# Water Lane:

# A Liveable Waterside Community

## Outline Planning Application

Planning, Design, & Access Statement
(Incorporating Green Infrastructure &
Designing Out Crime Statements)

August 2023

Cilldara Group

Water Lane DMC

nash partnership

GREENHALGH
Landscape Architecture

Stantec

3ADAPT

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■ ARCHITECTURE ■ HERITAGE ■ PLANNING ■ PLACEMAKING ■

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# CONTENTS

1

# Executive Summary

# EXECUTIVE SUMMARY

## Introduction

1.1 This document is prepared by Nash Partnership for the client, Water Lane Development Management Company (WLDMC). The project team includes;

- Nash Partnership - placemaking and planning consultancy,
- Greenhalgh Landscape Architecture - landscape and public realm design,
- Stantec - transport, utilities, energy, acoustics, air quality, flood risk and drainage,
- G&J Geoenvironmental Consultants – ground conditions,
- Oakford Archaeology – heritage,
- Inform Consulting Engineers – lighting,
- David Hawes (DHUD) – Urban Design/Toolkit for Future Placemaking in Exeter,
- 3ADAPT - sustainability & energy,
- Richard Green Ecology - ecology
- Ruskin Tree Consultancy - arboriculture
- KOR - community and stakeholder engagement strategy.

1.2 The application site sits between Water Lane and the mainline railway, partly fronting on to Exeter Canal. It is currently occupied by industrial shed-style buildings, yards, open storage and associated structures and is partly disused, with much of the site having a dilapidated appearance.

1.3 The site presents the opportunity to form part of a new waterside neighbourhood, integrated with development of adjoining land, that enhances and animates the canalside, is connected to the River Valley Park, enhances space for nature, safeguards the setting of heritage assets beyond the site and enables sustainable living.

1.4 It also presents an opportunity to resolve significant constraints that currently impact on the potential of the area, especially re-provision and re-routing of the high pressure gas main that currently runs under Water Lane and helping to facilitate an emergency access and egress route for the wider area in a future extreme flood event.

1.5 Planning policy supports high density mixed-use development of the land at Water Lane and a focus on sustainability.

1.6 Consideration of the context and the Toolkit for Future Placemaking in Exeter provided the starting point for the design process. It has then been informed by two review sessions with the Exeter Design Quality Partnership and two public engagement exercises, one in June 2022 and one in March 2023.

1.7 Through this process the The Vision has been developed.

## The Vision

***1.8*** ***The Vision for Water Lane is for a liveable, waterside community, within a distinctive new city quarter of character and identity, well connected to and integrated with its surroundings, that is a place people enjoy being in for living, working and community life and, which helps to protect and enhance the natural world.***

1.9 It will:

***Be Inclusive***
*Providing accessibility for all, a range of uses and facilities to serve the new and existing communities and opportunities for training, jobs and local procurement during its creation..*

***Enable Low Impact Living***
*By making walking, cycling and public transport use attractive and convenient, providing for use of low emissions vehicles, ensuring energy efficient buildings, zero carbon heat and power and spaces and connections for wildlife.*

***Prioritise People in its Spaces, Streets and Connections***
*As a place to walk, cycle, relax and socialize, in a setting that is green and animated by varied and active street frontages.*

***Provide Homes for a Variety of Needs and Aspirations***
*Including homes to buy and rent, with affordable tenures and offers for retirement living and for students.*

***Have a Thriving Community Life***
*As a Ten-Minute Neighbourhood providing a place to live, work, enjoy and socialise, with a mix of buildings and spaces accommodating a variety of uses and activities.*

***Create Character and Identity***

*Enhancing enhancing the leisure, amenity and bio-diversity value of the waterside and drawing on elements of Exeter's character to inform a contemporary design approach that expresses the underlying sustainability of the place, in establishing a new and distinct part of the city.*

***Add to and Complement Exeter's Form and Existing Neighbourhoods***

*Using high density to optimize the sustainability of the location and create new skyline, whilst providing views to the hills beyond, supporting and integrating with adjacent communities, and achieving linkages and synergies with the wider city.*

***Be Deliverable***

*Through collaborative working and shared ambition with Exeter City Council, Devon County Council, involvement of stakeholders and partnerships with local organisations, to create a development mix and quantum that is viable through jointly agreed delivery solutions.*

## Outline Planning Application

1.10 The planning application is in outline, with all matters (layout, scale, appearance and landscaping), other than the mix and quantum of uses and the main access, reserved for subsequent approval.

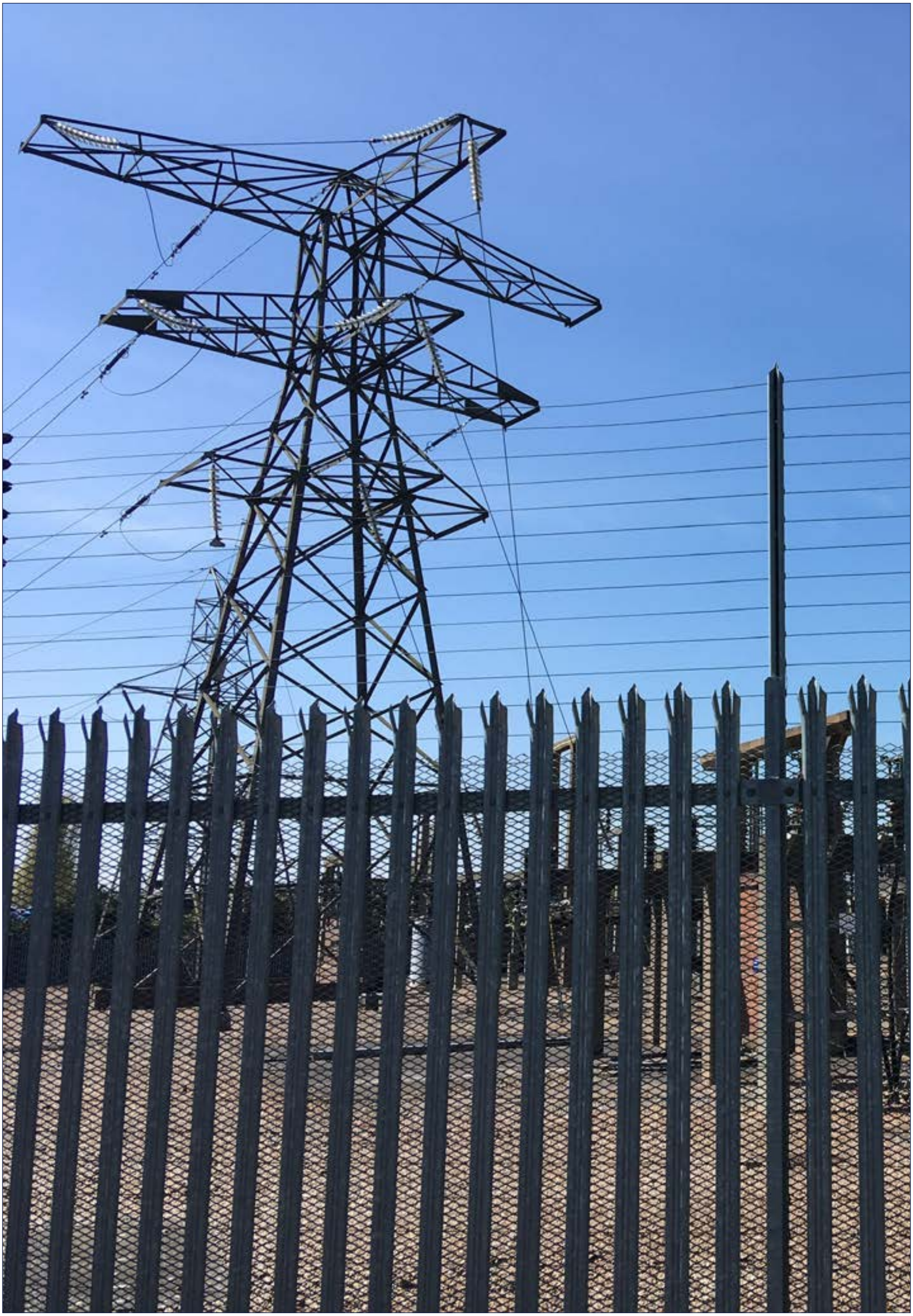
1.11 The outline planning application proposes a sustainable new waterside community providing 900-980 homes and 36 – 40,000m2 of other uses to help create a '15 minute neighbourhood' with a range of services and amenities easily accessible by walking and cycling. It will be connected to other areas, including the city centre, by an electric bus service with a mobility hub providing shared electric cars and bikes.

1.12 Key requirements and design controls are captured in a set of Parameter Plans and compliance with these can be secured through a planning condition. How these parameter plans might be translated into a design proposal is indicated by an Illustrative Site Masterplan and Illustrative Perspective Views. However these are not full detailed design and this process will follow, at the reserved matters stage, again secured by a planning condition.

1.13 The application has been informed by a range of technical studies and assessments and it is concluded that it aligns with relevant policy to deliver a sustainable development in accordance with the central purpose of the planning system in contributing to the achievement of sustainable development.

1.14 As stated in the advice from the Exeter Design Quality Partnership, the proposal provides the basis for an exemplar development:

*1.15 We want to help you realise the Liveable Exeter Vision and to bring about what could well prove to be a beacon for urban living in a climate emergency. This scheme offers so many benefits above what the obvious alternative ways for providing 900 homes might have been. A low-rise, car-dependent scheme encroaching further on the countryside is one; a medium-rise scheme with minimal green space and wasteful of land is another. The EDQP Panel sees Water Lane as potentially not only transformative of its site and neighbourhood, but also an exemplar, a model for future schemes close to the City Centre in Exeter and elsewhere.*



# 2

# Introduction

# THE PLANNING APPLICATION

2.1 The planning application is submitted in outline for a mixed-use residential led development that will ultimately form a major component of a new city neighbourhood, integrated with future development of adjoining land. The detailed design of all matters, except for the main access, is reserved for subsequent approval.

2.2 The description of development is:

*Demolition of existing buildings and structures and residential-led mixed use development providing new dwellings and workspace, retail, café/restaurant, community and cultural/leisure/education/ hotel uses and associated infrastructure, including vehicular access and servicing, mobility hub, energy plant; alteration of ground levels; drainage and public open space; landscaping and public realm works, including pedestrian and cycle routes, with all matters reserved for future consideration, with the exception of access.*

2.3 The outline application includes a set of parameter plans, which can be secured via a planning condition, as the basis for detailed design at the reserved matters stage. It is also accompanied by a significant amount of illustrative material, together with supporting technical information.


*Figure 2.1: Aerial Photograph [Image ©Google Earth]*

3

# Description and Assessment of Context

# SITE LOCATION

3.1 The application site comprises 6.38 ha of land currently in use for industrial, storage and related commercial purposes. It is characterised by industrial style sheds, many of which are in poor condition, and open storage.

3.2 The site forms the southern edge to the wider Water Lane area which includes the Vulcan Works (between the site and Water Lane), and to the north the former Gas works site (between Water Lane and the Ship Canal) and ECC land which includes car parking and industrial use.

3.3 The application site sits between the railway line and Water Lane and at its southern end has a frontage on to the canal.


*Figure 3.1: Wider Area Aerial Photograph [Image ©Google Earth]*

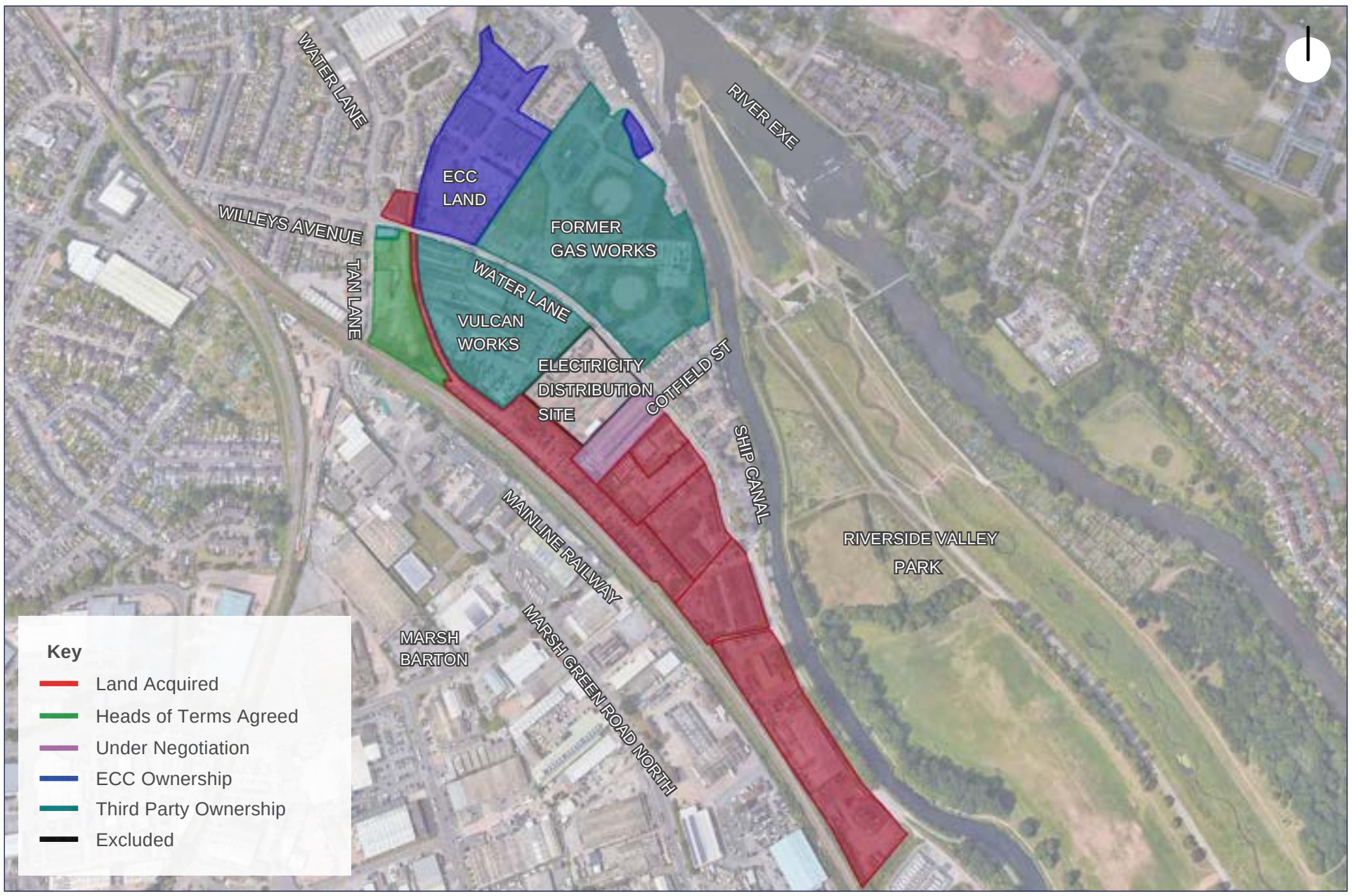



*Figure 3.2: Land Ownership [Image ©Google Earth]*


*Figure 3.3: Application Red Line Boundary*

# SITE PHOTOGRAPHS


*Figure 3.4: Site Photographs Key Plan*

*Figure 3.5: Photograph 01 - Existing building to south-east of site*

*Figure 3.6: Photograph 02 - Existing buildings to south-east of site*

*Figure 3.7: Photograph 03 - Former Saria building to south-east of site*

*Figure 3.8: Photograph 04 - Former Saria building to south-east of site*

*Figure 3.9: Photograph 05 - Existing footpath to railway underpass/Marsh Barton*

*Figure 3.10: Photograph 06 - Existing railway underpass towards Marsh Barton*

*Figure 3.11: Photograph 07 - Water Lane looking River Meadows buildings*

*Figure 3.12: Photograph 08 - Looking towards former Coastal Workboats buildings*

*Figure 3.13: Photograph 09 - Looking south from Water Lane*

*Figure 3.14: Photograph 10 - Looking south-west from Water Lane*

*Figure 3.15: Photograph 11 - Existing former 'bungalow' building*

*Figure 3.16: Photograph 12 - Water Lane looking past Gabriels Wharf buildings*

# SITE PHOTOGRAPHS

*Figure 3.17: Photograph 13 - Water Lane looking past Cotfield Street*

*Figure 3.18: Photograph 14 - Existing building opposite Cotfield Street*

*Figure 3.19: Photograph 15 - Water Lane looking south-east towards Cotfield St*

*Figure 3.20: Photograph 16 - Electricity Distribution Site*

*Figure 3.21: Photograph 17 - Water Lane looking towards Vulcan Works buildings*

*Figure 3.22: Photograph 18 - Water Lane looking towards steps up to Car Parks*

*Figure 3.23: Photograph 19 - Water Lane looking towards Willeys Avenue*

*Figure 3.24: Photograph 20 - Tan Lane looking towards railway underpass*

*Figure 3.25: Photograph 21 - Tan Lane railway underpass looking south*

*Figure 3.26: Photograph 22 - Tan Lane beyond underpass looking south*

*Figure 3.27: Photograph 23 - Higher ground next to railway looking south-east*

*Figure 3.28: Photograph 24 - Higher ground next to railway looking north-west*

*Figure 3.29: Context Photograph - River Meadows buildings*

*Figure 3.30: Context Photograph - River Meadows/Gabriels Wharf buildings*

*Figure 3.31: Context Photograph - Cotfield Street/Gabriels Wharf buildings*

*Figure 3.32: Context Photograph - Maritime Court buildings/Haven Banks*

# SITE PHOTOGRAPHS

*Figure 3.33: Viewpoint from Riverside Valley Park looking south towards the site [GLA].*

*Figure 3.34: Viewpoint from canal looking south towards existing buildings on site [GLA].*

*Figure 3.35: Viewpoint from footpath (Exeter Footpath 49) at riverside outside Port Royal public house [GLA].*

*Figure 3.36: Viewpoint from the elevated path adjacent to the allotments in Riverside Valley Park [GLA].*

# HISTORY

## Roman Period

3.4 Roman Exeter, Isca Dumnoniorum, was founded around 55AD. Various scheduled ancient monuments in the city attest to its long and prominent history including the city walls, Rougemont Castle, Exeter Cathedral and Old Exe Bridge. Throughout Roman, Medieval and Tudor eras Exeter remained a key trading destination and port in the region and a key crossing point of the River Exe.

## Ship Canal & the Woollen Cloth Industry

3.5 During the 13th and 14th centuries merchants built weirs across the River Exe, preventing cargoes reaching Exeter. To enable delivery of cargo into the city, originally in barges and later in ocean-going ships, Exeter Ship Canal was built by John Trew of Glamorgan between 1564 and 1566  A series of enlargements and extensions followed until it reached its present form in the 1830s, when the canal basin was also built. Like with canals elsewhere its commercial viability was undermined when the railways arrived.

3.6 In 1681 the custom house was built at the Quays due to the growing European trade which hit its peak in the 18th and 19th century for woollen goods and in particular known for Exeter Serge. The Medieval Bridge crossing the River Exe was replaced in 1778.

3.7 During these periods the city had generally grown primarily on its east-west axis, across the bridge to St Thomas, and to a lesser degree St Leonard's outside the Southgate on Topsham Road. Consequentially, what is now the Water Lane area was undeveloped, partly as wetland by the river and also nurseries and arable land.

## Nineteenth Century

3.8 Mills continued to grow in number on the various leats outside the city's Westgate. These occupied most of this land alongside housing and other industrial activities, beginning to spread to the west bank of the river, removing the wetlands.

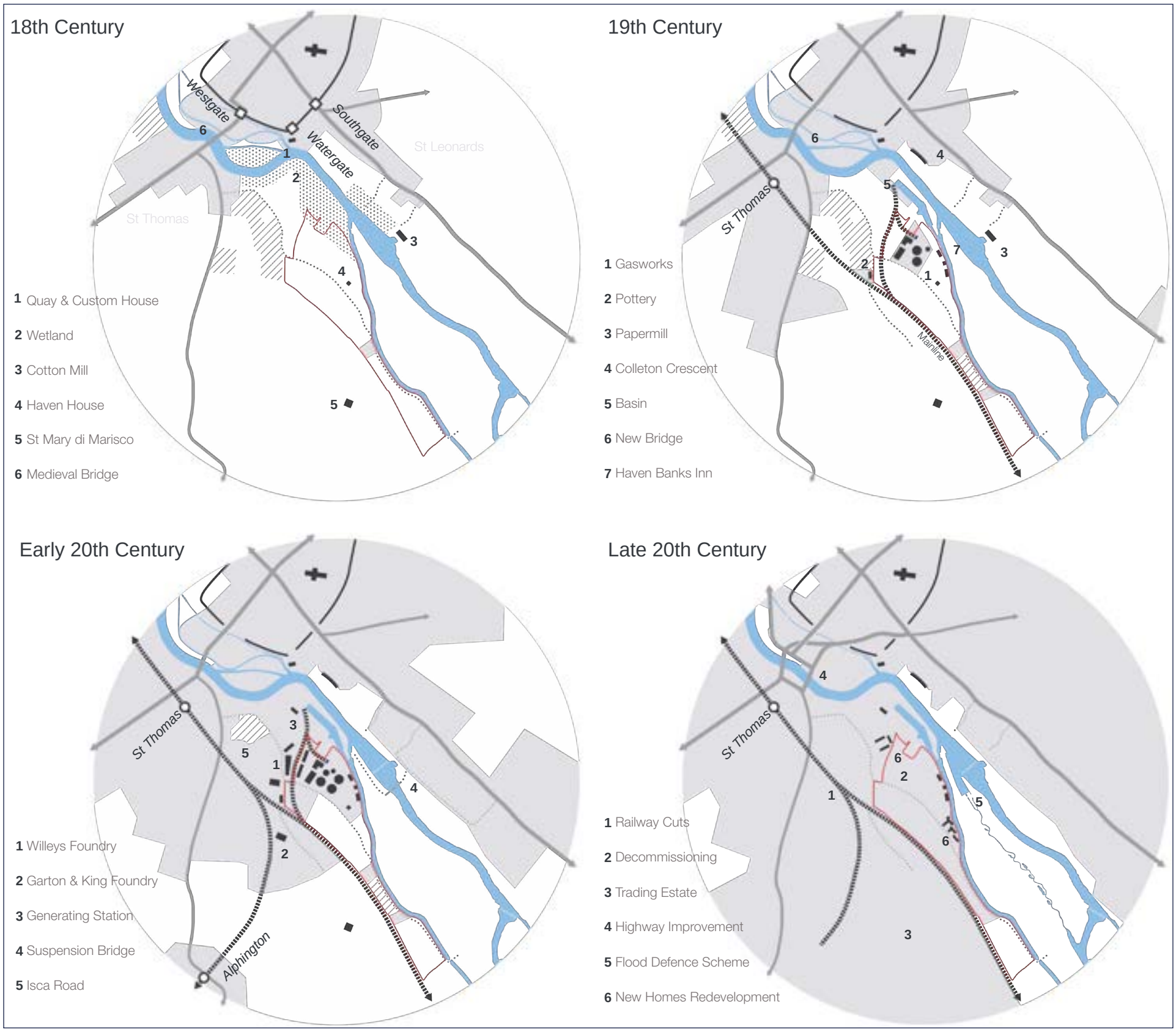



*Figure 3.37: Water Lane Area Development Periods*

# HISTORY

3.9 In the early nineteenth century coal was unloaded at the Quayside and two gas companies formed, making gas from coal. The first located in the west quarter outside the city gate and the other on Water Lane. In 1830 the canal basin was added and Haven Banks Inn opened.

3.10 In 1844 the railway had arrived. The Great Western Railway built a branch line to the canal basin and gas works, leading to the decline of the canal and the Quay.

3.11 By 1870 one gas company took over the other moving all the operations to Water Lane. The gas works were expanded and rebuilt in 1878 by which point coal was unloaded at the Basin and not the Quay.

## Early Twentieth Century

3.12 Industry continued to grow in the area and in 1894 Willeys Foundry, which started as Willey and Ford at Shilhay, moved to Water Lane and continued to expand, becoming a national supplier for gas meters. A generating station opened at the Basin in 1901 and in 1939 Garton & King Foundry set up on Tan Lane.

3.13 The gas works, which had tramways built in 1903 to better move coal from the Basin, was badly bombed in 1942 and nationalised in 1948. The works were further expanded in 1948, still using coal to make gas.

## Late Twentieth Century

3.14 The area generally declined, with the generating station closed in 1955 and its chimney demolished in 1961.

3.15 Willeys Foundry was now in decline and taken over by United Gas Industries in 1966. Its modernisation in 1981 failed as the site eventually closed in 1988. Similarly the Garton & King Foundry had closed in 1980, though the business still trades in the centre on North Street.

3.16 Willeys Foundry was demolished and new houses built in 1991. Only the namesake Willeys Avenue and the company sports and athletics club remain.

3.17 In 1971 the use of coal for gas production on Water Lane was being phased out and by 1973 North Sea Gas was introduced and coal was no longer burnt. At the same time, 1970s Exeter saw its last import by ship of coal and oil. As the gas network became more efficient the need for the gas holders declined and the imposing gas holders at Water Lane were demolished in 2015.

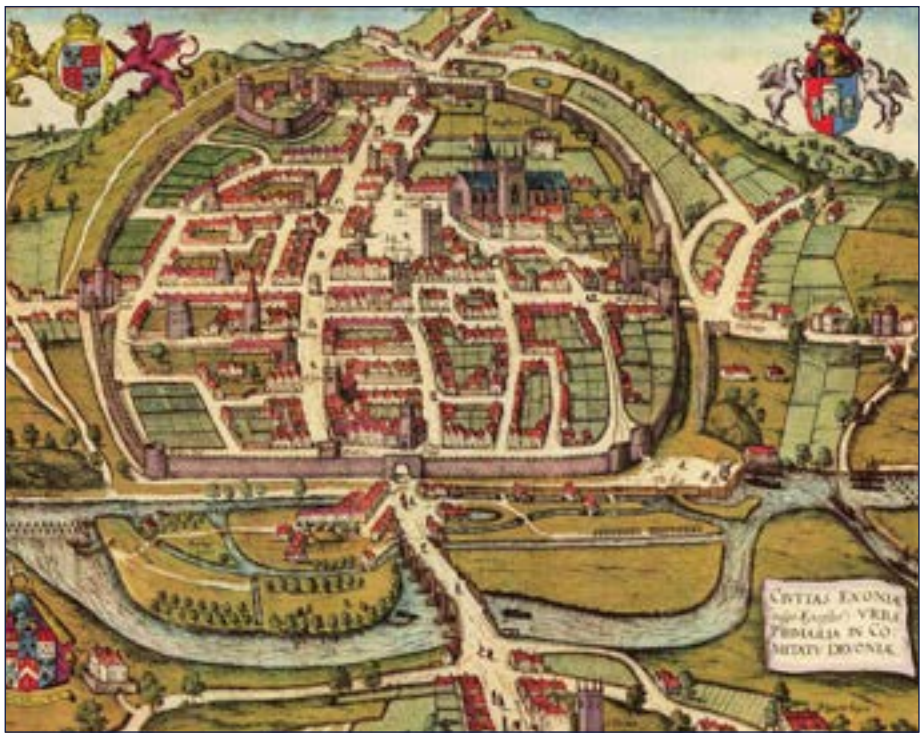


*Figure 3.38: Medieval Map 1573 [Wikipedia]*

*Figure 3.39: Ordnance Survey Maps 1888 (Top) & 1938 (Bottom )*

*Figure 3.40: Garton & King Foundry 1950*

*[Reproduced with kind permission from Richard Holladay/ exeterfoundry.org.uk]*


*Figure 3.41: River Exe looking towards the City c1880*

*[Postcard]*

*Figure 3.42: Former Gas Holders [Derek Harper / Gasometers across the Exe / CC BY-SA 2.0]*

# WIDER CITY SETTING

3.18 Exeter is best known as a Cathedral city and the county town of Devon. The city's identity is tied to its history, it's Roman origins, it's position on the River Exe and it's regional importance as Devon's second largest urban area.

3.19 The Water Lane area sits just to the south of the city centre, between the mainline railway and Exeter Ship Canal. The area is closely tied to the city in history, particularly with the Exeter Ship Canal, the adjacent River Exe, it's water meadows and the views of the rising ridgeline, on the facing east bank, including the Quay, city centre and Cathedral.

3.20 From the High Street in the centre of Exeter, the Water Lane area is around 1500m away, about a 20 minute walk.

3.21 The immediate geographical relationships with the Water Lane area are Marsh Barton, Exeter Quay, the city centre, St Thomas, St Leonard's and Wonford.

## Uses and Facilities

3.22 The Quay has a distinct identity within the city, characterised by a variety of bars, restaurants and cafes as well as leisure activities such as the Climbing Centre, Haven Banks Activity Centre and the Rowing Club. This area also includes number of homes and offices.

3.23 Activity is focused around the eastern bank of the Exe and the most historic Quayside buildings. Secondary to this are the Piazza Terracina and the Canal Basin, which provides a popular launching off point for kayakers, rowers, paddle boarders and boats.

3.24 The city centre, in addition to high street shopping, provides a number of high level and significant amenities, leisure and cultural venues.

3.25 St Thomas is a neighbourhood that grew around the bridge over the Exe, entering the city's Westgate. It has a well provided neighbourhood centred on Cowick Street, around 900m from the northern edge of the Water Lane area. St Thomas includes a health centre, convenience stores, banks, railway station, parks and primary school.

3.26 Alphington Road, a key artery and closer to the Water Lane area, does not have the same variety of amenities. It does feature a number of car orientated retail parks on its length including budget brands and large supermarkets.

3.27 Willeys Avenue and surrounding streets are a pocket of terraced homes on the edge of St Thomas and the Water Lane area.

3.28 St Leonard's and Wonford is situated either side of Topsham Road on the other side of the valley. These include the nearest primary schools and academy for secondary and further education. Also on Topsham Road are a number of major institutions such as County Hall (Devon County Council) Wyvern Barracks and the Royal Devon & Exeter Hospital.

## Character

3.29 The character of the Water Lane area itself is muted given the low intensity of uses. The identity of the site is defined by its edges, the Quays to the north, and the canal and water meadows to the east. The canal is popular for recreation, including walking, cycling, kayaking and paddleboard. The city centre and St Leonard's sit above the River Exe on a ridgeline where the Cathedral is prominent as well as a handful of other church spires and other buildings intermixed with trees that cascade across private gardens, open spaces and streets.

3.30 Along the canal route from Exeter Quay and the Canal Basin, the prevailing character is of Victorian warehouses intermixed with 80s marina-style homes, such as Gabriels Wharf and River Meadows.

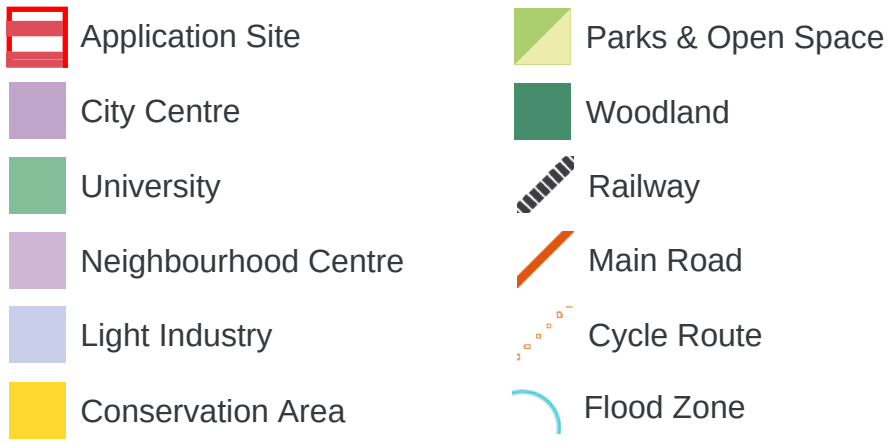
## Transport Connections

3.31 The Water Lane area does not have a continuous road connection from one side to the other. The principal points of access are Water Lane and Haven Banks, leading to Alphington Road, which is a key artery in the city linking the A30 / M5 to the city centre.

3.32 The national cycle network No.34 is a branch of the south coast route No.2 a long and popular recreation route including the Jurassic Coast. This branch runs between the Ship Canal and the River and links the city centre and the two stations to the estuary, including Dawlish and Exmouth.

3.33 Bus routes from the city south-west terminate at the city centre. High frequency routes are focused on the arterial roads. Tan Lane, which joins Water Lane, links to Marsh Barton and provides the route for a frequent Park & Ride to the city centre.

3.34 The mainline railway runs along the edge of the Water Lane area and there is a station at St Thomas and a new station at Marsh Barton, providing connections around the urban area and to surrounding towns. The two main stations, St David's and Central are on the other side of the city centre and provide connections further afield to places such as Plymouth, Bristol and London.



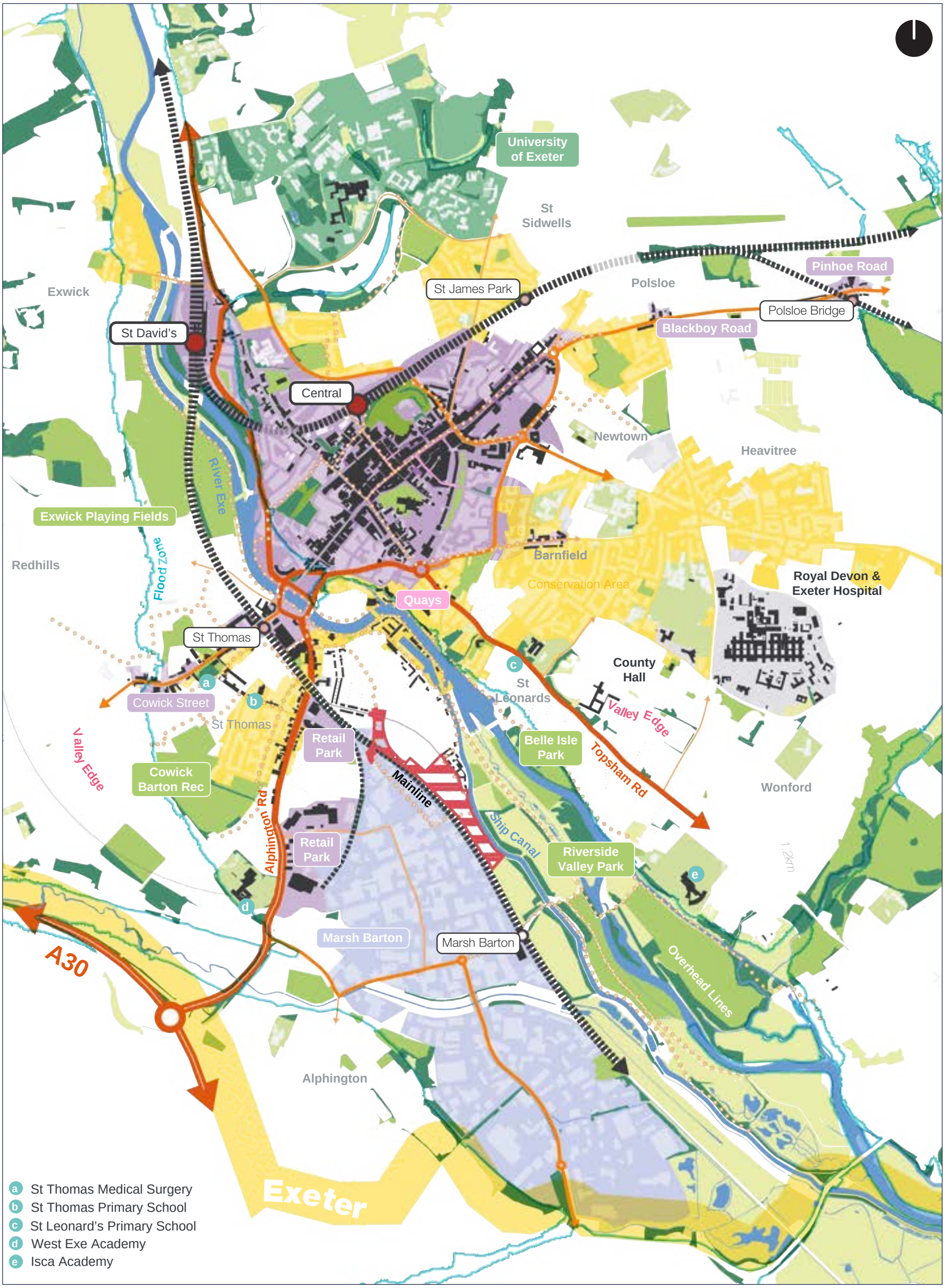



*Figure 3.43: Wider City Setting*

# EXISTING TOWNSCAPE & LANDSCAPE CHARACTER

3.35 The site is at a confluence of land uses, activities and characters; where the city centre meets its river frontage, its industrial past, dense residential development of various eras, and the strategic and well-used green infrastructure corridor.

3.36 The site is located close to the centre of Exeter on industrial and post-industrial land. It is flat and low-lying and sits in the bottom of the river valley where the historically developed canalside meets the green wedge of the river corridor. The site is characterised by several discrete plots of current and former industrial uses, often with large-scale utilitarian sheds, outbuildings, yards, storage areas and parking. These private areas generally front Water Lane, and therefore the public realm, with metal perimeter or security fencing and a dishevelled appearance. Paved surfaces are broken and patchy and this continues into Water Lane itself where surfaces and kerbs are visibly damaged and worn.

3.37 The western edge of the site is defined by the mainline railway which sits atop an embankment. A continuous narrow strip of scrubby vegetation follows the railway. Backland areas in the west of the industrial plots are similarly scrubby and unkempt.

3.38 This part of the city juxtaposes industrial and residential uses. This tension is typified by the residential enclave at Cotfield Street, Gabriels Wharf and River Meadows which is closely surrounded to the north, west and south by industrial sites, including the site. Similarly, light industrial and commercial uses stitch into the north eastern edge of the St Thomas residential area. To the north, the canal basin, Haven Banks and Exeter Quayside are more mixed-use and vibrant hubs of community and activity which combine to create an important local node of public realm and social activity, strongly engaged with the river and canal frontages. This is a characterful component of the city combining heritage and positive uses.

3.39 A further juxtaposition is with the green and semi-natural environment abutting the site to the east; Exeter Ship Canal, River Exe and Riverside Valley Park. These are significant green spaces and waterways giving access to nature in this part of the city. These areas are very popular for recreational and sporting active uses. This green wedge which follows the river and canal continues south westward to the Exe estuary.

3.40 Further north lies the city centre and although inter-visibility with the site is limited, there are important channelled views back towards city landmarks, principally the Cathedral. Within the Riverside Valley Park such views are framed by mature trees and the site is subservient or not evident.

3.41 Beyond the western boundary and railway is Marsh Barton; a sprawling trading estate characterised by low-rise warehouse-type development with substantial building footprints. The railway which forms the western boundary atop an embankment limits permeability to the site from the west and, in combination with Marsh Barton, is a visually detracting feature in the context of future residential or mixed-use development.

3.42 To the east, the land rises from the river up to Topsham Road and the intervening west-facing bank is densely developed with residential streets and a range of channelled or glimpsed views towards site. Such views are likely to be clearer from upper storeys of dwellings. These residential views and views from the riverside benefit from the hilly rural backdrop to the far west.

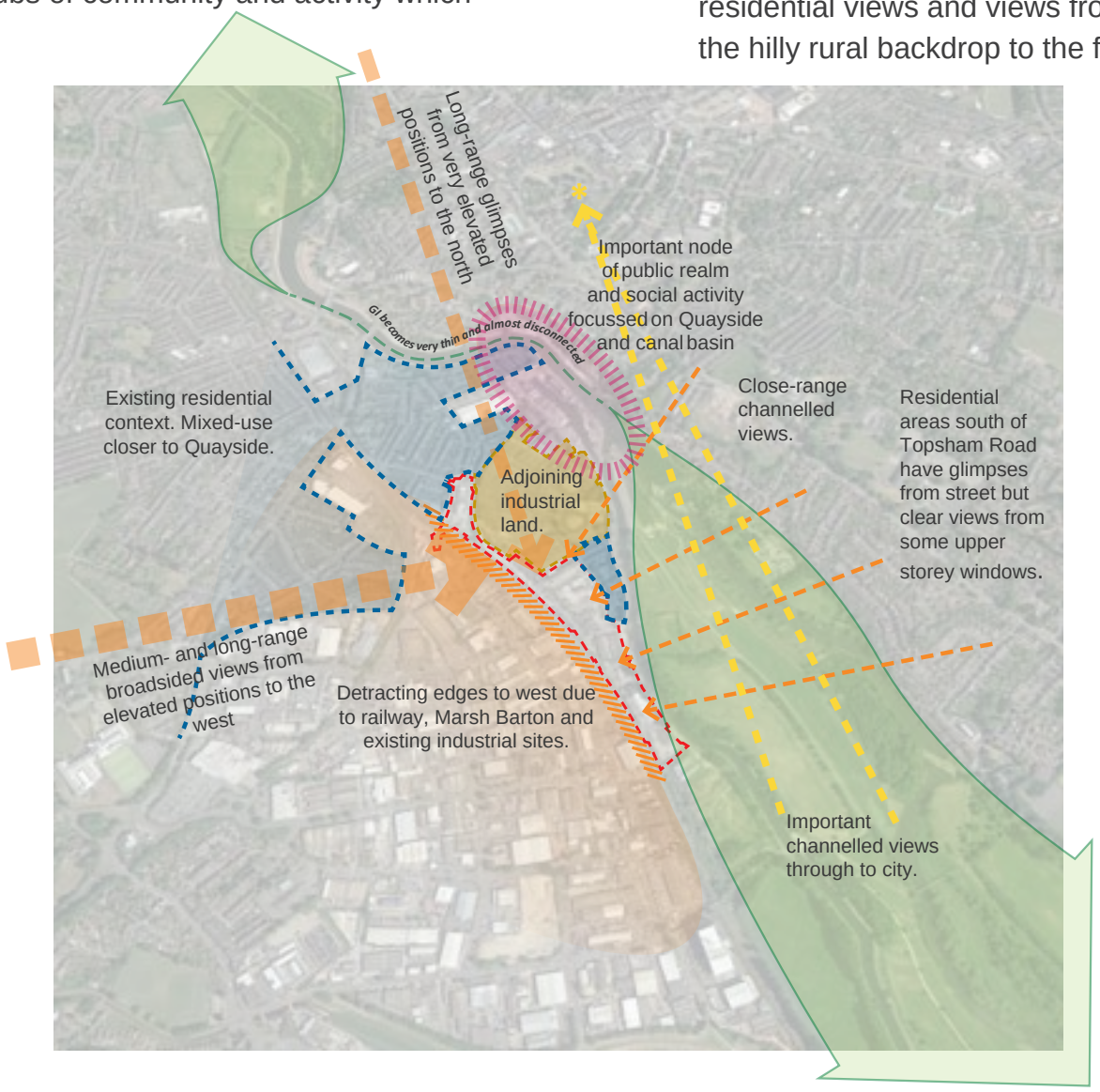



*Figure 3.44: Existing Landscape and Townscape Analysis*

# EXISTING GREEN INFRASTRUCTURE

3.43 Water Lane is set apart from Marsh Barton by it's position on the edge of the Ship Canal and that it faces the water meadows, the city's wide green wedge stretching along the eastern edge of the site and further to the south.

3.44 Trews Weir and the flood gate mark a change in the setting of the river, relatively wide and urban to the north and splitting between various exposed channels and among the green to the south. The main elements are the river, canal and the flood relief channel though there are various other leats and channels on the rivers length adjacent to the site.

3.45 This green does visibly climb the valley side to the east, into St Leonard's and Wonford, with a collection of open and incidental green spaces, mature trees, and large domestic gardens. The same is not true for Water Lane where apart from some incidental trees and scrub the green abruptly terminates with the canal on the edge of the site.

3.46 The Riverside Valley Park is a vital green space for the city and provides several linear routes following the river and canal corridors, important for recreation, commuting and ecology. Similarly, the river and canal are well-used and provide an important characterful focus for the city. Despite the site being located at both this nodal point and fronting the ship canal corridor it currently does not contribute positively nor does its present use benefit from it.

3.47 The wide and verdant GI corridor of the river and canal tapers to a thin, hard and urban ribbon at the city centre and vicinity of the site. The sense of near disconnection is exacerbated by the prominence of activity and hard landscape around the Quayside/ canal basin node.


*Figure 3.45: Wider Area Green Infrastructure*

# EXISTING PUBLIC REALM

3.48 A vast majority of the site is in private ownership and is not currently publicly accessible. Public realm within the site area is limited to the Water Lane and Tan Lane streetscape in the northern half, both of which are dominated by vehicle use. The road and parallel canal towpath of Water Lane are in the southern half. There is also the narrow pedestrian link between Water Lane and Marsh Barton via the low railway underpass.

3.49 Notable areas of existing public realm in the locality include Piazza Terracina and Haven Banks canal and river frontages around the canal basin north of the site. This is allied to The Quay on the north side of the river. These combine to create a mixed-use and vibrant hub of community and social and recreational activity, strongly engaged with the river and canal frontages. Following the river upstream it is bordered on both sides by wide pedestrian promenades and terraced edges often associated with narrow areas of embanked green space, eventually leading to the more substantial Flowerpot Park

3.50 Further north lies the city centre which feels physically disconnected from the site and although there is limited inter-visibility with the site there are important channelled views back towards city landmarks, principally the Cathedral.

3.51 Following the river and canal downstream, the city gives way to the flood relief channel and Riverside Valley Park which can ultimately be followed out to the estuary and river mouth. This agglomerated green space deeply incises the city and essentially links the canal basin at a tapering point to the river mouth.

*Figure 3.50: View on Water Lane adjacent to Cotfield Street*

*Figure 3.46: Further south on Water Lane at canalside towpath and road*

*Figure 3.48: View from Water Lane looking towards underpass*

*Figure 3.47: Tan Lane*

*Figure 3.49: View from The Quay looking south towards Haven Banks*

# EXISTING ECOLOGY & HABITAT

3.52 Ecological interest within the site is broadly defined as the narrow linear scrub habitat that follows the railway corridor at the western site boundary and the canal corridor along much of the eastern boundary. Both function for bat foraging and commuting and the canal also supports otters. The line of mature and semi-mature hybrid black poplar trees along Water Lane, within the site, are considered to be a component of the Habitat of Principal Importance.

3.53 The Exe Estuary Special Protection Area (SPA), Site of Special Scientific Interest (SSSI) and Ramsar site covers the estuary from Bridge Road at Countess Wear down to the river mouth. The canal and river corridor adjoining the site is outside of this but contributes to its function.



*Figure 3.51: View of railway corridor*

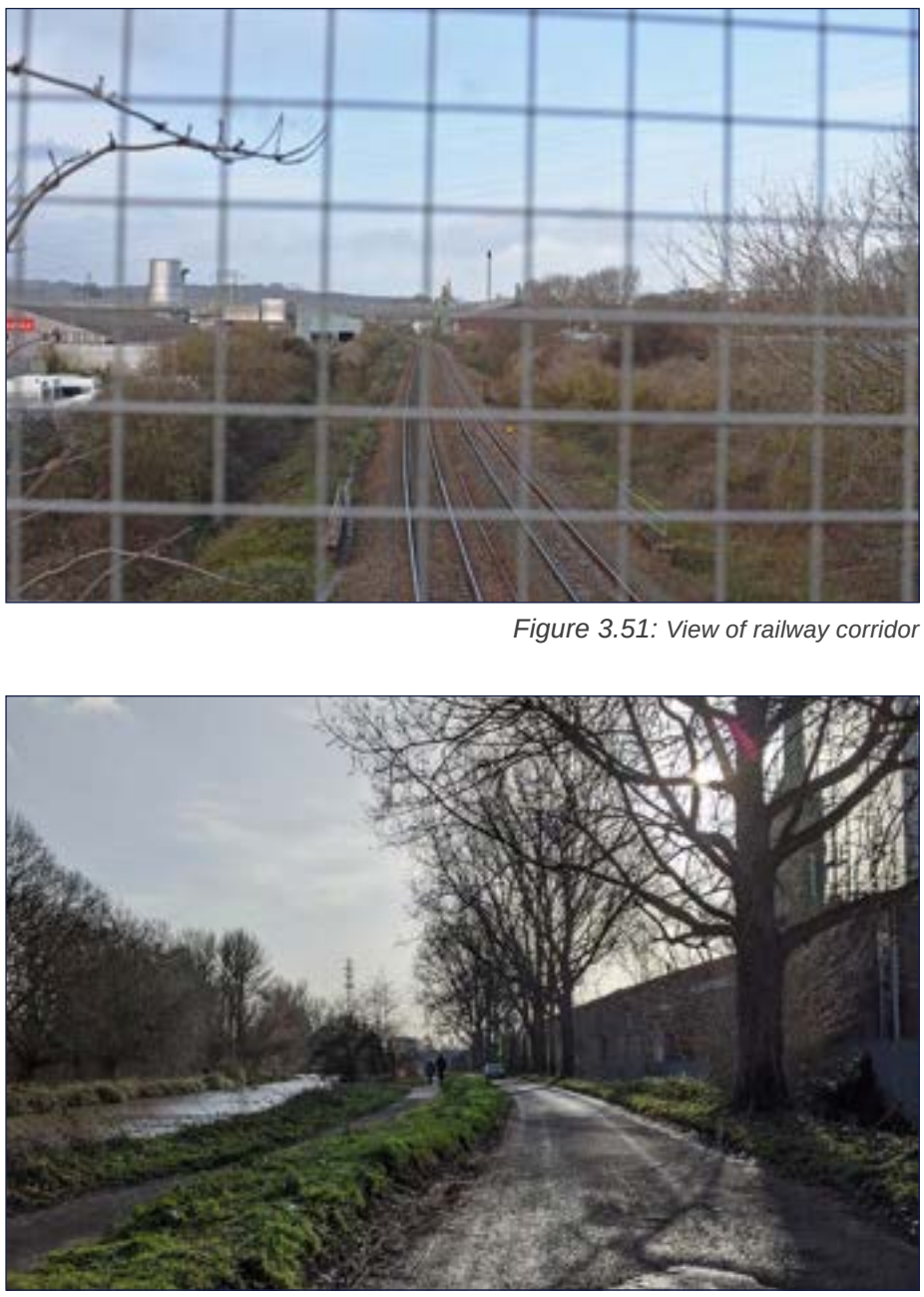


*Figure 3.52: Canal vegetation including poplar trees within OPA red line*

*Figure 3.53: Further south on canal corridor*

*Figure 3.54: From within Riverside Valley Park looking towards site and the city*

# EXISTING USES

3.54 Water Lane is located at the northern edge of the Marsh Barton Employment Area, a large expanse of light industrial, employment and retail uses stretching from Alphington Road, southward to the edge of the city near the M5.

