links to north of City Extending Exe Valley Trail	ECC, DCC, EDDC, Natural England	See 2.9	DCC, Developer Contributions	2006 – 2026 See 2.9	Desirable <u>Medium</u> – Phase Two Green Infrastructure work will establish costs and phasing.
8.6	Rest of City	Allotments	ECC	Approx £315K For allots. 23 Remaining : £0.315m	ECC, Developer Contributions	2006 – 2026	Essential <u>Medium</u> – Land availability challenges.

Item	Area/strategic site	Infrastructure need	Key partners in provision	Cost	Funding sources	Timetable	Criticality/delivery /risk/mitigation
9.	Avoiding Harm to Natura 2000 Sites and Ramsar Sites						
9.1	City wide (and into Teignbridge and East Devon District Councils)	Measures to avoid harm to the Exe Estuary Special Protection Area (SPA) and Ramsar site, The East Devon Pebblebed Heaths SPA and Special Area of Conservation (SAC) and the Dawlish Warren SAC	Natural England TDC EDDC DCC	c£2.9m Remaining : £2.9m £1035.23 per dwelling / £1359.51 per dwelling	Developers (CIL)	2011 - 2026 Based on 2022 costs	Critical <u>Low Risk:</u> Delivered jointly through the South East Devon Habitats Mitigation Strategy and Joint Committee covering Exeter, East Devon and Teignbridge. Implementation team established and operating to deliver.
Total infrastructure cost including adjustment for inflation			£180m				
Total funding gap including adjustment for inflation			£93m				