3.55 Water Lane is separated from Marsh Barton by the mainline railway. The area is strongly characterised by an electricity distribution site where overhead wires approach from the south and provide electricity to the city. Gas holders once dominated the area and were removed in 2015 - this is the largest single vacant parcel.

3.56 Much of the area is used for light industry, including car and boat maintenance.

3.57 There are pockets of residential amongst the employment uses, including Waterside, Exe View Cottages, Cotfield Street, Gabriels Wharf and River Meadows.

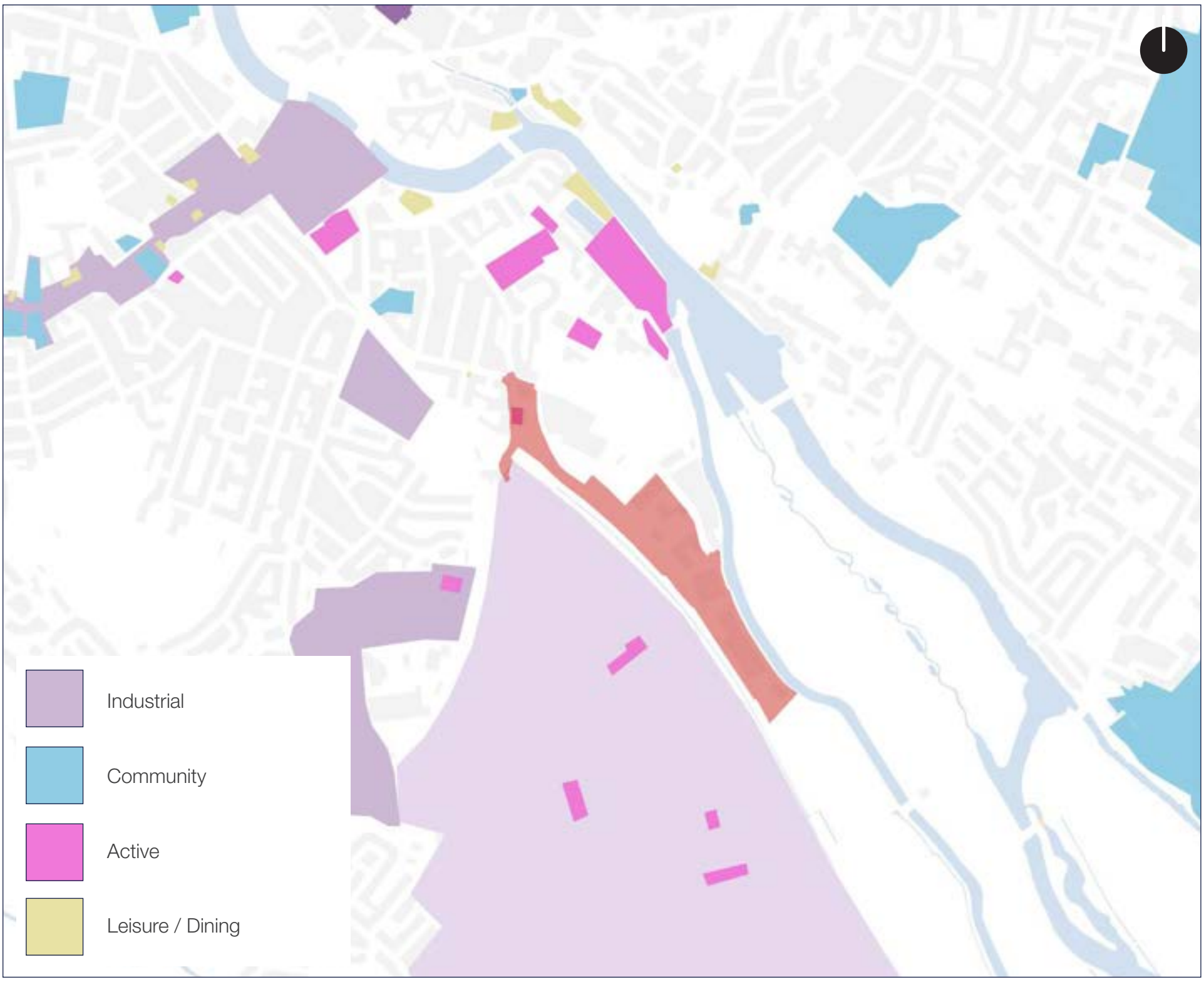



*Figure 3.55: Wider Area Existing Uses*

# EXISTING ACCESSIBILITY

## Vehicles

3.58 By vehicle there are limited options to access the site:

- Water Lane provides a continuous route along the edge of the site but it is not a through route.
- Tan Lane links the north-west corner of the site to Water Lane and provides restricted access under the railway line to Marsh Barton for the Matford Park & Ride bus and other licensed vehicles.
- Clapperbrook Lane, beyond the southern extremity of the site, does not provide vehicle access to the site except for authorised vehicles.

## Walking

3.59 The site is relatively easy to navigate north-south following the canal and river. Water Lane lacks footways in places but there is a good footpath on the canal and options for joining Haven Banks Road around the Canal Basin.

3.60 Finding routes east-west is limited as the canal and river only have a handful of bridges and it is only possible to completely cross beyond at the northern and southern extremities of the site. The main bridges are:

- Cricklepit Bridge, to the north, provides the most direct link to the city centre.
- Trews Weir Suspension Bridge connects to St Leonard's neighbourhood on the opposing side of the valley.
- Riverside Valley Park Bridges can take walkers from Clapperbrook Lane to Wonford and Topsham on the other side of the valley.

3.61 The mainline railway similarly only has three principle crossing locations; Tan Lane (underpass) and Clapperbrook Lane (bridge), at the northern and southern edges of the site, and there is a railway underpass halfway, near to where Water Lane meets the canal, providing a route to Marsh Barton. This underpass is a public right of way but is small and unattractive.

## Cycling

3.62 The National Cycle Network route is off-road, wide and suitable for cyclists of different abilities. There are a small number of advisory cycle routes across Water Lane and towards St Thomas and Marsh Barton but these do not have dedicated facilities and could be said to be of poor quality with poor surfacing and conflict with other road users.


*Figure 3.56: Wider Area Accessibility*

# EXISTING AMENITIES

3.63 Due to the current nature of the Water Lane area and adjoining Marsh Barton there is little in the way of existing amenities such as shops, schools, community facilities etc, within the area at present.

3.64 Figure 3.57 below shows the location of such facilities and also other services and amenities such as public transport and parks.

City Centre

Neighbourhood Centre

Retail Park

Application site

Arterial Road

Streets

Main Station

Local Station with 800m radius

Park & Ride Route

Bus Stop with 200m & 400m radius

Frequent Bus Route more than once every 10mins

Other Bus Routes less than once every 30mins

National Cycle Network

Traffic Free or Dedicated Cycle Route

Advisory Cycle Route

Recreation Paths

River & Canal Bridges

*Nearest:*

Convenience Store

Primary School

Secondary School

Health Centre

Park

Playground

Sports Fields

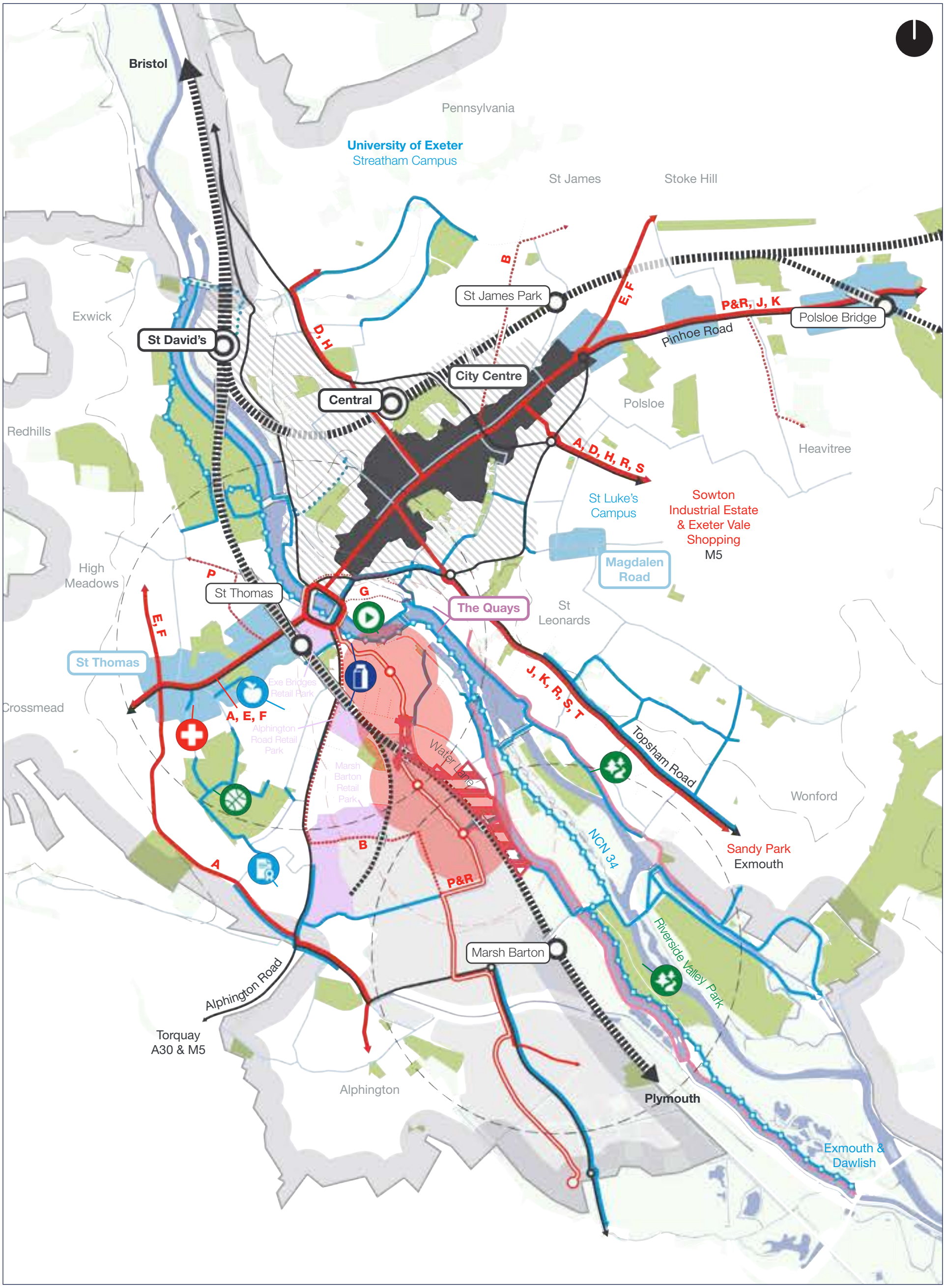



*Figure 3.57: Wider Area Amenities*

# EXISTING LOCAL BUILT CHARACTER

3.65 Figure 3.58 below shows a summary of the local character areas around the wider Water Lane area.

3.66 The prevailing form is low-rise sheds, generally set-over one floor with shallow pitch roofs. This quality is shared with Marsh Barton and if viewed from afar, Water Lane and Marsh Barton appear the same.

3.67 Water Lane does have a few clusters of homes, with terraces set across two floors and flats, such as River Meadows, with a mix of 3 and 4 floors and high pitch roofs.

3.68 Historically the gas holders dwarfed the surroundings. Presently the overhead electricity transmission lines pylons and waste to energy chimney stack penetrate well above the low rise roofline composition of the area.

**1 Utility Infrastructure**
Former gas works, grid distribution station.

**2 Water Meadows**
Attractive and wild meadows and trees between river, canal and water channels.

**3 Sheds**
Mix of box buildings amongst unfriendly streets.

**4 Marsh Barton**
Expanse of industrial and related uses lacking a sense of place and unattractive for walking and cycling.

**5 Edwardian & Interwar Homes**
Residential terraced streets, sometimes leafy and generally walkable.

**6 The Quays**
Former wharf buildings with a mix of uses; living, working and enjoying. Populated and active spaces.

**7 Dead Ends**
Mixed late 21st Century infill homes set on cul-de-sacs at a relatively low density

**8 Waterside Homes**
Marina style 80s/90s development.
Generally of good quality, walkable and landscaped.

**9 Open grassland**
Generally open, few benches and trees; limited activity.

Edges; barrier to movement, showing limited crossing locations. Both road and foot only.


*Figure 3.58: Local Built Character Map*

# CONSERVATION AREAS & LISTED BUILDINGS

3.69 The wider Water Lane area and application site do not fall within any of Exeter's Conservation Areas. The nearest are Princes Square to the west and Riverside to the North.

3.70 The wider Water Lane area and application site do not contain any Listed buildings. To the north around the canal basin can be found the South Warehouse and North Warehouse, and further north still are Colleton Crescent and the warehouse buildings around the Quay.

3.71 There are some Locally Listed buildings to the north of the application site which include the Former Manager's House/Office, on the gas holder site, and the Welcome Pub on the canal, which has now been converted to residential use.

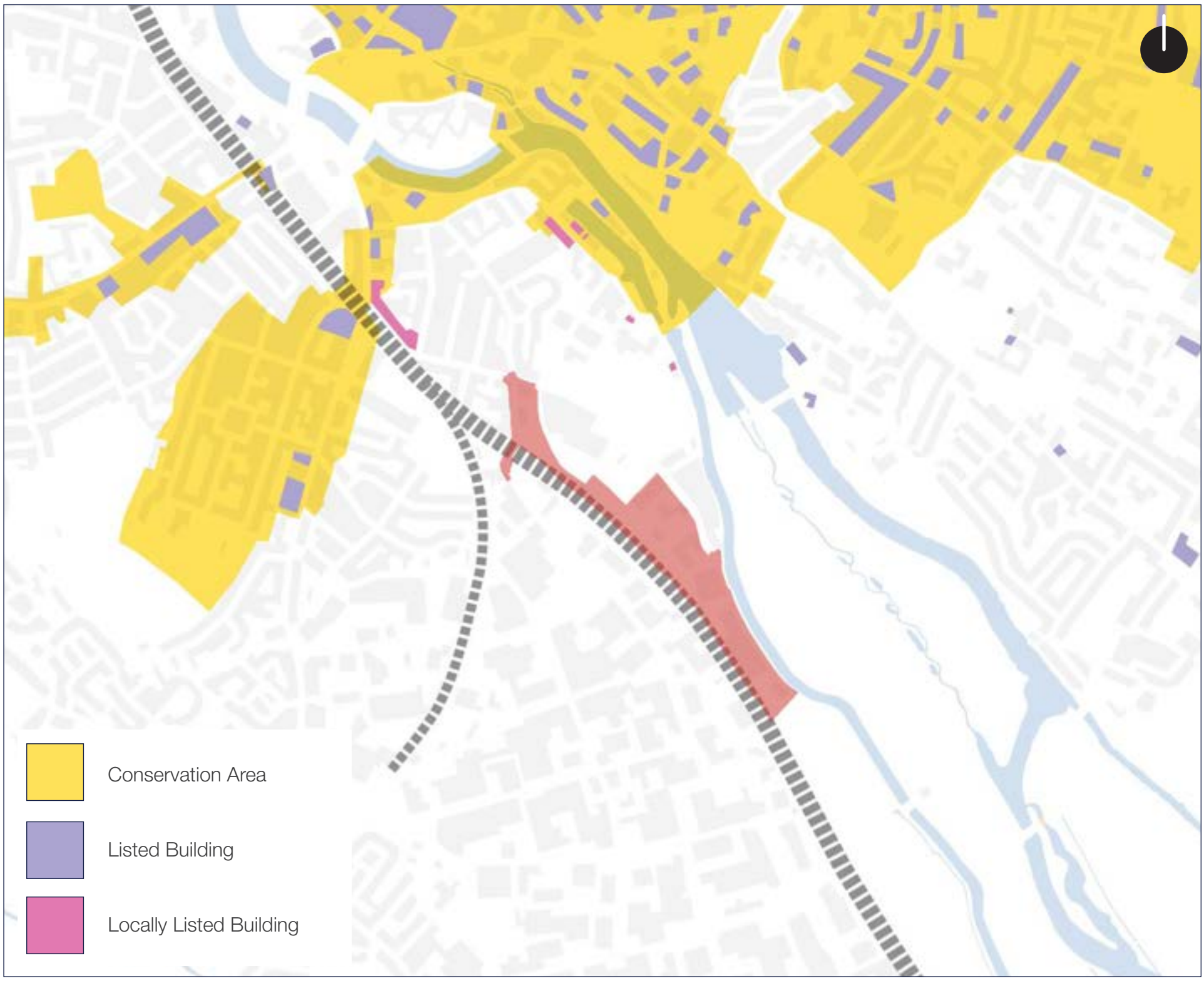



*Figure 3.59: Wider Area Conservation Areas, Listed and Locally Listed Buildings*

# EXISTING FLOOD RISK

3.72 The wider Water Lane area is in Flood Zone 3, except for a small area adjacent to the railway line that is in Flood Zones 1 and 2. There is a policy requirement for flood risk to be addressed through design and layout and there will be opportunities to ensure appropriate ground floor uses and to incorporate rain gardens, SuDS, floodable public realm, flood protection and resilience measures and safe means of escape.

3.73 Environment Agency (EA) flood modelling suggests that means of escape should be via the higher ground alongside the railway line.

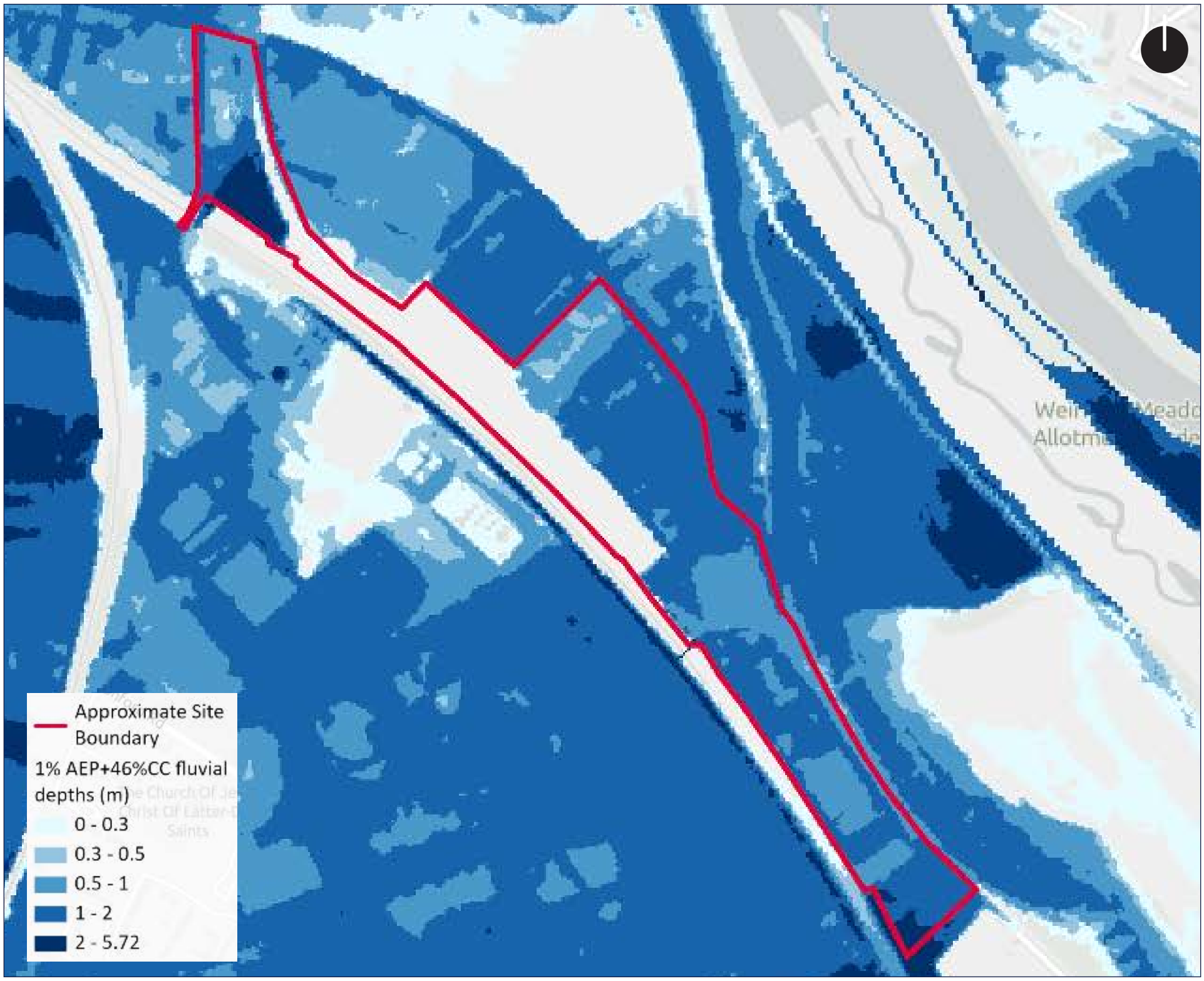



*Figure 3.60: 2022 Defended Fluvial Flood Depths - 1 in 100 year event with climate change*

# HERITAGE

3.74 There are no designated or locally listed heritage assets within the application site. However, there is potential for buried archaeological remains within the site.

3.75 Beyond the site, there are two locally listed buildings – the former manager's house on the gas works site and the Welcome PH close by on the canalside. Further afield there are conservation areas taking in Exeter Quay and on the opposite side of the River Exe at Southernhay and Friars and St Leonard's.

3.76 Exeter also has a large number of listed buildings plus important Scheduled Monuments and the setting of Exeter Cathedral, its city walls and some of the listed buildings across the river are important considerations in relation to development at Water Lane. Further detail on the heritage context is provided in the Archaeological Desk Based Assessment and Townscape Heritage Assessment submitted with the outline planning application.

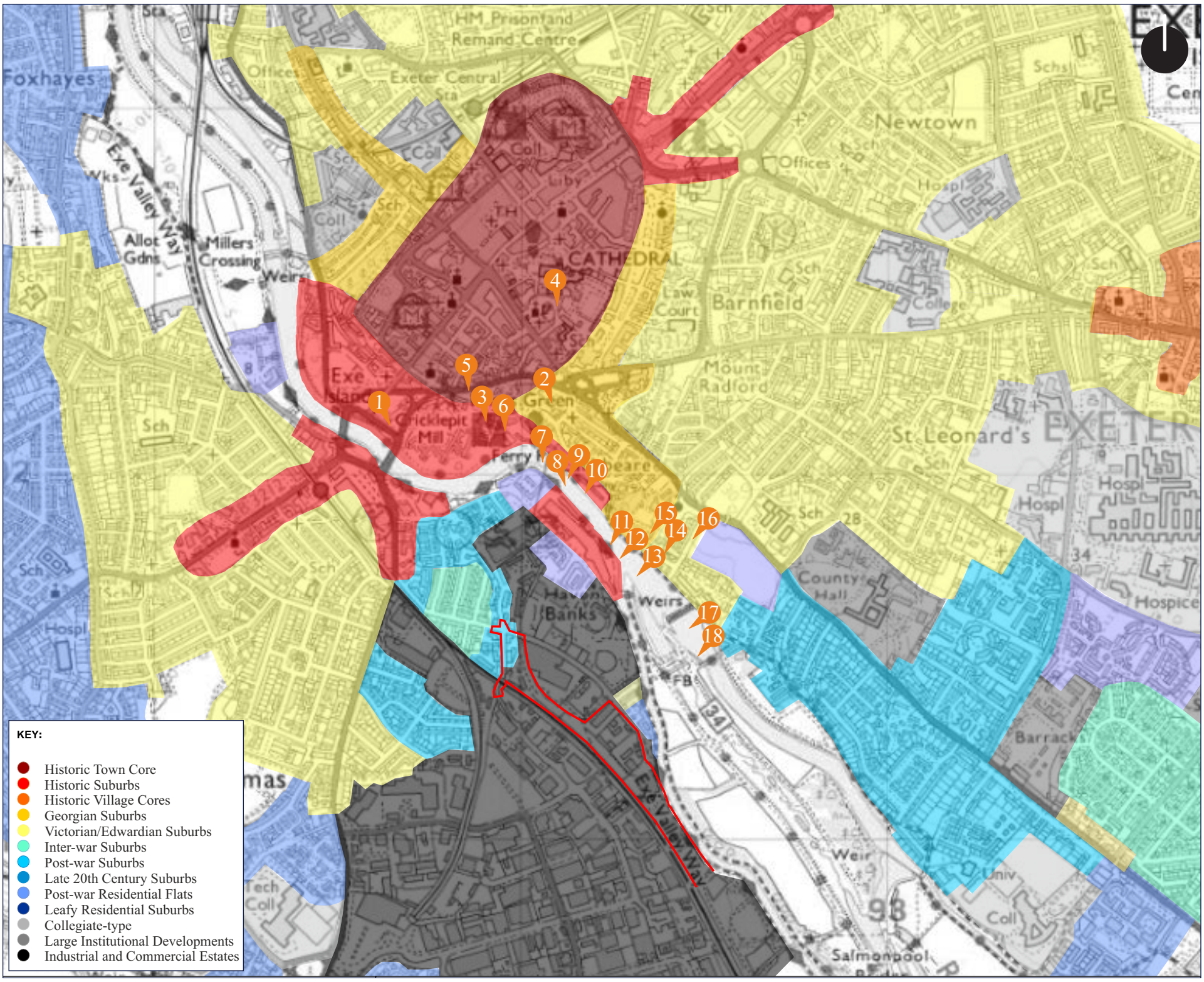



*Figure 3.61: Map from Townscape Heritage Visual Assessment report [Oakford Archaeology]*

# EXISTING UTILITIES & SITE CONSTRAINTS

## Utilities

3.77 Utilities present considerable constraints for the wider Water Lane area and the application site.

3.78 Principal amongst these are a high-pressure gas main, an electricity distribution station, high voltage overhead cables and sewer pipes.

3.79 The high-pressure gas main runs along Water Lane from the south-east to a pressure reduction station on the former gas holder site.

3.80 The electricity distribution station, located centrally between Water Lane and the railway, is fed by high voltage overhead cables that run south of the railway.

3.81 Key storm, foul and combined sewers run across the site connecting Marsh Barton to Water Lane.

## Constrained Access

3.82 Vehicular access to the application site and wider Water Lane area is via Water Lane, with Haven Banks running from Exeter Quay along the canal also providing a vehicular access to the north of the wider Water Lane area.

3.83 Water Lane is constrained by a narrowing of carriageway width to the east of its junction with Tan Lane

3.84 In relation to the wider highway network, the capacity of the signalised Haven Banks/A377 Alphington Road junction is a key constraint.

3.85 There is good pedestrian and cycle access along the canal to Exeter Quay, with access to this route directly off Water Lane, where the housing at River Meadows terminates, and via Cotfield Street which is lined with terraced housing. However, pedestrian access along Water Lane is constrained by lack of footways as it approaches towards the Tan Lane junction.

## Movement Barriers

3.86 Both the railway line, Ship Canal and River Exe, though bridged in places, are a significant barrier to movement. To move east-west across the site requires significant indirect routing. This can only be done by foot or by bike.

## Public Right of Way

3.87 A public right of way path cuts across the application site between the canal side and the railway underpass.

## Flood Risk

3.88 The River Exe has the potential to flood parts of the site.

## Noise

3.89 An Acoustic Site Appraisal has been undertaken which identifies the application site as medium to high risk for residential development in terms of noise and vibration.

3.90 The main sources of noise are from the railway line, the materials reclamation facility on the other side of the railway line and the electricity distribution station.

3.91 Noise from the railway can be addressed through orientation and separation, buffer landscaping, gazing and an appropriate ventilation system. The same approach can be applied to the land closest to the materials reclamation facility, together with single aspect design in this location.

3.92 Noise from the electricity distribution station will need to be mitigated by placing acoustic barriers/non-residential buildings as barriers between the facility and residential development or allowing an 80m set-back and/or single aspect design for residential buildings. This 80m set-back might be reduced to 50m with high-performance double glazing.

**Drawing Key**

- High Pressure Gas Main HSE Consultation Zone
- Electricity Distribution Site Acoustic Buffer
- Electricity Generation Facility Acoustic Buffer
- Overhead Electricity Cable Cleargraph Offset
- Sewer Easement
- Existing Trees
- Highway Pinch-point & No Footways
- Public Right of Way
- Key Pedestrian Route
- Railway Noise

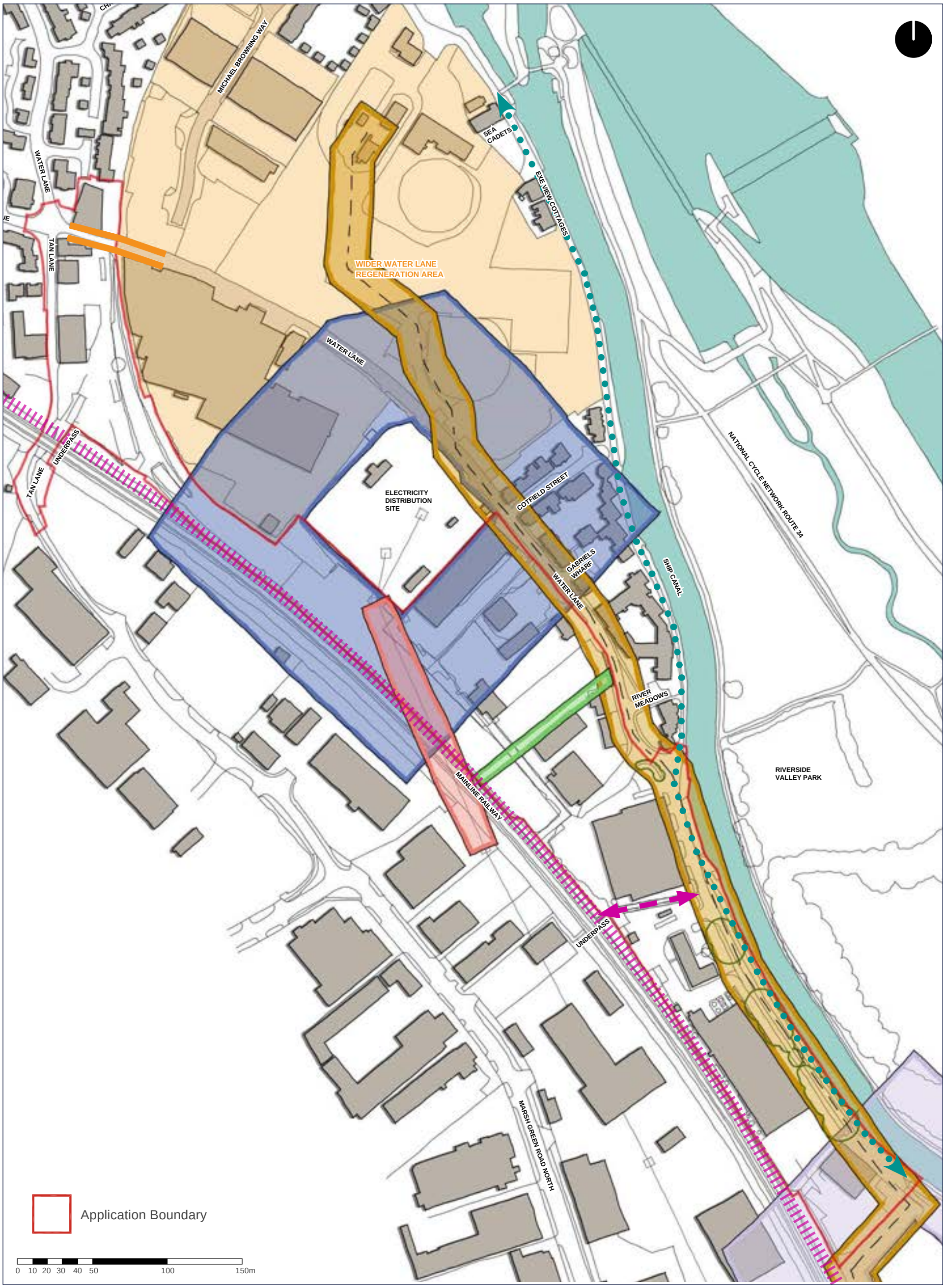



*Figure 3.62: Existing Utilities & Site Constraints*

4

# Planning Policy & Legislation

# DESIGNATIONS

4.1 The adopted development plan designates the site for tourist/leisure/housing/employment/retail use.

4.2 The river/canal corridor to the west and land to the south of the site is designated as a Site of Nature Conservation Importance.

4.3 There are a number of Locally Listed Buildings on Haven Road/the former gas works site to the north-east. The nearest nationally Listed Buildings are at Exeter Quay and on the opposite side of the river. The nearest conservation area takes in Exeter Quay, with a boundary running along Haven Road to the northern end of the former gas holder site.

4.4 The site is within the Flood Zone 3 on the Environments Agency's Planning Map.

# DEVELOPMENT PLAN

4.5 The adopted Development Plan comprises some saved policies from the Local Plan First Review 1995-2011 (LPFR), plus the Core Strategy 2006-2026 (CS). A new development plan document (the Exeter Plan) is also in preparation. An Outline Draft of this Plan was published for consultation in September 2022.

4.6 There are also a number of Supplementary Planning Documents (SPD) that further articulate development plan policies.

4.7 The principal policies of relevance to the proposed development at Water Lane are summarized in Figure 4.1.

| TOPIC | DEVELOPMENT PLAN | EMERGING E PLAN |
|---|---|---|
| **Principle of Development and Uses** | LPFR policy AP2: Priority to previously developed sites, following a sequential approach.<br>LPFR policy KP6: Comprehensive development - mix of tourist, leisure, housing, employment and specialist retailing uses.<br>CS policy CP17: Comprehensive mixed use development. | Policy S1: Spatial Strategy<br>Policy S2: Liveable Exeter delivery principles.<br>Policy EJ 3: New forms of employment provision.<br>Policy H2: Housing allocations.<br>Policy IC2: Community facilities.<br>Site Reference 15: Residential led mixed use. |
| **Layout, Design, Scale and Massing** | LPFR policies DG1, 3, 4 and 7: Design requirements.<br>CS policy CP17: Design requirements for Water Lane. | Policy D1: Design principles. |
| **Heritage** | LPFR policies C2 and C3: Development affecting Listed Buildings and buildings of Local Significance. | Policy HH1: Conserving and enhancing heritage assets. |
| **Public Realm, Landscape and Trees** | LPFR policy DG1: Design requirements.<br>Trees and Development SPD. | Policy NE4: Green Infrastructure |
| **Biodiversity** | CS policy CP16: Green infrastructure and biodiversity. | Policy NE3: Biodiversity. |
| **Health and Well-being** | CS policy CP10: Community infrastructure. | Policy S2: Liveable Exeter delivery principles.<br>Policy H1: Health and well-being. |
| **Transport and Movement** | CS policy CP9<br>LPFR policies T1 (sustainable transport), T2 (accessibility of facilities and services), T3 (layout and integration), T9 (disabled access), T10 (maximum parking standards). | Policy ST1: Sustainable movement.<br>Policy STC2: Active and sustainable travel.<br>Policy STC 3: Active travel proposals. |
| **Energy and Sustainable Construction** | CS policy CP13: Decentralised energy networks.<br>CS policy CP14: Reduction in CO2 emissions.<br>CS policy CP15: Sustainable design and construction. | Policy CE1: Net Zero Exeter.<br>Policy CE1: Local Energy Networks. |
| **Flood Risk and Drainage** | LPFR policy EN4: Flood risk.<br>CS policy CP17: Design requirements for Water Lane. | Policy CE3: Flood Risk.<br>Site Reference 15: Development requirements for Water Lane. |
| **Pollution Control** | LPFR policy EN2: Contaminated land.<br>LPFR policy EN3: Air and water quality.<br>CS policy CP11: Pollution. | Policy H1: Health and well-being. |
| **Waste** | Residential Design Guide SPD.<br>DWP policy W4: Waste Prevention<br>DWP policy W5: Reuse, Recycling and Materials Recovery<br>DWP policy W21: Making Provision for Waste Management<br>Devon Waste Management and Infrastructure SPD | |
| **Planning Obligations** | CS policy CP7: Affordable Housing<br>CS policy CP18: Developer Contributions | Policy IC1: Delivery of infrastructure<br>Policy IC2: Community facilities |

*Figure 4.1: Principle Policies*

4

# NATIONAL POLICY

4.8 National policy as set out in the National Planning Policy Framework (the Framework) is a material consideration in determining the planning application. Policies within the Framework under the following headings are relevant to the proposed development at Water Lane:

- Achieving sustainable development
- Delivering a sufficient supply of homes
- Building a strong, competitive economy
- Promoting healthy and safe communities
- Promoting sustainable transport
- Supporting high quality communications
- Making effective use of land
- Achieving well-designed places
- Meeting the challenge of climate change, flooding and coastal change
- Conserving and enhancing the natural environment
- Conserving and enhancing the historic environment

# ENVIRONMENTAL IMPACT ASSESSMENT

4.9 Under the Regulations a screening opinion has been sought in respect of the proposed development at Water Lane and the opinion adopted by the Local Planning Authority is that an Environmental Impact Assessment (EIA) is required. The following topics have been scoped into the EIA by a subsequent Scoping Opinion:

- Ecology and Biodiversity;
- Contamination;
- Flood Risk and the Water Environment;
- Heritage;
- Materials and Waste;
- Noise and Vibration;
- Transportation and Access; and
- Cumulative Effects.


RECEPTION

5

# Design Process

# THE VISION

5.1 The under-used land at Water Lane provides the opportunity to make a significant contribution to the needs of the city and its community and to do this in a way that responds to the challenges of climate change, biodiversity loss and the priorities that have emerged from the Covid 19 pandemic. This opportunity includes optimising the assets of its location on the ship canal, close to The Quays and city centre and adjacent to a new railway station.

5.2 The Vision for Water Lane is for a liveable, waterside community, within a distinctive new city quarter of character and identity, well connected to and integrated with its surroundings, that is a place people enjoy being in for living, working and community life and, which helps to protect and enhance the natural world.

***It will:***

***Be Inclusive***
*Providing accessibility for all, a range of uses and facilities to serve the new and existing communities and opportunities for training, jobs and local procurement during its creation.*

***Prioritise People in its Spaces, Streets and Connections***
*As a place to walk, cycle, relax and socialize, in a setting that is green and animated by varied and active street frontages.*

***Enable Low Impact Living***
*By making walking, cycling and public transport use attractive and convenient, providing for use of low emissions vehicles, ensuring energy efficient buildings, zero carbon heat and power and spaces and connections for wildlife.*

***Provide Homes for a Variety of Needs and Aspirations***
*Including homes to buy and rent, with affordable tenures and offers for retirement living and for students.*

### *Have a Thriving Community Life*

*As a Ten-Minute Neighbourhood providing a place to live, work, enjoy and socialise, with a mix of buildings and spaces accommodating a variety of uses and activities.*

### *Add to and Complement Exeter's Form and Existing Neighbourhoods*

*Using high density to optimize the sustainability of the location and create new skyline, whilst providing views to the hills beyond, supporting and integrating with adjacent communities, and achieving linkages and synergies with the wider city.*

### *Create Character and Identity*

*Enhancing enhancing the leisure, amenity and bio-diversity value of the waterside and drawing on elements of Exeter's character to inform a contemporary design approach that expresses the underlying sustainability of the place, in establishing a new and distinct part of the city.*

### *Be Deliverable*

*Through collaborative working and shared ambition with Exeter City Council, Devon County Council, involvement of stakeholders and partnerships with local organisations, to create a development mix and quantum that is viable through jointly agreed delivery solutions.*

# TOOLKIT FOR FUTURE PLACEMAKING

5.3 The methodology outlined in the Toolkit for Future Placemaking in Exeter, developed by DHUD, has formed part of the design process. The Toolkit provides ‘The 5 Drivers for Change’ and twelve ‘Ingredients of The Future Place’.

5.4 A series of workshops were held with David Hawes of DHUD, to develop the outline proposals and illustrative layout through an iterative process.

5.5 This section summarises the approach taken to the Toolkit and a full response can be found in the Appendix.

## THE 5 DRIVERS FOR CHANGE

5.6 The 5 Drivers for Change are derived from the historic influences that have shaped the city.

5.7 These drivers and their role in relation to the creation of a new urban quarter at Water Lane are set out below.

### Fertile Surroundings

5.8 Baseline views have been established and these have informed the design process to safeguard important existing views into and out of the city.


*Figure 5.1: The 5 Drivers for Change [DHUD Toolkit]*

5.9 Locally listed buildings within the former gas holder site are proposed to be retained and re-used, should this land come into the project.

5.10 The industrial and waterside character of the location will inform the design process for buildings and the public realm.

5.11 The intention is to create new building typologies that respond to the context, including elements of greater height as landmarks.

## Turning Back to the River

5.12 The River Exe has played an important role in Exeter's history and has helped shape development of the city. At Water Lane it is the Exeter Canal that provides the immediate waterfront presence.

5.13 A new Quay is proposed south of River Meadows, opposite the existing pedestrian and cycle connection under the railway to Marsh Barton, which could enable future provision of an autonomous boat service to The Quay. The design of the public realm here will provide for closer connection to the water, enabling people to pause, sit and enjoy the waterside.

5.14 New buildings will help to define the water-frontage, bringing character, activity and natural surveillance, and the development will contribute to a new connection across the canal to link with the existing foot and cycle path network.

5.15 Landscape and drainage are to be integrated with consideration given to rain gardens and rooftop rainwater storage to slow flows.

## Grey to Green

5.16 Highway infrastructure is an overly prominent feature in the urban fabric of Exeter and congestion on the city's roads is a major cause of air pollution. At Water Lane traffic is relatively light, albeit the industrial and related uses generate movements by large commercial vehicles. Whilst there are elements of green, the environment is predominantly hard and austere in character.

5.17 A central element of the concept is the creation of liveable streets incorporating a strong sense of greenness and enhancing biodiversity. A green infrastructure network across the site will help to connect existing green corridors.

5.18 Proposals allow for Water Lane, in the longer term, to become a pedestrian and cycle priority green route largely free of vehicular traffic, complementing the more leisure oriented canalside route running in parallel.

## Going Local

5.19 Water Lane is well placed to capitalise on the benefits of creating a walkable neighbourhood of optimal density, with good provision for movement by walking and cycling.

5.20 The main centre for the new community will be on the former gas holder site but a smaller centre will also be created around the former Quay to link with the pedestrian connection under the railway further south.

5.21 Part of the unique function will be to create a template for sustainable future urban living and to provide space for community activity.

5.22 Delivery will be phased and consideration will be given to meanwhile uses to help test opportunities and build a thriving community.

## Compact City

5.23 Whilst Exeter is relatively compact, like many places its overall compactness has been diluted by low density, car-based development typologies over more recent decades. At Water Lane the existing buildings are predominantly of an industrial shed typology, at low density. Proposals seek to optimise the potential of this land to enhance its compactness.

5.24 Provision of workspace close to homes is proposed, with public spaces for external live/work interaction. Flexible workspace and co-working provision support changing work patterns.

5.25 Emerging public realm design is seeking to enable synergy between uses and interaction between users. Built form for non-residential uses will enable uses to change over time, and car parking provision will be designed to facilitate change to alternative uses in the future.

5.26 Pedestrian and cycle priority streets are central to the development concept. Water Lane is to become a largely car-free route in the longer term.

5.27 Key strategic desire lines are northward toward Exeter Quay and the city centre, southward towards the new Marsh Barton station, countryside and estuary, eastward to Riverside Valley Park and westward to the employment and retail opportunities at Marsh Barton. Connections to all of these are being incorporated.

## INGREDIENTS OF THE FUTURE PLACE

5.28 The 12 Ingredients of the Future Place in the city are of a strategic nature, but the majority are relevant to Water Lane, as summarised below.

### Prioritise Healthy Travel

5.29 Proposals create an environment that enables lifestyles characterised by walking and cycling, both within the new quarter and through its connections to other parts of the city.

5.30 The Canal is reinforced as a major route for walking and cycling, and an area for leisure, and a car free development with liveable streets facilitates healthy travel options, incorporating green infrastructure & SuDS.

### Less Parking – More People

5.31 Linked to this, the proposal for a low-car quarter supports the principle of higher density development to create a high quality urban environment with a critical mass of population to support local facilities and underpin a sense of community.

5.32 A central Mobility Hub helps to reduce parking levels whilst providing sustainable alternatives.

5.33 Density is optimised with a mix of uses including a local centre with workspace, hotel, cafes/restaurants and education facilities that reduce the need to travel.

### Less Cars – More Trees

5.34 Creating a place that is predicated on active travel rather than car-based lifestyles also enhances the potential for planting trees and introducing other green infrastructure.

5.35 Large car-free areas help to maximises green space, bringing the green character of Riverside Valley Park along Water Lane and through the site and achieving biodiversity enhancement.
The Canal interface is enhanced and provides an increased area for landscape.

### Physically Connected

5.36 Creating a new neighbourhood across the wider Water Lane area enables the introduction of much better connections within the area and to adjacent areas, including to the canalside walking and cycling route that connects central Exeter to the River Exe Estuary and the city's countryside setting.

5.37 The proposed new Foundry Lane provides a bus and cycle route from Tan Lane across to the canal, improving connective route for residents, local businesses and services.

### Diversifying Uses

5.38 Linked to this there is the potential for a mix of uses and activities to create a living and working community where people can conveniently access services, facilities and amenities on foot and by bicycle.

5.39 Mix and density of uses can help to respond to changing mobility and modal shift towards a low-car life-style.

### Future Building Interfaces

5.40 New development at Water Lane provides the opportunity for an over-arching urban design lead approach that creates active, people-centred streets and spaces. This can be achieved by both footfall generating uses (such

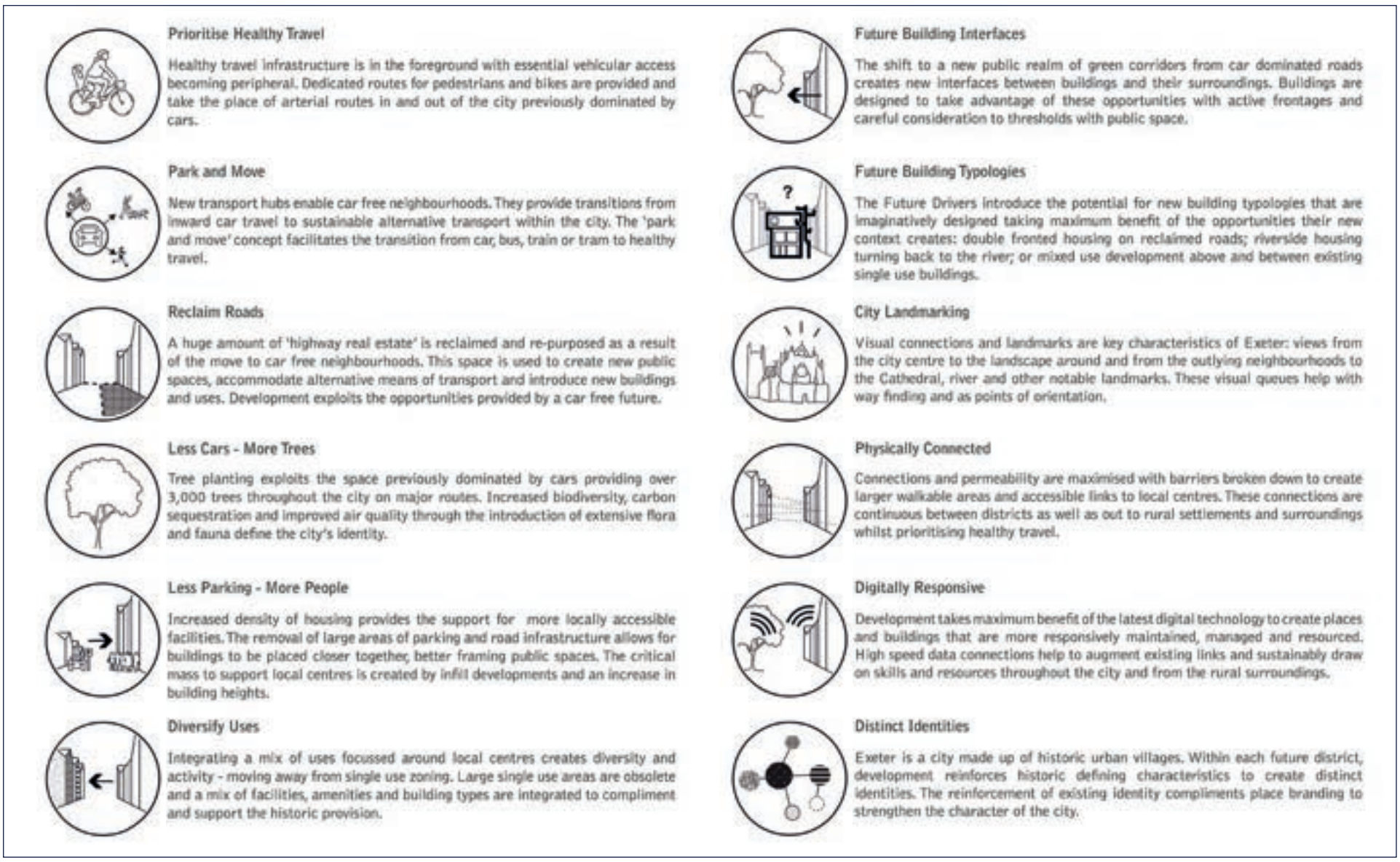



*Figure 5.2: The 12 Ingredients of the Future Place [DHUD Toolkit]*

as a café or retail) and by the placing of residential entrances onto streets and provision of balconies and terraces to overlook streets and spaces and provide animation to the street scene.

## Future Building Typologies

5.41 Contemporary building typologies at Water Lane, drawing on local precedent and character, can help create identity and contribute to Exeter's distinctiveness as a progressive city.

5.42 The mixed use focus creates opportunities for new building typologies including living accommodation over Co-working space and other uses, and flood compatible uses at ground floor level.

## Distinct Identities

5.43 In combination, the design approach can create a strong sense of place, an identity for the new urban quarter at Water Lane, contributing to the character of the wider district and to the diversity of Exeter.

5.44 The waterside location helps to inform building typologies and public realm detailing. A strong sense of greenness is proposed in the landscape design through creating accessible liveable streets and public spaces with a waterside focus around a new Quay area.

## City Landmarking

5.45 The views analysis undertaken enables the design process at Water Lane to be informed in response to maintaining important visual connections between the city and its countryside setting and enables consideration of the potential development can make to the composition of the city and its landmarks.

5.46 A locally distinctive landmark building contributes to a new local identity at the heart of this district. New public spaces and public realm creates opportunities for improved landmarking with pedestrian and cycle priority.

## Park And Move

5.47 A Mobility Hub is incorporated to support low car use and active travel. Park and move hubs on the edge of the district and at the new train station can facilitate sustainable transport connections from the fertile surroundings.

## Digitally Responsive

5.48 Digital connectivity can be a major feature of the new community at Water Lane, incorporating high speed connections and digital provision to support sustainable lifestyles through, for example, digital access to electric car and bike share, communal drop off and safe storage for deliveries, managing home appliances and energy etc.

## Reclaim Roads

5.49 New access street runs parallel with the railway allowing pedestrian and cycle priority through site.

5.50 Existing road networks in the future can be reclaimed for tree planting and usable open space.

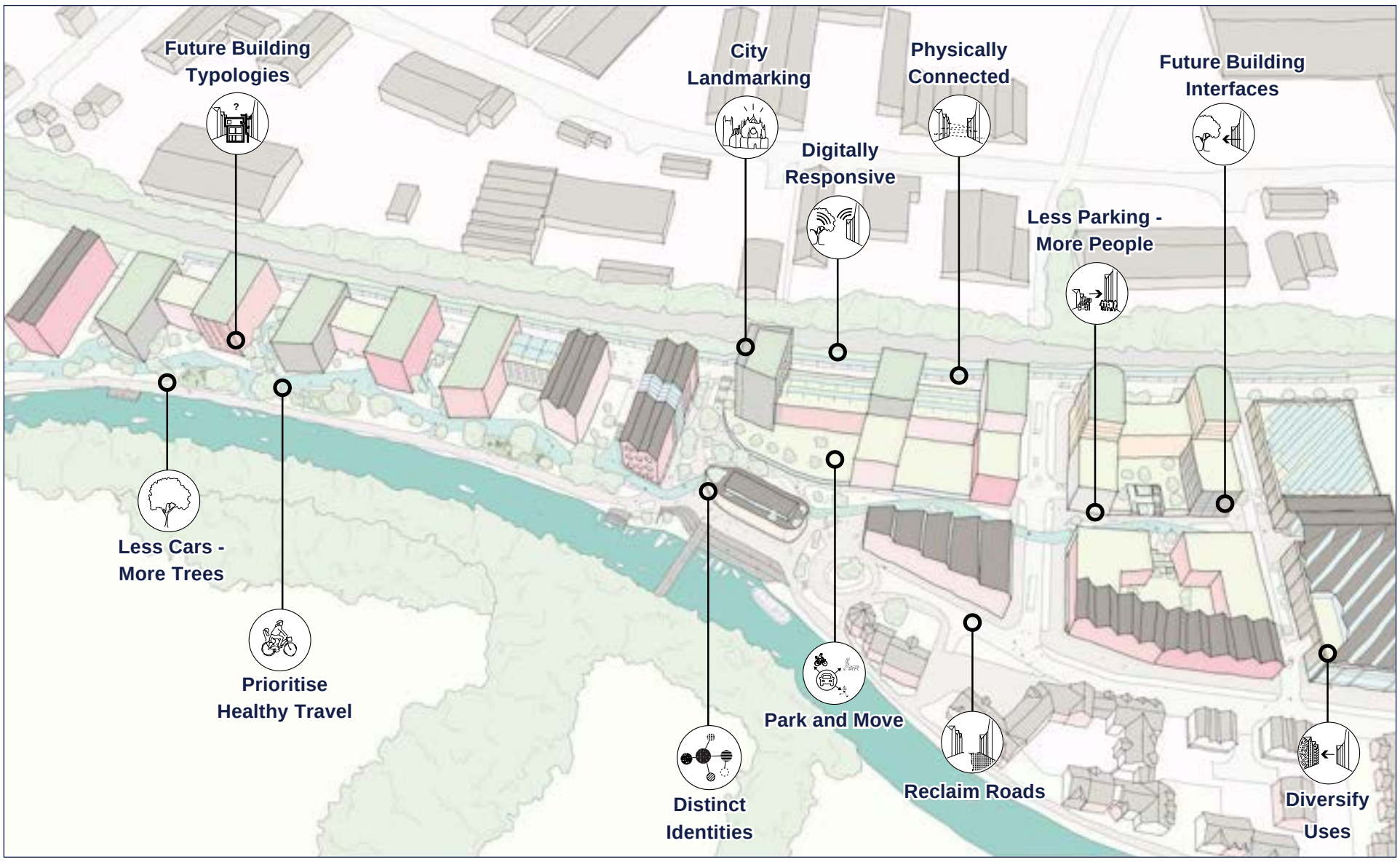



*Figure 5.3: The Ingredients across the Illustrative Layout*

# PROJECT PLACEMAKING PRINCIPLES

5.51 Drawing on the Toolkit for Future Placemaking Drivers and Ingredients, we have developed a set of nine Placemaking Principles to provide the basis for designing proposals for the land at Water Lane.

## DELIVERABILITY

5.52 The land at Water Lane has been identified as a regeneration area for many years. Delivery is very challenging for a number of reasons, including fragmented land ownerships and costs associated with flood risk, constraints imposed by current utilities infrastructure and contamination. The land assembled for the development site now presents the opportunity for delivery of a significant area of regeneration, as an integral part of a wider new urban quarter to be created as other areas of land come forward.

5.53 For delivery to happen the quantum of development and its alignment with market expectations needs to generate sufficient value to achieve viability.

## INCLUSION

5.54 The new urban quarter at Water Lane should create an inclusive environment that is accessible to all. Its buildings and uses should meet a variety of needs across the community, including the provision of affordable housing, job, leisure, social and cultural opportunities, The principle of inclusion should be applied throughout the project process, including consideration of opportunities for training, pathways to employment and local procurement during the construction process.

1. Mixed Ground Floor Uses
2. Accessible Entrances
3. Range of Spaces
4. Affordable Homes
5. Level Entrances
6. Local Procurement For Construction

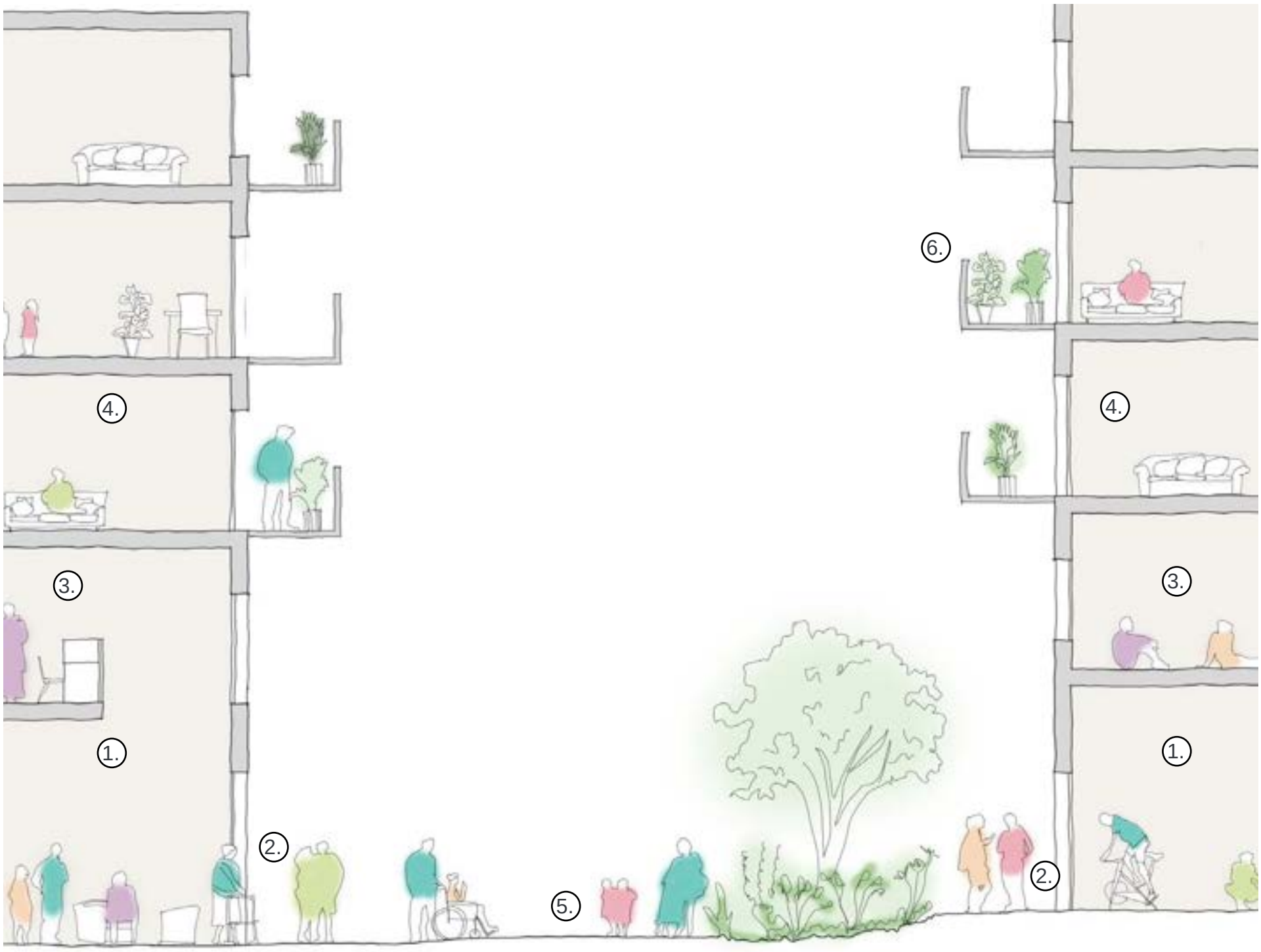



*Figure 5.4: Project Placemaking Principle: Inclusion*

## LOW IMPACT LIVING

5.55 The new urban quarter needs to be a place that enables people to lead lifestyles with a low impact on the natural environment. Travel by private car is a major source of air pollution and carbon emissions. The design and built environment specification therefore need to prioritise walking, cycling and use of public transport over travel by car. It is also important that the placemaking approach is informed by an understanding of people's lifestyles and how their travel needs can realistically be met. For occasions when private vehicular travel is necessary, use of low emission vehicles should be facilitated. Within the new quarter, provision needs to be made for deliveries and their collection without reliance on multiple commercial vehicles visiting individual homes.

5.56 The new urban quarter needs to enhance biodiversity and connect with existing green and blue infrastructure to help contribute to nature recovery networks. Streets and spaces should be generously planted with trees as part of a green mosaic across the site, including green open spaces and natural drainage features such as swales and rain gardens.

5.57 Buildings need to be designed with high levels of air tightness and insulation, optimising orientation and design to benefit from natural light, ventilation and solar gain whilst avoiding risks of overheating. Heat and power should be provided from renewable sources, with on-site renewable energy generation potential optimised.


1. Consolidated Private Vehicle Access
2. Bus, Pedestrian & Cycle only onto Haven Road
3. People Focused Streets
4. Mobility Hubs
5. Frequent Buses
6. Walkable Stations
7. Breathable Neighbourhood

*Figure 5.5: Project Placemaking Principle: Low Impact Living*

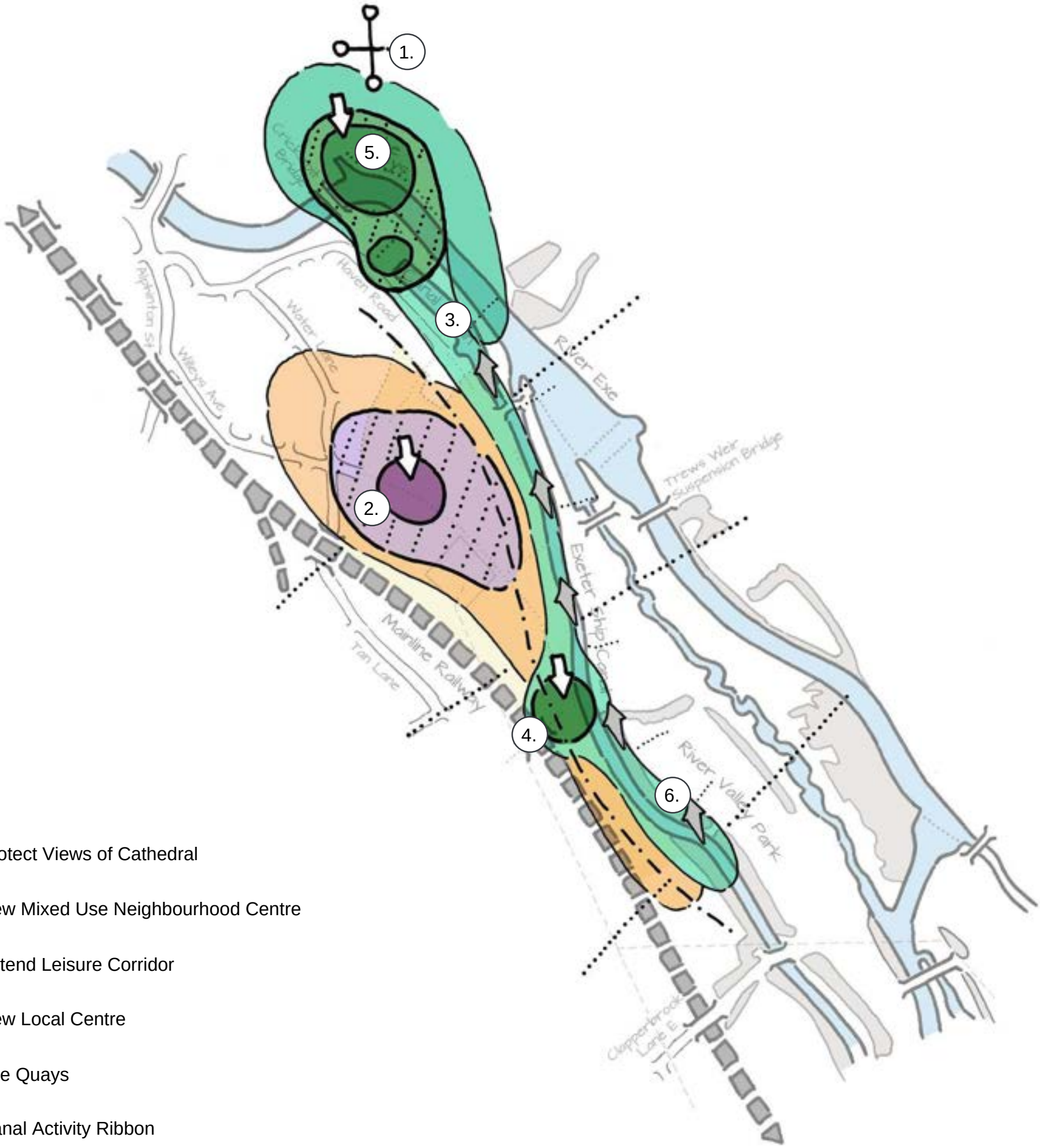
# PROJECT PLACEMAKING PRINCIPLES

## CRITICAL MASS AND CITY COMPOSITION

5.58 Development density needs to be optimised to make good use of this land close to central Exeter and to help create a viable and deliverable development. Critical mass will also help to support a mix of uses and facilities across the wider area and enables good quality placemaking.

5.59 Optimising density and achieving critical mass needs to contribute positively to the overall composition of Exeter's urban form and legibility. Important views into and out of the city need to be safeguarded and opportunities for landmarks to add to Exeter's identity and assist orientation and wayfinding need to be features of placemaking at Water Lane.

5.60 As well as urban form, the development should contribute to the overall composition of the city in terms of its variety of homes and business premises and its mix of distinctive neighbourhoods.



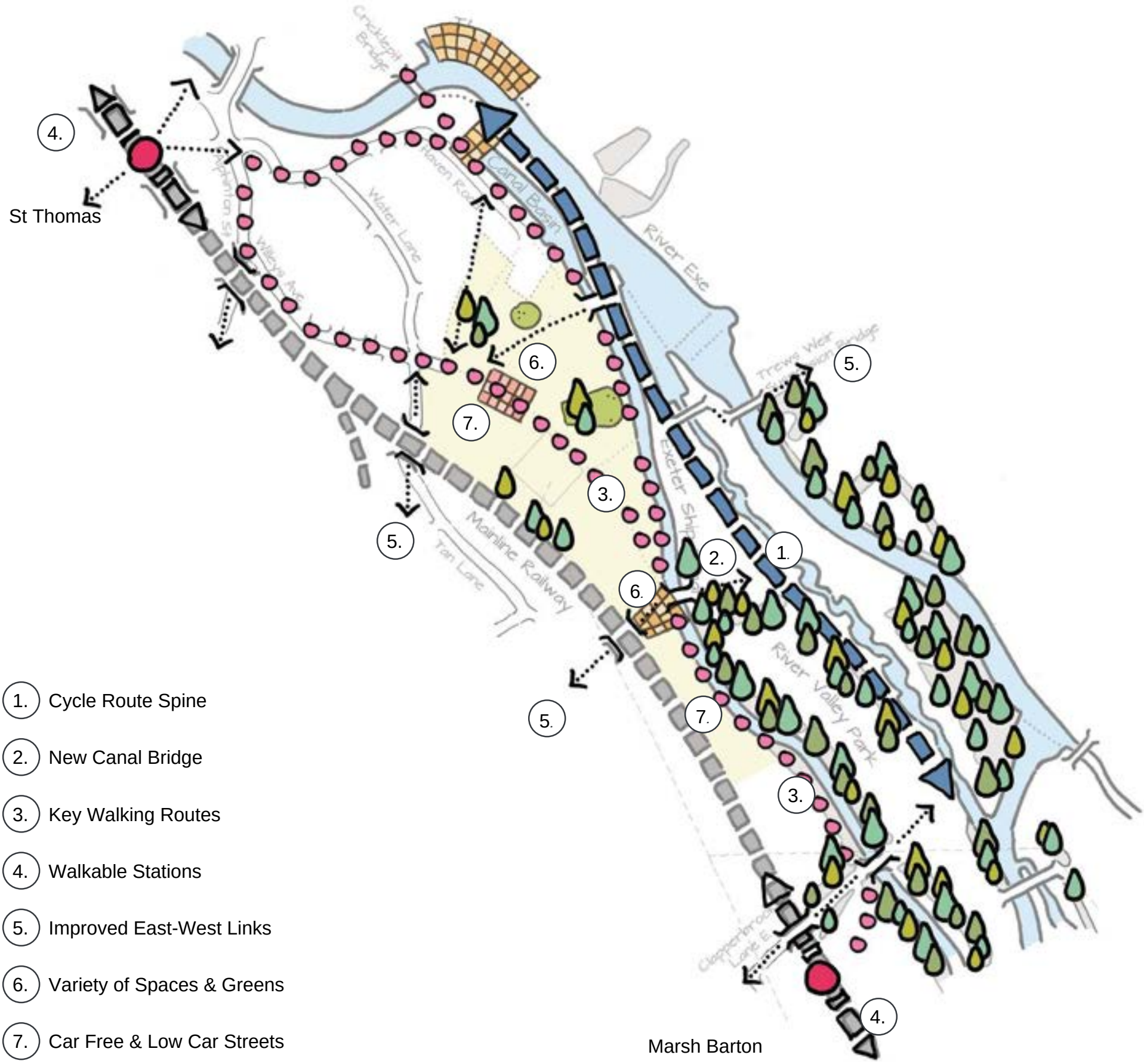

1. Protect Views of Cathedral
2. New Mixed Use Neighbourhood Centre
3. Extend Leisure Corridor
4. New Local Centre
5. The Quays
6. Canal Activity Ribbon

*Figure 5.6: Project Placemaking Principle: Critical Mass & City Composition*

## CONNECTIONS, STREETS AND SPACES FOR PEOPLE

5.61 The new urban quarter needs to be a place designed for people, where the streets and public spaces make movement by walking and cycling the natural choice and where social interaction and informal encounters characterise daily life. Street frontages should be active and interesting through a combination of design measures and the mix of uses.

5.62 The streets and open spaces should contribute to well-being and contact with nature through tree planting, landscaping and views and access to the waterside.




1. Cycle Route Spine
2. New Canal Bridge
3. Key Walking Routes
4. Walkable Stations
5. Improved East-West Links
6. Variety of Spaces & Greens
7. Car Free & Low Car Streets

*Figure 5.7: Project Placemaking Principle: Connections, Streets and Spaces for People*

# PROJECT PLACEMAKING PRINCIPLES

## HOMES FOR A VARIETY OF NEEDS & ASPIRATIONS

5.63 Development should provide new homes of quality, in mixed types, sizes and tenures to provide for contemporary lifestyle needs.

1. Social Space, Shared & Adaptable Spaces
2. Flats & Duplexes
3. Studios
4. Recessed Balconies
5. Projecting Balconies
6. Intergenerational Living
7. Home Office
8. Adaptable Lifetime Living

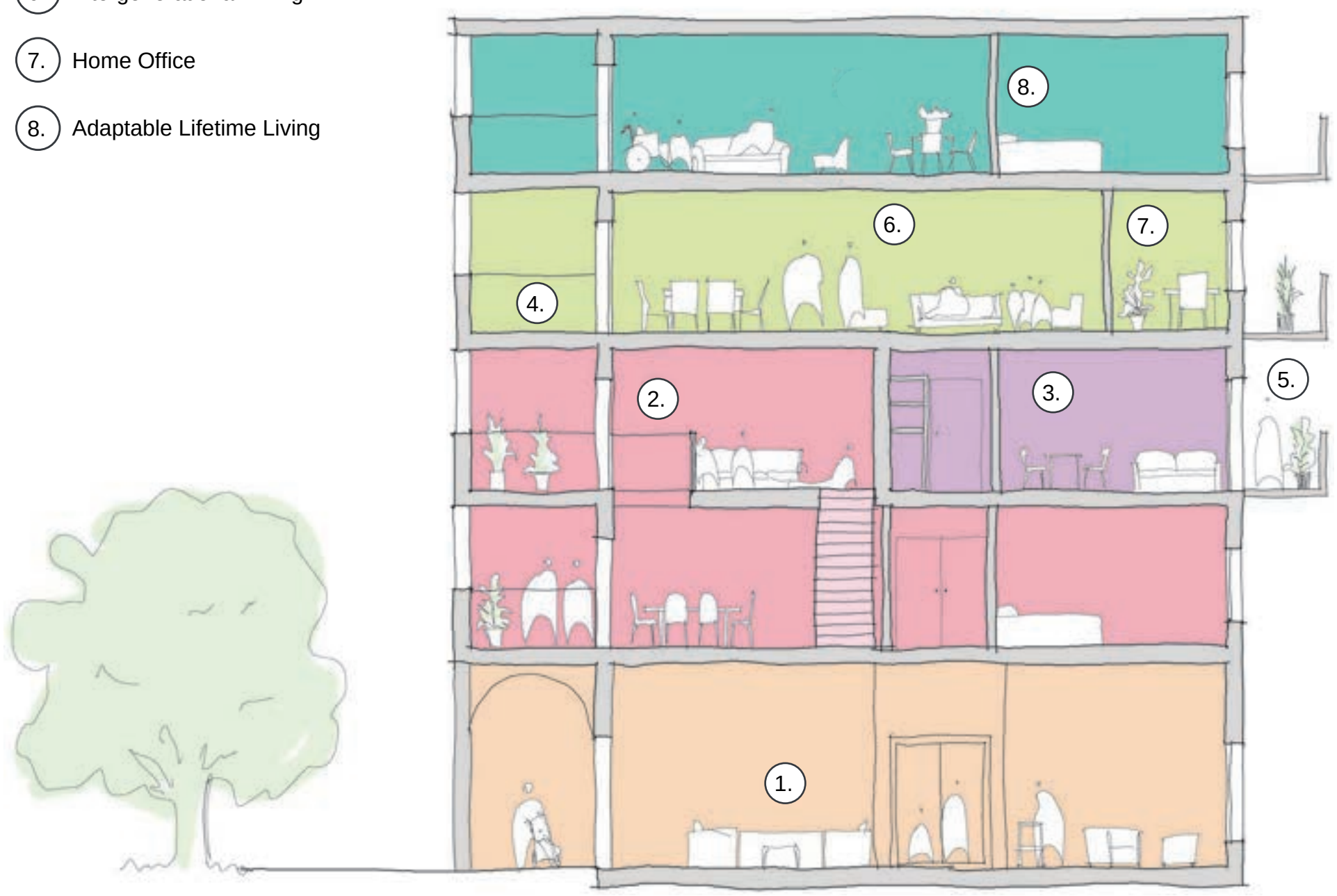



*Figure 5.8: Project Placemaking Principle: Homes for a Variety of Needs and Aspirations*

## COMMUNITY LIFE

5.64 Development at Water Lane should create the canvas for community life, where people live, work and socialise. This means homes that enable working from home, a mix of uses across the wider area, streets and spaces that foster social interaction and consideration of shared facilities that enable communal activity, such as meetings, events and communal gardening.

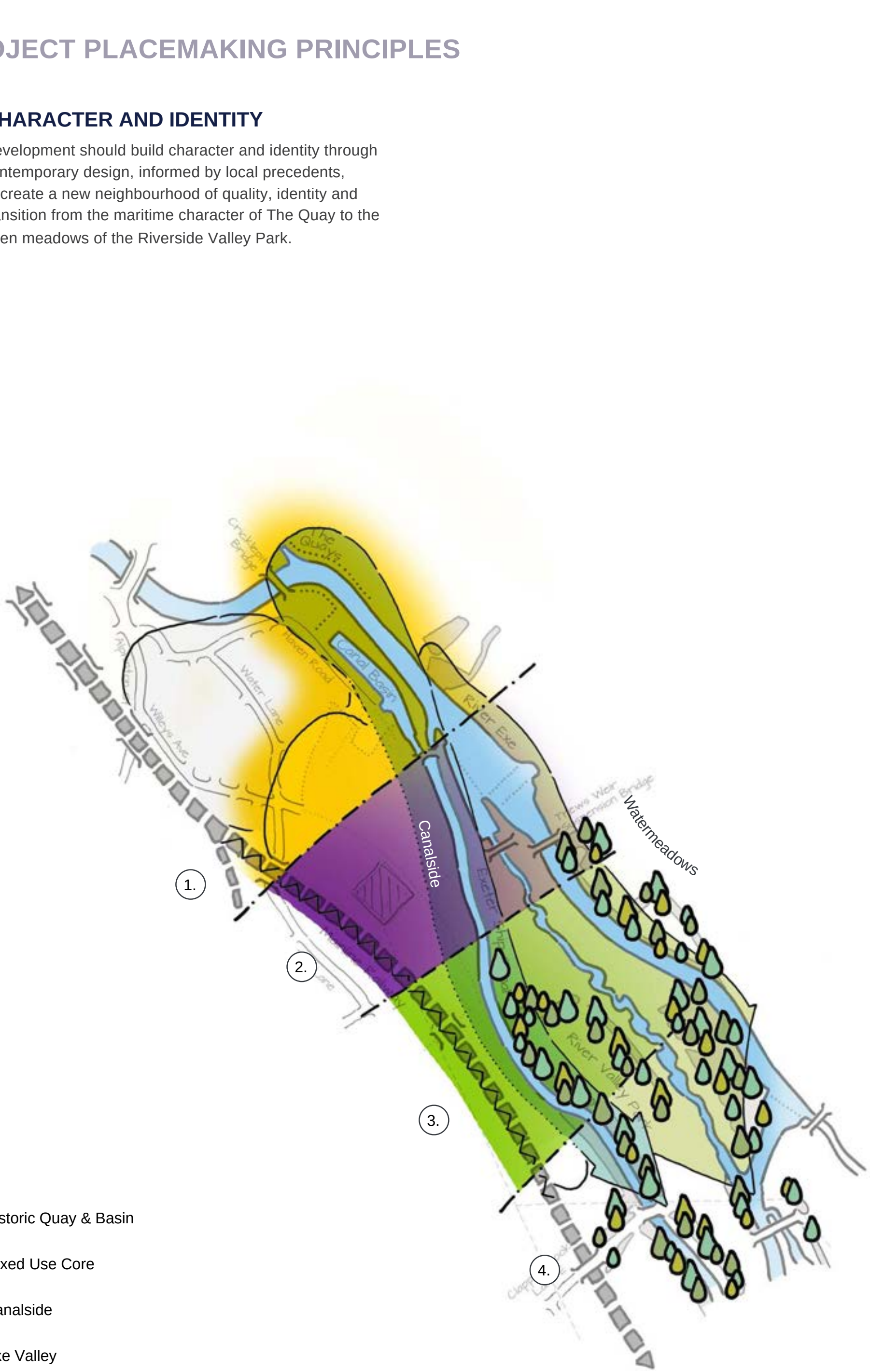

1. Highly Permeable & Accessible Canalside
2. New Public Spaces & Greens
3. New School
4. Mobility Hubs
5. Enhanced Walking & Cycling

*Figure 5.9: Project Placemaking Principle: Community Life*

# PROJECT PLACEMAKING PRINCIPLES

## CHARACTER AND IDENTITY

5.65 Development should build character and identity through contemporary design, informed by local precedents, to create a new neighbourhood of quality, identity and transition from the maritime character of The Quay to the open meadows of the Riverside Valley Park.




1. Historic Quay & Basin
2. Mixed Use Core
3. Canalside
4. Exe Valley

*Figure 5.10: Project Placemaking Principle: Character & Identity*

## A LIVEABLE WATERSIDE QUARTER

5.66 Currently the elements of positive character at Water Lane are largely to be found in its waterfront and the boats and activity on the canal. A key element in the character and identity of new development at Water Lane should be the creation of a new urban quarter that is well related to and draws inspiration from its waterside location. This will include measures to activate and engage with the waterfront.


1. Extend Watermeadows into Neighbourhood
2. Pocket Greens
3. Mitigated Flood Risk
4. Strong & Active Canal Frontage
5. New East-West Green Fingers

*Figure 5.11: Project Placemaking Principle: A Waterside Quarter*

# PRECEDENT STUDIES

5.67 Throughout the illustrative design process precedents have helped inform the proposals.

5.68 We have reviewed a number of European projects, including Hammarby, Reiselfeld, Vauban and Borneo Island, and UK projects, including Ancoats (unbuilt) in Manchester, Wapping Wharf, Finzel's Reach and Neptune Wharf, to select key design principles which could be applicable to the site at Water Lane.

5.69 The European precedents listed above do tend to be much larger regeneration schemes where the local authority owns the land and there is significant investment in public transport infrastructure.

5.70 In terms of the built three UK projects there are similarities in terms of scale, reduced car access and water-edge location and more detail is outlined below.

5.71 As a comparison, figure ground footprints of the three built precedents have been have been overlaid onto the site to understand the scale of proposals.

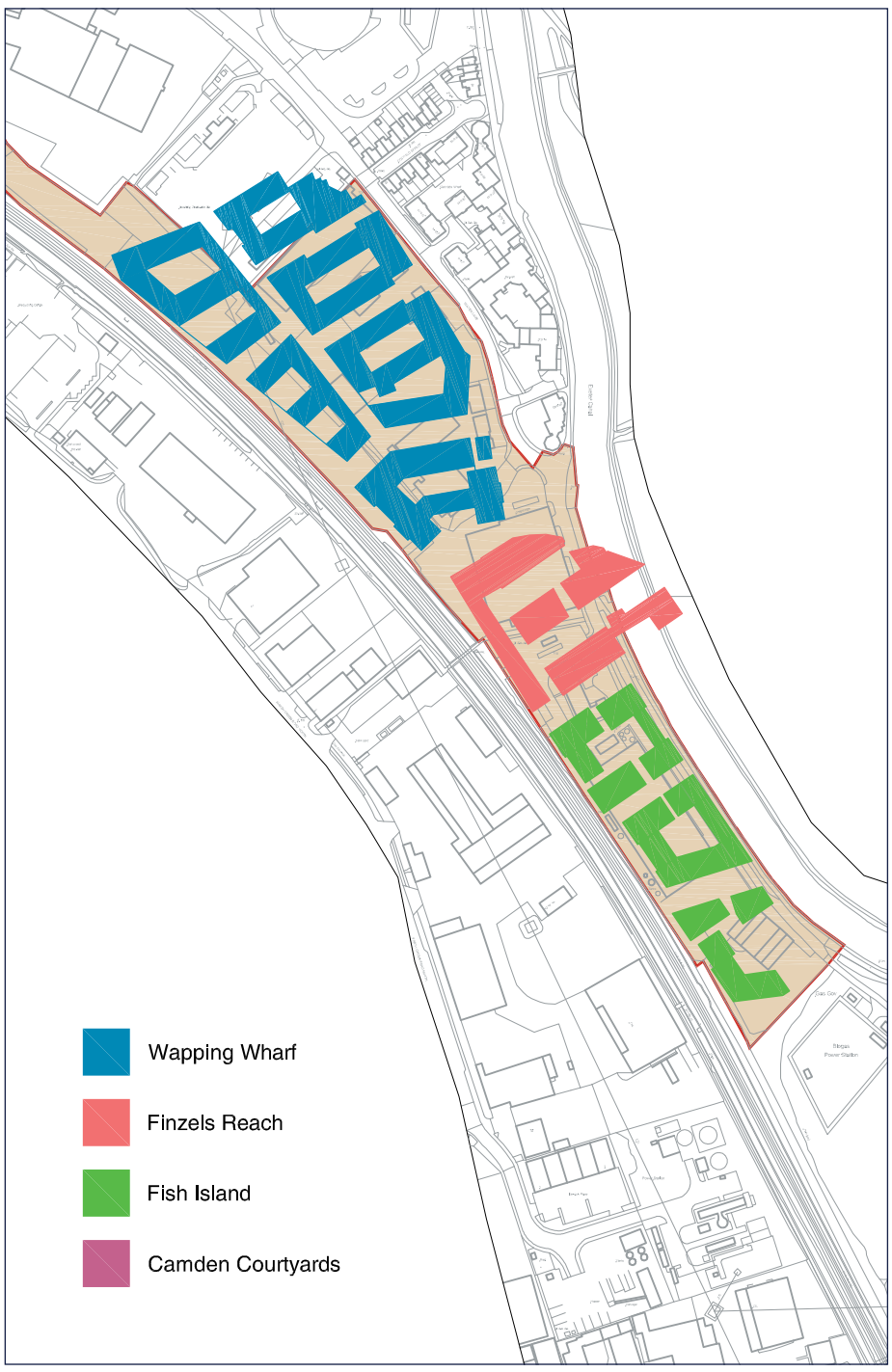



*Figure 5.12: Precedent Comparison Figure Ground*

*Figure 5.13: Photograph of Wapping Wharf*

## Wapping Wharf, Bristol

5.72 In terms of project successes, the scheme includes pedestrian priority area with active ground floor uses. A new tree-lined route running through heart of neighbourhood connects South Bristol to the city centre. Interest is created with varied roofs, contrasting render, vertical timber cladding and brickwork finish.

Project Details:

| | |
|---|---|
| Density | 210 dph |
| Quantum | 592 homes, 2390m$^2$ retail, 2903m$^2$ office, 3488m$^2$ hotel |
| Building Height | 7-8 Floors |
| Housing Typologies | Simplex |
| Aspect | 100% Single Aspect |
| Access | x3 Cores per Block Serving up to x120 |
| Back-Back Distance | Units c. 12m |
| Street Width | Between c. 10m and 14m |
| Building Depth | Between c. 14m and 19m |
| Block Dimensions | c. 70m x 40m |
| Amenity Space | Balconies & Communal Courtyard |
| Parking | Split-Level Under croft c250spaces / 0.4 per home |



47% Building Coverage

30% Streets

18% Private Space
5% Public Space

*Figure 5.14: Wapping Wharf Coverage Diagram*

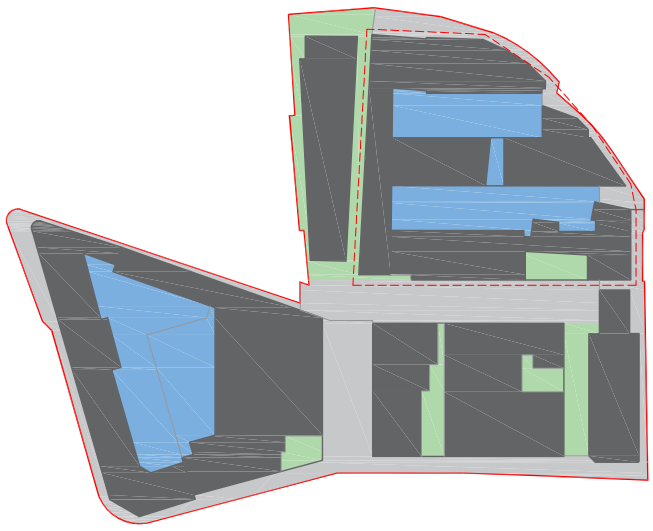
*Figure 5.16: Photograph of Finzel's Reach*

## Finzel's Reach, Bristol

5.73 In terms of project successes, the scheme includes new car-free public routes and interesting, usable courtyard gardens despite minimal depths. A respectful transition between restored historic and contemporary buildings is achieved and a new landmark contemporary pedestrian/ cycle bridge frames arrival to scheme.

Project Details:

| | |
|---|---|
| Scale | 1.9 ha |
| Density | 209 dph |
| Quantum | 398 homes |
| Building Height | 6-10 Floors |
| Housing Typologies | c. 93% Simplex, 7% Duplex |
| Aspect | c. 74% Single, 19% Dual Aspect & 7% Duplex |
| Access | x1 Core per Block Serving up to 71 units |
| Back-Back Distance | or x2 Cores Serving up to 91 units<br>c. 17m |
| Street Width | Between c. 16m and 19m |
| Building Depth | Between c. 9m and 20m |
| Block Dimensions | Varies. c. 90m x 19m |
| Amenity Space | Balconies & Communal Courtyard |
| Parking | N/A |



56% Building Coverage

26% Streets

16% Private Space

2% Public Space

*Figure 5.15: Finzel's Reach Coverage Diagram*

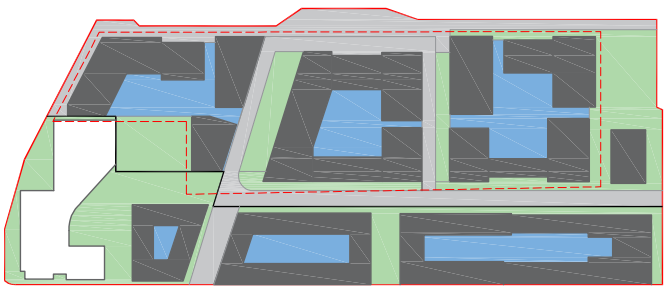
*Figure 5.17: Photograph of Neptune Wharf*

## Neptune Wharf, Fish Island, London

5.74 In terms of project successes, the scheme includes legible public realm with public squares, yards and tree-lined streets softening the site. A clear street hierarchy shows routes for cars and routes for pedestrians. All homes have private amenity with terraces, balconies, winter and rooftop gardens. Mixed tenure residential overlooks active base of studios. Buildings increase in height to form a landmark corner building.

Project Details:

| | |
|---|---|
| Scale | 1.99 ha |
| Density | **255 dph** |
| Quantum | 588 Homes, 5,522m$^2$ Commercial space |
| Building Height | 4-7 Floors |
| Housing Typologies | 100% Simplex |
| Aspect | Dual & Single Aspect |
| Access | Access Varies for 6 self-contained blocks. x1 Core Serving up to x11 Units per floor |
| Back-Back Distance | Between c. 19m and 32m<br>Between c. 11m and 16m |
| Street Width | Between c. 16m and 7m |
| Building Depth | Blocks vary, c. 55m x 55m |
| Block Dimensions | Balconies, Terraces & Communal Courtyard |
| Amenity Space | |
| Parking | 83 spaces including 13 wheelchair accessible (b) and 6 at ground level |



34% Building Coverage

24% Streets

15% Private Space

22% Public Space

*Figure 5.18: Neptune Wharf Coverage Diagram*

# WIDER AREA DESIGN CONCEPT

5.75 In order to progress illustrative proposals for the application site a concept was developed for the wider Water Lane area to consider how proposals could link beyond the red line boundary and ensure a joined up approach.

5.76 The resulting wider area design concept is structured around a series of movement routes and landscape and public realm opportunities, overlain across a series of broad character areas.

### Green Network Links

5.77 The existing green infrastructure has poor connectivity and the concept shows opportunities to add new green routes and links for wildlife as key structuring elements.

### Canal Activity

5.78 The canal frontage is under-looked and new buildings should include uses that engage with the canal to create animation and activity.

### Primary Vehicular Route

5.79 Ideally, access for cars and other vehicles should be limited whilst still providing connectivity. The route proposed enters and exits from Tan Lane and is pushed against the southern railway edge. A link serves the existing residents and a link to serves the gas holder site to the north but no connection is made onto Haven Banks.

### Bus Only Route

5.80 The bus route at the Tan Lane underpass is improved with a connection shown onto Haven Banks.

### Secondary Vehicular Route

5.81 This route provides further connectivity for existing residents. It also includes a route for service, delivery and accessible vehicles only to southern extents of the site.

### Pedestrian & Cycle Focused Street

5.82 As vehicle access is ideally limited, there will be a number of streets with pedestrian and cycle priority.

### Improved Connections to Existing Routes

5.83 To ensure connectivity beyond the wider Water Lane area, connections to existing routes should be improved.

### Mobility/Delivery Hubs

5.84 To support low car use mobility/delivery hubs could accommodate shared parking, EV and cycle hire, and centralised delivery points.

### Landmarking Opportunities

5.85 Potential locations for landmark buildings/features are shown to create identity and provide focal points.

### New Public spaces

5.86 New public realm is important and suggested positions for new squares and parks are shown at key locations.

### Water Lane Linear Park Character Area

5.87 There is the future potential for Water Lane to become a linear park suitable for pedestrians and cyclists.

### Green Corridor Character Area

5.88 This area will provide a new landscape corridor along the east-west route and railway edge.

### Neighbourhood Centre Character Area

5.89 Located centrally in the wider Water Lane area, this could include a primary school, local shops and workspace.

### Vibrant Quayside Character Area

5.90 This area could retained existing buildings and include new mixed-use buildings.

### Mixed Use Character Area

5.91 This area could focus on commercial uses and other mixed-use buildings.

### Canalside Character Area

5.92 This area should include leisure uses fronting the canal with residential uses above.

## Drawing Key

**Green Network Link**
Green routes/links for wildlife

**Canal Activity**
Building uses engaging with canal

**Primary Vehicular Route**
Route for cars, other vehicles and potential redirected bus

**Bus Only Route**
Route for potential redirected bus only

**Secondary Vehicular Route**
Routes for existing residents and service vehicles

**Pedestrian & Cycle Focused Street**
Routes with limited vehicular access

**Improved Connections to Existing Routes**
To create greater network connectivity

**Mobility/Delivery Hubs**
Shared parking, electrical vehicle & cycle hire and delivery points

**Landmarking Opportunities**
Potential for landmark building/feature to create identity and focus

**New Public Spaces**
New public squares and local park

**Water Lane Linear Park**
Potential for Water Lane to become linear park for peds/cycles

**Green Corridor**
New landscape corridor along east-west route

**Neighbourhood Centre**
Potential new primary school, local shops & workspace

**Vibrant Quayside Area - Low-car**
Retained buildings & mixed-use buildings

**Mixed-Use Area - Low-car**
Commercial uses & other mixed-use buildings

**Canalside Area - Car-free**
Flats above leisure uses fronting the canal

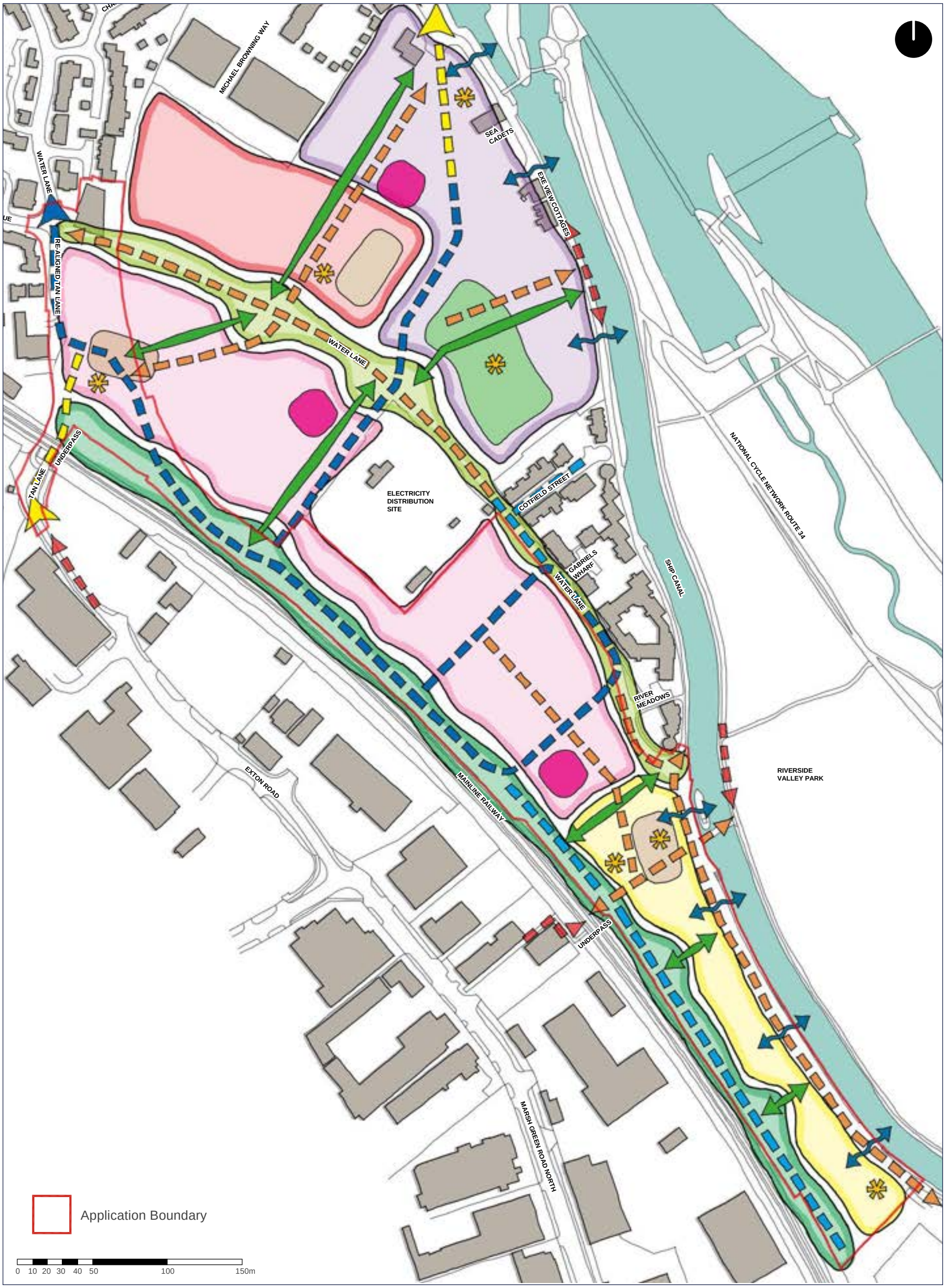



*Figure 5.19: Wider Area Concept Plan*

# URBAN DESIGN APPROACH

5.93 To support the illustrative proposals for the application site itself and taking on board the wider area design concept, a series of urban design approaches have been developed.

## Access

5.94 The new vehicular access is from Tan Lane with a route that runs along the southern boundary next to the railway and then connects to Water Lane near the existing resident's homes.

5.95 The mobility hub and shared parking (hidden at ground floor under buildings and behind frontages) is all served from this point to further limit the extent of car access.

5.96 The bus has greater connectivity from Tan Lane and a further bus only link to create a loop with the main vehicular route.

5.97 A service, delivery and accessible vehicle only route links to the main vehicular route and runs to the southern extent of the site.

5.98 Segregated cycle routes run alongside the main vehicular route and along a leisure route next to the canal edge.

5.99 Pedestrian priority areas provide a further network of public realm spaces.

5.100 Access through both underpasses is improved, with Tan Lane utilising a redundant archway to provide a dedicated pedestrian and cycle route, and the route to the southern underpass forming part of the public realm proposals.

5.101 A potential location for a new canal bridge is shown located at the interface of the southern underpass, the canal path, towpath and Water Lane.

## Landscape

5.102 The canal edge area is extended into the development parcels to create an enhanced landscape corridor.

5.103 Green links are made between the canal and railway corridors to provide habitat rich routes for wildlife from the wider network.

5.104 Landscape proposals will be integrated with SuDS and form part of the public realm with water as a focal point linking to the canal and river.

## Landmarking

5.105 Locations for buildings and spaces as landmarks are shown at key nodes and entrances to aid navigation and legibility across the site.

## Frontage

5.106 The frontage requirements are split into three distinct areas. The residential frontage along the railway will be active as it will accommodate all the main entrances to the residential uses. The commercial frontage in the centre of the proposals will have an active use at ground floor level. The ground floor frontage along the canal will have leisure uses to provide activity.

## Neighbourly Scale

5.107 To be respectful to the existing residents around the edges of the application site, proposals should offer a lower scale along these boundaries.

## Acoustic Barriers

5.108 The electricity distribution and standby generator sites need some form of acoustic mitigation and buildings can help perform this role.

| Drawing Key | |
|---|---|
| | New Vehicular Access |
| | All Vehicles |
| | Existing Residents |
| | Bus Only |
| | Service, delivery and accessible vehicles only |
| | Segregated Cycle Route |
| | Pedestrian Priority Area |
| | Improved Access Through Underpasses |
| | New Canal Bridge |
| | Enhanced Canal Landscape Corridor |
| | Green Links between Canal & Railway |
| | Integrated Landscape & SuDS Features |
| | Landmarking with Buildings & Spaces |
| | Interaction Along Canal |
| | Ground Level Active Frontage - Residential Use |
| | Ground Level Active Use - Commercial Use |
| | Ground Level Active Frontage - Leisure Use |
| | Lower Scale to Neighbours |
| | Buildings as Acoustic Barriers |
| | Vehicle Parking Hidden under Buildings |

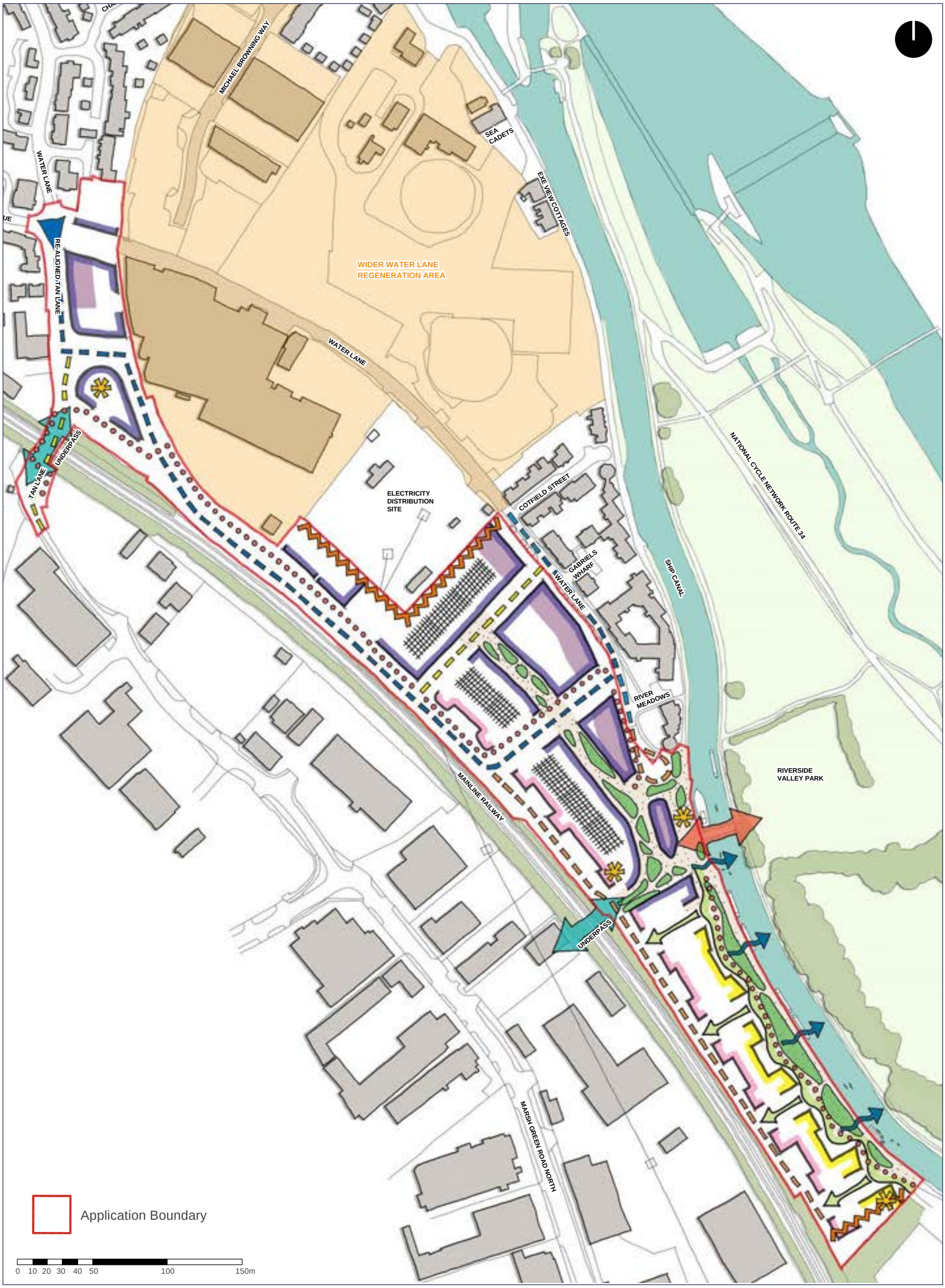



*Figure 5.20: Urban Design Approach*

# LANDSCAPE & PUBLIC REALM APPROACH

5.109 A generous provision of publicly accessible open space is allied to the strategy of a ‘car-free’ environment. Such open space would be multifunctional as recreation and dwelling space in the form of social areas and play spaces for example, alongside its provision for cycling and walking to enable car-less movement.

5.110 The improved canalside and new public square would be truly publicly accessible space and would be part of the development’s aim to capitalise on its waterside location. The new road/ service route would be a green corridor, retaining and enhancing the eastern boundary vegetation. It would also host important spaces at building entrances, though this environment is more likely to be used by residents. Grouped blocks of buildings would have private amenity spaces for those residents, separate from public access but contributing to the greenness and openness of the layout. Towards the north, opportunities would be taken to provide green streets where trees and swales set a positive identity and support the pedestrian-focussed environment.

## Drawing Key

**Primary Liveable Street**
Pedestrian-focussed streetscape with SuDS, social spaces and play-on-the-way

**Secondary Liveable Street**
Pedestrian and service access streetscape with focusses at building entrances

**Liveable Street/ Canalside Park**
Pedestrian and cycle infrastructure with social spaces and play provision

**Pocket Park Links**
Connections between Foundry Lane and the Canalside

**Pedestrian Priority Route**
Verdant routes with greater vehicle access and good pedestrian/ cycle provision

**Node**
Key public spaces at important thresholds and confluences

**Private amenity space**
Gardens and terraces for communal use by residents

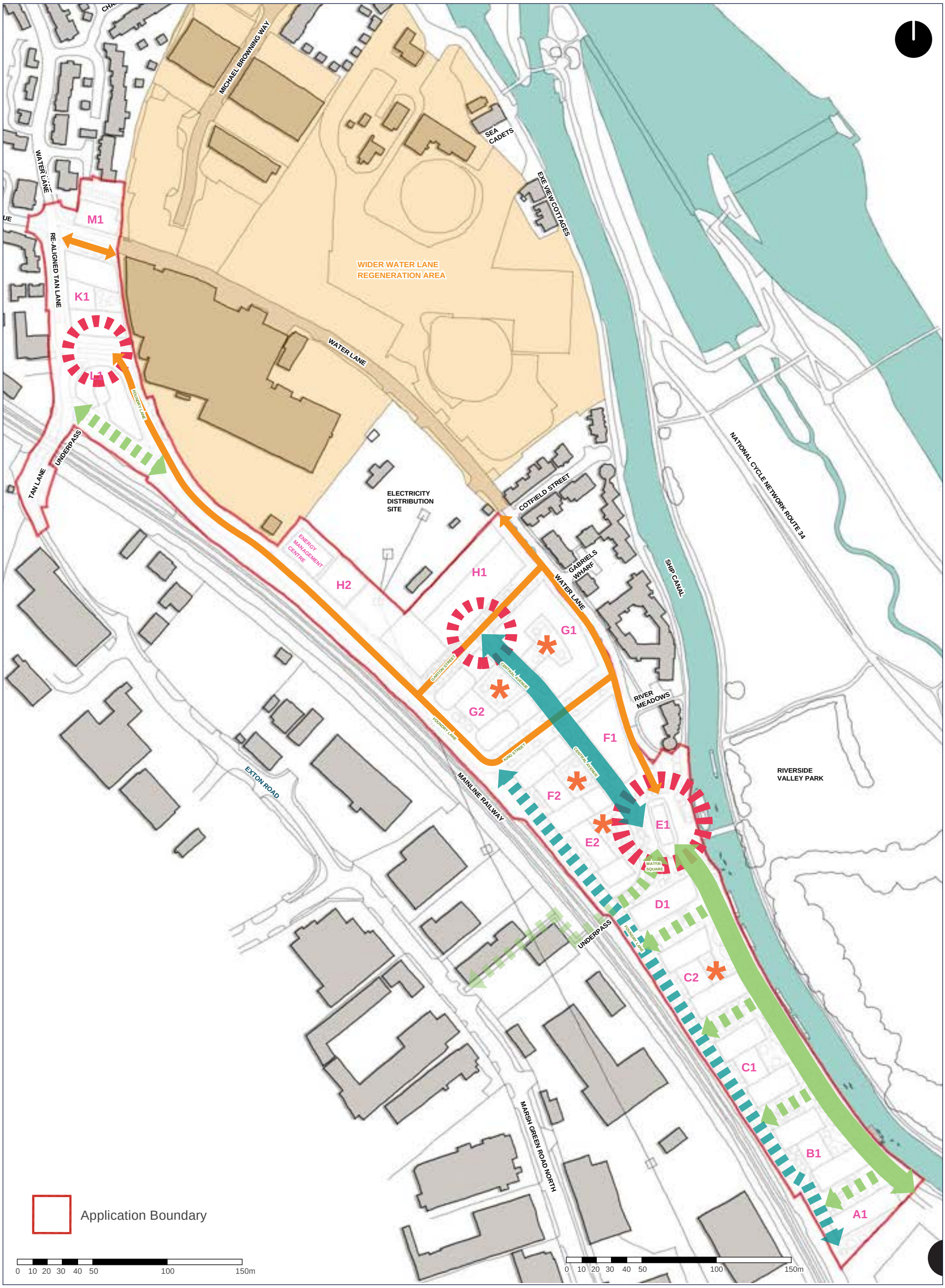



*Figure 5.21: Landscape & Public Realm Approach*

# ENVIRONMENTAL DESIGN APPROACH

5.111 An environmental design approach has informed the illustrative design proposals.

## Renewable Energy Generation

5.112 Renewable energy generation is a key part of the energy strategy, and the roof design has been considered to maximise the opportunity for photovoltaic panels.

5.113 Energy from photovoltaic panels and air source heat pumps can be saved in batteries or thermal stores.

5.114 An Energy Management Centre is a key building which helps to distribute the energy throughout the proposals.

## Solar Gain

5.115 Elevations have been orientated to be within 30 degrees of due south, where possible, to increase the potential for passive solar gain.

5.116 Shading opportunities through brise-soleil and balcony/ screens have been considered to areas with a more southerly aspect.

## Building Spacing & Depths

5.117 The illustrative building spacing has been set to minimise overshadowing of adjacent residential uses whilst maximising potential for heat gain.

5.118 Flats are accessed by single cores, rather than linked corridors, to ensure the building depths maximise potential for cross ventilation.

## Landscape

5.119 Landscape and tree planting is maximised across the site for biodiversity gain and to moderate the local micro-climate temperature.

5.120 SuDS is integrated within landscape proposals to create a varied area of habitat.

## Building Massing

5.121 Simple building massing is proposed to create a lower form factor for energy efficiency.

## Building Heights

5.122 Proposed building heights suit a range of low embodied carbon structural solutions.

5.123 Storey heights for non-residential uses allow flexibility for future adaptation to other uses.

## Future Opportunities

5.124 Some environmental design measures will need to be reviewed at future reserved matters planning stages.

5.125 The thermal performance should be underpinned by a highly insulated, airtight fabric to minimise space heating demand.

5.126 Window design and proportions should maximise daylighting but be also balance overheating potential.

5.127 Material selection should consider aspects of low embodied carbon, natural, self-finished and low maintenance.

5.128 Consideration should be given to re-use of material from the existing site.

### Drawing Key

**Storey Heights**
Shown from Water Lane (Foundry Lane is raised by 1 storey)

**Renewable Energy Generation**
Roof design to maximise opportunity for PV

**Potential for Passive Solar Gain**
Elevations within 30 degrees of south including solar shading

**Potential for Solar Shading**
Shading & balconies to areas with more southerly aspect

**Building Spacing**
Spaced to minimise overshadowing and maximise heat gain

**Building Depths to suit Dual Aspect**
Flats accessed by single cores rather than linked corridors

**Maximise Opportunity for Landscape/Tree Planting**
For biodiversity gain and to moderate local micro-climate

**Integrated Landscape & SuDS Features**
For varied habitat creation

**Energy Management Centre**
PV/ASHP energy stored in batteries or thermal stores

**Simple Building Massing**
To create a lower Form Factor

**Building Heights**
To suit a range of low embodied carbon structural solutions

**Considered Storey Heights**
To allow flexibility for future adaptation

### Future Opportunities

**Thermal Performance**
Highly insulated, airtight fabric to minimise space heating demand

**Window Design & Proportions**
Maximise daylight balanced with minimising overheating

**Material Selection**
Consider low embodied carbon, natural, self-finished & low maintenance

**Building Re-Use Potential**
Consider ways to re-use material from existing buildings

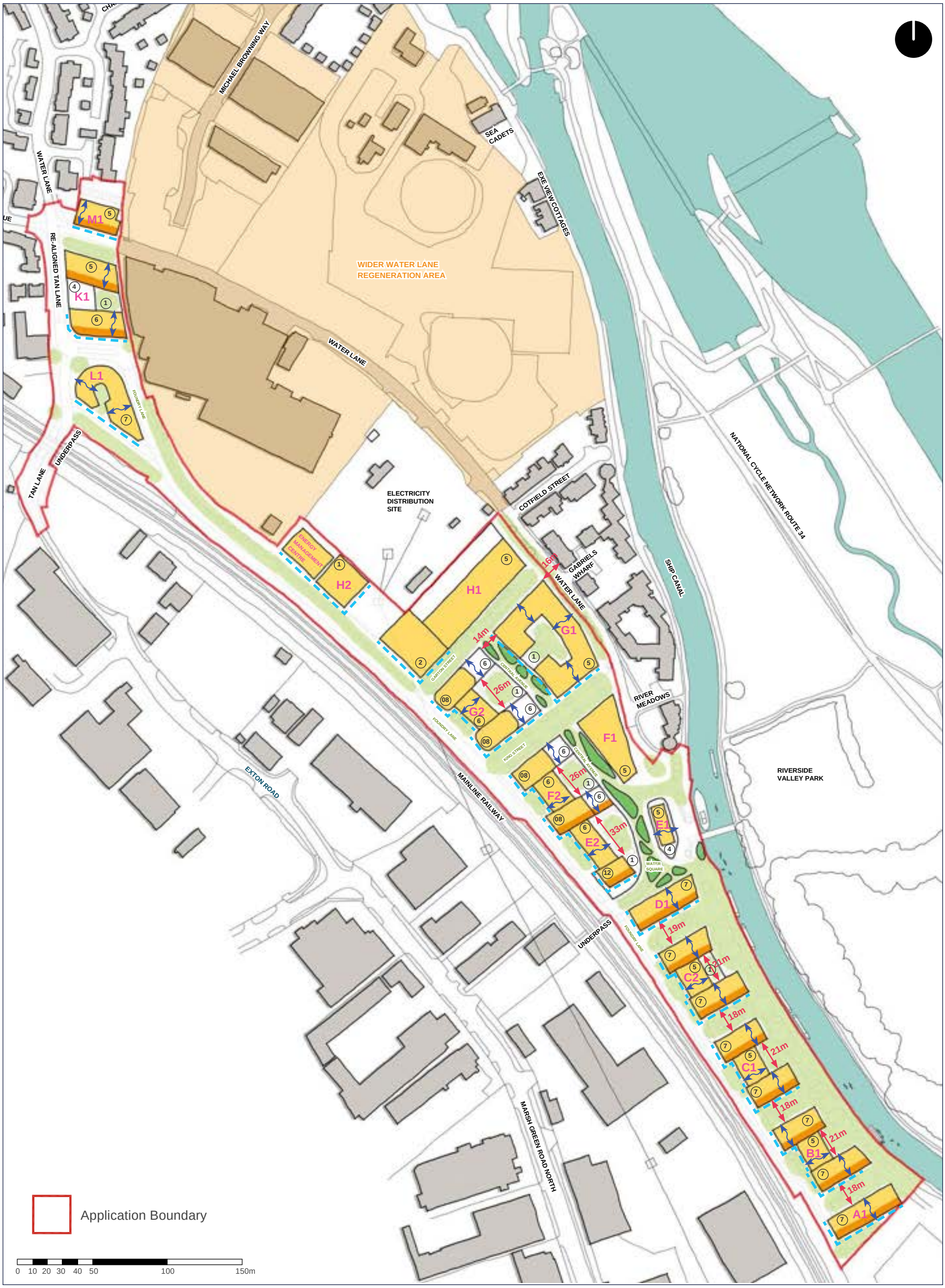



*Figure 5.22: Environmental Design Approach*

# DESIGN EVOLUTION

5.129 The design of the Illustrative Layout has evolved through Pre-Application meetings with ECC, Design Review Panel sessions, meetings with key stakeholders and Public Consultations with residents.

5.130 The key structuring principles are broadly unchanged throughout this process, but there are some detailed refinements.

## PRE-APP MEETING 1 - FEBRUARY 2022

5.131 The layout tabled at the initial meeting with ECC shows the illustrative block arrangement for the southern section of the site.

5.132 Principle vehicular access is shown from Water Lane with a new route running parallel with the railway.

5.133 Landscaped podiums and low-level shared gardens are shown to provide amenity and biodiversity.

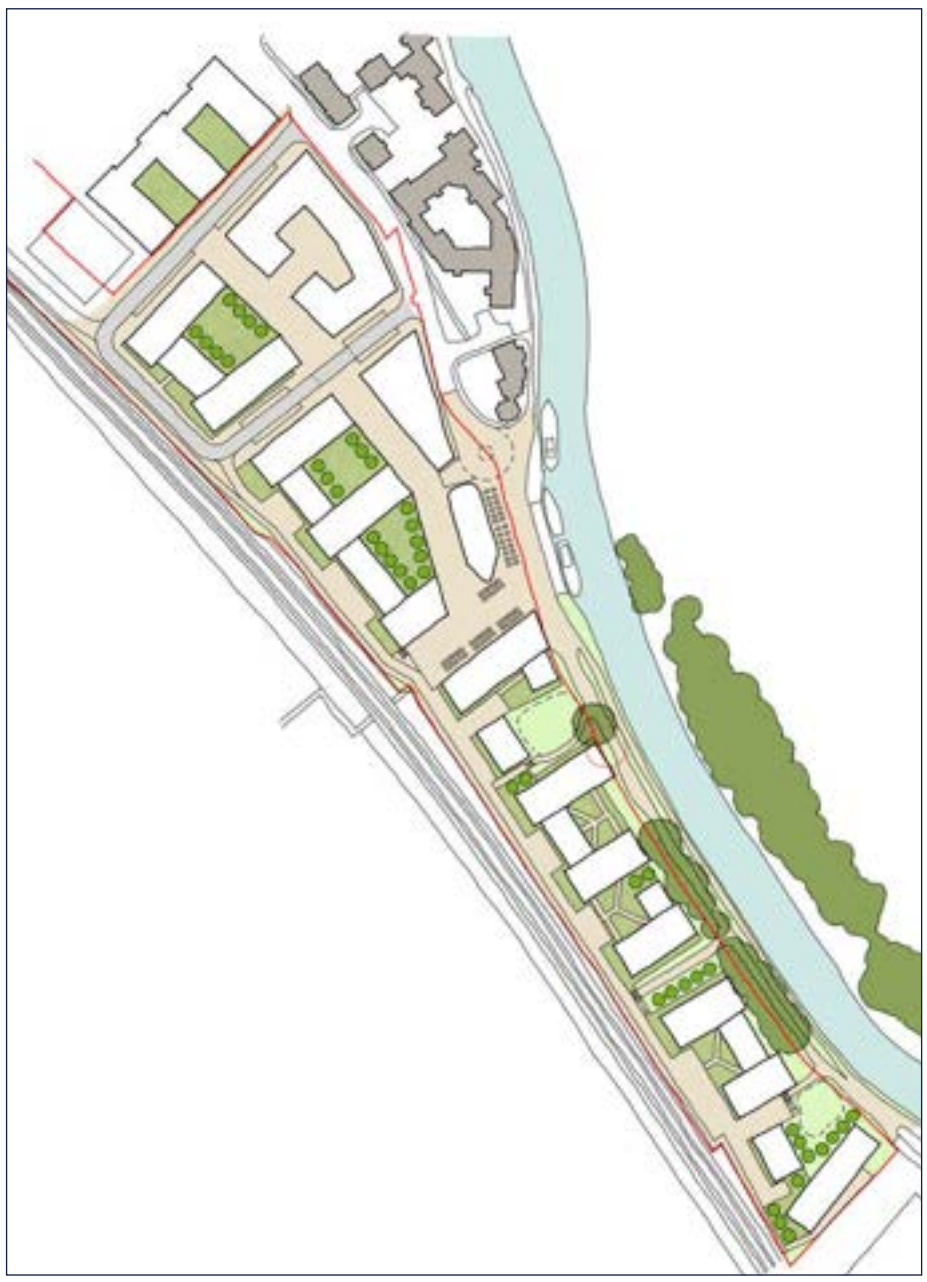


*Figure 5.23: Illustrative Layout - Pre-Application Meeting 1 - February 2022*

## DESIGN REVIEW PANEL - MARCH 2022

5.134 The layout for the Design Review Panel was shared alongside early thoughts on placemaking principles.

5.135 The block arrangement was similar to the February 2022 layout, but consideration was given to potential non-residential uses at ground floor level to provide activity including food and beverage, retail and workspace, with a particular focus along the canal edge for potential leisure-orientated uses including, cycle and boat hire and boat storage.

*Figure 5.24: Illustrative Layout - Design Review Panel - March 2022*

## PUBLIC EXHIBITION - JUNE 2022

5.136 The layout for the Public Exhibition was similar to the Design Review Panel version, but further thought had been given to including other uses alongside residential development.

5.137 These uses included possible hotel and retirement living uses alongside other active uses at ground floor.

*Figure 5.25: Illustrative Layout - Public Exhibition - June 2022*

# DESIGN EVOLUTION

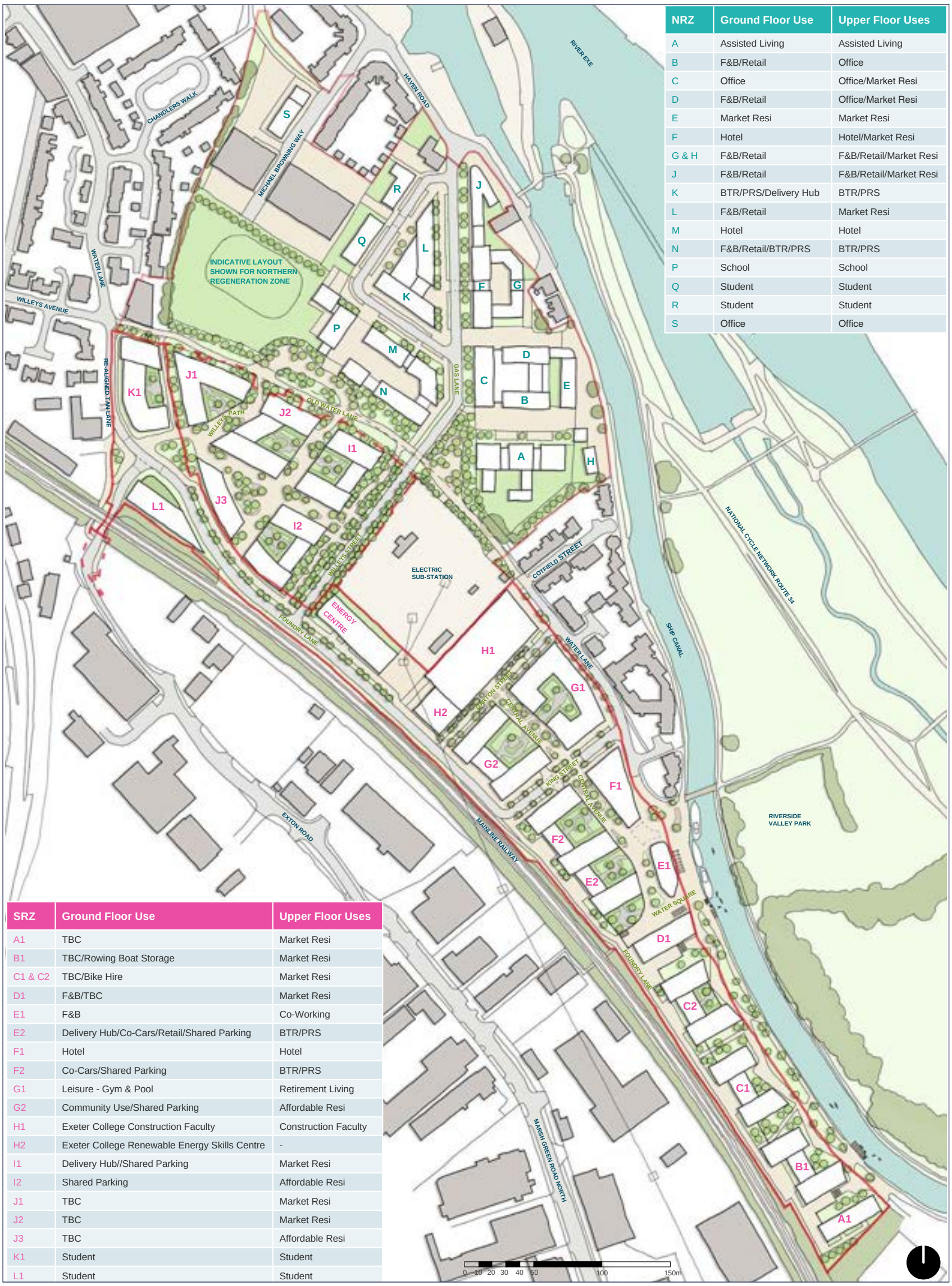
## PRE-APP MEETING 3 - NOVEMBER 2022

5.138 The layout was expanded to include further land within the site boundary towards Tan Lane and also considered how the proposals could fit within the wider Water Lane regeneration area.

5.139 The idea of a new Exeter College building was shown.

5.140 The layout also showed a new access road from Tan Lane - named as Foundry Lane - with the idea was that Water Lane could become a linear park for pedestrians and cycles with all vehicles now using Foundry Lane.

5.141 A possible new swing bridge over the canal was added.




| NRZ | Ground Floor Use | Upper Floor Uses |
|---|---|---|
| A | Assisted Living | Assisted Living |
| B | F&B/Retail | Office |
| C | Office | Office/Market Resi |
| D | F&B/Retail | Office/Market Resi |
| E | Market Resi | Market Resi |
| F | Hotel | Hotel/Market Resi |
| G & H | F&B/Retail | F&B/Retail/Market Resi |
| J | F&B/Retail | F&B/Retail/Market Resi |
| K | BTR/PRS/Delivery Hub | BTR/PRS |
| L | F&B/Retail | Market Resi |
| M | Hotel | Hotel |
| N | F&B/Retail/BTR/PRS | BTR/PRS |
| P | School | School |
| Q | Student | Student |
| R | Student | Student |
| S | Office | Office |

| SRZ | Ground Floor Use | Upper Floor Uses |
|---|---|---|
| A1 | TBC | Market Resi |
| B1 | TBC/Rowing Boat Storage | Market Resi |
| C1 & C2 | TBC/Bike Hire | Market Resi |
| D1 | F&B/TBC | Market Resi |
| E1 | F&B | Co-Working |
| E2 | Delivery Hub/Co-Cars/Retail/Shared Parking | BTR/PRS |
| F1 | Hotel | Hotel |
| F2 | Co-Cars/Shared Parking | BTR/PRS |
| G1 | Leisure - Gym & Pool | Retirement Living |
| G2 | Community Use/Shared Parking | Affordable Resi |
| H1 | Exeter College Construction Faculty | Construction Faculty |
| H2 | Exeter College Renewable Energy Skills Centre | - |
| I1 | Delivery Hub//Shared Parking | Market Resi |
| I2 | Shared Parking | Affordable Resi |
| J1 | TBC | Market Resi |
| J2 | TBC | Market Resi |
| J3 | TBC | Affordable Resi |
| K1 | Student | Student |
| L1 | Student | Student |

*Figure 5.26: Illustrative Layout - Pre-Application Meeting 3 - November 2022*

## VARIOUS MEETINGS - MARCH 2023

5.142 The layout was the same for the second Public Exhibition and Design Review Panel sessions, and the Urban Design meeting with ECC.

5.143 The layout removed the wider area possible layouts and focussed on the application site area within the red line.

5.144 The new College building was further developed and integrated landscape and sustainable urban drainage proposals were added.

5.145 The possible new swing bridge was moved away from Riverside Meadows to align with the existing underpass.


*Figure 5.27: Illustrative Layout - Public Exhibition, ECC Urban Design Meeting & Design Review Panel - March 2023*

# DESIGN EVOLUTION

## ECC MEETING - MAY 2023

5.146 The layout included a redesign of the access from Tan lane to create space for a new ‘square’. It also accommodated space for a potential new flood egress route alongside the railway which could connect to a future bridge over the railway.

5.147 The site area increased slightly with the inclusion of additional land to north of Water Lane.

5.148 An ecological transition zone was included alongside railway dark corridor.


| SRZ | Ground Floor Use | Upper Floor Uses |
|---|---|---|
| A1 | TBC | Market Resi |
| B1 | TBC/Rowing Boat Storage | Market Resi |
| C1 | TBC | Market Resi |
| C2 | TBC/Bike Hire | Market Resi |
| D1 | F&B/Co-Working | Market Resi |
| E1 | F&B | Co-Working |
| E2 | Delivery Hub/Co-Cars/Retail/Shared Parking | BTR/PRS |
| F1 | Hotel | Hotel |
| F2 | Co-Cars/Shared Parking | BTR/PRS |
| G1 | Leisure - Gym & Pool | Retirement Living |
| G2 | Community Use/Shared Parking | Affordable Resi |
| H1 | Exeter College Construction Faculty | Construction Faculty |
| H2 | Exeter College Renewable Energy Skills Centre | - |
| K1 | Commercial TBC | Student |
| L1 | Commercial TBC | Student |
| M1 | Commercial TBC | Student |

*Figure 5.28: Illustrative Layout - ECC Urban Design & Highways Meeting - May 2023*

## FINAL ISSUE TO ECC PRE-SUBMISSION

5.149 Following the Urban Design & Highways meeting in May, the layout was further amended around the entrance from Tan Lane and the junction with Water Lane.

5.150 The revisions were to create a landmark building as a visual marker for the new development on Tan Lane, and the building fronting onto Water Lane in the north west was moved back to create more space for public realm.


| SRZ | Ground Floor Use | Upper Floor Uses |
|---|---|---|
| A1 | TBC | Residential |
| B1 | TBC/Rowing Boat Storage | Residential |
| C1 | TBC | Residential |
| C2 | TBC/Bike Hire | Residential |
| D1 | F&B/Co-Working | Residential |
| E1 | F&B | Co-Working |
| E2 | Delivery Hub/Co-Cars/Retail/Shared Parking | BTR/PRS |
| F1 | Hotel | Hotel |
| F2 | Co-Cars/Shared Parking | BTR/PRS |
| G1 | Leisure - Gym & Pool | Retirement Living |
| G2 | Community Use/Shared Parking | Residential |
| H1 | Exeter College Construction Centre | Construction Centre |
| H2 | Exeter College Renewable Energy Skills Centre | - |
| K1 | Commercial TBC | Student |
| L1 | Commercial TBC | Student |
| M1 | Commercial TBC | Student |

*Figure 5.29: Illustrative Layout - Final Issue Following May Meeting - June 2023*

# ENGAGEMENT & CONSULTATION

## PUBLIC AND KEY STAKEHOLDER

5.151 A separate Statement of Community Involvement has been prepared by KOR Communications which details the engagement and consultation held with the public and other key stakeholders.

5.152 A comprehensive strategic programme of public consultation for the proposals was spread over a period of more than 12 months, involved meeting hundreds of people and a multitude of stakeholders, with two three-day public exhibitions as well as meetings with other individuals and groups.

5.153 Given the length and depth of the consultation process, we are confident that all relevant stakeholders have had an opportunity to engage with the project team, to offer feedback and to have had that feedback fully considered.

5.154 Where possible and practicable, that feedback has helped to shape the application prior to its submission.

5.155 This approach was welcomed by, among others, the Exeter Civic Society. They wrote: “Many thanks for giving the society and people an opportunity to consider the latest proposals for the redevelopment of this area. And we are grateful for the two discussions we have had with the Water Lane DMC development team. At each stage we can see that you are trying to respond to feedback and to develop a scheme that is innovative and of mixed use.”

## DESIGN REVIEW PANEL

5.156 A first stage design review was held with the Design West Review Panel on 8 March 2022.

5.157 The Panel comprised:
Peter Clegg – Architect (Chair)
Alan Corner – Hydrologist
Jackie Gillespie – Architect/Urban Design
Jane Knight –Landscape/Urban Design
Jon Tricker – Transport

5.158 The design review was also attended by:
Barry James – ECC Interim Head of Planning
Liz Holloway – DCC Transportation
Helen Montgomery – DCC Flood Risk and Drainage
David Hawes – DHUD

5.159 A presentation was made to the Panel by the design team and following this the Panel asked questions of the team and discussed the project. The subsequent advice issued by the Panel is summarised below, together with responses on addressing the points made.

| DRP ADVICE/COMMENT | PROJECT RESPONSE |
|---|---|
| **Vision** | |
| Endorse the project vision and commend the shared public/private sector approach to this. | Noted. |
| **Flood Risk** | |
| Advise caution on progressing design work much further until EA updated flood modelling is available. | Meeting arranged with EA to discuss the flood and drainage strategy and confirm timing of release of updated modelling. |
| Consider floodable public realm, and SuDS approach, including permeable surfaces, rain gardens and floodable public realm. | Agreed – the elements will be incorporated in the design process. |
| Ensure appropriate ground floor uses. | Non-residential uses, parking and void areas proposed at ground floor level. To be reviewed when updated EA modelling available. |
| **Energy** | |
| Support proposed incorporation of PVs and ASHPs. Consider role of SuDS in cooling streets. | To be considered as part of design process. |
| **Urban Form** | |
| 4/5 storeys appropriate for the site generally, with occasional well-judged points of greater height. | The concept scheme assumes areas of 6-9 storeys. This is to be reviewed at stage 3 in respect of light and shading of courtyards and natural light to homes. |
| The proposed three character areas is supported. | Noted. |
| Further consider of scale in relation to light and shading is needed. | To be part of the Stage 3 design process. |
| Define more fully what the new neighbourhood will contribute to the mix of neighbourhoods in Exeter. | Discussions underway with David Hawes of DHUD on this. |
| **Transport** | |
| Support mobility hubs. Consider integration of delivery and waste management hubs. | This is being explored and will be part of the stage 3 process. |
| Support the proposed mix of uses to reduce the need to travel. | Noted. |
| More boldness is encouraged in terms of layout e.g. public realm areas which vehicles can enter, rather than conventional street design. | This will be explored through the Stage 3 design process. |
| Consider electric bus provision and/or autonomous vehicle shuttle. | These services are under consideration. |
| Ensure parking provision is adaptable to other uses in the future. | This is intended and will be explored further through the Stage 3 design process. |
| Ensure cycle lanes are designed not just for the present but also for future growth. | Noted and to be considered through the Stage 3 design process. |
| Ensure the new access road is a proper street rather than a service road. Support the proposal for PV canopies. | This is intended and will be developed further through the stage 3 design process. |
| **Delivery** | |
| Early delivery of infrastructure is urged. | This is intended and work is underway on defining the early infrastructure works. |
| It is important to consider a comprehensive approach across the whole Water Lane area. | A placemaking framework plan will provide the context for the outline planning application. |
| **Design Review Process** | |
| The two stage process being adopted is supported. | Noted. |

*Figure 5.30: Summary of the first stage Design Review Panel Comments & Response*

# ENGAGEMENT & CONSULTATION

5.160 A second stage design review was held with the Exeter Design Quality Partnership (including Design West Review Panel members) on 23 March 2023.

5.161 The Panel comprised:
Richard Rose-Casemore – Architect (Chair)
Alan Corner – Hydrologist
Jackie Gillespie – Architect/Urban Design
Jane Knight –Landscape/Urban Design
Jon Tricker – Transport

5.162 The design review was also attended by:
Robin Upton – ECC Case Officer
Mark Pearson - ECC Urban Design & Landscape
Matthew Diamond - ECC Development Management
Howard Smith - ECC Principal Project Manager

5.163 The Panel continued to endorse the project vision and shared public/private ambition and welcomed the refinements since the last design review.

5.164 The subsequent recommendation issued by the Panel is summarised below, together with responses on addressing the points made.

| DRP RECOMMENDATIONS | PROJECT RESPONSE |
|---|---|
| **Flood Risk** | |
| The work to date is comprehensive and sound, though design must await the updated modelling by the EA, and we support the your flood escape strategy. Early warning should play an important role. | Noted. |
| **SuDS** | |
| The emerging approach to SuDS within the highway space is encouraging and the design should include permeable paving and rain gardens. Rain gardens and rainwater collection from roofs to balconies will be helpful, not least to provide water for residents' own horticulture. | This is intended and will be developed for the application stage submission. |
| **Energy** | |
| Emphasis on PVs and GSHP combined with energy storage is good. | Noted. |
| **Urban Form** | |
| Foundry Lane will benefit from its aspect which should be exploited by integrating places to dwell in the public realm and balconies on residential buildings. | This is intended and will be developed further through the Reserved Matters applications. |
| The semi-private courtyards relationship to the public realm needs to ensure they are positive spaces and interface with the public realm. | Noted. |
| Ground level active frontage enliven proposals and maximise passive surveillance. | Noted. |
| The character areas are clearer and point to a scheme of good differentiation. | More differentiation will be shown at application stage. |
| We agree that high density is appropriate for this site, and we consider that the emerging urban form seems set to deliver an acceptable scheme. | Noted. |
| We see no problem with blocks of 4-7 storeys or oppose 10 storeys in very carefully considered locations (plus one well judged landmark block at 12 storeys) provided these are tested thoroughly an LVIA. | Testing through the LVIA process has meant the 10 storey elements have been reduced to 8 storeys . |
| **Transport** | |
| A good movement strategy is emerging and we support the land use mix with the low proportion of land taken up by vehicles and the high proportion for landscape. | Noted. |
| Show routes for walking and cycling to the two stations, Marsh Barton and St Thomas, and the distance in each case. | Routes will be added at application stage. |
| Cycle congestion might be an issue to bear in mind and you may wish to check your cycling lane widths and crossing capacities. | To be tested at Enabling Works/Reserved Matters stage. |
| The mobility hub has developed into a workable proposition, and we support the 20% parking ratio envisaged. Parking provision should be adaptable to other uses at a later stage. | Suggested Non-Residential use storey heights are 4.5m which should allow for future adaptability. |
| Our warning last time that Foundry Lane should not be allowed to become a bleak road-come-service yard has been allayed, and we like the PV Canopy idea. | Noted. |
| There is opportunity even more differentiation in the character of different streets, embracing low-car nature with an the emphasis on walking and cycling. | More differentiation will be shown at application stage. |
| **Landscape** | |
| The emerging landscape design approach is promising and we want to see a landscape strategy and hierarchy for different character areas balancing amenity, biodiversity and nature. | This is intended and will be developed for the application stage submission. |
| BNG KPI is suitably bold and productive landscape is welcome. Construction waste materials might be deployed to form a landscape buffer between Foundry Lane and the railway. | Noted. |

*Figure 5.31: Summary of the second stage Design Review Panel Recommendations & Response*

## ENGAGEMENT WITH THE LPA

5.165 A series of pre-application discussions have been held with Exeter City Council within the Framework of a Planning Performance Agreement between the parties. This process has informed the range of technical studies undertaken and has helped to shape the submitted parameter plans and supporting illustrative material.

5.166 Through this pre-application process dialogue has been had with Devon County Council to establish the proposed site access and the strategy for a low car, pedestrian and cycle priority neighbourhood. Discussions have also been held with the Environment Agency to establish the principles of uses, finished floor levels and an access and egress route for an extreme flood event.

# 6

# Illustrative Development Proposals

# ILLUSTRATIVE MASTERPLAN

6.1 An illustrative masterplan (See Figure 6.1) has been developed to demonstrate how the proposed number of homes and associated car parking, uses and open space could be accommodated on the Site.

## Drawing Key

01 **New Square - ‘Tan Square’**
New access from Tan Lane as a landmark feature

02 **New Route - ‘Foundry Lane’**
Raised route for vehicles, cycles and pedestrians

03 **New Square - ‘Water Square’**
New public realm linking canal to underpass

04 **Car-Free Route**
Routes for service, delivery and accessible vehicles only

05 **Improved Underpass Access**
Bus and pedestrian/cycle routes in separate arches

06 **Potential for new Canal Bridge**
To improve pedestrian/cycle connectivity

07 **Enhanced Canal Landscape Corridor**
For biodiversity & habitat gain

08 **Green Links between Canal & Railway**
To create additional networks and habitat for wildlife

09 **Pedestrian Priority route - ‘Central Avenue’**
With integrated landscape & SuDS features

10 **Mobility/Delivery hub**
Shared parking, EV vehicle & cycle hire and delivery point

11 **Ecological Transition Zone**
Area along railway edge with scrub planting

12 **Energy Management Centre**
PV/ASHP energy stored in batteries or thermal stores


*Figure 6.1: Illustrative Masterplan*

# ILLUSTRATIVE GROUND FLOOR USES

6.2 Figure 6.2 shows the illustrative uses at ground floor level across the site.

6.3 The ground floor uses are either non-residential or ancillary residential to ensure flood risk is minimised.

6.4 Leisure uses are generally shown alongside the canal and more commercial uses shown around Central Avenue.

6.5 Commercial uses are also shown at the Tan Lane end of the site.

| Drawing Key | |
|---|---|
| | Void TBC |
| | Residential Ancillary |
| | Commercial TBC |
| | Bike Hire |
| | Boat Store |
| | F&B |
| | Delivery Hub |
| | Mobility Hub |
| | Co Working |
| | Exeter College |
| | Retail |
| | Shared Parking |
| | Gym/Pool |
| | Community |
| | Hotel |
| | Student |

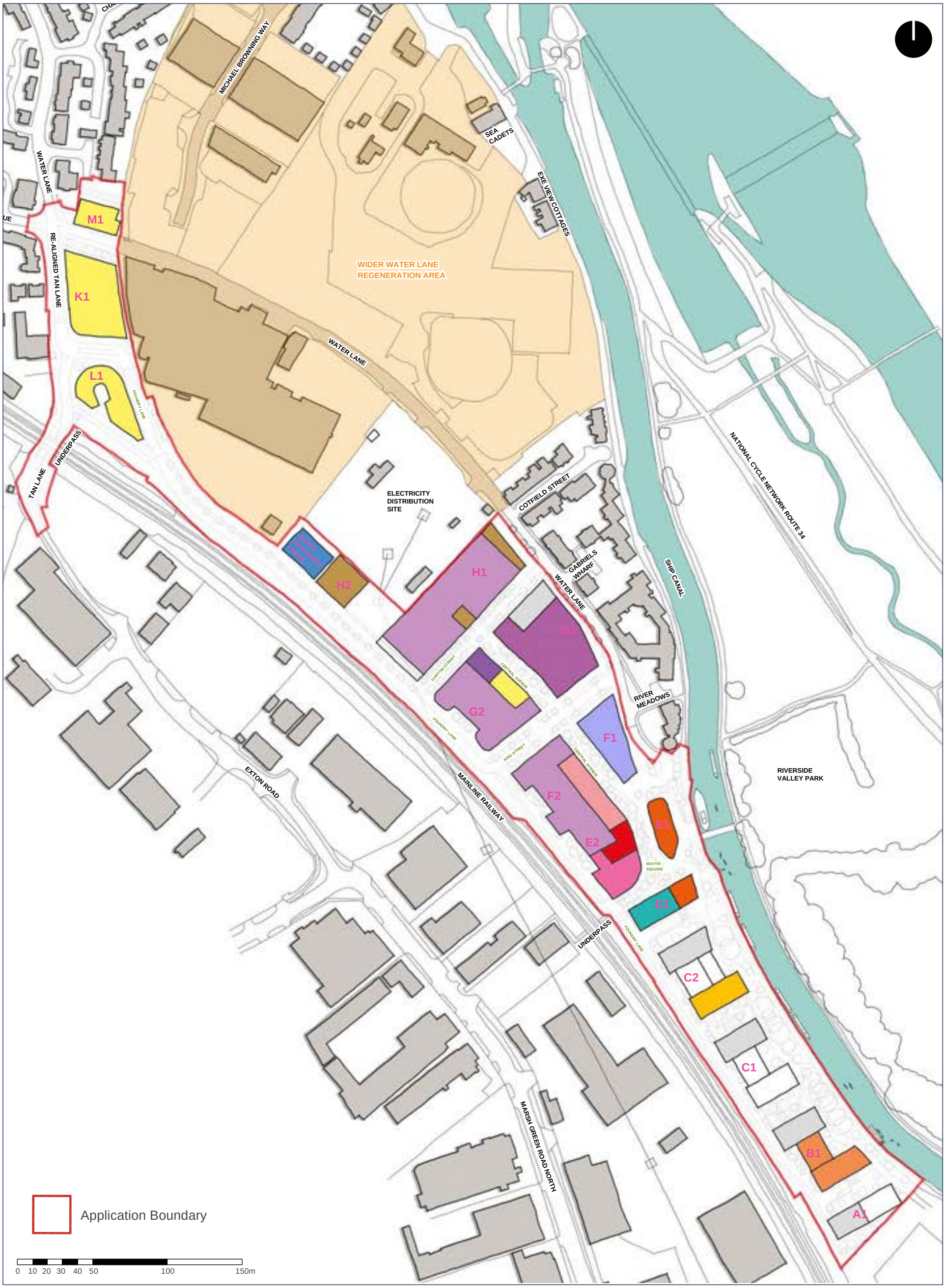



*Figure 6.2: Illustrative Ground Floor Uses*

# ILLUSTRATIVE UPPER FLOOR USES

6.6 Figure 6.3 shows the illustrative uses at upper floor level across the site.

6.7 Residential uses are generally shown alongside the canal and to a large extent shown around central Avenue, mixed with some commercial use.

6.8 Student and residential uses are shown at the Tan Lane end of the site.

| Drawing Key | |
|---|---|
| | Void TBC |
| | Market Residential |
| | Affordable Residential |
| | BTR/PRS |
| | Retirement Living |
| | Co Working |
| | Exeter College |
| | Hotel |
| | Student |

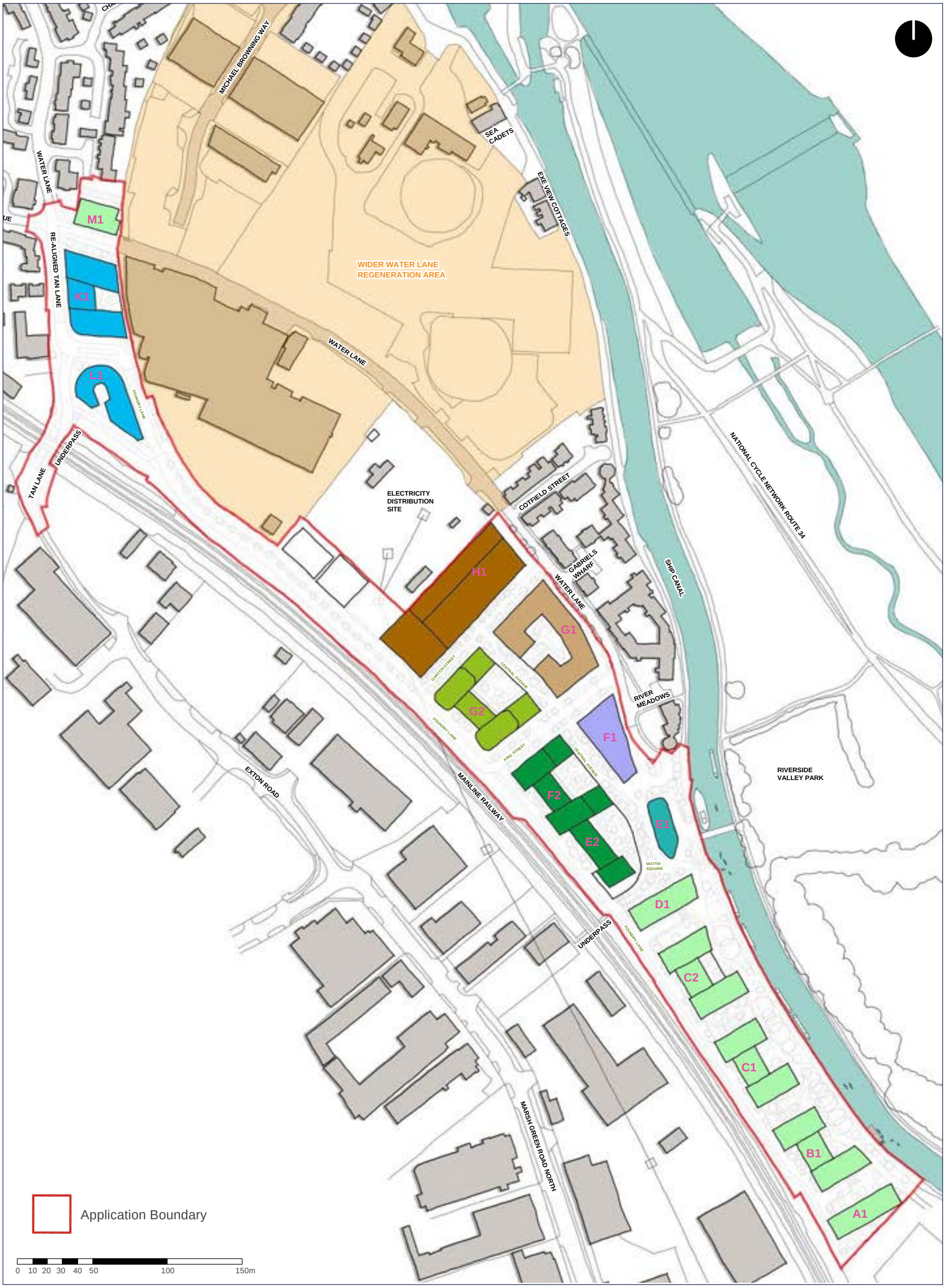



*Figure 6.3: Illustrative Upper Floor Uses*

# ILLUSTRATIVE STOREY HEIGHTS

6.9 Figure 6.4 shows the illustrative storey heights proposed across the site.

6.10 The heights generally range from 5 storey up to 7 storey with some areas of 8 and 12 storey.

6.11 7 storey buildings with 5 storey linking elements are generally shown alongside the canal.

6.12 5 storey buildings are shown fronting onto Water Lane, around central Avenue, with some 8 and 12 storey buildings with 6 storey linking elements next to the railway edge.

6.13 A mix of 5, 6 and 7 storey buildings are shown at the Tan Lane end of the site.

| Drawing Key | |
|---|---|
| | 1 Storey |
| | 2 Storey |
| | 3 Storey |
| | 4 Storey |
| | 5 Storey |
| | 6 Storey |
| | 7 Storey |
| | 8 Storey |
| | 12 Storey |

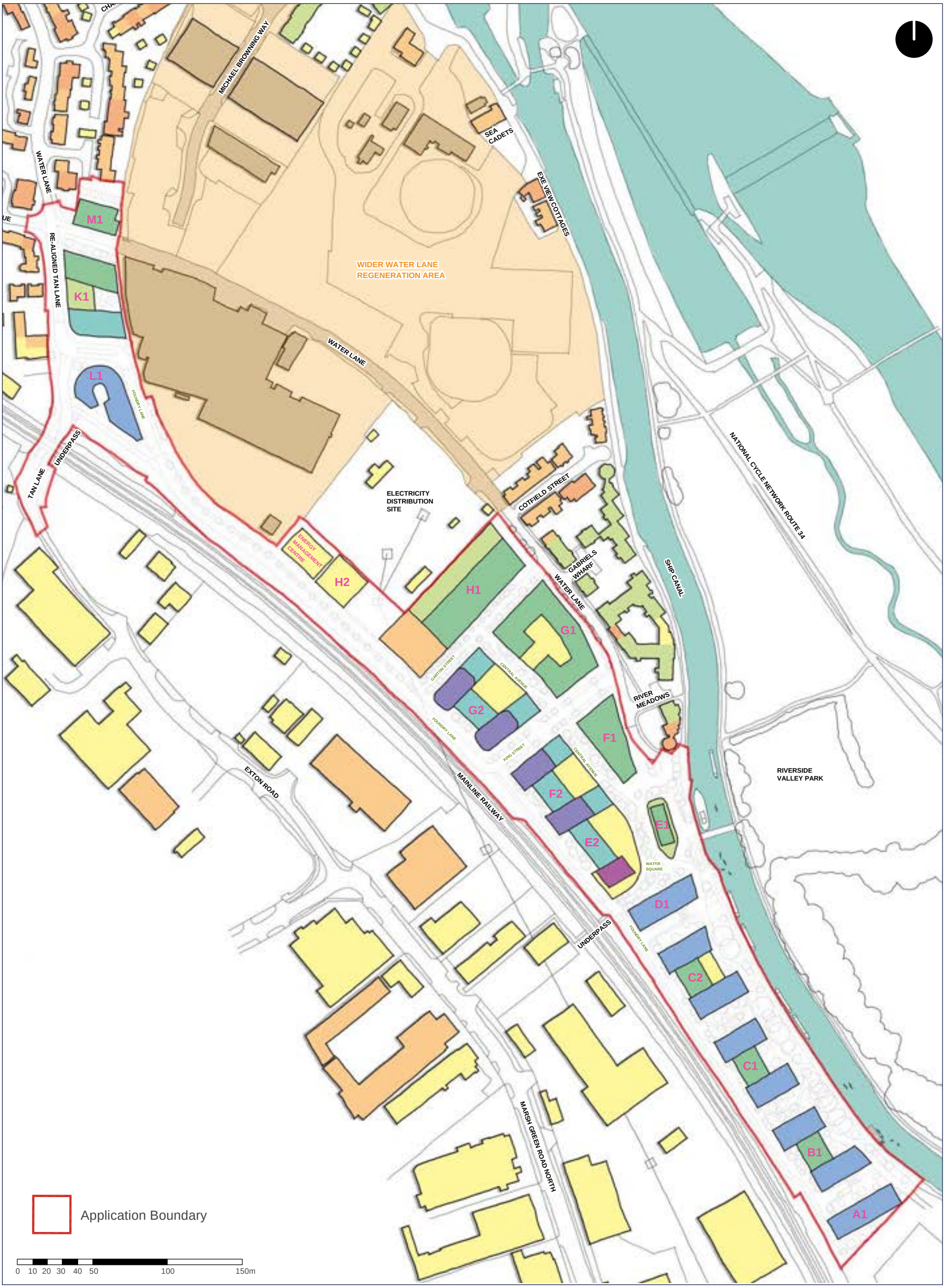



*Figure 6.4: Illustrative Storey Heights*

# ILLUSTRATIVE ACCESS & MOVEMENT

6.14 Figure 6.5 shows the illustrative access and movement strategy proposed across the site.

6.15 To help deliver Exeter's zero carbon and liveable neighbourhood objectives, the approach to access and movement emphasises walking, cycling and public transport, supported by a mobility hub, envisaged as part of a network across the wider area as further development comes forward.

6.16 The principle vehicular access will be a new street off Tan Lane running southward alongside the railway line. This will provide for vehicular access, together with pedestrian and cycle provision, to a proposed mobility hub and the existing residential properties at Cotfield Street, Gabriels Wharf and River Meadows, at approximately the mid-point of the site. At this point it will link to pedestrian and cycle priority streets, including the route running alongside the canal, which will be enhanced south of River Meadows. Beyond the central point running southward, the principal access will provide for restricted vehicular access for service and mobility impaired use to create a largely car free environment.

6.17 The main access route is also designed to facilitate an electric bus service through the site, as part of a wider route linking to the city centre. At the centre of the site the proposed mobility hub will provide for shared car parking, shared electric cars and bikes and a delivery drop-off and pick-up point. The detail of parking provision is to be determined at the reserved matters stage but it is envisaged that residential parking will be at a ratio of approximately 1 space for every five dwellings, plus spaces to serve the other uses, up to a total of 276 spaces. At the detailed design stage, the shared parking will be designed to enable conversion to other uses should trends in personal car ownership require a lower level of provision in the future.

6.18 These measures are incorporated in the submitted parameter plans and support the proposed active travel and public transport priority approach to create a low car neighbourhood.

6.19 The proposals consider areas outside of the red line boundary, including Water Lane as a linear park, improvements to the towpath towards the gas holder site, a potential link to the gas holder site to the north and the potential connection to a flood egress bridge over the railway following ECC strategic review.

## Drawing Key

**Primary Vehicular Route**
All vehicles and potential redirected bus route

**Bus Only Route**
Potential redirected bus route

**Secondary Vehicular Route**
Vehicles serving existing residential development

**Shared Pedestrian & Cycle Route**
Shared surface, with cycles at reduced speeds

**Pedestrian Priority Route**
Routes with limited vehicular access

**Cycle Priority Route**
Routes with limited vehicular access

**Authorised Vehicle Only Route**
Routes for service, delivery and accessible vehicles only

**Tan Lane Underpass**
Second arch for buses with existing arch for pedestrians & cycles

**Water Lane**
Potential to become a linear park with pedestrian/cycle priority

**Canal Towpath**
Potential improvements to pedestrian route

**North-South Link to Wider Water Lane Area**
Potential pedestrian, cycle & vehicular route and safe egress

**Canal Bridge**
Potential new canal bridge to improve ped/cycle connectivity

**Pedestrian (& Cycle) Underpass**
Potential improvements to underpass/route south

**Flood Egress Bridge**
Potential new railway bridge linking to ECC strategic egress route

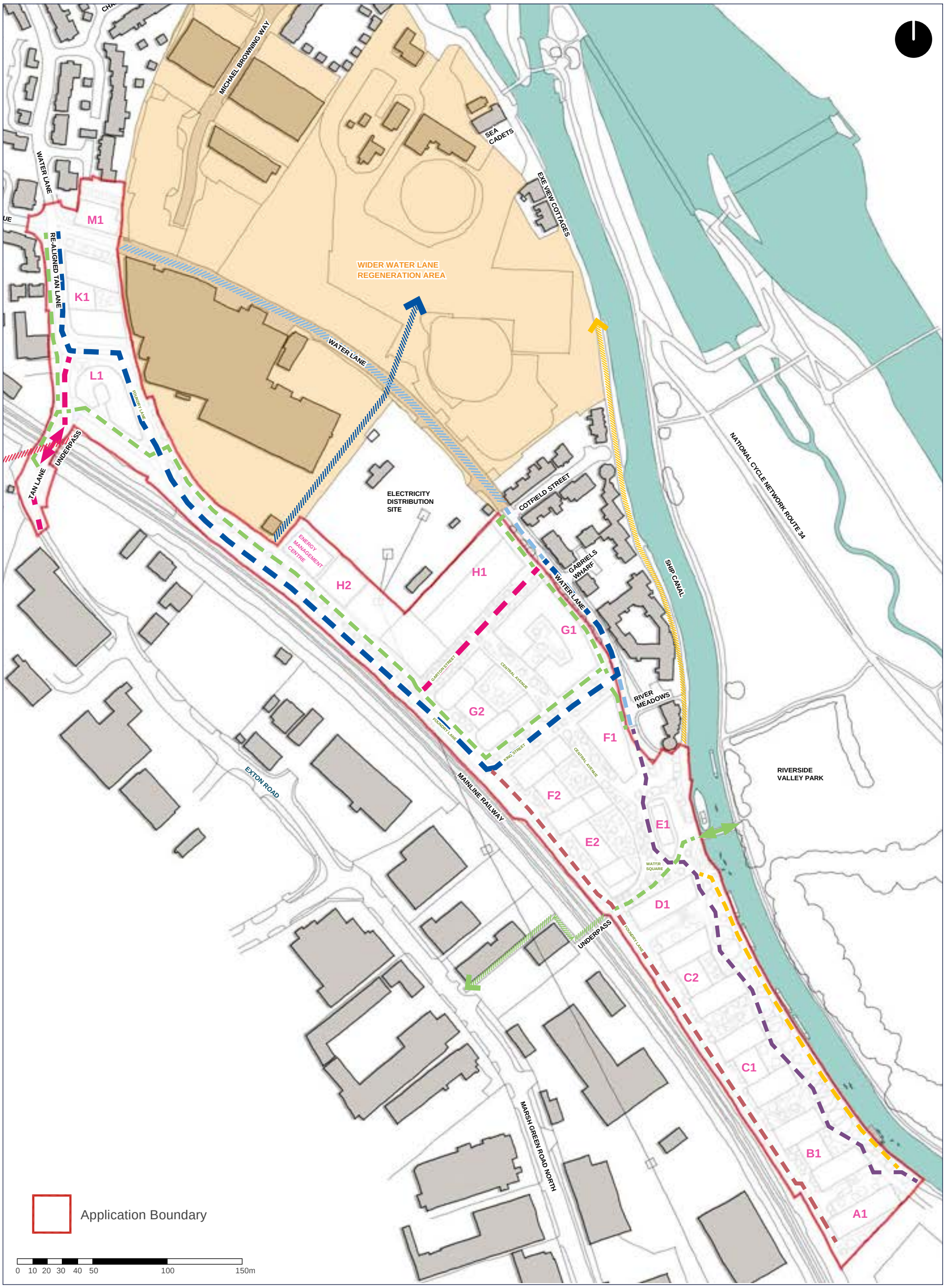



*Figure 6.5: Illustrative Access & Movement*

# LIVEABLE STREET DESIGN

6.20 Liveable Streets are a critical component of the Liveable Exeter vision and they are the embodiment of a walkable neighbourhood whose infrastructure is designed around sustainable transportation and streetscape as functioning public realm instead of motor vehicle dominance. The vision aspires to create neighbourhoods that promote well-being and physical activity, achieved through the implementation of a transformational plan for delivering homes in the city.

6.21 Central Avenue would run between building H1 at its northern end to Water Square and building E1 in the south. It would exemplify ‘liveable’ principles and would host a verdant and social urban streetscape in which the experience of pedestrians is a primary consideration. Islands of planting and seating would often be allied to adjacent ground floor uses and principal building entrances to capitalise on the opportunities for spill-out and social interaction. As such a hierarchy of paths is established with greater width given to more active frontages. A central route would cater for pedestrian and cycle thoroughfare and would be of sufficient width and geometry to allow maintenance and emergency vehicle access. The form of this central route in the illustrative plan deliberately contrasts with standard highways approaches and would therefore not be read as purely carriageway despite serving as such when required. The non-standard form also allows for generous tree planting including centralised tree positions which would otherwise be marginalised. The islands are multifunctional: social and public amenity spaces, connected rain gardens for surface water drainage, and play-on-the-way integrated play provision.

6.22 Water Lane south of Water Square, would be a key Liveable Street but more in the form of a canalside linear park. Its layout allows for a dedicated two-way cycle route and the geometry would also allow access by infrequent vehicles including larger vehicles needing to access neighbouring sites to the south. The towpath would be a pedestrian leisure route, leaving an intermediate corridor of varying width which would be predominantly vegetated and would host seating, social spaces and Local Area of Play provision/ play-on-the-way. This central zone would include the existing hybrid black poplar trees amongst new tree planting. The canalside park would merge seamlessly with the lateral connections made between building blocks to link with Foundry Lane.

6.23 Water Lane north of Water Square would present an improved frontage along its western side with improved footways and new tree planting. A similar approach would be taken at Tan Lane and the junction with Water Lane.

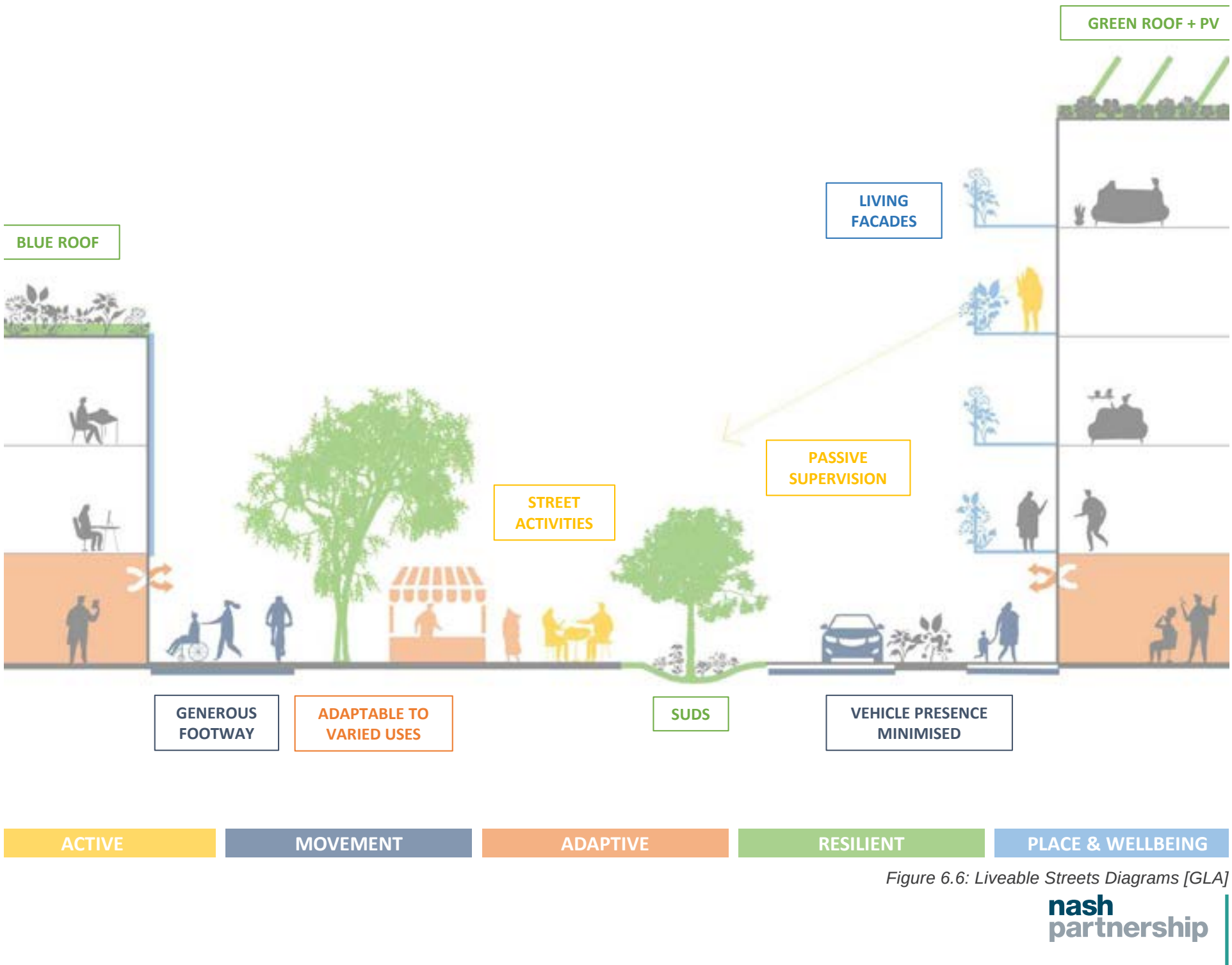




*Figure 6.6: Liveable Streets Diagrams [GLA]*

# OPEN SPACE & PLAY STRATEGY

6.24 The principal areas of open space (public/ publicly accessible) are concentrated along the canalside in the form of a linear park with connections westward, and through the Central Avenue of the mixed-use streetscape. Where these two areas meet would be an important nodal landmark open space; the confluence of several routes, an access to the canal and host to a landmark building at the heart of the scheme. This space is also the beginning of the ‘car-free’ section of Water Lane on approach from the north. The open space is supported by a number of private amenity spaces at podium level which give important provision to residents and contribute to building set-back and verdant peripheries to the adjoining streetscape.

6.25 Two Local Areas of Play (LAP) would be integrated within the canalside park, supported and linked by elements of ‘play-on-the-way’; informal playable features following the main route. Such features would also be integrated within the central avenue streetscape alongside pocket social spaces. Doorstep play would be provided in the private amenity podium gardens. The distribution of play would achieve LAP and doorstep play within 1 minute’s walking time for residents. Equipped play would essentially be distributed throughout this provision. The Proposed Development would deliver part of the wider Water Lane masterplan area and therefore responds to strategic aims off-site such as the neighbourhood centre and Neighbourhood Equipped Area of Play that could be delivered elsewhere in the locality.

6.26 Play equipment and playable features within the public realm would be robust, fun and discreet where necessary. Opportunities for contextually appropriate forms and materials would be taken such as those reflective of the canal and its post-industrial heritage.

## Drawing Key

**Local Area of Play (LAP)**
100m2 activity zone, principally for younger children

**Informal Play Opportunity**
<100m2 space with demonstrative features encouraging play

**Play-on-the-way**
Playable elements reinforcing linear routes and linking play areas

**Play Area in Private Amenity Space**
Formal play provision accessible to residents

**Central Avenue**
Informal playable public realm and pocket social spaces

**Canalside Park**
Key public open space utilising character of canalside environment

**Water Square**
Nodal landmark open space

**Podium/ communal garden**
Private amenity space for residents’ communal use with doorstep play

**Neighbourhood centre**
Open space and NEAP serving wider masterplan area, beyond this OPA

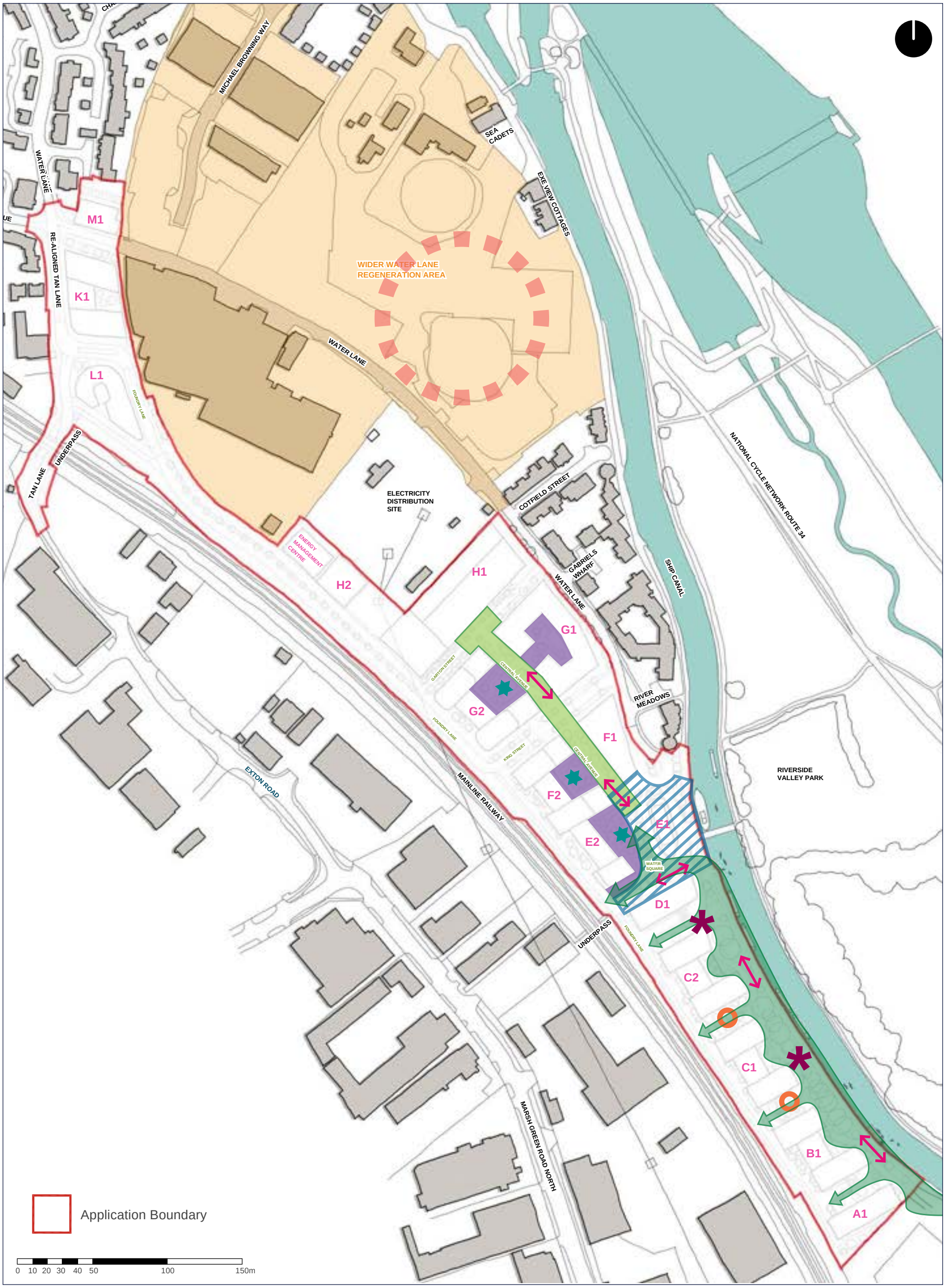



*Figure 6.7: Illustrative Play Strategy*

# SUDS STRATEGY

6.27 The strategy for the management of surface water would have several facets. The extensive proposed roofscape would host a combination of green and blue roofs, capturing, attenuating and slowly releasing rainfall, whilst supporting a biodiverse habitat. This can be employed in combination with proposed photovoltaics and there is emerging evidence to support the benefits of combining the two whereby vegetated roofscapes affect the ambient temperature around PV cells thus improving their efficiency.

6.28 In the streetscape and canalside frontage a combination of permeable paving, soft landscape and biodiverse swales would feature to manage surface water sustainably and in turn support a verdant public realm which is biodiverse, playable and liveable. Through the Central Avenue mixed-use area, biodiverse open swales would combine in series to capture surface water run-off, slow-down its flow, bioremediate and eventually release to the canal in circumstances of the highest rates of run-off.

**Drawing Key**

**Permeable paving combined with permeable soft landscape**

Through Water Lane including the canalside and at Central Avenue

**Rain gardens**

Linked pockets through streetscape creating a slow conveyance route to canal

**Green/ blue roof**

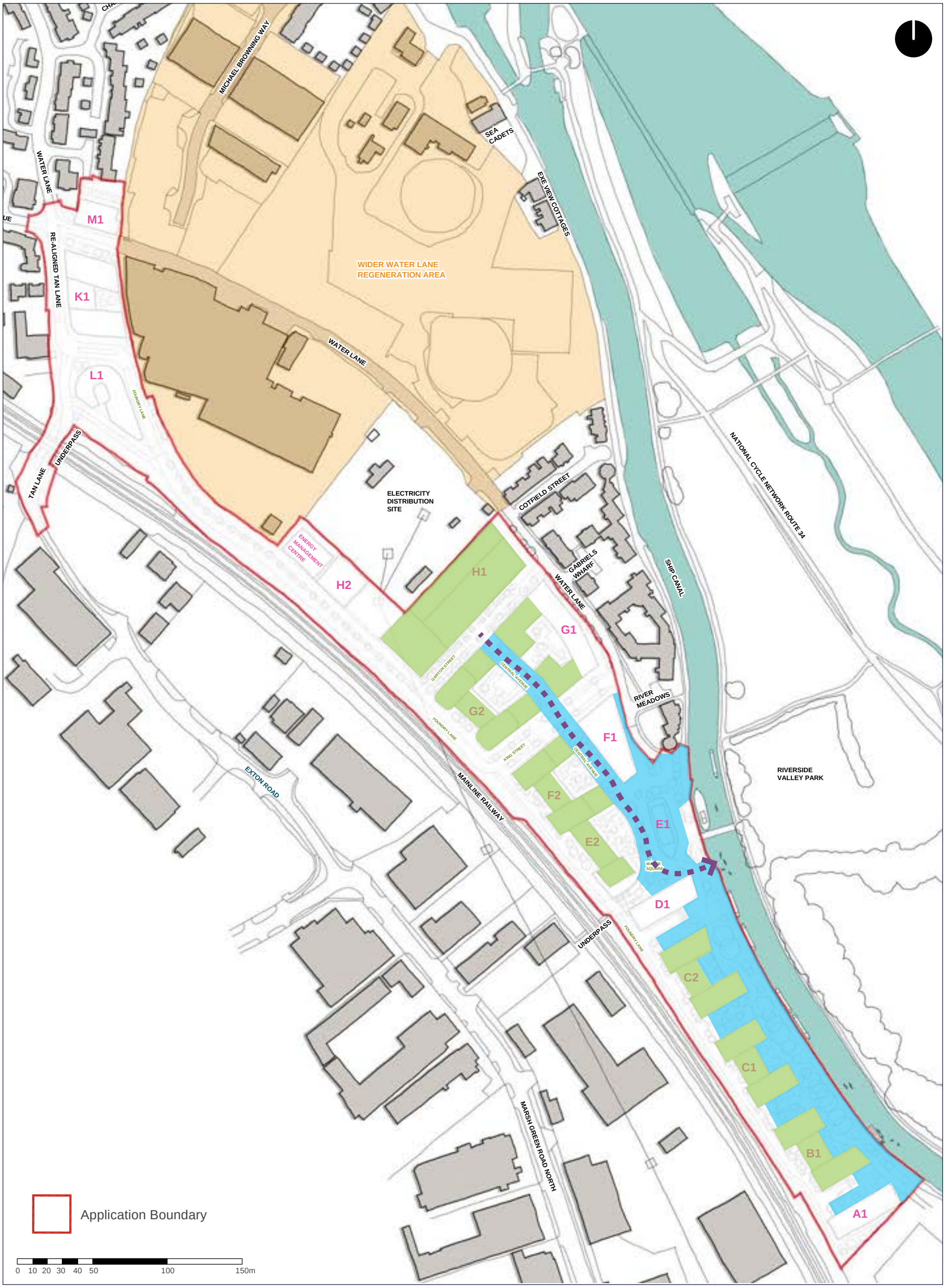



*Figure 6.8: Illustrative SuDS Strategy*

# ECOLOGY & ARBORICULTURE STRATEGY

6.29 The existing railway corridor and canal both support bat commuting and foraging. The canal also supports otters, a European protected species. Both of these existing corridors would be protected and enhanced and supplemented by planting in the proposed scheme. Scrub habitat along the railway corridor would be retained within the OPA redline area as a linear feature at an average of 5m width. In combination with the arrangement of road infrastructure then buildings, this would create an important buffer for the railway corridor habitat.

6.30 The primary GI corridors would be supported by a wide variety of habitats throughout the scheme including street trees, tree groups, ornamental/ amenity planting, biodiverse swales, and green and blue roofs. Street trees in combination with a series of open species-rich swales would function as linear habitat and to support the adjacent corridors. The Liveable Streets ethos and what the Placemaking Toolkit defines as ‘Grey to Green’ enables a much greater degree of green infrastructure as an integral part of the development and as a fundamental part of its identity.

6.31 The line of mature and semi-mature hybrid black poplar trees along Water Lane within the site are considered to be a component of the Habitat of Principal Importance. They would be retained and sensitively incorporated in the proposed scheme, with the exception of 2No poor specimens. A considerable number of new trees would be planted across the canalside and throughout the scheme generally, utilising native species where appropriate as well as ornamental and other non-native species of proven wildlife value and those of predicted climate resilience. The effect is to provide a wide-ranging diverse tree stock to maximise amenity interest, ecological value and resilience to pests, disease and climate change.

## Drawing Key

**Railway scrub habitat corridor**
Western site boundary dark corridor with 5m buffer on-site alongside railway

**Canalside Park**
Key public open space utilising character of canalside environment

**Existing trees to be retained**
Linear group of hybrid black poplars following the canal

**Green streets**
Liveable streets with trees and species-rich planting, often within SuDS swales

**Podium/ communal garden**
Private amenity space for residents’ communal use with doorstep play

**Green/ blue roof**

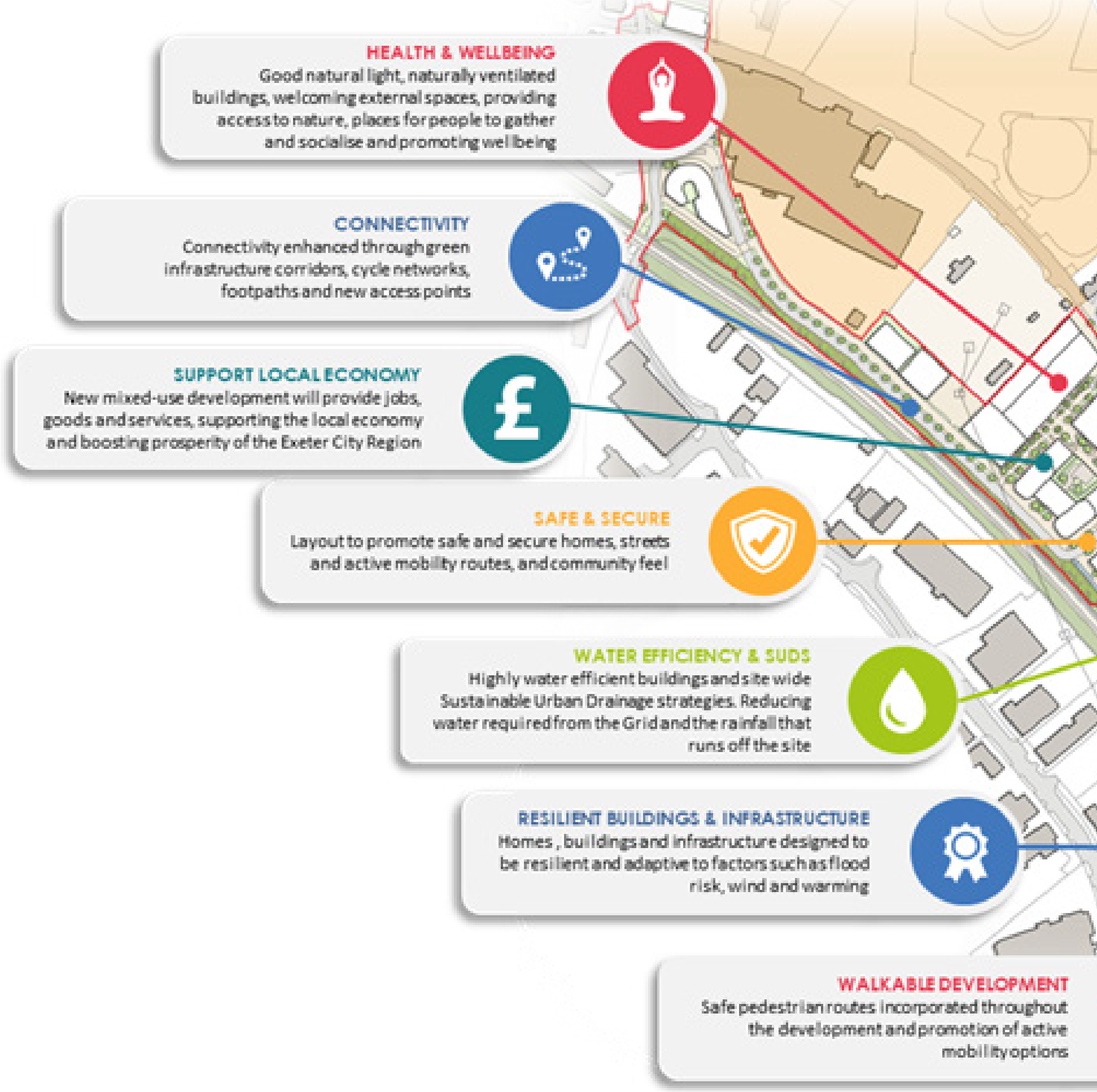

*Figure 6.9: Illustrative Ecology & Arboriculture Strategy*

# SUSTAINABILITY

6.32 A Sustainability (including Energy) Strategy has been developed by 3ADAPT to support the outline planning application.

6.33 WLDMC and wider project team have employed a ‘Five Capitals’ approach to deliver sustainable development and inform the proposed strategies for the Water Lane development. This approach provides a strong model of sustainability which places an emphasis on living within the limits of the natural environment and developing strategies that grow all capitals; natural, social, human, manufactured and financial. The objective is to improve value through the ‘Five Capitals’ and deliver benefits to Water Lane, its occupants and wider stakeholders.

6.34 A sustainability strategy and delivery framework have been developed using the ‘Five Capitals’ approach with objectives, key performance indicators (KPIs) and targets where appropriate to support the scheme design and the outline planning application. This has enabled the project team to develop strategies to address the key drivers, such as the relevant ECC planning policies, and target high development standards across each of the Five Capitals for holistic sustainability performance.



6.35 This sustainability statement is structured under a number of themes, and summarises how the sustainability aspirations will be delivered by a series of strategies to address key environmental, social and economic issues and ECC's planning policies. Under each theme is a summary of the main planning policies and objectives, a list of KPIs and performance targets as well as an overview of the proposed strategies employed to address these as part of the outline application. Due to the outline nature of this application, all strategies proposed within this statement are to be further explored and developed during the next design stages with details confirmed within the Reserved Matters application(s).

6.36 In alignment with the ECC Adopted Core Strategy (2012-2026) policy CP15 'Sustainable Construction', the development is targeting to meet a BREEAM 'Excellent' standard. At this stage, in the absence of detailed design, a viable pathway to an 'Excellent' standard has been developed with the project team, which will also be confirmed within the Reserved Matters application(s).

6.37 An overview of the key sustainability strategies for the Water Lane development are provided in the diagram below.




*Figure 6.10: Key Sustainability Strategies Diagram [3ADAPT]*

# FLOOD RISK

6.38 Figure 6.13 shows the illustrative flood strategy for the site.

6.39 The strategy has been shared with the Environment Agency and uses their data for the site.

6.40 Water compatible uses, such as some leisure uses are set at existing levels and will be affected by a flood event.

6.41 Commercial less vulnerable uses allow flood depths of up to 500mm due to existing site uses with flood resilience measures to be applied.

6.42 Finished floor levels for more vulnerable uses are set to be at least 300mm above the design flood level.

6.43 Proposals seek to maintain the water conveyance along Water Lane and aim to ensure flood risk is not increased elsewhere.

**Drawing Key**

**Water Compatible Uses (FFL at existing site level)**
Uses could include Ancillary/Boat Store/Bike Hire

**Less Vulnerable Uses (FFL 500mm below flood lvl)**
Uses could include Shared Parking/Co Working/F&B/Gym/Pool

**More Vulnerable Uses (FFL 300mm above flood lvl)**
uses could include Residential/Student Housing/Hotel/College

**Residential Use Above Other Ground Floor Use**
Residential access above flood level

**Commercial Use at Ground Floor**
FFLs dependant on Use Classification

**Raised Ped/Vehicular Safe Access/Egress Route**
New road (named Foundry Lane) c.9m AOD

**Road Ramping Up**
Road from Water Lane c.6m AOD up to new Foundry Lane

**Water Lane Flood Conveyance Route Maintained**
Opportunity to widen route on third party land

**More Vulnerable Use Access Points**
Access at first floor or above flood level

**Underpass/Tunnel Flood Water Route Maintained**
Second Tunnel Opened Up Could Improve Flow

**Potential Raised Link Road Providing Safe Egress**
Route from northern parcels across third party land - levels TBC

**Potential Safe Egress Bridge Over Railway**
Future ECC/EA Strategic Works

**Potential Link to Safe Access/Egress Route**
Future ECC/EA Strategic Works linking to disused embankment

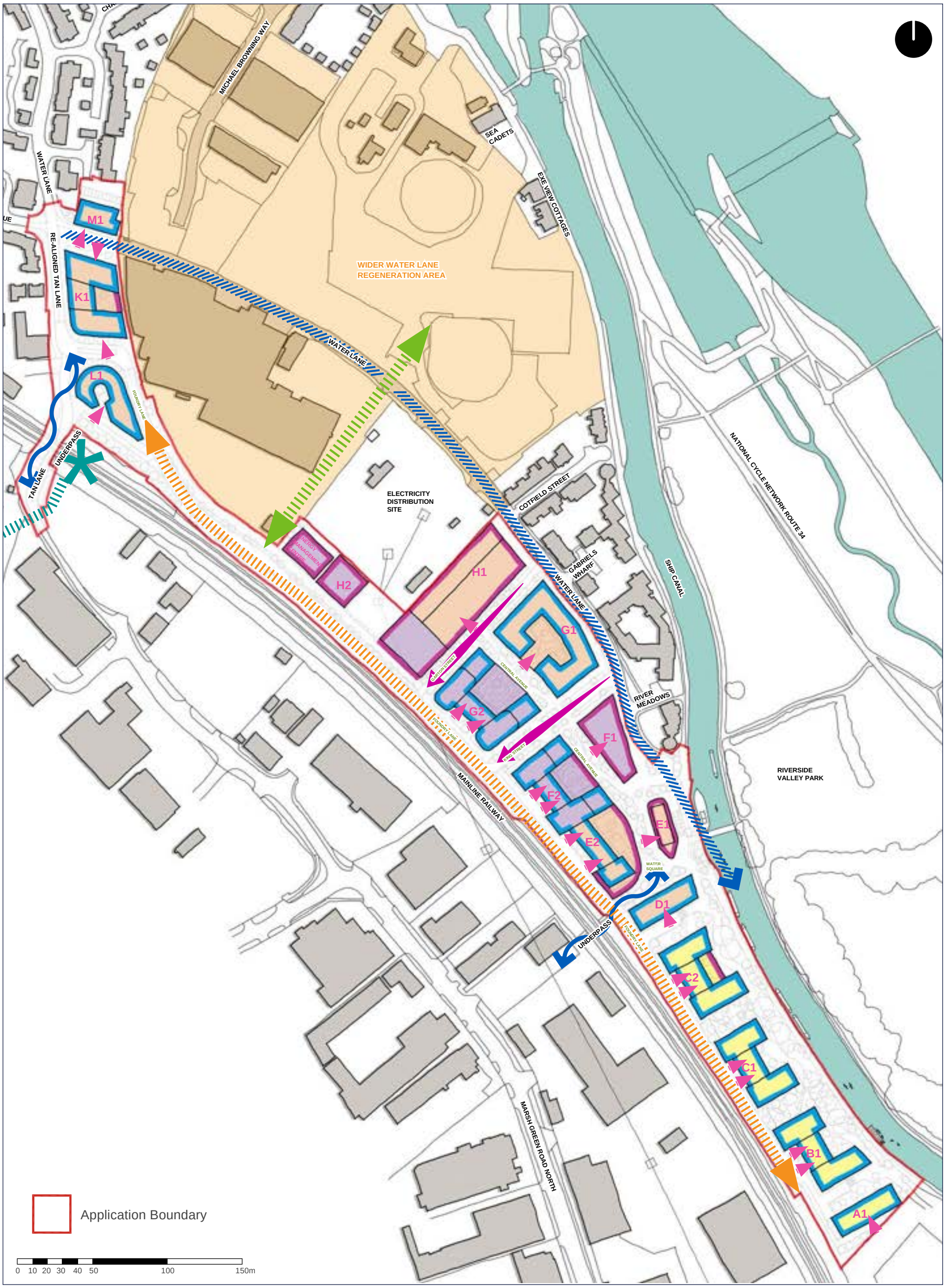



*Figure 6.12: Illustrative Flood Strategy*

# SHADOW STUDIES

6.44 As part of the design approach the illustrative proposals were modelled in 3D to help review illustrative building heights, arrangements and spacing.

6.45 This 3D model was used to generate some shadow studies created by the illustrative proposals.

6.46 The shadow studies show that sunlight reaches most of the spaces throughout the year.

6.47 Figure 6.14 shows a sample shadow study and a complete set can be found in the Appendix.

*Figure 6.13: Illustrative Shadow Study: Water Square Summer 12.00AM*

# DEMOLITION & RETENTION

6.48 The buildings within the red line boundary are predominantly late-20th century industrial buildings of little merit. More noteworthy buildings tend to be located closer to the basin or in the former gas works site.

6.49 The proposals therefore are to demolish all existing buildings and it is hoped that some of the arisings could be used to supplement the ecological transition zone along side the railway.

6.50 There are potential elements that could be incorporated and reused as a basis for public art which include metal railway lines, located near to Tan Lane, and the green metal chimney at the former Saria site.

6.51 This should be reviewed at reserved matters application stage.

*Figure 6.14: Photograph of Metal Saria Chimney*

# APPEARANCE

6.52 We have prepared a series of illustrative views based on the illustrative layout proposals to show how they may appear whilst viewed from street level.


*Figure 6.15: Illustrative View key Plan*

*Figure 6.16: View 1 - Along the canal at the southern edge of the application site looking north-west*

*Figure 6.17: View 2 - Along the canal looking north-west*

*Figure 6.18: View 3 - Along the canal looking north-west*

# APPEARANCE

*Figure 6.19: View 4 - Along the canal looking north-west near Water Square*

*Figure 6.20: View 5 - Along on the canal looking south at Water Square*

*Figure 6.21: View 6 - Along on the canal looking south at Water Square*

*Figure 6.22: View 7 - On the canal looking at Water Square*

*Figure 6.23: View 8 - On Foundry Lane looking north-west*

*Figure 6.24: View 9 - On Foundry Lane looking at Water Square*

# APPEARANCE

*Figure 6.25: View 10 - On the Foundry Lane looking north-west*

*Figure 6.26: View 11 - On the Foundry Lane looking south-east*

*Figure 6.27: View 12 - On the Water Lane looking south-east*

*Figure 6.28: View 13 - On the Water Lane looking north-west*

*Figure 6.29: View 14 - On the Water Lane looking south-east*


*Figure 6.30: View 15 - On Central Avenue looking north-west*

## APPEARANCE

*Figure 6.31: View 16 - On the canal looking south-east*

*Figure 6.32: View 17 - On Central Avenue looking north-west*

*Figure 6.33: View 18 - On the Foundry Lane at the northern end of the site looking north-west*

*Figure 6.34: View 19 - At the Water Lane/Tan Lane junction looking south-east*

*Figure 6.35: View 20 - At the Water Lane/Tan Lane junction looking south*

*Figure 6.36: View 21 - At the Water Lane/Foundry Lane junction looking south-east*

# SECURED BY DESIGN

6.53 The illustrative design proposals incorporate the key elements of safe and sustainable design.

6.54 Reference has been made to the Secured By Design guidance documentation and these principles have been integrated into the placemaking principles.

### Access and Movement

6.55 The proposals have been designed to provide a clear hierarchy of permeable routes. The local street network provides direct links along desire lines, connecting residents to both existing and new areas. Pedestrian, cycle and vehicular movement will be integrated.

6.56 All routes will be overlooked to ensure safety. Landmark features will help people to navigate within the new neighbourhood. The movement network will connect to existing routes to provide an integrated community.

### Structure

6.57 The urban fabric is made up of perimeter blocks that provide ‘active frontages’ of overlooked streets. The proposal have been arranged to provide activity and natural surveillance and avoid areas to loiter.

### Surveillance

6.58 Whilst respecting and responding to the existing constraints of the site, the proposals have been designed to create usable spaces with good surveillance. Public spaces, SuDS and canal paths will be overlooked to maximise safety and create a safe and attractive setting for homes.

### Ownership

6.59 There will be a clear definition between public and private spaces with a variety of treatments such as planting or fencing. Shared gardens will provide high-quality intimate environments and can foster local ownership.

### Physical Protection

6.60 Features and fittings across the scheme can be designed in accordance with the advice given by Secured By Design and further detail will be provided at reserved matters stages.

### Activity

6.61 Communal spaces, squares and public realm will create focus points for the development and concentrate activity in these specific areas.

### Management and Maintenance

6.62 A detailed design and management plan for public open spaces should be under taken and further detail will be provided at reserved matters stages.

# EMERGENCY VEHICLE ACCESS

6.63 The requirements for emergency vehicles will be dictated by fire service requirements, because the fire service has the largest vehicles. The detailed design of streets and spaces will need to comply with the requirements of relevant regulations, including the provision of:

- Minimum carriageway widths of 3.7m;
- Vehicle access for a pump appliance within 45m of each dwelling;
- Vehicle access routes (not necessarily a road);
- Provision so that fire trucks do not need to reverse more than 20m.

# CYCLE PARKING & STORAGE

6.64 Cycle parking will be provided throughout the development in line with adopted standards.

6.65 For apartments it is envisaged that secure, communal stores will be located on the ground floor of the block accessed from the residential stair cores.

6.66 For commercial uses it is envisaged that storage will be also located on the ground floor.

6.67 Informal parking for visitors will be provided in the form of Sheffield stands at various locations around the site including next to play areas, carefully positioned to ensure convenience and security.

6.68 The detailed location and nature of cycle parking will be considered at the reserved matters stage.

# WASTE & RECYCLING STRATEGY

6.69 The illustrative layout has also been assessed using swept path analysis to demonstrate that suitable refuse vehicle access is capable of being accommodated during subsequent detailed design.

6.70 Refuse storage for non-residential uses is to be accommodated within each demise and separate arrangements made for collection.

6.71 Secure and convenient refuse stores will be provided for the apartment blocks either within the buildings themselves, or in covered external stores located conveniently for access and collection.

# CHARACTER AREA APPROACH

6.72 Six character areas are proposed as part of the illustrative masterplan, which are named as follows; Canalside, Water Square, Mixed-Use Core, Railway Green Corridor,Water Lane Liner Park and Tan Square.

6.73 Each character area has its own set of definable characteristics which are based on four of the National Design Guide Characteristics which are applicable to outline planning application stages namely; Movement, Nature, Public Realm and Identity.

6.74 The character area approach has been prepared to guide future reserved matters applications to ensure that Water Lane will be an engaging and varied place with a distinctive range of streets and spaces within a coherent whole.

### CANALSIDE

Characterised by extensive landscaping and walking and cycling routes, the area promotes leisure uses and activities, and offers a place for nature, wildlife and people to interact.

### WATER SQUARE

Water Square is the area's local centre, showcasing landmark buildings, spaces for socialising and opportunities to connect to the water.

### MIXED-USE CORE

As the key point of local activity, a range of building uses and a varied street scene promotes interaction between residents, businesses and visitors.

### RAILWAY GREEN CORRIDOR

Running parallel to the railway, the route provides a habitat corridor, main vehicular access to the district, and spaces for community to connect to nature.

### WATER LANE LINEAR PARK

The existing route into the district aspires to provide a landscape corridor and park for pedestrians and cyclists, and a valuable habitat for local wildlife, for the community to enjoy.

### TAN SQUARE

As the key arrival point from the city centre, Tan Square suggests a new, distinct identity for Exeter, inspiring new ways of living, fit for the future.


*Figure 6.37: Character Area Overlay on Illustrative Masterplan*

# CHARACTER AREA APPROACH

## CANALSIDE

6.75 The Canalside Character Area is located along the edge of the canal where it abuts the red line.

6.76 It is characterised by extensive landscaping and walking and cycling routes, the area promotes leisure uses and activities, and offers a place for nature, wildlife and people to interact.

6.77 Its set of definable characteristics, based on four of the National Design Guide Characteristics, are set out below.


*Figure 6.38: Canalside Character Area Location*

### MOVEMENT

- **Public Transport :** Car free zone with access for emergency access only.
- **Walking & Cycling :** Clearly defined segregated linear pedestrian and cycle route winds around green spaces.
- **Junction & Crossings :** Change in ground surface (texture / colour) indicates key crossing points / junctions.
- **Accessibility / Inclusive Streets :** Level finish along track and ramped access to Railway Green Corridor ensures accessibility. Inclusive streets with places to rest, spaced at walk-able distances. Sign posts indicate distances to local landmarks and destinations beyond.
- **Car / Cycle Parking:** No car parking. External bike parking located along cycle route.

### NATURE

- **Network of Spaces :** A series of informal pocket parks weave between buildings.
- **Boundary Treatment :** Dark corridor created through heavy scrub planting along railway.
- **Working with Water :** Public access to waters edge enhanced and created through informal pontoons.
- **Design :** Landscape guides users to building entrances.
- **SuDS :** To include green roofs where flat, swales, retention tanks, rain gardens, basins & ponds, reedbeds and wetlands.
- **Biodiversity :** Habitats enhanced and created in a nature rich area. Water specific planting.
- **Street Trees :** Mature, deciduous street trees.

### PUBLIC REALM

- **Meeting Places / Social Interaction :** Social interaction and activity encouraged through landscaping, street furniture and connection to water. Local area of play with informal, playable public realm and pocket parks.
- **Accessibility :** Ramps to deal with level changes through site. Low level lighting along track improve visibility.
- **Multi-functional :** Cycle, foot and emergency access only

### IDENTITY

- **Local Character :** Informal character with references to local materials in the form of mixed brick and detailing.
- **Base of Building :** Base of building treated differently to upper floors to define public use.
- **Boundaries :** Small set-backs along boundaries with set-back from waterside to allow public realm to extend in this zone.
- **Roofscape :** Roofscape with variation in eaves height and forms including flat, pitched and double pitched.
- **Legibility :** Street rhythm created from an undulating roofscape.
- **Design of buildings:** Cohesive design of buildings with common forms / features.


*Figure 6.39: Canalside Character Area Illustrative Plan*

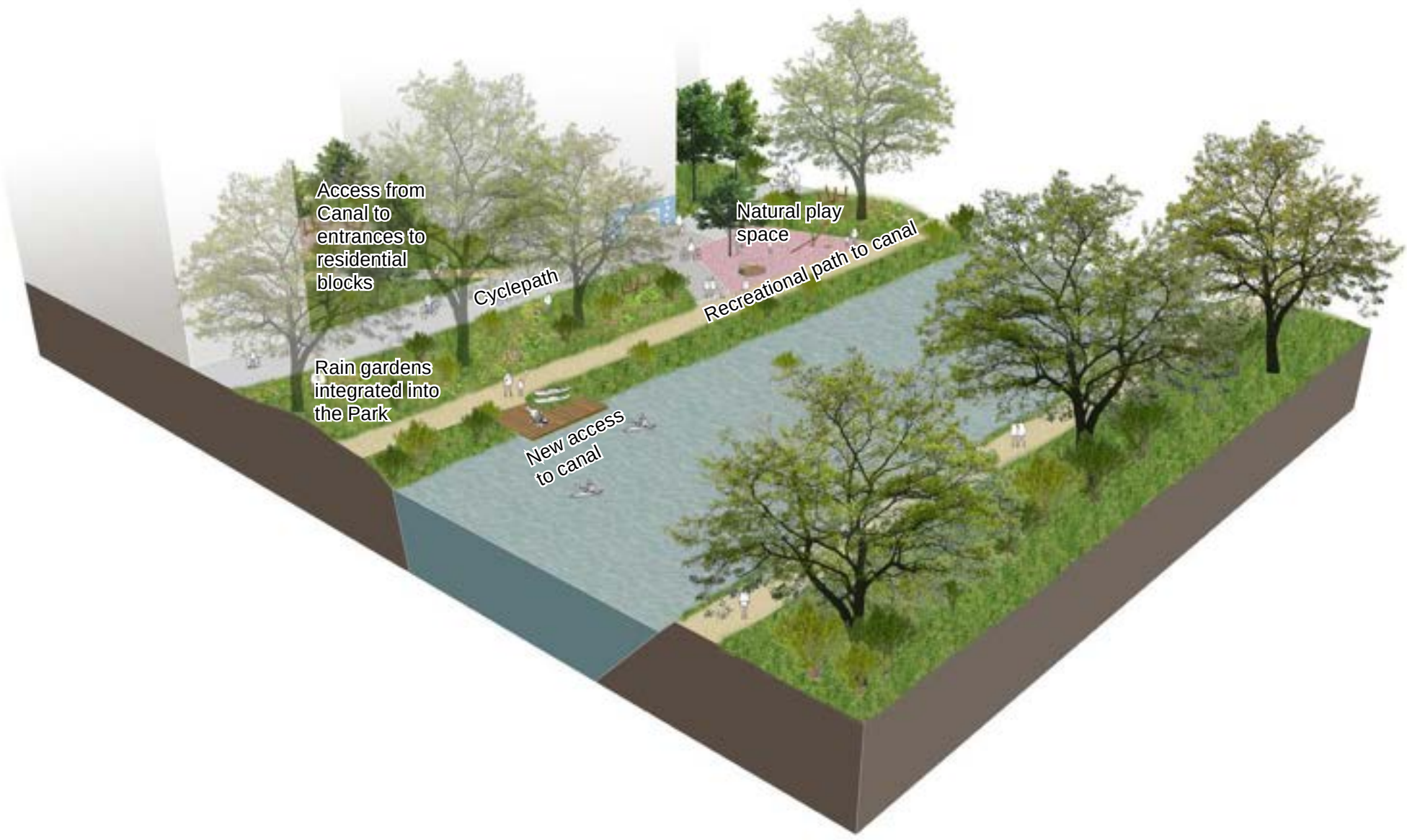



*Figure 6.40: Canalside Character Area Illustrative Perspective View*

# CHARACTER AREA APPROACH

## WATER SQUARE

6.78 The Water Square Character Area is located at the heart of the proposals where Water Lane meets the canal and links to the railway underpass.

6.79 Water Square is the district's local centre, showcasing landmark buildings, spaces for socialising and opportunities to connect to the water.

6.80 Its set of definable characteristics, based on four of the National Design Guide Characteristics, are set out below.


*Figure 6.41: Water Square Character Area Location*

### MOVEMENT

- **Street Hierarchy :** Generous street widths with variation of enclosure ratios.
- **Public Transport :** Car free zone with bus drop-off within walking distance.
- **Walking & Cycling :** Shared surface indicates pedestrian zone with informal cycle route.
- **Junction & Crossings :** Change in ground surface (texture / colour) indicates key crossing points / junctions.
- **Accessibility / Inclusive Streets :** Level ground and access to green link through ramped access points from Canalside.
- **Car / Cycle Parking:** No car parking. External bike parking located centrally in square.

### NATURE

- **Network of Spaces :** Buildings laid out in response to central square/ space.
- **Boundary Treatment :** Boundary treatment is light touch with lower level planting emphasising the connection to water.
- **Working with Water :** Public access to waters edge created through cascading steps, an informal pontoon and a potential new bridge.
- **Activity :** Shops, cafés, community and commercial spaces activate the square.
- **SuDS :** SuDS include permeable surfacing, soakaways and filter drains, swales and rain gardens.
- **Street Trees :** Street trees with 5m – 10m tree canopies.

### PUBLIC REALM

- **Meeting Places / Social Interaction :** Social activity encouraged through layout of street furniture and landscaping.
- **Accessibility :** Street lighting to ensure increased security and accessibility. Signposts signal local destinations for those on foot.
  Level entrances achieved through ramped site landscaping.
- **Multi-functional :** Cycle, travel by foot encouraged.

### IDENTITY

- **Local Character :** Informal character with a sense of a high street through animated ground floor uses.
- **Sense of Place :** The local centre is clearly identifiable, with a strong identity.
- **Base of Building :** Different treatment on ground floor to define public use - lightweight / translucent.
- **Roofscape :** Variation in eaves heights and forms including flat, pitched and double pitched.
- **Legibility :** Rhythm created as buildings build in scale from Canalside to Railway Green Corridor.
- **Design of buildings:** Distinct landmark buildings with a mix of characters including both linear and curvilinear forms.

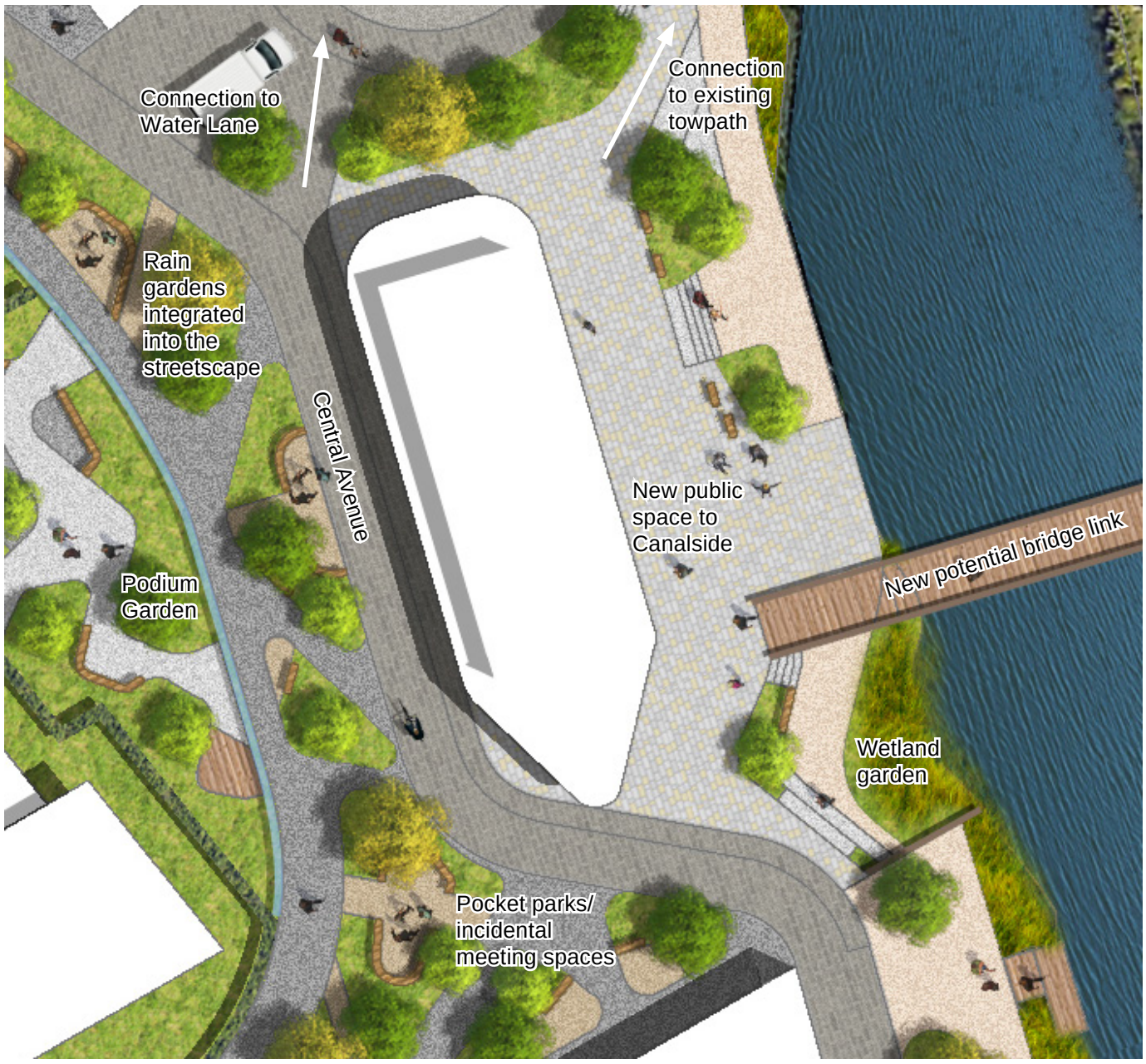



*Figure 6.42: Water Square Character Area Illustrative Plan*

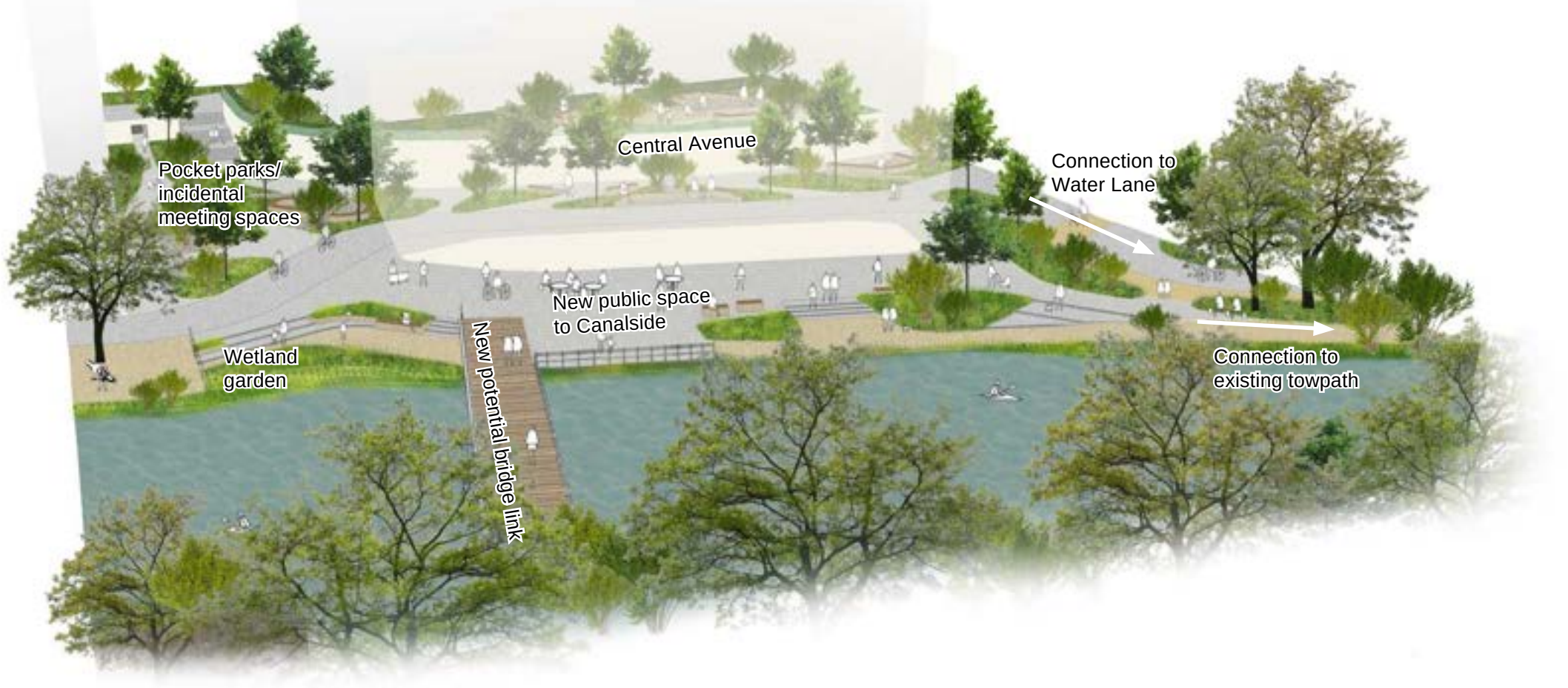



*Figure 6.43: Water Square Character Area Illustrative Perspective View*

# CHARACTER AREA APPROACH

## MIXED-USE CORE

6.81 The Mixed-Use Core Character Area is located centrally within the layout and accommodates a variety of building types and uses.

6.82 As the key point of local activity, a range of building uses and a varied street scene promotes interaction between residents, businesses and visitors.

6.83 Its set of definable characteristics, based on four of the National Design Guide Characteristics, are set out below.


*Figure 6.44: Mixed-Use Core Character Area Location*

### MOVEMENT

- **Street Hierarchy :** Mix of high streets and primary streets with varying enclosure ratios.
- **Public Transport :** Main bus drop off route and mobility hub location.
- **Accessibility / Inclusive Streets :** Requirement for slow moving vehicles (walking speed) achieved through changes in surface treatment and road signs.
- **Car / Cycle Parking:** Low car zone with gated ground floor parking court within blocks. Some on street parking for short-stay or disabled users. External bike parking along junctions and secure parking within gated parking courts.

### NATURE

- **Network of Spaces :** Central, legible green space defines main linear routes through site.
- **Character :** Character is ordered and formal with tree lined streets and lower level natural planting.
- **Working with Water :** Central swales / pools run through main routes, leading to Water Square and Canalside.
- **SuDS :** SuDS including green and blue roofs where flat, swales, rain gardens, permeable surfacing and soakaways and filter drains.
- **Biodiversity :** Biodiversity enhanced as water ecology is bought into the site where possible and connections made across to the Rail Line Green Corridor wildlife corridor.
- **Street Trees :** Street trees with 5m – 10m canopy.

### PUBLIC REALM

- **Meeting Places / social interaction :** Street furniture and landscaping aids opportunities for social interaction with incidental meeting places. Informal, playable public realm.
- **Accessibility :** Street lighting to ensure increased security and accessibility.
- **Multi-functional :** Full range of travel modes encouraged with mobility hub and enclosed car parking further promoting active travel modes.

### IDENTITY

- **Sense of place :** Podium gardens bring green further into site and help create a distinct character.
- **Base of building :** Different treatment to ground floors to define public use, generally lightweight / translucent.
- **Roofscape :** Variation in eaves height and forms including flat, pitched, double pitched and sawtooth
- **Legibility :** Central pedestrian zone indicated and rhythm and a flow of space created as buildings build in scale from Canal Side to Rail Line Green Corridor.
- **Design of buildings:** Larger scale buildings step in height in response to existing building. Range of defining architectural styles to act cohesively with both linear and curvilinear forms encouraged.


*Figure 6.45: Mixed-Use Core Character Area Illustrative Plan*


*Figure 6.46: Mixed-Use Core Character Area Illustrative Perspective View*

# CHARACTER AREA APPROACH

## RAILWAY GREEN CORRIDOR

6.84 The Railway Green Corridor Character Area is located along the route of the mainline railway.

6.85 Running parallel to the railway, the route provides a habitat corridor, main vehicular access to the district, and spaces for community to connect to nature.

6.86 Its set of definable characteristics, based on four of the National Design Guide Characteristics, are set out below.


*Figure 6.47: Railway Green Corridor Character Area Location*

### MOVEMENT

- **Street Network :** Primary street runs alongside railway line. Not fully enclosed running along edge.
- **Public Transport :** Bus route and controlled route for cars.
- **Walking & Cycling :** Distinct linear pedestrian and cycle route.
- **Junction & Crossings :** Formal junctions and crossing points with pelican crossings. Change in ground surface (texture / colour) indicates key crossing points.
- **Car / Cycle Parking:** Some on street parking and car waiting zones in defined bays.
  External covered bike parking alongside building entrances.

### NATURE

- **Boundary Treatment :** Heavy scrub planting along railway boundary creating a dark corridor.
- **Design :** Spaces for community allotments / orchards act as buffer between main route and building entrances, creating a distinct identity and offering a space for social interaction.
- **Activity :** Activities along route may include informal sporting activities and gardening.
- **SuDS :** SuDS including swales, retention tanks, rain gardens and permeable ground surfaces.
- **Biodiversity :** Existing wildlife corridor scrub habitat is a nature rich area and this area must be retained. Habitat to be enhanced and new ones created through 3-8m buffer zone and pergola growing zone.

### PUBLIC REALM

- **Meeting Places / Social Interaction :** Spaces for allotment / orchard beds encourage activity and social interaction. Street furniture creates informal meeting places.
- **Accessibility :** Lower level street lighting along route ensures a safe and secure route is created.
- **Multi-functional :** Full range of travel modes along route with controlled car use, main bus route, and cycle / travel by foot encouraged through generous, accessible routes.

### IDENTITY

- **Local Character :** Formal route with informal planting and green, wilder scrub softening character.
- **Sense of Place :** Clearly identifiable place created, with a strong identity in the city as an aspirational concept.
- **Threshold :** Defined Railway edge emphasises linear nature of site and the opportunities for a flat, continuous roof-scape of the PV canopy.
- **Boundaries :** Small gardens with boundary treatment along northern side of route.
- **Legibility :** Repeated structure creates street rhythm, guiding linear route.
- **Design :** Linear, angular form of PV canopy with sustainable material use including timber for main canopy structure. Designed to create a secure, sheltered pedestrian path along route.

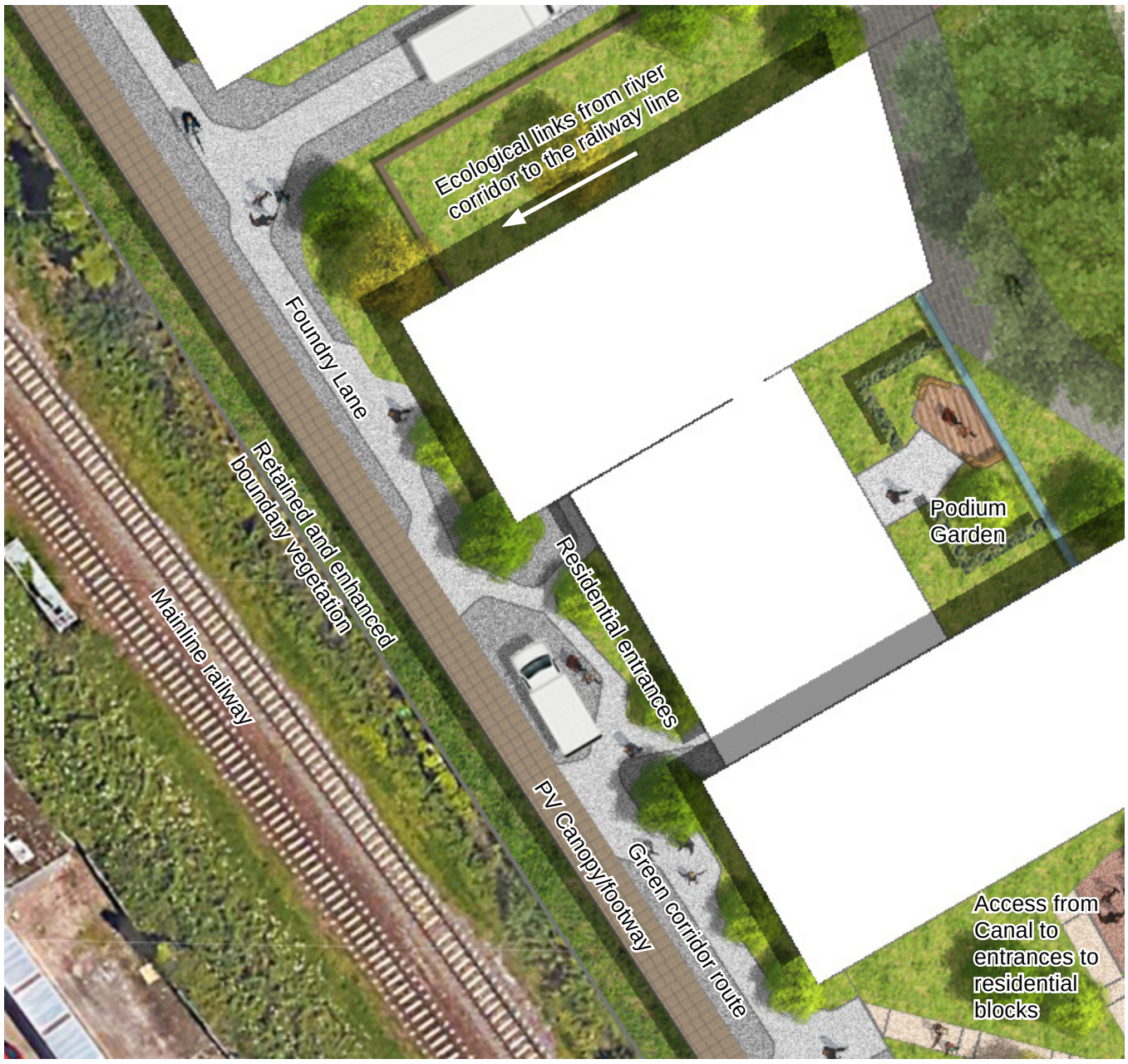



*Figure 6.48: Railway Green Corridor Character Area Illustrative Plan*


*Figure 6.49: Railway Green Corridor Character Area Illustrative Perspective View*

# CHARACTER AREA APPROACH

## WATER LANE LINEAR PARK

6.87 The Water Lane Linear Park Character Area is located along the route of Water Lane, and is a future aspiration for the whole length of the road beyond the site red line.

6.88 The existing route into the district aspires to provide a landscape corridor and park for pedestrians and cyclists, and a valuable habitat for local wildlife, for the community to enjoy.

6.89 Its set of definable characteristics, based on four of the National Design Guide Characteristics, are set out below.


*Figure 6.50: Water Lane Linear Park Character Area Location*

### MOVEMENT

- **Street Network :** Existing primary street potentially transformed into a car-free zone, linear park.
- **Public Transport :** Potential for bus to travel along linear park.
- **Walking & Cycling :** Distinct linear pedestrian and cycle route.
- **Junction & Crossings :** Change in ground surface (texture / colour) indicates key junctions / crossing points.
  Generous street widths for pedestrians.
- **Car / Cycle Parking :** No car parking. External bike parking points located along route. External covered bike parking alongside building entrances.

### NATURE

- **Network of Spaces :** Existing road potentially transformed into linear park.
- **Character :** Character to be natural, reflective of a woodland yet tree lined street brings formality and indicates key route to users.
- **Design :** Water introduced into landscaping with central swales leading down to Water Square and to Canal Side.
- **Activity :** Key route for those cycling and walking into the district with spaces for play integrated.
- **SuDS :** SuDS including swales, rain gardens, retention tanks, basins and ponds.
- **Street Trees :** New street trees.

### PUBLIC REALM

- **Meeting Places / Social Interaction :** Social activity encouraged through layout of street furniture and landscaping
- **Accessibility :** Street lighting, ramps and clearly defined edges to ensure accessible route.
- **Multi-functional :** Full range of travel modes including cycle and travel by foot encouraged.

### IDENTITY

- **Local Character :** Urban park.
- **Sense of Place :** Scale of trees help to create sense of arrival, a landmark place in the city.
- **Boundaries :** Clear tree lined avenue.


*Figure 6.51: Water Lane Linear Park Character Area Illustrative Plan*


*Figure 6.52: Water Lane Linear Park Character Area Illustrative Perspective View*

# CHARACTER AREA APPROACH

## TAN SQUARE

6.90 The Tan Square Character Area is located at the junction of Tan Lane and the proposed new access road.

6.91 As the key arrival point from the city centre, Tan Square suggests a new, distinct identity for Exeter, inspiring new ways of living, fit for the future.

6.92 Its set of definable characteristics, based on four of the National Design Guide Characteristics, are set out below.


*Figure 6.53: Tan Square Character Area Location*

### MOVEMENT

- **Street Network :** Network of streets connect and lead into main vehicular access to site.
- **Public Transport :** Bus drop off within walking distance
- **Walking & Cycling :** Clearly defined pedestrian and cycle route
- **Junction & Crossings :** Formal junctions and crossing points.
- **Car / Cycle Parking :** External bike parking & Secure ground floor parking

### NATURE

- **Network of Spaces :** Greenery connects and leads to scrub landscape strip to south.
- **Boundary Treatment :** Light touch, boundaries not defined as edges expand to form Tan Square with subtle changes to ground treatment
- **Character :** Ordered, formal landscaping to contrast scrub strip along railway.
- **Activity :** Key point of entry for those on public transport / travelling via car.
- **Street Trees :** Street trees with 5m – 10m canopy.

### PUBLIC REALM

- **Meeting Places / Social Interaction :** Square provides key central meeting place with references to historic features from the reuse of existing materials on the site. Street furniture and landscaping allows for interaction and rest.
- **Accessibility :** Street lighting and clearly defined edges to ensure accessible route. Egress route over railway includes ramp to the south.
- **Multi-functional :** Car / bus predominant in this area but distinct cycle and pedestrian zones ensure active travel is encouraged.

### IDENTITY

- **Local Character :** Formal character, sense of scale and contemporary / new intervention.
- **Sense of Place :** Arrival to the new quarter, references to green spaces and the new mobility hub.
- **Base of Building :** Different treatment to ground floors to define public use, generally lightweight / translucent.
- **Legibility :** Responsive to existing street lines, reactive to node point location. Prominent in skyline, strong identity to southern block.
- **Design of Buildings:** Collection of blocks to create cohesive whole including courtyards and balconies.

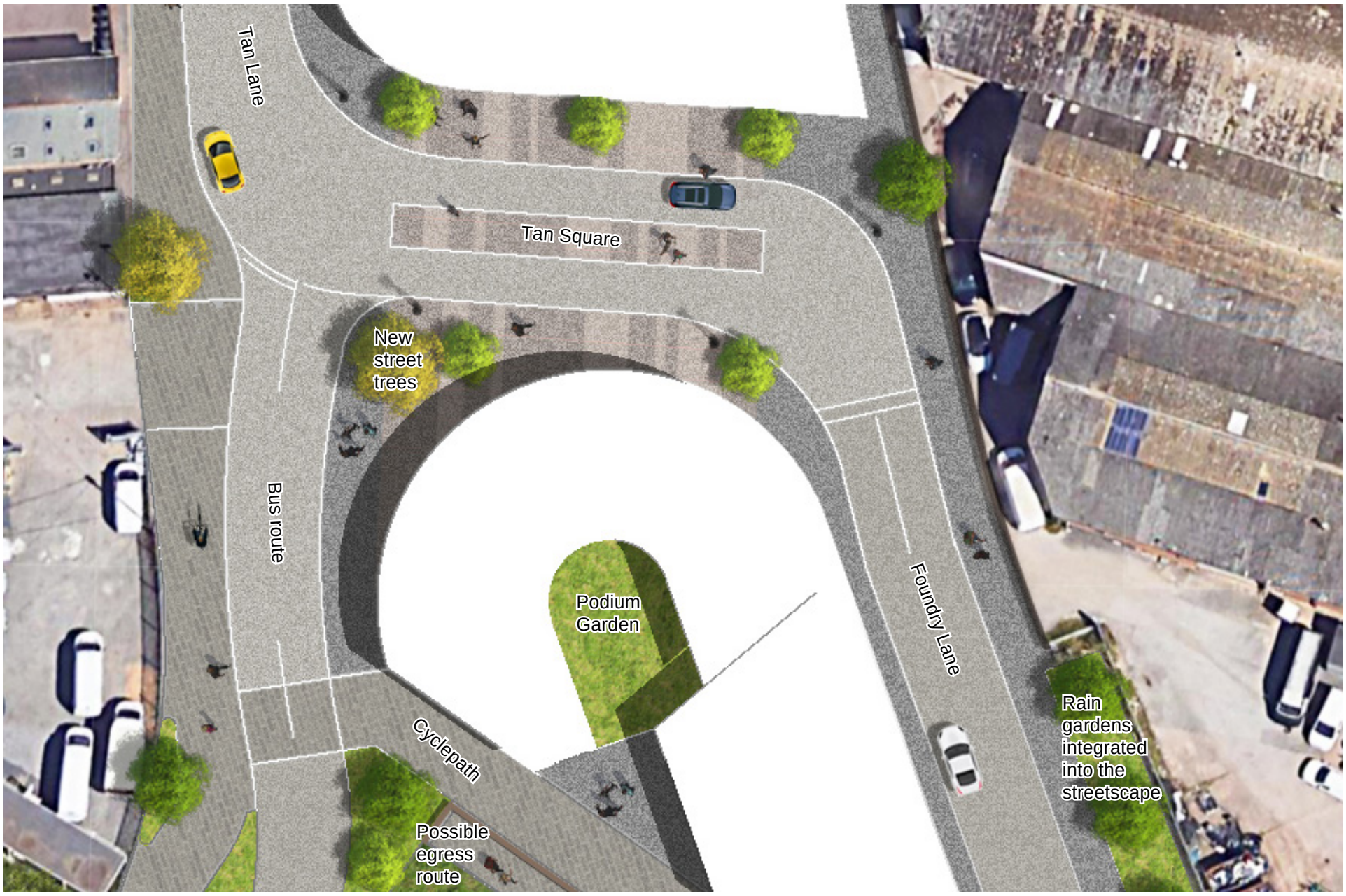



*Figure 6.54: Tan Square Character Area Illustrative Plan*


*Figure 6.55: Tan Square Character Area Illustrative Perspective View*


3.1 m
10'3"
Except for
permit holders

7

# Development Parameter Plans

# DEMOLITION & RETENTION

7.1 This section shows extracts from the Demolition & Retention Parameter Plan drawing ‘18155-NP-00-00-DR-A-10014’.

7.2 The parameter plan defines the buildings that are proposed to be demolished across the site and the structures potentially to be retained.

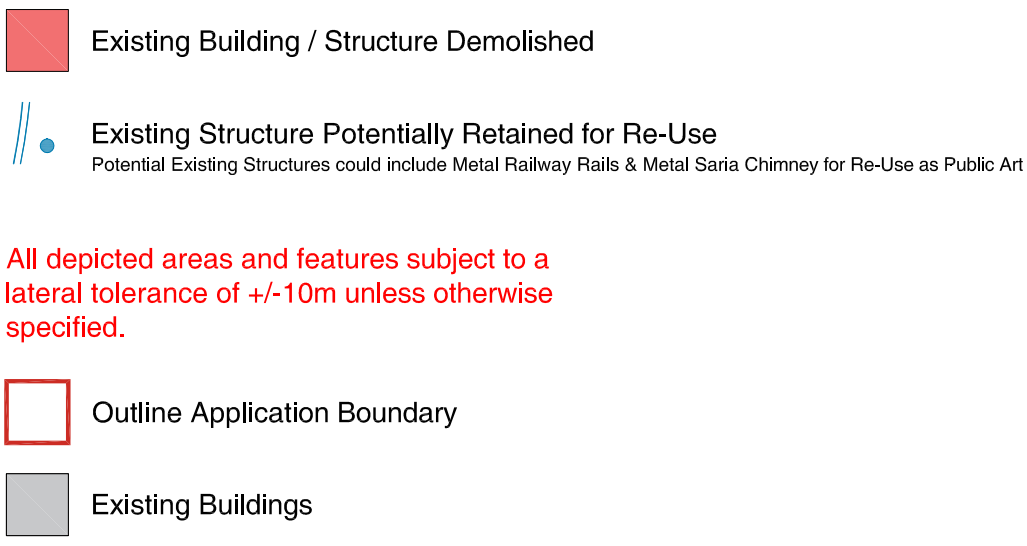
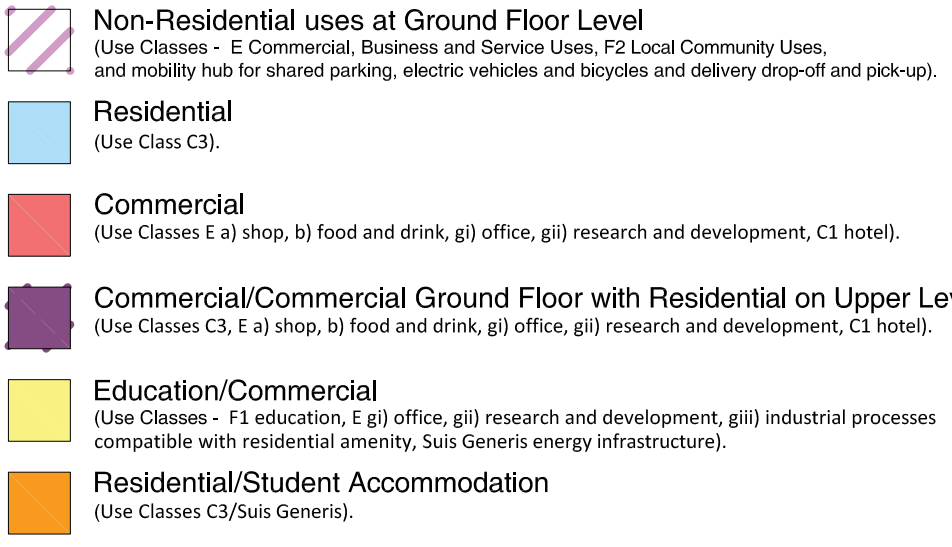



*Figure 7.1: Demolition & Retention Parameter Plan*

# DISPOSITION OF USES

7.3 This section shows extracts from the Disposition of Uses Parameter Plan drawing ‘18155-NP-00-00-DR-A-10011’.

7.4 The parameter plan defines the extent of different land uses across the site shown as four possible scenarios.




| Proposed Use Class | Maximum Area (Scenario 1) | Maximum Area (Scenario 2) | Maximum Area (Scenario 3) | Maximum Area (Scenario 4) |
|---|---|---|---|---|
| Residential (Class C3) | 920 dwellings | 900 dwellings | 980 dwellings | 950 dwellings |
| Student (Suis Generis) | 250 student beds | 290 student beds | 250 student beds | 290 student beds |
| Commercial & Non-Residential (Use Classes C1, E & F) | 40,000 $m^2$ | 40,000 $m^2$ | 36,000 $m^2$ | 36,000 $m^2$ |

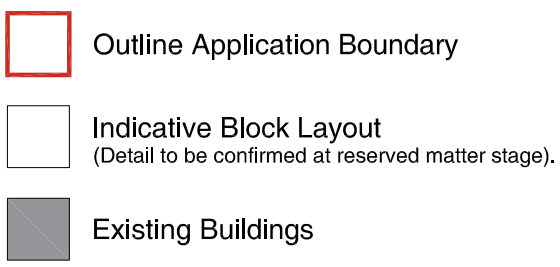



*Figure 7.2: Disposition of Uses Parameter Plan*

# BUILDING HEIGHTS

7.5 This section shows extracts from the Building Heights Parameter Plan drawing ‘18155-NP-00-00-DR-A-10010’.

7.6 The parameter plan defines the building heights of the new development across the site expressed in terms of a maximum number of storeys.

Up to 5 storeys
If Residential above Non-Residential Use: Maximum Building Height = 22.2m
If all Non-Residential Use: Maximum Building Height = 27m

Up to 7 storeys
If Residential above Non-Residential Use: Maximum Building Height = 28.8m
If all Non-Residential Use: Maximum Building Height = 36m

Up to 8 storeys
If Residential above Non-Residential Use: Maximum Building Height = 32.1m
If all Non-Residential Use: Maximum Building Height = 40.5m

Opportunity for taller building up to 12 storeys
Residential above Non-Residential Use: Maximum Building Height = 45.3m
Indicates general location only. Footprint, form, massing and specific height to be determined through technical assessments, detailed design and consideration through the planning process at reserved matters stage.

Approximate floor to floor heights:
- Residential Use = 3.3m
- Non-Residential Use = 4.5m
- Allowance for Possible Pitched Roof = 4.5m

All height measurements are to be taken from proposed ground levels and include allowance for possible pitched roof.

The height parameters show maximum heights for each zone.
Within each zone and across the site, variation in form and height is to be achieved through detailed design at reserved matters stage.

All depicted areas and features subject to a lateral tolerance of +/-10m unless otherwise specified.

Outline Application Boundary

Indicative Block Layout
(Detail to be confirmed at reserved matter stage).

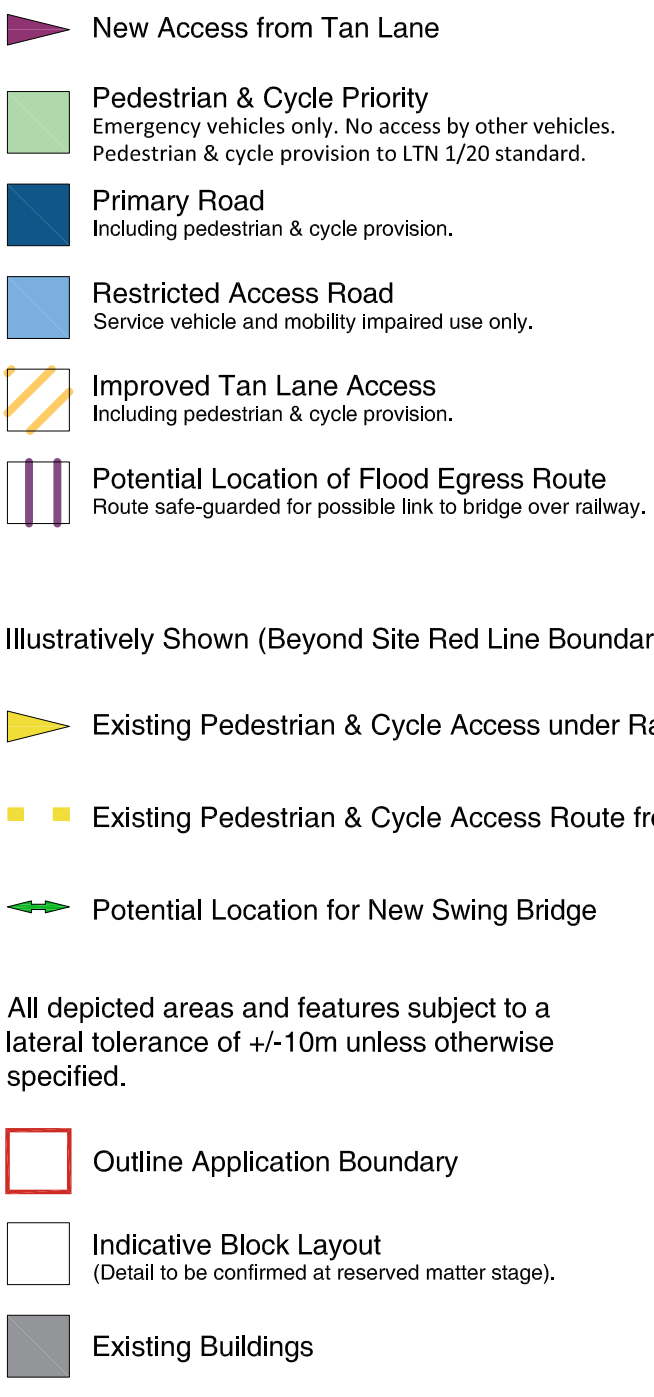
Existing Buildings


*Figure 7.3: Building Height Parameter Plan*

# ACCESS

7.7 This section shows extracts from the Access Parameter Plan drawing ‘18155-NP-00-00-DR-A-10013’.

7.8 The parameter plan shows the proposed pedestrian, cycle and vehicular routes and access points across the site.



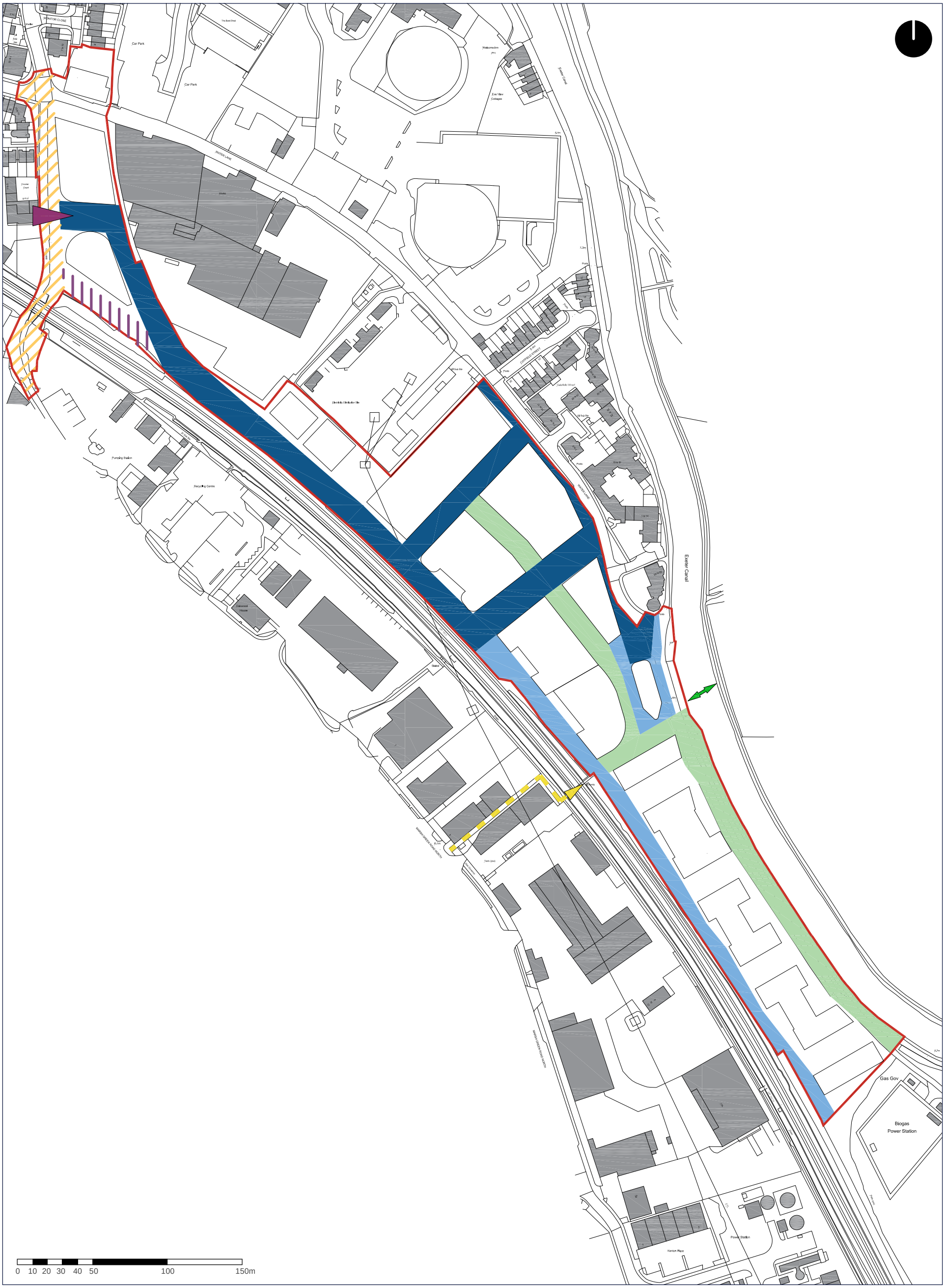



*Figure 7.4: Access Parameter Plan*

# GREEN & BLUE INFRASTRUCTURE

7.9 This section shows extracts from the Green & Blue Infrastructure Parameter Plan drawing ‘18155-NP-00-00-DR-A-10012’.

7.10 The parameter plan defines the areas of key landscape across the site showing areas to be retained and enhanced together with blue infrastructure proposals.

Primary Open Space
Linear Park of minimum 12m width with integrated Sustainable Urban Drainage, Play Features, Cycle & Pedestrian Provision, and Extensive Planting. Combination of Existing and Proposed Trees, forming part of Canalside Habitat of Principal Importance.

Intermediate Open Space
Providing Ancillary Social Space and Habitat Connections between Railway Corridor and Canal. Minimum 18m width.

Primary Liveable Street
With Integrated Social Spaces, Trees, Planting and Sustainable Urban Drainage.

Secondary Liveable Street
With Integrated Social Spaces, Trees, Planting and Sustainable Urban Drainage.

Ecology Transition Zone
Vegetated Buffer to Western Site Boundary as Transition from Existing Dark Corridor of Railway into Development Site.
3m minimum width - exact width to be determined at reserved matters stage.

Public Square

All depicted areas and features subject to a lateral tolerance of +/-10m unless otherwise specified (See Primary Open Space, Intermediate Open Space & Ecology Transition Zone).

Outline Application Boundary

Indicative Block Layout
(Detail to be confirmed at reserved matter stage).

Existing Buildings


*Figure 7.5: Green & Blue Infrastructure Parameter Plan*

# FRAMEWORK PLAN

7.11 This section shows extracts from the Framework Parameter Plan drawing ‘18155-NP-00-00-DR-A-10015’.

7.12 The parameter plan shows the key design intentions of the proposals.

Built Form

Active Frontage

Active Ground Floor Use

Block Frontage & Massing Respectful to Neighbou

Movement

Vehicular Movement

Pedestrian / Cycle Priority

Future Potential Pedestrian / Cycle Priority

Servicing

Public Space

Landmark Space

Informal Play Areas

Identity

Landmark built form and/or public realm

Home & Buildings

Dual Aspect Opportunity Maximised

Onsite Renewable Energy Sources Maximised

Nature

Indicative Location for Green Link

Integrated Landscape & SuDS Area

Ecology Transition Zone

Enhanced Landscape Habitat

All depicted areas and features subject to a lateral tolerance of +/-10m unless otherwise specified.

Outline Application Boundary

Indicative Block Layout

Existing Buildings


*Figure 7.6: Framework Parameter Plan*

8

# Delivery

# PHASING

8.1 This is a large development and the building phase is likely to take around 10 years. We currently envisage the primary phases will be carried out in the following sequence (some 'phases' are out of sequence):

- Phase 1: Foundry Lane & Enabling Works
  This will include building demolition, Tan Lane/Exton Road realignment, high pressure gas main relocation, drainage and flood mitigation, utilities and energy network and new highways
- Phase 2: Water Square
  Building of plots E1, E2, F2 & D1
- Phase 8 & 9 Tan Lane
  Building of plots K1, M1 & L1
- Phase 3B College Building
  Building of plots H1
- Phase 3A Canalside East
  Building of plots A1 & B1
- Phase 4 Canalside West
  Building of plots C1 & C2
- Phase 7 Water Lane South
  Building of plot F1
- Phase 6 Water Lane North
  Building of plot G1
- Phase 5 Central Avenue West
  Building of plot G2

8.2 All phases will be subject to separate reserved matters planning applications.

## Meanwhile Uses

8.3 We know extensive clearance excavations and infrastructure works are likely to be needed over much of the site and so it is unclear if short term "meanwhile" interim uses can be accommodated at this stage.

# NEXT STEPS

8.4 Constructive dialogue within the framework of the planning performance agreement is proposed, to assist the timely determination of the outline planning application. In parallel with this detailed design of the first phase of enabling works (access junction, re-routing of the gas main, incoming power infrastructure) will be undertaken to enable the scheme to progress towards delivery.

8.5 Phase 2 of the enabling works design (internal streets and public realm, on-site energy generation infrastructure) will follow, linked to the sequence of detailed design reserved matters submissions and discharge of pre-commencement planning conditions, following issue of an outline approval.

8.6 The potential for 'meanwhile' uses on the site is being considered as part of the delivery strategy. This will take account of health and safety factors and the scope for such uses to help establish a new identity for the area and evidence demand for long-term uses on the site, without impairing delivery of development.

## Drawing Key

| | |
|---|---|
| 1 | **Phase 1 Foundry Lane etc**<br>Infrastructure works |
| 2 | **Phase 2 Water Square (D1/E1/E2/F2)**<br>Residential/F&B/Mobility Hub/Retail/Shared Parking/Co-working |
| 3A | **Phase 3A Canalside East (A1/B1)**<br>Residential |
| 3B | **Phase 3B College Building (H1/H2)**<br>Construction Centre |
| 4 | **Phase 4 Canalside West (C1/C2)**<br>Residential |
| 5 | **Phase 5 Central Avenue West (G2)**<br>Residential/Commercial/Shared Parking/Community |
| 6 | **Phase 6 Water Lane North (G1)**<br>Residential/Gym |
| 7 | **Phase 7 Water Lane South (F1)**<br>Hotel |
| 8 | **Phase 8 Tan Lane North (K1 & M1)**<br>Student/Commercial |
| 9 | **Phase 9 Tan Lane South (L1)**<br>Student |

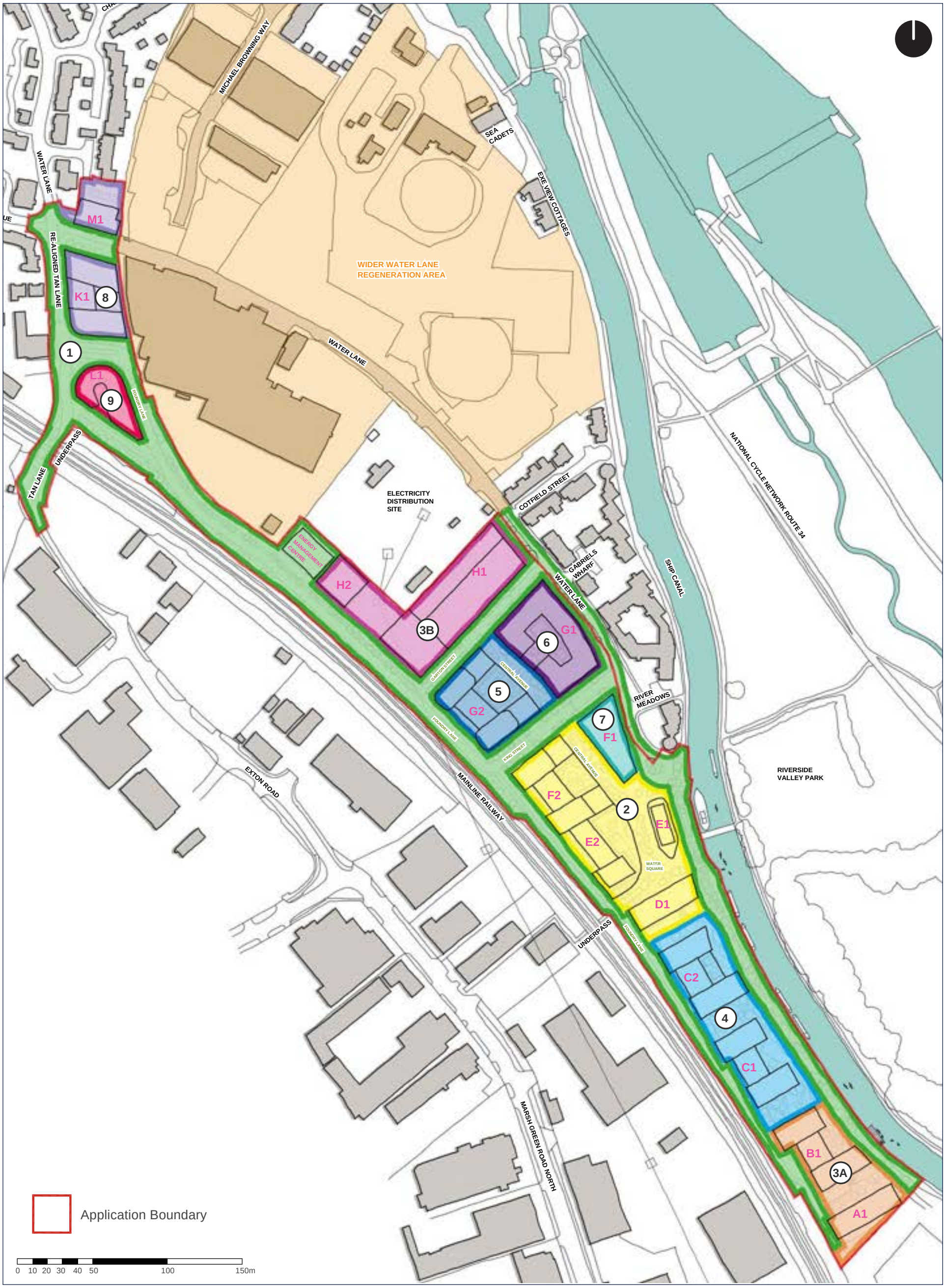



*Figure 8.1: Illustrative Phasing Plan*

# 9

# Planning Assessment & Conclusions

# PRINCIPLE OF DEVELOPMENT & USES

9.1 The outline planning application proposes a residential-led mixed use development of the site to provide new homes and a mix of leisure, community, workspace, hotel and education uses.

9.2 The principle of mixed-use development is established by the adopted Development Plan.

9.3 Saved policy AP2 accords priority to previously developed land and requires a sequential approach to identifying land for development for housing, office, retail and commercial leisure uses. The supporting text explains that in identifying sites through the sequential approach, priority will be given to land within the urban area.

9.4 The site at Water Lane is previously developed land within the urban area and close to Exeter Quay and the city centre. A residential-led mixed use development therefore complies with the provisions of policy AP2.

9.5 Saved policy K6 identifies the site and adjoining land for comprehensive development to provide a mix of tourist, leisure, housing, employment and specialist retailing uses and Core Strategy policy CP17 identifies the land for comprehensive mixed-use development. The application proposal is comprehensive, encompassing an area of 6.38ha, and provides for a mix of uses, in accordance with the provisions of these policies.

9.6 The emerging Exeter Plan also supports and proposes mixed use development of the land at Water Lane through draft policies S1, S2, H2, EJ3, IC2 and development requirements set out for Water Lane under Site Reference 15.

9.7 The principle of development and the uses proposed by the outline planning application are therefore in accordance with adopted and emerging development plan policy.

9.8 National policies as set out in the Framework, in relation to sustainable development (7,11), the supply of homes (60), a strong economy (81), healthy and safe communities (92,93) and making effective use of land (120), are material planning considerations in respect of the principle of development and proposed uses. The outline planning application proposal aligns with the requirements of these national policies to achieve sustainable development, boost the supply of homes, enable businesses to expand and adapt, provision of a mix of uses, facilities and services and re-use of brownfield land.

# ACCESS

9.9 The main means of access from Tan Lane plus the alterations to the arches under the railway line from Tan Lane to allow for improved bus and separate cycle/ pedestrian access form part of the application. Details of the secondary access and other potential access points will be submitted for approval at a later stage as agreed with ECC and DCC.

# LAYOUT, DESIGN, SCALE & MASSING

9.10 The planning application is in outline, with layout, scale, landscape and appearance reserved for future determination. However, it includes parameter plans which are intended to provide the basis for a planning condition to help control and guide design at the reserved matters stage. The application is also accompanied by an Illustrative Layout and illustrative perspective views.

9.11 Design requirements for new development are set out in saved policy DG1 and these are considered in turn below:

### Relate to existing urban structure and connect to existing routes

9.12 To the north-west the urban structure is one of relatively tight-knit residential streets. However, the site itself comprises an arrangement of industrial style sheds and associated open ground and yards, between Water Lane and the main railway line, which lacks urban structure. The parameter plans therefore establish the basis for a street structure and this is articulated in greater detail in the Illustrative Masterplan. Both the parameter plans and the Illustrative Layout show the proposed development connecting to Water Lane, the canalside walking and cycle route and to Marsh Barton via an improved Tan Lane and the pedestrian subway under the railway.

9.13 The proposed development will therefore create a new, stronger urban structure which connects to existing routes.

### A Development Grain that promotes the urban character of Exeter

9.14 The submitted parameter plans provide the basis for establishing a new urban grain that adds to and enhances the urban character of Exeter and which can integrate with future development on adjoining land.

### Integrate landscape within the development and integrate development within the existing landscape of Exeter

9.15 This is considered under the Public Realm, Landscape and Trees heading below.

### Achieve a density to promote urban character and support services

9.16 The outline application proposes a gross density of between 144 and 154dph, depending on the final quantum and mix, based on the Disposition of Uses Parameter Plan. The density has been informed by assessment of relevant precedent examples as described in Section 5. It enables creation of a strong sense of urban character and supports a mix of uses in creating a 15 minute neighbourhood where day to day services and facilities are within convenient walking and cycling distance of homes.

### Height appropriate to the surrounding townscape and well related to adjoining buildings, spaces and human scale

9.17 The Building Height Parameter Plan provides a mechanism for controlling height at the detailed design stage. This parameter plan has been informed by the views analysis presented in the Landscape and Visual Impact Assessment band the Townscape Heritage Impact Assessment and allows for a range of building heights to create urban density and character, with heights lower close to existing buildings. At detailed design stage set-backs at upper levels, active street frontages and high quality public realm will help create human scale streets.

### Massing to relate well to adjoining buildings and townscape

9.18 Massing is a matter to be addressed at the detailed design stage through reserved matters applications. However, the illustrative perspective views, together with the views analysis in the Landscape and Visual Impact Assessment demonstrate that massing well related to adjoining buildings and the wider townscape can be achieved.

### Design to promote local distinctiveness

9.19 Detailed design is again a matter reserved for later determination and the intention is to create a high quality new waterside environment that adds to the urban variety and distinctiveness of Exeter.

### Materials should relate well to the locality and reinforce local distinctiveness

9.20 As with detailed design, this is a reserved matter and the intention is that materials will draw upon relevant aspects of the local context and contribute to the urban variety and distinctiveness of the city.

9.21 Core Strategy policy CP17 sets out development requirements for the land at Water Lane and requires innovative modern design that respects the form and massing of existing development to enhance the character of the area. Whilst this is largely a matter for the reserved matters stage, the submitted parameter plans provide the basis for achieving this, as shown in the illustrative design material.

9.22 Draft policy D1 of the emerging Exeter Plan sets out design principles that substantially reflect the policy requirements above and which have helped to inform the project vision, submitted parameter plans and the illustrative design material. The intention is that the requirements of these design principles will be met at the reserved matters stage and this is facilitated by the outline application material.

9.23 National policy, at paragraph 130 of the Framework sets out a number of requirements for development to contribute to achieving well-designed places and these are considered in turn below:

# LAYOUT, DESIGN, SCALE & MASSING

### Development should function well and add to the overall quality of the area over the lifetime of the development

9.24 The Parameter Plans establish the basis for a coherent new neighbourhood providing a legible street pattern and mix of uses which can change over time and function as an integrated part of the city over the long-term.

### Development should be visually attractive as a result of good architecture, layout and appropriate and effective landscaping

9.25 Layout, appearance and landscaping are reserved matters. However, the Parameter Plans provide the basis for a layout that is permeable and provides high quality liveable streets and public spaces, incorporating landscaping to create a strong sense of greenness. A number of character areas are proposed to reflect the transition north-south through the site from the urban core to the canalside area overlooking the River Valley Park

### Development should be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)

9.26 There is little local character in terms of the built form on the site currently and on adjoining land, which is predominantly an industrial shed style form. The canal is however an important historic feature which is integral to local character. The outline planning application proposes to enhance the waterside and where possible, to retain and reuse industrial features.

9.27 It also significantly increases density to make good use of sustainably located brownfield land and provide the basis for urban character and mixed use and activity.

### Development should establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit

9.28 Currently, the major contributor to sense of place is the canal, with the existing utilitarian buildings and closed-off yards on the site contributing little to a sense of place. The proposed development will create a new neighbourhood providing a mix of buildings and uses and people focused streets and spaces as a place to live, work and visit.

### Development should optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks

9.29 The outline planning application and the Parameter Plans which form part of it seek to optimise the site's development potential, supporting existing and bringing new local services and facilities. It links to existing walking and cycle routes and proposes to bring an electric bus service into the site to serve the new neighbourhood as part of a wider city route.

9.30 The principal areas of open space (public/ publicly accessible) are concentrated along the canalside in the form of a linear park with connections westward, and through the central avenue of the mixed-use streetscape. Two Local Areas of Play (LAP) would be integrated within the canalside park, supported and linked by elements of 'play-on-the-way'; informal playable features following the main route.

### Development should create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users

9.31 The outline application Parameter Plans set the basis for a new neighbourhood that is safe,inclusive and accessible and which provides an environment to promote health and well-being.

9.32 The Parameter Plans reflect the objective of creating liveable streets and spaces for active travel and community interaction, which are characterized by a sense of greenness and overlooked by active ground level uses and frontage. These Plans also seek to optimize the potential for dual aspect homes, with private as well as public amenity space.

9.33 The proposal for development of the application site has been considered by the Exeter Design Quality Partnership (EDQP) through two design review sessions. Following the second of these, the EDQP advised:

9.34 *We want to help you realise the Liveable Exeter Vision and to bring about what could well prove to be a beacon for urban living in a climate emergency. This scheme offers so many benefits above what the obvious alternative ways for providing 900 homes might have been. A low-rise, car-dependent scheme encroaching further on the countryside is one; a medium-rise scheme with minimal green space and wasteful of land is another. The EDQP Panel sees Water Lane as potentially not only transformative of its site and neighbourhood, but also an exemplar, a model for future schemes close to the City Centre in Exeter and elsewhere.*

9.35 It is considered overall therefore, that the application accords with the provisions of adopted and emerging development plan policy and with the requirements of national planning policy, as far as possible at this outline stage, and provides the basis for detailed design in accordance with policy requirements at the reserved matters stage.

# HERITAGE

9.36 Saved policies C2 and C3 require development proposals to consider the desirability of preserving listed buildings and their settings and to avoid harm to the architectural or historic interest of locally listed buildings. Policy HH1 Of the draft Exeter Plan requires development proposals to protect and enhance the city's heritage assets and their setting.

9.37 National policy, as set out at 199-203 of the Framework requires great weight to be given to the conservation of heritage assets and where development would lead to less than substantial harm, for this to be weighed against the public benefits of the proposal. In respect of non-designated heritage assets, the Framework requires a balanced weighing of any harm in relation to the significance of the asset.

9.38 There are no designated or locally listed heritage assets within the application site. However, consideration has been given to the potential for existing structures and installations on the site to have some heritage value. The submitted Demolition and Retention Parameter Plan consequently identifies metal rails and a metal chimney on the site for potential retention/re-use. This aside, the principal consideration is the potential for the proposed development to impact upon buried archaeological remains on the site and the setting of heritage assets outside the site.

9.39 A desk based archaeological assessment by Oakford Archaeology is submitted with the application. This concludes that there is a high potential for the presence of archaeological finds or features dating to the prehistoric and medieval periods, as well as a low potential for the presence of remains of Roman and post-medieval date. The extent of survival of any remains will depend upon the degree of disturbance caused by construction of the existing buildings and surfaces on the site. A staged investigation of the potential for archaeological remains can be secured via a planning condition.

9.40 A Townscape Heritage Assessment by Oakford Archaeology is also submitted with the planning application and from this the following are considered to be the heritage assets most susceptible to impacts upon their significance as a result of the proposed development:

## Former gas works manager's house and Welcome PH

9.41 These are locally listed buildings. Their heritage significance is largely derived from their evidential value and association with the former gas works and canal. The primary setting of these buildings is the former gas works site and the canalside. Currently the extensive former gas works site is largely cleared pending redevelopment. Whilst the proposed development on the application site would be visible across the cleared former gas works site, the impact on the setting and the significance of these two buildings would be negligible, both during the construction and completed stages. When the former gas works site is redeveloped, it is likely that visibility of the proposed development on the application site will be very limited.

## Riverside Conservation Area and Associated Listed Buildings

9.42 This is the nearest conservation area and takes in Exeter Quay, with a boundary running along Haven Road to the northern end of the former gas works site. Character Zones Areas 1.5 and 1.6 are nearest to the application site. The heritage significance of these areas predominantly relates to the evidential, historic and architectural value of the buildings and Quayside in relation to this important area in Exeter's historic growth and the character and appearance of the conservation area that this produces.

9.43 Views from the Quay and canal basin also contribute to heritage significance, particularly the views outward along the courses of the river and canal, and these won't be affected by the proposed development. There will be some visibility of the upper elements of the proposed development, although this is likely to be significantly reduced when the former gas works site, which formerly accommodated large gas holders, is developed. The visibility of parts of the proposed development would have only a minor impact upon the conservation area and the listed buildings within and adjacent to it. The impact upon heritage significance would be negligible to the lower end of less than substantial harm.

## Southernhay and The Friars Conservation Area and Associated Listed Buildings

9.44 The heritage significance of this conservation area again predominantly relates to the evidential, historic and architectural value of its buildings, streets and public spaces in relation to the development of Exeter and the character and appearance of the conservation area that this produces. Similarly, its listed buildings derive their heritage significance primarily from their historic and architectural attributes and their setting within the streets and public spaces of the area. However, the listed Colleton Crescent is in an elevated position, fronted by a large lawned area, overlooking the river and areas beyond. The view is an important element of the setting of these listed buildings and the upper parts of the proposed development would be visible in the views. But, whilst the development would introduce new urban form, this would affect only part of the view panorama and the hills beyond would remain visible. Overall, therefore it is considered that whilst there would be some adverse impact on setting, this would be no more than at the lower end of less than substantial in respect of the heritage significance of Colleton Crescent.

9.45 Generally, other views from the area to the application site are very limited due to the existing built form and as a result visibility of the upper elements of the proposed development will be glimpsed and fleeting with no significant impact on heritage significance.

### St Leonard's Conservation Area

9.46 Here also, the heritage significance of the conservation area predominantly relates to the evidential, historic and architectural value of its buildings, streets and public spaces in relation to the development of Exeter and the character and appearance of the conservation area that this produces. Views towards the application site are largely screened by existing buildings and it is not considered that the proposed development would result in any adverse impacts on heritage significance.

### Exeter Cathedral

9.47 The heritage significance of the Cathedral lies primarily in its evidential and historic value in relation to the evolution of Exeter and the history of England, and in the architectural value of this imposing building in the centre of the city. Its visibility from numerous parts of the city contributes to the Cathedral's heritage significance.

9.48 The Cathedral is visible from the canalside at the southern end of the application site and this will remain the case with the proposed development. From the outer areas of Exeter to the south/south-west of the application site, there are not clear open views of the Cathedral due to the low-lying topography and existing buildings. The proposed development will not therefore impact on the setting of the Cathedral in terms of its prominent visibility within the city.

9.49 Wide-ranging views are available from the Cathedral roof and towers, which can be accessed as part of guided tours. These views make a modest contribution to the overall heritage significance of Exeter Cathedral. From these vantage points the upper floors of parts of the proposed development will be visible. However, the countryside beyond will also remain visible and the extensive views in other directions will remain unchanged.

9.50 Overall, therefore, it is considered that the proposed development will have a negligible impact on the setting of Exeter Cathedral and its heritage significance.

### City Wall at Western Way

9.51 Exeter's City Walls are rare in their degree of completeness and have great heritage significance. This significance derives primarily from the line of the wall and its fabric, as evidential and historic elements in relation to the city's Roman period and evolution since then. Views from the Walls make some contribution to significance but are diluted by modern development and outward expansion of the city.

9.52 At ground level alongside the city wall in this location, despite the elevated topography, views towards the application site are blocked by existing buildings. However, the City Wall was breached in the 1960s for the construction of the four lane Western Way inner bypass and now has a footbridge spanning the road from the ends of the City Wall on either side. Whilst this footbridge is not in itself a heritage asset it does provide views equivalent to standing on top of the Wall. In these views the top elements of buildings at the northern end of the application site would be visible at a distance. However, in the context of other elements of significance, the intervening expanse of urban development and the broader panorama of view available, it is considered that the impact of the application proposal on the heritage significance of the City Walls in this location is negligible.

### City Wall over Exe Island

9.53 As above, the views from the City Wall make a limited contribution to its heritage significance. From this location, there are views towards the application site and some upper elements of the proposed development would be visible at a distance. However, given the limited role played by views in the significance of this asset and the intervening expanse of urban development, it is considered that the impact upon heritage significance would be negligible.

9.54 Overall, therefore it is considered that the proposed development would have a negligible to minor adverse impact on the setting of relevant heritage assets, amounting to no more than harm at the lower end of less than substantial.

# PUBLIC REALM, LANDSCAPE & TREES

9.55 Saved policy DG1 requires landscape to be integrated into development proposals and for development to be integrated into its landscape context. Draft policy NE4 in the Draft Exeter Plan requires development to protect and enhance existing green infrastructure and to support the delivery of new green infrastructure. It also requires all large-scale residential proposals to demonstrate sustainable transport links to existing green infrastructure, including the Valley Parks.

9.56 Landscape and the layout and appearance of streets and spaces are matters reserved for later determination. However, the Green and Blue Infrastructure Parameter Plan submitted as part of the application establishes a framework for a high quality public realm comprising open space, an ecology transition zone, a new public space and liveable streets with integrated social spaces, landscaping, street trees and sustainable urban drainage.

9.57 A generous provision of publicly accessible open space is allied to the strategy of a ‘car-free’ environment. Such open space would be multifunctional as recreation and dwelling space in the form of social areas and play spaces for example, alongside its provision for cycling and walking to enable car-less movement.

9.58 The improved canalside and new public square would be truly publicly accessible space and would be part of the development’s aim to capitalise on its waterside location.

9.59 The Trees in Relation to Development Supplementary Planning Document requires a trees survey to be undertaken, the identification of trees for retention and removal and the installation of tree protection measures during construction. National policy set out in the Framework requires new streets to be tree-lined and for trees to be provided elsewhere in new development.

9.60 A tree survey is submitted with the outline planning application and this has informed the tree retention and removal plan. The existing trees of value on the site are the row of poplars along the canalside at the southern end and these are to be retained. Overall, the proposed development will greatly increase tree cover across the site.

9.61 It is considered therefore that the outline application development proposal accords with local and national planning policy and provides the basis for detailed design at the reserved matters stage to create a high quality environment in respect of the public realm landscape and trees.

# BIODIVERSITY

9.62 Core Strategy CP16 seeks to protect and enhance the green infrastructure network and to protect the Exe Estuary European Site. Draft policy NE3 of the draft Exeter Plan seeks 10% biodiversity net gain on developments sites, or elsewhere if this is not possible. It also requires development to contribute towards measures to mitigate any adverse impacts on the Exe Estuary Special Protection Area where necessary. At national level, the Framework at 174 requires provision of net gains for biodiversity and the Environment Act requirement for development to achieve 10% biodiversity net gain is due to come into force in November 2023.

9.63 Ecological surveys of the application site, including bat surveys, have been undertaken by Richard Green Ecology and an Ecological Impact Assessment is submitted with the outline planning application. This concludes that the majority of habitats on the site are not of significant ecological value. However, the site is used by roosting, foraging and commuting bats and common reptiles and is likely to support common amphibians, hedgehogs, invertebrates and nesting birds. The Assessment also concludes that the landscaping of the site has the potential to deliver biodiversity net gain and a BNG assessment has been undertaken.

9.64 In order to safeguard bat foraging and commuting, a ecological transition zone, comprising a vegetated buffer of at least 3m wide is proposed along the western boundary as a transition from the dark corridor of the railway to the developed area. A high-level lighting strategy has also been developed and is submitted with the application to provide the basis for detailed design at the reserved matters stage to safeguard the dark corridors along the railway and canal. The provision of bat roosts is also proposed and can be secured by a planning condition along with a requirement for carrying out relevant works under an ecological watching brief.

9.65 Habitat suitable for reptiles is proposed as part of a reptile mitigation strategy and together with a precautionary approach to clearance of potential amphibian refugia and areas of potential hedgehog habitat can again be secured by a planning condition.

9.66 The primary GI corridors would be supported by a wide variety of habitats throughout the scheme including street trees, tree groups, ornamental/ amenity planting, biodiverse swales, and green and blue roofs. The Liveable Streets ethos and what the Placemaking Toolkit defines as ‘Grey to Green’ enables a much greater degree of green infrastructure as an integral part of the development and as a fundamental part of its identity.

9.67 The line of mature and semi-mature hybrid black poplar trees along Water Lane would be retained and sensitively incorporated in the proposed scheme. A considerable number of new trees would be planted across the canalside and throughout the scheme generally to provide a wide-ranging diverse tree stock to maximise amenity interest, ecological value and resilience to pests, disease and climate change.

# HEALTH & WELL-BEING

9.68 Core Strategy CP10 requires the provision of community facilities to meet the needs of new development. Within the draft Exeter Plan, policy S2 requires large scale development to apply the Liveable Exeter Principles and draft policy H1 requires development to maximise opportunities for achieving positive physical and mental health outcomes. It also proposes that developments over 30 homes or 1000m2 are required to prepare a Health Impact Assessment (HIA)

9.69 Whilst an HIA is not currently a formal requirement, one has been prepared to support the outline planning application. Detailed design is to follow at the reserved matters stage, but the outline planning application includes a set of parameter plans and supporting illustrative drawings. Both the parameter plans and the illustrative drawings have been developed on the basis of the Liveable Exeter Principles and as a result inherently provide the basis for a new urban quarter that helps to achieve positive physical and mental health outcomes. Principal elements include:

- Streets and spaces that are and feel safe and promote and facilitate active travel and social interaction.
- Good quality, comfortable homes, with for example dual aspect and good levels of thermal comfort and provision of sustainable heat and power supply.
- A mix of uses to provide for day to day needs, job and work opportunities, education and space for community activity.
- Contact with the natural world in planted private amenity spaces, green streets and spaces and an enhanced canalside.

9.70 Healthcare provision is likely to be addressed through input from the health authority and financial contributions.

9.71 Air quality, noise and lighting are addressed below and in the relevant technical reports and Environmental Statement chapters.

9.72 It is considered therefore, that the proposed development will create a new environment that is positive for physical and mental health, in accordance with adopted and emerging local planning policy, with further detail to be developed at the reserved matters stage.

# TRANSPORT AND MOVEMENT

## Location and Sustainable Travel

9.73 Saved policies T1, T2, T3 and policies STC 1, STC 2 and STC 3 of the emerging Exeter Plan support development in sustainable locations and require development in its layout, design, uses and facilities to prioritise active travel, public transport and shared mobility modes. Where there is a need for private vehicular travel, the proposed policies in the emerging Exeter Plan require a focus on provision for low and zero emissions vehicles.

9.74 National policy set out within the Framework (104 and 110) seeks to promote sustainable transport modes.

9.75 A Transport Assessment is submitted with the outline planning application and this concludes that the site is well located with access to a range of services, facilities and amenities, the majority within 30 minutes by foot and all within a maximum 17 minute cycle journey. Public transport services are also in close proximity, including the new Marsh Barton railway station.

9.76 The application proposal itself will create a mixed-use new environment with dedicated cycle routes and pedestrian and cycle priority streets, linking to existing routes according priority to walking and cycling. Whilst layout is a reserved matter, the main components of the movement network are set out in the Access Parameter Plan and can be secured by a planning condition.

9.77 The proposed main means of vehicular access off Tan Lane forms part of the application together with the proposed alterations to the existing arches under the railway to improve pedestrian and cycle access and separate bus access. At the reserved matters stage, the layout and design of the new route within the site will limit vehicular penetration within the site to support the focus on active travel and to provide a route for a bus service to run through the site. At this stage, details of potential secondary access points will also be submitted.

9.78 A mobility hub is also proposed providing shared electric cars and bikes and fast electric charging points, to support low car ownership and use of zero emission vehicles.

9.79 The proposed development is therefore considered to align with local and national policy in respect of its location, access and focus on active travel and public transport provision.

## Parking Provision

9.80 Saved policy T10 sets out maximum parking standards.

9.81 Whilst the detail of parking provision will be determined at the reserved matters stage, as set out in the Transport Assessment, the outline proposals provide the basis for a low car community with limited levels of parking, broadly based on 1 space per 5 dwellings, with this ratio applied proportionately to other uses. This level of provision has had regard to the maximum standards in current policy, the trip credit exercise and changing travel patterns described in the Transport Assessment, together with the increased focus of emerging policy on low car use,

in favour of active travel and public transport. Excluding spaces within the mobility hub, on-street disabled and electric vehicle charging bays and five disabled/drop-off bays, a total of up to 276 shared spaces in building undercrofts is proposed to serve occupiers and visitors.

9.82 In order to avoid overspill parking in Cotfield Street adjoining the development, it is proposed that the development funds a residential parking zone, restricted to existing residents. Car parking currently occurs on Water Lane next to the existing residential development at Gabriels Wharf/River Meadows and it is proposed that engagement is undertaken with existing residents to explore the options for managing this on street parking as set out in the Transport Assessment.

9.83 Cycle parking, in addition to the shared electric bikes within the mobility hub, will be provided in accordance with current standards.

9.84 The proposed parking provision is therefore considered to accord with local and national policy, supporting policy objectives of prioritising and encouraging active and sustainable travel.

### People with Disabilities

9.85 Saved policy T9 requires inclusive access for people with disabilities and this will be incorporated across the development through the detailed design process at the reserved matters stage to comply with this policy.

### Highway Network

9.86 National policy in the Framework (111) states that development should only be prevented on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Trip generation and impacts on the local network are assessed within the Transport Assessment which concludes that trip generation from the proposed development will not materially exceed the level that would be generated by full use of the current permitted uses on the site.

9.87 Overall, therefore, it is considered that in transport terms, the outline application proposal is in accordance with local and national policy with its emphasis on active and sustainable modes of travel and avoiding severe impacts on the existing highway network.

# 9

# ENERGY & SUSTAINABLE CONSTRUCTION

9.88 The Sustainability Statement has been produced by 3Adapt. National legislation requires the government to reduce the UK's net emissions of greenhouse gases by 100% relative to 1990 levels by 2050. This was the first Net Zero commitment by a major economy and is now a key driver behind policy proposals.

9.89 The Building Research Establishment Environmental Assessment Method (BREEAM) is a nationally recognised independent method for evaluating the sustainability of new development. It considers many aspects of sustainable design and each issue is assessed against performance targets and benchmarks to contribute towards an overall percentage score which rates the development as 'Good', 'Very Good', 'Excellent' or 'Outstanding'.

9.90 In line with the ECC Core Strategy (2012-2026) policy CP15 'Sustainable Construction', the Council has stated that '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', and 'All non-domestic development will be required to achieve BREEAM 'Excellent' standards' from 2013.

### Nature and Biodiversity Strategy

9.91 Through progressing opportunities and measures identified in the Ecological Impact Assessment (EcIA) is expected to deliver biodiversity enhancements through opportunities including native landscaping; sensitively timed works; retaining and enhancing existing features of value, installing bat and bird roosting/nesting features; sensitive lighting and incorporating a reptile mitigation strategy.

### Energy and Carbon Emissions Strategy

9.92 A 'Lean, Clean, Green' hierarchical approach is proposed which aims to minimise energy demand and consumption from the outset through the use of low energy, passive measures and efficient systems before the deployment of low and zero-carbon (LZC) technologies.

9.93 Lean energy measures will include optimised orientation, massing and form and optimising glazing ratios to create a highly insulated building envelope whilst supporting high levels of natural daylight. Clean energy strategies will incorporate SMART grid and building infrastructure including metering, controls, appliances, energy storage and electric vehicle charging systems where viable. Green measures include deployment of low carbon (LZC) technology to further reduce CO2 emissions.

9.94 Policy CP14 of the ECC Adopted Core Strategy requires all major development 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 then current building regulations'. Policy CP15 also requires 'all new homes to be Zero Carbon from 2016' and 'All non-domestic developments to be Zero Carbon from 2019'.

# ENERGY & SUSTAINABLE CONSTRUCTION

9.95 The Sustainability Assessment of the outline application includes compliance with Building Regs Parts L2A and L1A; meetings policies CP14 and 15, delivering 10% on site renewable energy, targeting a BREEAM Excellent performance, connecting to low carbon District Energy Network, incorporating Air Source Heat Pumps and solar PVs. The detailed proposals to establish and deliver a Pathway to Net Zero Carbon will be explored in future design stages.

## Materials and Waste Management

9.96 Measures to support efficient use of materials will be employed across all aspects of the Water Lane development. Measures may include off site prefabrication processes and use of recycled, renewably sourced and robust ecologically inert materials where viable to help reduce the whole life environmental impacts of the development. Material generated through demolition of existing on-site buildings is expected to be reused on-site where possible.

9.97 Waste segregation at source will also enable the proposed development to divert from landfill, reusing both within, and if appropriate outside of the site boundary, if there is a need to transfer waste off-site. For operational waste, the Water Lane development will employ a waste hierarchy, with the aim of first reducing waste, before considering reuse and recycling where appropriate.

## Water Resources

9.98 The proposed water strategy will follow a hierarchical approach to support the conservation of water supplies and resources. This approach looks to minimise water demand as a priority, before considering the later steps of the hierarchy ie. alternative sources and recycling of grey and black water.

## Community Connectivity

9.99 The community connectivity strategy will ensure that the Water Lane development will provide social value to local communities through increased opportunities for social interaction in high quality, attractive settings that encourage gathering, play, recreation and rest. Opportunities include creation of liveable streets and spaces for active travel and community interaction; a neighbourhood centre; provision of informal play opportunities; local areas of play, ‘activity zones’, play areas in residents private amenity space; pocket social spaces and a key public open space in the Canalside Park. This strategy will improve social inclusion and recreational activities for local communities, also contributing to improved physical health, mental health and well-being.

## Quality, Accessible and Safe Places

9.100 This strategy will ensure that accessibility and safety is maximised for everyone, and all residents, workers and visitors feel welcomed and included through intelligent design of public realm and internal and external spaces. Opportunities include the provision of green space by the towpath, safe and high quality footpath and cycle connections; overlooking of access routes; landmark features to aid navigation and good design of urban fabric with active frontages. This will enhance feelings of belonging and safety and reduce obstacles to the ability to carry out daily activities, also contributing to health and well-being.

## Skills, Jobs and Economy

9.101 The development will create a significant number of jobs (direct, indirect and induced) when fully operational, depending on the uses that occupy the development. Further jobs will also be supported during development construction, and opportunities to support apprenticeships will be considered. The development will also be a key generator of investment and deliver a range of economic benefits throughout the development lifecycle for the local community and region.

## Health and Well-being

9.102 The development will create an environment that promotes optimal health and well-being for residents, workers and visitors. Infrastructure will be in place to support healthy active travel to, from and through the site such as pedestrian walkways, cycle paths and cycling facilities, and sites users will have access to natural, peaceful green space, landscaping proposals and dedicated play areas across the site. Internal environment measures will be considered such as natural daylighting, mitigating summer overheating risk and optimising indoor air quality parameters, ensuring occupancy comfort.

## Resilient Assets Strategy

9.103 The infrastructure and buildings of the Water Lane development are designed for the future climate, including storm, flood risk and temperature rise. This strategy will also support resilience for changing social and personal needs.

9.104 The FRA, Outline Surface Water and Foul Drainage Strategy (SWFDS) demonstrates that the proposed Water Lane development is safe, does not increase flood risk, and does not detrimentally affect third parties..

## Sustainable Transport

9.105 The Transport Assessment (TA) confirms that the site is accessible by a range of travel modes, and that a range of services and facilities are readily accessible from the site. The TA concludes that the proposed development is reflective of current and emerging policies and guidance and can be accommodated without materially exceeding the current permissions for the extant use of the site.

## BREEAM

9.106 An initial BREEAM pre-assessment has been produced by Sol Environment. This together with the Sustainability highlight an approach and pathway for the Water Lane development to achieve an ‘Excellent’ BREEAM rating or better, subject to design development and further analysis in the next stages, and meeting the ECC Core Strategy Policy CP15 requirements.

# FLOOD RISK AND DRAINAGE

## Flood Risk

9.107 Saved policy EN4 resists development that would increase the likelihood of flooding and/or would itself be at risk from flooding. Core Strategy policy CP12 relates primarily to the spatial strategy and use of the sequential and exception tests in relation to allocation of sites for development. Policy CP17 of the Core Strategy provides design requirements for development at Water Lane, including the need to address flood issues through design and layout.

9.108 Policy CE3 of the emerging Exeter Plan requires a site-specific flood risk assessment and application of the sequential test and, where appropriate, the exception test for development proposals in areas of flood risk. Residential development is to be permitted only where it meets these tests and contributes to reducing overall risks from flooding.

9.109 National policy within the Framework (159-167) sets out the purpose of the sequential and exception tests in steering development away from areas with the highest risk of flooding and requiring that where development is necessary in such areas, it is safe for its lifetime without increasing flood risk elsewhere. The Framework requires a site-specific flood risk assessment for all development in Flood Zones 2 and 3.

9.110 The application site is largely within Flood Zone 3, with a strip on the western boundary alongside the railway line within Flood Zones 1 and 2. A Flood Risk Assessment prepared by Stantec is consequently submitted in support of the application. This concludes that the main source of flood risk for the site is fluvial flooding from the River Exe.

9.111 Flood alleviation and defence schemes have been undertaken in relation to the River Exe and as a result, in the present day, the site is not at risk of flooding in the 1 in 100 year event, although there is a residual risk of a breach of the flood defences. When the impacts of climate change are taken into account the site is forecast to flood due to overtopping of the flood defences.

9.112 A sequential site and exception test assessment has been undertaken by Nash Partnership and is submitted with the outline planning application. This concludes that there are no alternative suitable and available sites in areas at lower risk of flooding

9.113 The proposed development will mitigate flood risk through a vertical sequential approach, with Water Compatible and Less Vulnerable uses at ground floor level and residential accommodation and sleeping accommodation (e.g. hotel) above ground floor level. The exception is a proposal for education use, currently envisaged as a new construction faculty building for Exeter College and development to accommodate such use is to have a ground floor level set at 300mm above the design flood level. For Less Vulnerable uses ground floors would be set no lower than 500mm below the design flood level.

9.114 At the detailed design stage flood resistance and resilience measures will be incorporated into the design of buildings. Such measures are likely to include demountable barriers, water resistant rendering, sockets at a suitable freeboard above floor level etc.

9.115 The FRA concludes that the proposed development is not anticipated to increase flood risk elsewhere and this will be confirmed once the full model files are available from the EA. Flood plain storage will improve compared to the existing situation as a result of a reduction in impermeable area and flow and conveyance routes, primarily north-south along Water Lane and alongside the railway line, will be retained.

9.116 Because of the flood risk, taking into account climate change, a strategic emergency access and egress route is required to serve the application site, other developments sites and the existing neighbourhood. The outline application proposal will facilitate a key component of such a route by providing a safe route on the higher land alongside the railway, to a point where a crossing of the railway line can be provided to connect with a dry route on the edge of Marsh Barton, using the disused railway line. Consequently, the proposed development will reduce risks from flooding in the area.

9.117 It is therefore considered that the outline application proposal is in compliance with local and national policy in respect of flood risk, subject to appropriate planning conditions to secure necessary mitigation.

## Drainage

9.118 Saved policy ENV4 seeks to resist development if it would increase the likelihood of flooding through the discharge of additional surface water and Core Strategy policy CE3 requires all development to mitigate flood risk through use of sustainable urban drainage (SuDS), unless this is clearly not appropriate. National policy in the Framework similarly requires use of SuDS unless this would be inappropriate.

9.119 The proposed approach to drainage to manage runoff from the site and manage water quality is described in the Drainage Strategy submitted with the outline application. The proposed development will reduce the extent of impermeable area across the site and runoff rates will be managed to reduce to between greenfield QBAR and Q10 rates to provide betterment compared to the current, largely unattenuated situation. This will be achieved through podium decks with a combination of green landscaping and below surface cellular tanks, blue roofs on some buildings and geocellular storage for some buildings which have pitched roofs.

9.120 Southwest Water has confirmed that there is sufficient capacity within the local network to serve the proposed development in terms of surface water and foul drainage.

9.121 The proposed development is therefore considered to be able to accord with local and national policy requirements in respect of drainage, with further detail for drainage provision to be developed at the reserved matters stage.

# UTILITIES

9.122 A Utilities Appraisal is submitted with the outline planning application.

9.123 In respect of electricity the Appraisal confirms that a new Bulk Supply Point is to be constructed at Matford and would be the likely supply point for the new development. In addition to cabling into the site, a primary new substation plus a number of smaller sub-stations will be required within the site and these will be incorporated at the detailed design stage.

9.124 No gas use is proposed within the new development, but gas diversions will be required to enable the development of the application site and also the former gas works site adjacent. Provision is made within the Illustrative Layout for a pressure reduction station to enable this.

9.125 Policy STC 5 of the emerging Exeter Plan proposes to require major developments to provide digital infrastructure, including open access ducting for full-fibre connections to all buildings. The Utilities appraisal confirms that a telecommunications infrastructure from a range of providers is available and includes potential for the provision of Utrafast Full-Fibre Broadband to serve all buildings within the development.

9.126 With regard to Water and Drainage, South West Water has confirmed that there is sufficient capacity in water supply and for foul and surface water drainage.

9.127 The proposed development is therefore able to accord with the requirements of proposed policy ST5 at the detailed design stage and it is considered that appropriate infrastructure exists and is planned to support the development.

# POLLUTION CONTROL

## Contamination

9.128 Saved local policy EN2 requires the investigation of potential contamination and implementation of any required remediation prior to occupation of development. Core Strategy CP11 requires that development to be located and designed to minimise and, if necessary, mitigate environmental impacts. At national level, the Framework (183) requires decisions to ensure that sites are suitable for the proposed use, taking account of ground conditions, any instability and contamination and any related remediation measures.

9.129 An Interpretive Desk Study Report has been prepared by G&J Environmental and is submitted with the outline planning application. This report concludes that there is likely to be significant contamination present on the site due to past and current industrial uses.

9.130 An intrusive ground investigation will therefore be required and the report recommends that this considers the specific site uses of each plot and recommends that the investigation includes a geotechnical element to allow collection of data relating to the physical properties of the ground in order to inform foundation design, pavement construction etc. The intrusive investigation will provide the basis for producing and implementing a remediation strategy. Both the investigation and remediation strategy can be secured by planning conditions.

## Noise and Vibration

9.131 Core Strategy policy CP11, as above, applies to noise and vibration impacts. National policy set out in the Framework (185) requires development to be appropriate for its location and to mitigate and reduce to a minimum potential adverse effects resulting from noise.

9.132 A Noise and Vibration Assessment has been undertaken by Stantec to inform and support the outline application. This identifies potential for noise impacts arising from the railway line, the electricity step-down station fronting Water Lane, the materials reclamation facility on the western side of the railway line and the peaking generator adjacent to the southern boundary of the application site.

9.133 Mitigation in respect of the railway line will include the set back of buildings from the boundary with the railway, as shown in the Illustrative Layout, the internal layout design of buildings, consideration of appropriate specifications for windows and ventilation and the detailed design and positioning of external amenity areas.

9.134 In relation to the electricity step-down station, mitigation is based on non-residential use on this part of the site to act as an acoustic barrier. The Illustrative Layout shows the intention for an education building in this location. Acoustic mitigation for this facility would be achieved by avoiding any classrooms on the façade facing the step-down station and appropriate specifications for wall construction and any openings.

9.135 For residential development opposite the material recycling facility on the other side of the railway line,

mitigation will involve setting back development from the boundary, consideration of internal layout and specifications for wall construction, glazing, doors and ventilation, and the detailed design and positioning of external amenity areas.

9.136 To mitigate noise impacts at the boundary closest to the recycling facility on the other side of the railway line, the intention is to place the energy centre serving the development here, together with the principal access. A student accommodation building is also proposed at the top end of the site and this is shown in the Illustrative Layout set back from the western boundary. Additional mitigation will include consideration of internal layout and specifications for wall construction, glazing, doors and ventilation, and the detailed design and positioning of external amenity areas.

9.137 For residential development close to the southern boundary of the site mitigation will also include consideration of internal layout and specifications for wall construction, glazing, doors and ventilation, and the detailed design and positioning of external amenity areas. However, the generator currently does not currently have an Environmental Permit but will require one under the Environmental Permitting Regulations. Further work will therefore be undertaken, taking account of requirements arising from the permitting process, to establish a full mitigation strategy.

## Air Quality

9.138 Saved local policy EN3 provides that development that would harm air quality will not be permitted unless adequate mitigation is achieved. Again, Core Strategy policy CP11 as above applies to air quality impacts.

9.139 In addition to the general requirement to ensure that development is appropriate for its location, taking into account potential pollution impacts, national policy set out in the Framework requires opportunities for mitigating or improving air quality to be identified (186) and that planning decisions do not duplicate other pollution control regimes (188).

9.140 The principal potential sources of air quality impacts from the application proposal arise from the construction phase, transport and energy generation.

9.141 Potential air quality impacts from construction activities, such as dust, can be controlled through best practice measures in a Demolition and Construction Environmental Management Plan secured by a planning condition. The focus for access and movement is on active travel and public transport to create a low car/low emissions environment. The development incorporates a mobility hub that will provide shared electric cars and bikes to encourage use of zero emission vehicles for journeys not undertaken by walking, cycling and public transport. To facilitate a bus service into the site it is proposed that the second railway arch on Tan Lane under the railway is opened up to enable use of an electric bus.

9.142 Energy and heating are proposed to be provided by on-site solar PV panels and ground source heat pumps, with residual requirements met via renewables-based grid supply.

9.143 In view of these proposals and given the fall-back position of intensified industrial use across the site, it is not considered that the proposed development will give rise to adverse air quality impacts.

9.144 The principal potential off-site sources of air quality impacts on proposed residential and other receptors within the application site are the White Tower Energy plant to the southwest and the peaking generator adjacent to the southern boundary of the application site.

9.145 The White Tower plant has an Environmental Permit and is subject to associated controls in respect of emissions. The peaking generator does not currently have a permit but will require one under the Environmental Permitting Regulations. Further work will therefore be undertaken, taking account of requirements arising from the permitting process, to establish a full mitigation strategy.

## Lighting

9.146 National policy articulated in the Framework requires development to limit the impact of light pollution on local amenity, intrinsically dark landscapes and nature conservation.

9.147 The principal considerations with regard to lighting at the application site are impacts on ecology, amenity and the overall character of the area.

9.148 A Lighting Strategy is submitted with the outline planning application and this includes a survey of existing lighting conditions. The survey found high lux levels on the southern part of the site due to wall-mounted luminaires and LED lamp posts. It also found high lux levels near the canal due to wall mounted luminaires and LED lamp posts both within and outside the site boundary. To the north of the site, external luminaires were identified within private property but were not in operation. The survey therefore assumes these work off timeclock and photocell controls and are already configured to suit a light sensitive arrangement.

9.149 As the planning application is in outline, lighting design and specification will be determined at the reserved matters stage. The Lighting Strategy therefore sets out high level proposals for internal and external lighting to minimize light spill and enable dark habitat corridors along the railway line and canalside, including removal of existing luminaires and lamp posts that are resulting in high lux levels in parts of these areas.

9.150 Overall, therefore subject to detailed design and appropriate mitigation to be secured by planning conditions, plus further work on mitigation measures in relation to the peaking generator, it is considered that the outline application is in accordance with local and national policy in respect of pollution.

# WASTE

9.151 Policy W4 of the Devon Waste Plan requires a Waste Audit Statement for major developments to ensure minimisation of waste during the construction and operational phases of major developments. Policy W5 aims for higher levels of recycling and policy W21 requires adequate provision for the management of waste arising and that existing waste management infrastructure is adequate.

9.152 The Residential Design Guide Supplementary Planning Document requires construction methods to minimise waste and energy use and the provision of a Site Waste Management Plan for all projects valued at over £300,000. It also provides guidance on the location and dimensions of bin storage for residential properties.

9.153 The construction of the development will follow the eliminate, reduce, reuse, recycle, other disposal and recovery principles of the waste hierarchy as set out in the Waste Audit submitted with the outline planning application. The Waste audit also includes a Site Management Plan which sets out the process for the construction waste management process, the roles and responsibilities within this process, and how this would be monitored and reviewed as the project progresses.

9.154 Appropriate provision for waste and recycling storage and collection will be incorporated in the development at the detailed design stage through reserved matters applications, in accordance with prevailing standards.

9.155 It is considered therefore, that the proposed development complies with policy requirements at this outline stage and will do so as detailed design is developed at the reserved matters stage, with waste requirements secure by planning condition as necessary.

# PLANNING OBLIGATIONS

9.156 Core Strategy policy CP7 requires the provision of 35% affordable housing within residential developments of 3 or more dwellings, subject to considerations of viability and Core Strategy policy CP18 requires contributions to necessary social, economic and green infrastructure to facilitate development and to mitigate any adverse impacts from development. The draft Exeter Plan, in policy IC1 proposes similar requirements and in IC2 proposes to require large scale development to provide community facilities required to support any additional demand.

9.157 National policy articulated in the Framework, at paragraph 57, recites the tests set out in the Community Infrastructure Regulations, requiring that planning obligations must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind.

9.158 Exeter City Council has adopted a charging schedule for the Community Infrastructure Levy, which provides funding for a range of infrastructure. Obligations specific to the development and in compliance with the tests above will be secured through a S106 Agreement and draft headings for this are set out below:

## Affordable Housing

9.159 Percentage, mix and tenure split – subject to agreement on viability.

## Transport

9.160 To include highway works, financial contribution to bus service, provision and maintenance/management of mobility hub, financial contribution to pedestrian/cycle bridge over the canal, travel plan measures.

## Education

9.161 Financial contribution to new primary school.

## Open Space and the Public Realm

9.162 Management and maintenance arrangements. Potential contribution towards improvement/main of Riverside Valley Park.

## Energy Infrastructure

9.163 Design brief and specification, provision, management and maintenance of energy centre and related infrastructure.

9.164 Subject to completion of a satisfactory S106 Agreement, the proposed development will therefore comply with local and national policy in respect of planning obligations.

# 9

# CONCLUSIONS & OVERALL PLANNING BALANCE

9.165 The land at Water Lane has been identified for comprehensive development and regeneration for many years. It is a large area of brownfield land that is currently under utilised and fails to optimise its contribution to meeting the needs of Exeter and its community. The application site and the wider area can play an important role in the future sustainable growth of the city and high quality, high density mixed-use development is supported by both adopted and emerging policy. That is what is proposed by the current planning application.

9.166 The outline planning application puts forward a proposal that will create a sustainable new neighbourhood of quality, character and vitality. It will squarely fulfil the purpose of the planning system in contributing to the achievement of sustainable development (Framework 7 and 8), addressing its economic, social and environmental objectives:

## Economic

9.167 By providing residential accommodation to meet the needs of a growing population, including the working population and retention of graduates. The development will create a substantial number of jobs, training and supply chain opportunities through its construction phases. When operational it will provide modern, flexible workspace and a range of uses to contribute to development of the local economy, including retail, leisure and education.

## Social

9.168 By providing a significant number of new homes of a variety of types, sizes and tenures, creating an environment that facilitates social interaction, community and cultural activity and which enables active lifestyles. The proposed accessible services, green infrastructure and emphasis on walking and cycling also support equality and health and well-being.

## Environmental

9.169 By optimising the use of scarce brownfield land in such a central location, enhancing bio-diversity, enabling walking and cycling and public transport modes to be the travel option of choice as often as possible, minimising energy and resource use as far as feasible and providing renewable energy generation.

9.170 The proposed Water Lane development will deliver on the allocation made in the ECC Adopted Core Strategy 2012-2026 (Policy CP17) and The Exeter Plan (Outline Draft Plan) (Policy H2) and aims to meet the needs identified in these policies. This site is allocated as a mixed-use redevelopment site in both local plan documents and helps to deliver employment growth and sustainable residential development on underutilised brownfield land.

9.171 Whilst the application is in outline, it puts forward a set of Parameter Plans as the basis for future detailed design at the reserved matters stage. These and the related Illustrative Layout have been drawn up to support and integrate with future development of adjacent land, including the former gas works site.

9.172 The mix of uses, the Parameter Plans and focus on movement by active travel and public transport, supported by a mobility hub, together with on-site energy generation, provide the basis for a high quality, sustainable new waterside community in accordance with the Liveable Exeter Principles.

9.173 Planning conditions can secure future detailed design in accordance with the parameter plans and, together with appropriate planning obligations through a S106 Agreement, provision of necessary controls and requirements in respect of affordable housing, mitigation of environmental effects and provision of necessary infrastructure.

9.174 The assessment above demonstrates how the outline application proposal accords with planning policy at national and local level. It concludes that the development proposal will achieve delivery of sustainable development to fulfil the central purpose of the planning system set out in the Framework. In balancing the variety of planning issues that need to be assessed, it is considered that there is a very strong weight in favour of approval of the outline planning application to enable this key brownfield opportunity to contribute to planning policy objectives and requirements for the sustainable growth of Exeter.


CN71 VVS

# 10

# Appendices

10

# APPENDIX 1 - TOOLKIT FOR FUTURE PLACEMAKING

10.1 This section summarises the detailed response to the Toolkit for Future Placemaking Drivers and Ingredients.

# APPENDIX 1 - TOOLKIT FOR FUTURE PLACEMAKING - DRIVERS

| FERTILE SURROUNDINGS |
|---|
| **DHUD: Areas for consideration within the emerging design work may include:** |
| • Identify key views and thresholds to the City in the landscape influencing macro urban planning;<br>• Consider the opportunity for new 'city landmarking';<br>• Consider mix and configuration of uses which facilitate city-rural relationships, e.g.. housing/supply chain etc;<br>• Build identity upon historic pattern and reference heritage assets in linking city with its rural past. |
| **Response to considerations** |
| • Baseline views have been established and these are informing the design process to safeguard important existing views into and out of the city.<br>• Locally listed buildings within the former gas holder site are proposed to be retained and re-used, should this land come into the project.<br>• The industrial and waterside character of the location will inform the design process for buildings and the public realm.<br>• The intention is to create new building typologies that respond to the context, including elements of greater height as landmarks.<br>• Vertical farming within buildings in the new neighbourhood is a potential use under discussion. |

| TURNING BACK TO THE RIVER |
|---|
| **DHUD: Areas for consideration within the emerging design work may include:** |
| • Explore contemporary/innovative role for waterways and how this influences built form/public realm;<br>• Consider strategic positioning of new water crossings;<br>• Opportunity for layout to incorporate water: holistic drainage solutions/food mitigation; SuDS; play & recreation; building systems;<br>• Consider water lane site's strategic contribution to a comprehensive food risk solution inc Marsh Barton. |
| **Response to considerations** |
| • Consideration is being given to provision of an autonomous boat service to Exeter Quay. A new Quay is proposed south of River Meadows, opposite the existing pedestrian and cycle connection under the railway to Marsh Barton.<br>• Design of the public realm here will provide for closer connection to the water, enabling people to pause, sit and enjoy the waterside.<br>• New buildings will help define the water-frontage, bringing character, activity and natural surveillance.<br>• The development will contribute to a new connection across the canal to link with the existing foot and cycle path network.<br>• Drainage is to be integrated with landscape areas and consideration is being given to rain gardens and rooftop rainwater storage to slow flows.<br>• Updated modelling data is awaited from the Environment Agency to help shape the flood risk strategy. |

## GOING LOCAL

**DHUD: Areas for consideration within the emerging design work may include:**

- Look holistically and strategically at location of local centres/mix of uses;
- Consider tactical use of varied uses in stimulating activity in the public realm; and diversifying community and architecture;
- Explore how a unique function and role can be created for Water Lane in respect of other city 'quarters';
- Consider community building and development over time and a phased approach to mixing uses which build habits and behaviours for sustainable living.

**Response to considerations**

- The main centre for the new community will be on the former gas holder site.
- A smaller centre will be created around the former Quay to link with the pedestrian connection under the railway further south.
- Part of the unique function will be to create a template for sustainable future urban living.
- Delivery will be phased with consideration of meanwhile uses to help test opportunities and build a thriving community.
- Space will be provided for community activity.

## GREY TO GREEN

**DHUD: Areas for consideration within the emerging design work may include:**

- Identify and agree function and role of surrounding movement and green infrastructure corridors;
- Highlight deficits and opportunities for green corridors to contribute at a macro scale;
- Identify opportunities across the Upper Marsh Barton and Water Lane area for multi-functional green corridors to be established and connected into the wider city network;
- Consider the connectivity and green infrastructure potential/contrasting roles of corridors within the Water area: Water Lane existing road corridor; Canal corridor, banks and tow path; Tan Lane and railway embankment corridor; the potential connection with the former railway line within Marsh Barton, west of the mainline railway;
- Identify capacity within the Water Lane short term site opportunities for green, traffic free streets and their contribution to other technical requirements of the masterplan e.g. food mitigation, recreational space & BNG.

**Response to considerations**

- A concept is the creation of liveable streets incorporating a strong sense of greenness, enhancing biodiversity.
- Water Lane will in the longer term become a pedestrian and cycle priority green route largely free of vehicular traffic, complementing the more leisure oriented canalside route running in parallel.
- A green infrastructure network across the site will help to connect existing green corridors.
- The connection under the railway via Tan Lane is a major opportunity to improve bus and pedestrian/cycle connections.

## THE COMPACT CITY

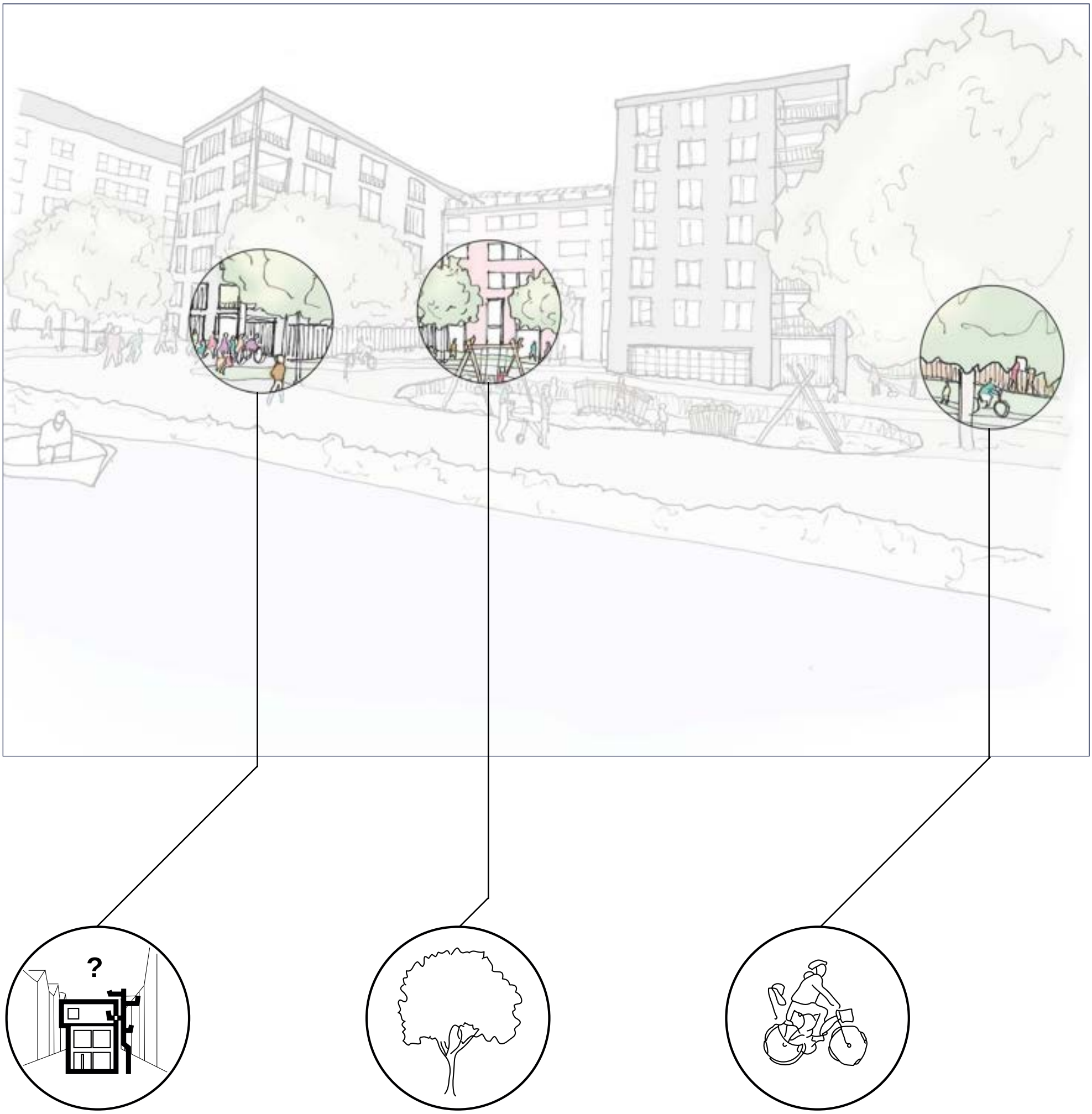
**DHUD: Areas for consideration within the emerging design work may include:**

- Identify key strategic desire lines with potential to emerge in the future (with Upper Marsh Barton development);
- Consider capability of the development layout to prioritise pedestrian and cycle movement;
- Explore opportunities for built form and public realm to unite working and living space;
- Consider communication & integration of decentralised work functions & enterprise across the city and between different sectors;
- Ensure the flexibility of layout, built form and public realm as a robust platform for future use evolution.

**Response to considerations**

- Key strategic desire lines are northward toward Exeter Quay and the city centre, southward towards the new Marsh Barton station, countryside and estuary, eastward to Riverside Valley Park and westward to the employment and retail opportunities at Marsh Barton. Connections to all of these are being incorporated.
- Pedestrian and cycle priority streets are central to the development concept. Water Lane is to become a largely car-free route in the longer term.
- Provision of workspace close to homes is proposed, with public spaces for external live/work interaction. Flexible workspace and co-working provision are proposed to support changing work patterns.
- Emerging public realm design is seeking to enable synergy between uses and interaction between users. For example, between students at a proposed Exeter College Building and workspace and between any future changes in the use of these buildings.
- Built form for non-residential uses will enable uses to change over time, the public realm will be able to accommodate a variety of uses and car parking provision will be designed to facilitate change to alternative uses in the future.

# APPENDIX 1 - TOOLKIT FOR FUTURE PLACEMAKING - INGREDIENTS




**INGREDIENT**

Future Building Typologies

Mixed use focus creates opportunities for new building typologies including living accommodation over co-working space and other uses.

Flood defence and resilience incorporated at ground level through design and appropriate uses, such as cycle storage and other flood compatible uses.

**INGREDIENT**

Less Cars - More Trees

Car free part of the site maximises green space, bringing the green character of Riverside Valley park along Water Lane and through the site and achieving biodiversity enhancement.
Canal interface enhanced and an increased area for landscape.

**INGREDIENT**

Prioritise Healthy Travel

Canalside reinforced as a major route for walking and cycling, and an area for leisure.

Car free development with liveable streets facilitates healthy travel options, incorporating green infrastructure & SuDS.

*Figure 10.1: Diagram to show approach to the following Ingredients; Future Building Typologies, Less Cars - More Trees, & Prioritise Healthy Travel*

**INGREDIENT**

Future Building Typologies


*PROJECT PLACEMAKING PRINCIPLES*

*Character and Identity*
*Critical Mass and City Composition*

## THE COMPACT CITY

### DHUD Considerations

- The sites contribution to the city with a mixed use focus will create opportunities for new building typologies that may include innovative mixed uses.
- These opportunities should be explored and encouraged.

### Response to considerations

- Consideration is being given to living accommodation over co-working space and other uses, and the integration of a Exeter College Construction Centre.

**INGREDIENT**

Prioritise Healthy Travel

*PROJECT PLACEMAKING PRINCIPLES*

*Low Impact Living*
*Connections, Streets and Spaces for People*

## GOING LOCAL

### DHUD Considerations

- Healthy travel opportunities should be fully exploited to maximise walkable centres.

### Response to considerations

- ‘Local centre’ proposed around new Quay/public space, with neighbourhood centre suggested on gas works site as part of Wider Area Regeneration.
- Pedestrian and cycle priority streets proposed with vehicular access limited.

**INGREDIENT**

Less Cars - More Trees

*PROJECT PLACEMAKING PRINCIPLES*

*Low Impact Living*
*Connections, Streets and Spaces for People*

## GREY TO GREEN

### DHUD Considerations

- Not having to accommodate cars results in reduced carriage widths introducing the opportunity to maximise green space.

### Response to considerations

- Part of the site will be car free and the remainder pedestrian and cycle priority.
- Roads will be minimised as far as possible in favour of green streets and spaces.

## TURNING BACK TO THE RIVER

### DHUD Considerations

- A large brownfield development, Water Lane offers the opportunity for new building typologies uncommon in the city.
- These could include higher rise development,  mixed use buildings and buildings that incorporate food defence infrastructure and resilience.

### Response to considerations

- The intention is to create new building typologies that respond to the context, including elements of greater height.
- Flood defence and resilience will be incorporated at ground level through design & appropriate uses, such as cycle storage & other flood compatible uses.
- Finished floor levels can respond to flood depths to allow continuity of uses during a flood event.

## GREY TO GREEN

### DHUD Considerations

- As a car free development emphasis should be on facilitating healthy travel options to create highly connected green corridors.

### Response to considerations

- The development will be part of the city’s transition from fossil-fuel based transport to sustainable modes - therefore low car to support deliverability.
- Focus on liveable streets with priority for people and cyclists incorporating green infrastructure & SuDS.

## FERTILE SURROUNDINGS

### DHUD Considerations

- Generous planting of trees and other green space can bring biodiversity into the site and reinforce the representation of the rural character within any development.

### Response to considerations

- A strong sense of greenness, bringing the green character of Riverside Valley park along Water Lane and through the site and achieving biodiversity enhancement are key aims.
- Proposals will enhance the canal interface and increase the area for landscape.
- Water Lane can potentially become a linear park.

## TURNING BACK TO THE RIVER

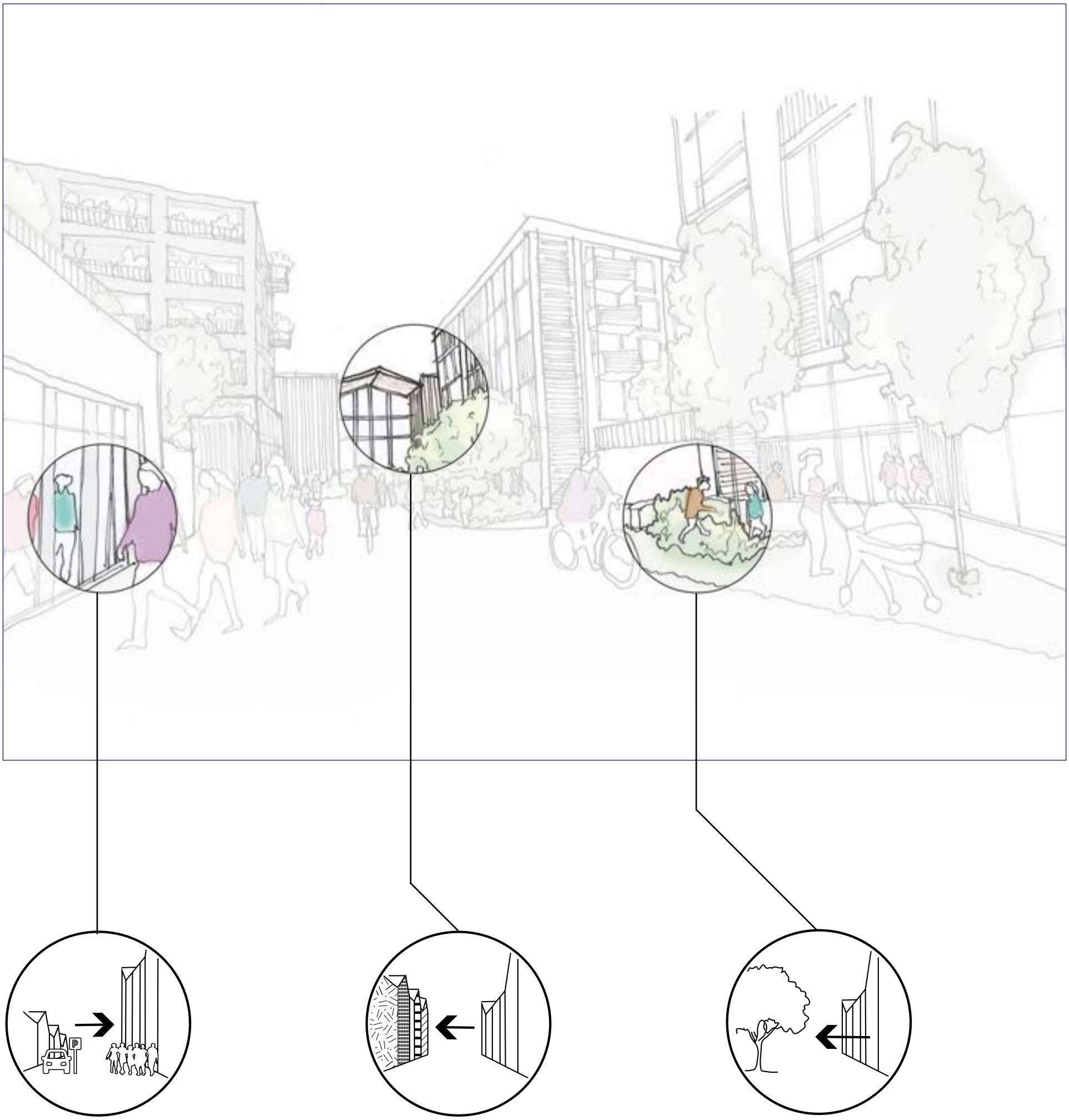
### DHUD Considerations

- Existing healthy travel routes along the river to be improved with good infrastructure on both sides of the canal creating a transport focus along the river.
- Secondary routes to connect towards the river and facilitate connections from the surrounding district to the river.

### Response to considerations

- The canal side will be reinforced as a major route for walking and cycling, and an area for leisure.
- Development to contribute to a new pedestrian and cycle bridge across the canal linking up existing routes.

# APPENDIX 1 - TOOLKIT FOR FUTURE PLACEMAKING - INGREDIENTS



**INGREDIENT**

Less Parking - More People

Density optimised with a mix of uses incorporated, including local centre with workspace, hotel, cafes/restaurants and education facilities that create activity locally throughout the day.

**INGREDIENT**

Diversify Uses

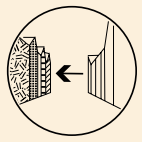
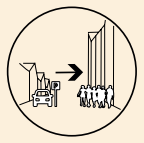
Unique variety of uses proposed, including Exeter College Construction Centre, workspace, cafes and community uses, and a mix of residential and retirement living. Mix and density of uses can help to respond to changing mobility and modal shift towards a low-car life-style.

**INGREDIENT**

Future Building Interfaces

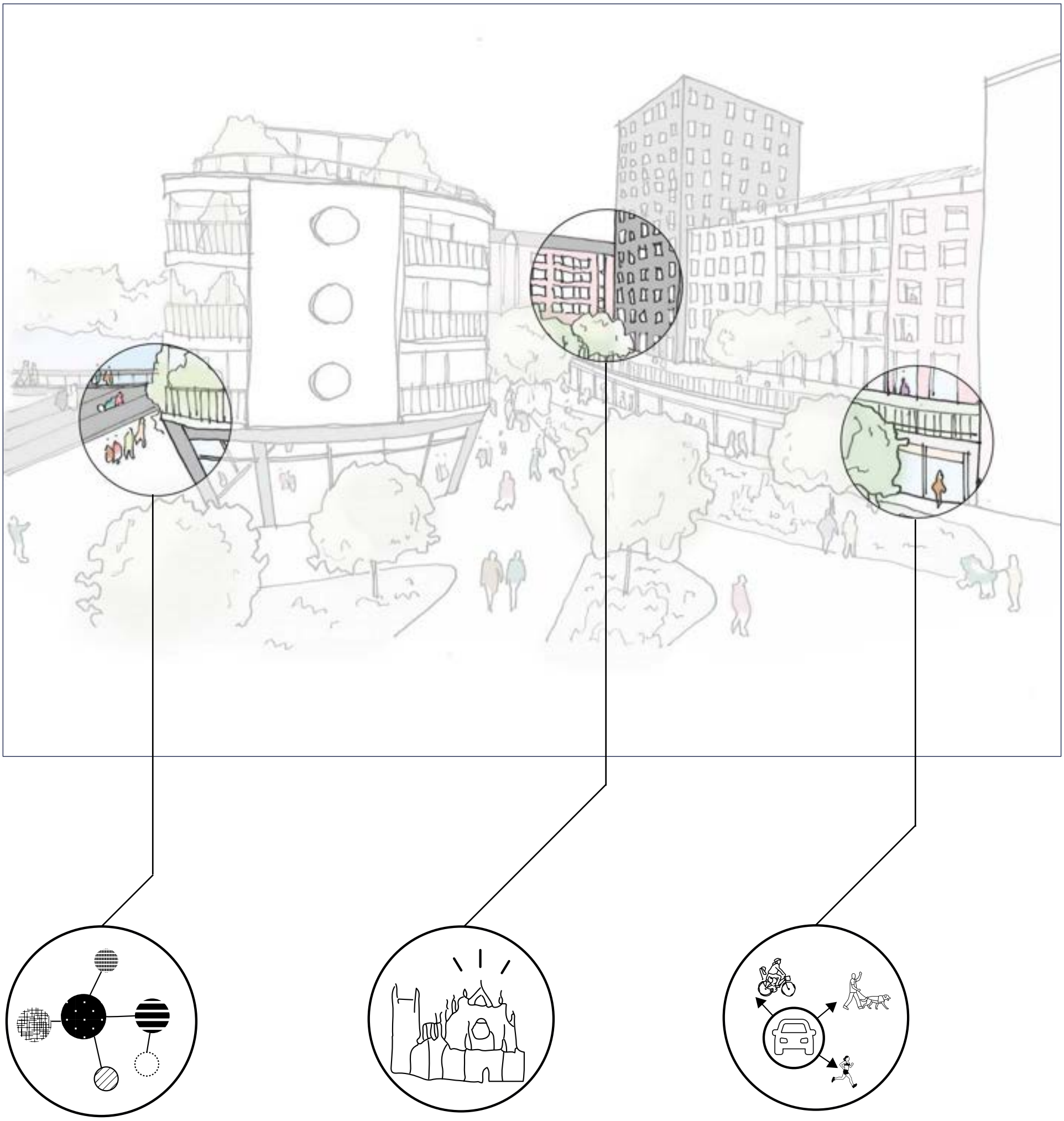
Buildings contribute to creation of liveable streets that are overlooked from balconies, apartments looking onto the canal, with active non-residential uses at ground floor and entrances onto streets to create active frontages.

*Figure 10.2: Diagram to show approach to the following Ingredients; Less Parking - More People, Diversify Uses & Future Building Interfaces*

| INGREDIENT<br>Future Building Interfaces  <br>*PROJECT PLACEMAKING PRINCIPLES*<br>*Future Building Interfaces* | INGREDIENT<br>Diversify Uses  <br>*PROJECT PLACEMAKING PRINCIPLES*<br>*Homes for a Variety of Needs and Aspirations*<br>*Community Life.* | INGREDIENT<br>Less Parking - More People  <br>*PROJECT PLACEMAKING PRINCIPLES*<br>*Connections, Streets and Spaces for People.* |
|---|---|---|
| **GREY TO GREEN** | **THE COMPACT CITY** | **GOING LOCAL** |
| **DHUD Considerations** | **DHUD Considerations** | **DHUD Considerations** |
| • Buildings fronting new green corridors should reconsider their interface with the street to maximise the benefit of these amenities for outlook, interaction and recreation. | • The district has the potential to support a thriving mix of uses that is unique to the city.<br>• Water Lane has the potential to incorporate a mix of uses and should provide opportunities for appropriate businesses currently accommodated on Marsh Barton to relocate to be closer to the City Centre. | • The reduction in the need for cars and parking should be taken advantage of to create higher density development to sustain local centres and a mix of uses. |
| **Response to considerations** | **Response to considerations** | **Response to considerations** |
| • Buildings will contribute to creation of liveable streets that are overlooked, with active non-residential uses at ground floor and entrances onto streets to create active frontages.<br>• To be considered further at RIBA Stage 3. | • The proposed assembly of mixes can help to define a new urban quarter for Exeter as a demonstration of Compact City principles.<br>• A variety of uses is proposed, including workspace/co-working, hotel, cafes/ restaurants, Exeter College Construction Centre, delivery hub, EV charging and vehicle/cycle hire, boat storage, community use, a local retail store, and a mix of residential and retirement living.<br>• The mix and density of uses can help to respond to changing mobility and modal shift towards a low-car life-style. | • The proposal seeks to optimise density and incorporate a mix of uses, including workspace, hotel, cafes/restaurants and education facilities that will create activity locally throughout the day. |

| **TURNING BACK TO THE RIVER** |
|---|
| **DHUD Considerations** |
| • Buildings fronting the river and canal should reconsider relationships with the public realm to take full advantage of the setting and create a focus towards the river. |
| **Response to considerations** |
| • A new Quay area is proposed as a focal point for engagement with and animation of the waterside. |

# APPENDIX 1 - TOOLKIT FOR FUTURE PLACEMAKING - INGREDIENTS



**INGREDIENT**

Distinct Identities

Waterside location helps to inform building typologies and public realm detailing. A strong sense of greenness is proposed in the landscape design through creating accessible liveable streets and public spaces with a waterside focus around a new Quay area.

**INGREDIENT**

City Landmarking

New locally distinctive landmark building contributes to a new local identity at the heart of this district. A diverse mix of uses is proposed, including workspace, hotel, cafes/restaurants and education facilities with variation in form/rooflines. Public realm and landscape creates opportunities for improved landmarking with pedestrian and cycle priority.

**INGREDIENT**

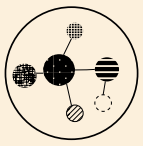
Park And Move

Mobility hubs are incorporated to support low car use and active travel. Park and move hubs on the edge of the district and at the new train station can facilitate sustainable transport connections from the fertile surroundings.

*Figure 10.3: Diagram to show approach to the following Ingredients; Distinct Identities, City Landmarking & Park and Move*

**INGREDIENT**

Distinct Identities



*PROJECT PLACEMAKING PRINCIPLES*

*Character and Identity*

**THE COMPACT CITY**

**DHUD Considerations**

• A vibrant mix of uses will contribute to the identity of the district - this should complement not compete with the historic compact city centre.

• The site should provide a different offering focussing on businesses that relocated to out of town business parks rather than traditional high street retail uses.

**Response to considerations**

• A mix of uses is proposed, including workspace, hotel, cafes/restaurants and education facilities.

• Retail provision will cater for local needs.

**INGREDIENT**

Park And Move

*PROJECT PLACEMAKING PRINCIPLES*

*Low Impact Living*

**FERTILE SURROUNDINGS**

**DHUD Considerations**

• Park and move hubs on the edge of the district and at the new train station can facilitate sustainable transport connections from the fertile surroundings

**Response to considerations**

• Not directly relevant to the site but mobility hubs are to be incorporated to support low car use and active travel.

**INGREDIENT**

City Landmarking

*PROJECT PLACEMAKING PRINCIPLES*

*Critical Mass and City Composition*

**THE COMPACT CITY**

**DHUD Considerations**

• The site has the opportunity to be an internationally recognisable exemplar for high density, car-free, sustainable neighbourhoods.

• Central to this landmark character will be the diverse mix of uses and contribution to the success of the compact city.

**Response to considerations**

• Part of the site will be car free and the remainder pedestrian and cycle priority.

• A mix of uses is proposed, including workspace, hotel, cafes/restaurants and education facilities.

**GREY TO GREEN**

**DHUD Considerations**

• Along with the relationship with the river, an abundance of greenery should be a focal part of the district identity and this should be strongly manifested throughout the Water Lane site.

**Response to considerations**

• A strong sense of greenness is proposed in the landscape design which seeks to; Capitalise on the waterside location; Create a strong sense of greenness, incorporating biodiversity enhancement; Create accessible liveable streets and public spaces; Integrate sustainable urban drainage with landscaping.

**TURNING BACK TO THE RIVER**

**DHUD Considerations**

The relationship with the river should play a large part in the character of the district and the Water Lane site should be central to this.

• The design and layout of development should create constant references to the river and a neighbourhood that has an identity that is synonymous with the river.

**Response to considerations**

• The waterside location will help inform building typologies and public realm detailing.

• A major waterside focus is to be created around a new Quay area.

**TURNING BACK TO THE RIVER**

**Response**

• Proposals seek to re-engage with the canal and river and create opportunities for improved landmarking.

**FERTILE SURROUNDINGS**

**DHUD Considerations**

• Visual connections to City Landmarks should be maintained and enhanced to contribute to orientation within the context of the city.

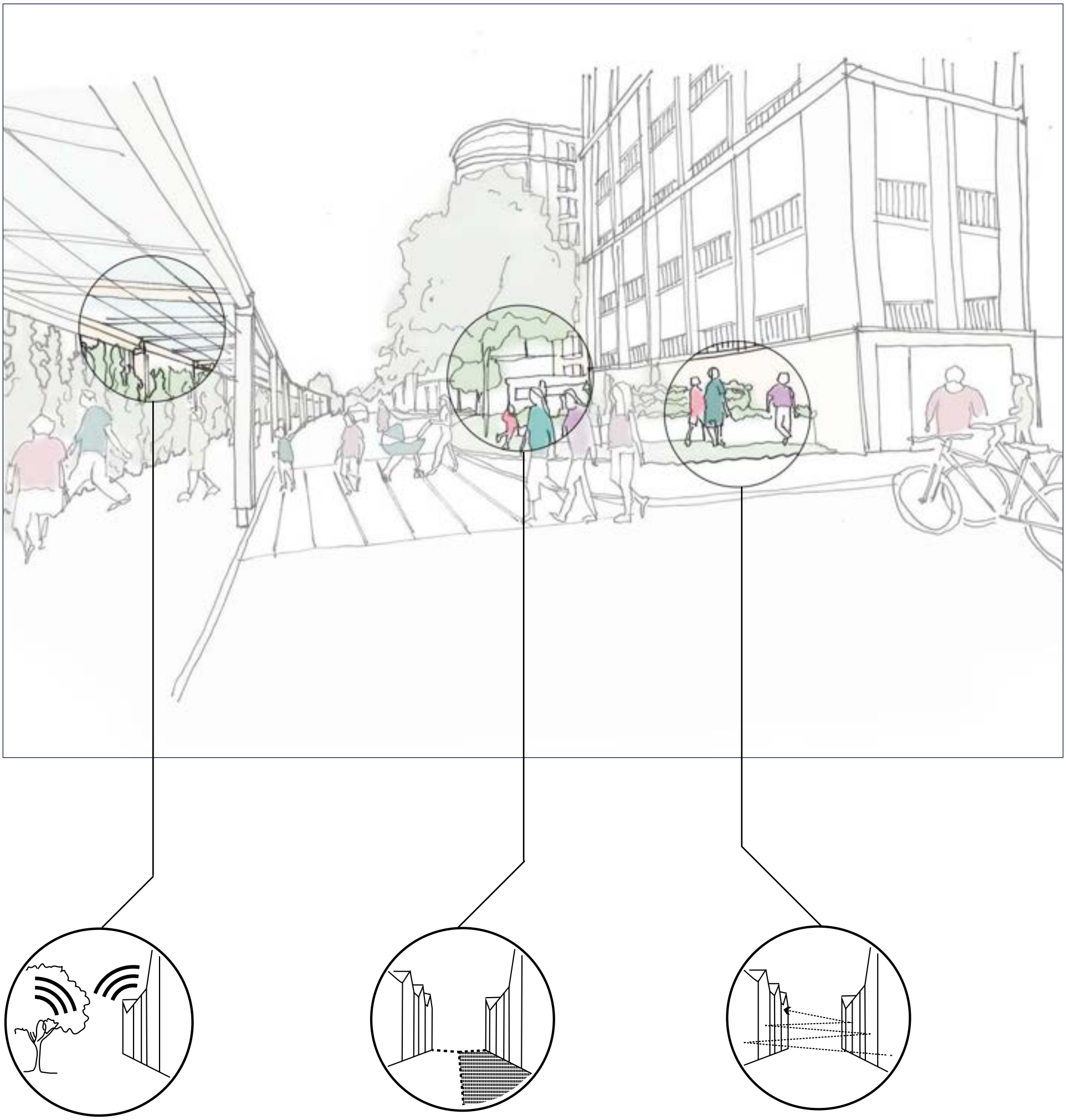
• A new locally distinctive landmark building on site could contribute to a new local identity at the heart of this district.

**Response to considerations**

• Baseline views have been established and these are informing the design process to safeguard important existing views into and out of the city.

• The potential Exeter College Construction Centre and proposed public realm/landscape along the canal will create opportunities for improved landmarking.

# APPENDIX 1 - TOOLKIT FOR FUTURE PLACEMAKING - INGREDIENTS



**INGREDIENT**

Digitally Responsive

Digital connection routes run along Foundry Avenue as an important feature of community infrastructure.

Latest technology integrated as solar PV canopy defines edge of Foundry Avenue.

**INGREDIENT**

Reclaim Roads

New access street runs parallel with the railway allowing pedestrian and cycle priority through site.

Existing road networks are reclaimed for tree planting and usable open space.

**INGREDIENT**

Physically Connected

Foundry Avenue connects to new bus and cycle connections under the railway to Marsh Barton, and across the canal, improving connective route for residents, local businesses and services.

*Figure 10.4: Diagram to show approach to the following Ingredients; Digitally Responsive, Reclaim Roads & Physically Connected*

**INGREDIENT**

Reclaim Roads

*PROJECT PLACEMAKING PRINCIPLES*

*Connections, Streets and Spaces for People*

## GREY TO GREEN

**DHUD Considerations**

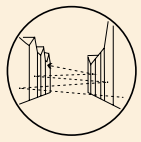
• Where existing road networks are to be retained these should be challenged to identify opportunities to reclaim highway real estate for tree planting and usable open space.

**Response to considerations**

• A new access street is proposed from Tan Lane, running parallel with the railway, and this will enable Water Lane to potentially become a linear park with pedestrian and cycle priority.

**INGREDIENT**

Physically Connected



*PROJECT PLACEMAKING PRINCIPLES*

*Connections, Streets and Spaces for People*

## THE COMPACT CITY

**DHUD Considerations**

• Sustainable physical connections are a prerequisite to the distribution of uses across the city.

• Improved connections within the site, district and beyond should be planned to facilitate and encourage relationships between local businesses and services.

**Response to considerations**

• Improved connections are fundamental to the proposal.

• This includes the potential for new bus and cycle connections under the railway to Marsh Barton, and contributing to a new connection across the canal.

## GOING LOCAL

**DHUD Considerations**

• Physical barriers should be avoided and existing barriers removed where possible to maximise connectivity in and around local centres.

• In particular connections across the railway, canal and river need to be considered to ensure connectivity within the district and to neighbouring districts.

**Response to considerations**

• Improved connections are fundamental to the proposal.

• This includes the potential for new bus and cycle connections under the railway to Marsh Barton, and contributing to a new connection across the canal.

## TURNING BACK TO THE RIVER

**DHUD Considerations**

• Development should maximise the potential access to the riverside and River Valley Park with Regular opportunities for healthy travel connections.

**Response to considerations**

• The canalside will be a major route for walking and cycling.

• Development to contribute to a new pedestrian and cycle bridge across the canal.

**INGREDIENT**

Digitally Responsive

*PROJECT PLACEMAKING PRINCIPLES*

*Connections, Streets and Spaces for People*

## FERTILE SURROUNDINGS

**DHUD Considerations**

• The latest technology should be used to exploit opportunities for exchange of skills and resources with the fertile surroundings.

**Response to considerations**

• Digital connection will be an important feature of community infrastructure.

• Further consideration at RIBA Stage 3 of the potential for this to connect with the fertile surroundings is needed.

# APPENDIX 2 - SHADOW STUDIES

10.2 This section includes all of the Shadow Studies for the illustrative proposals.

# APPENDIX 2 - SHADOW STUDIES - TAN SQUARE SPRING

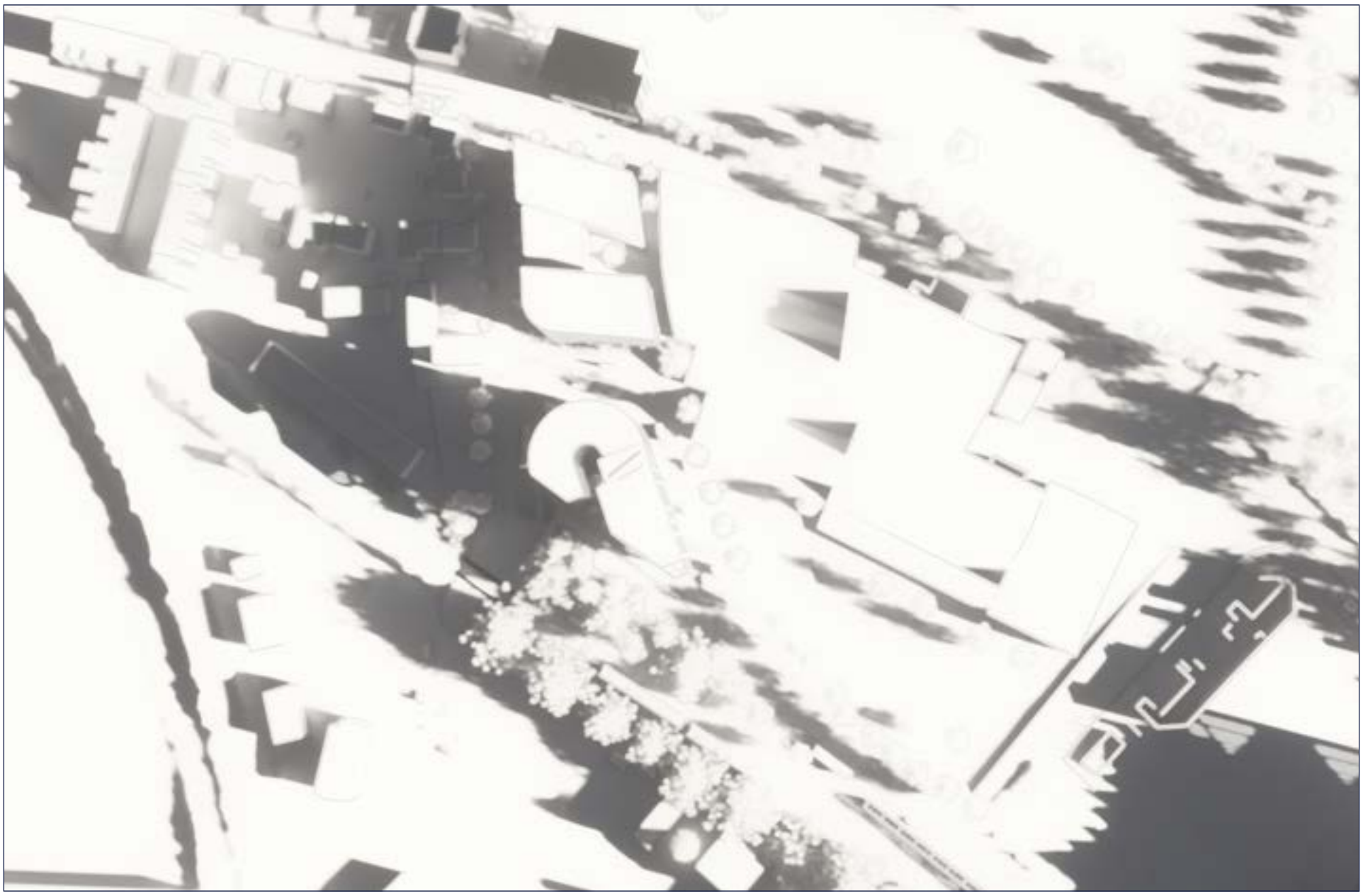


*Figure 10.5: Illustrative Shadow Study: Tan Square Spring 9.00AM*

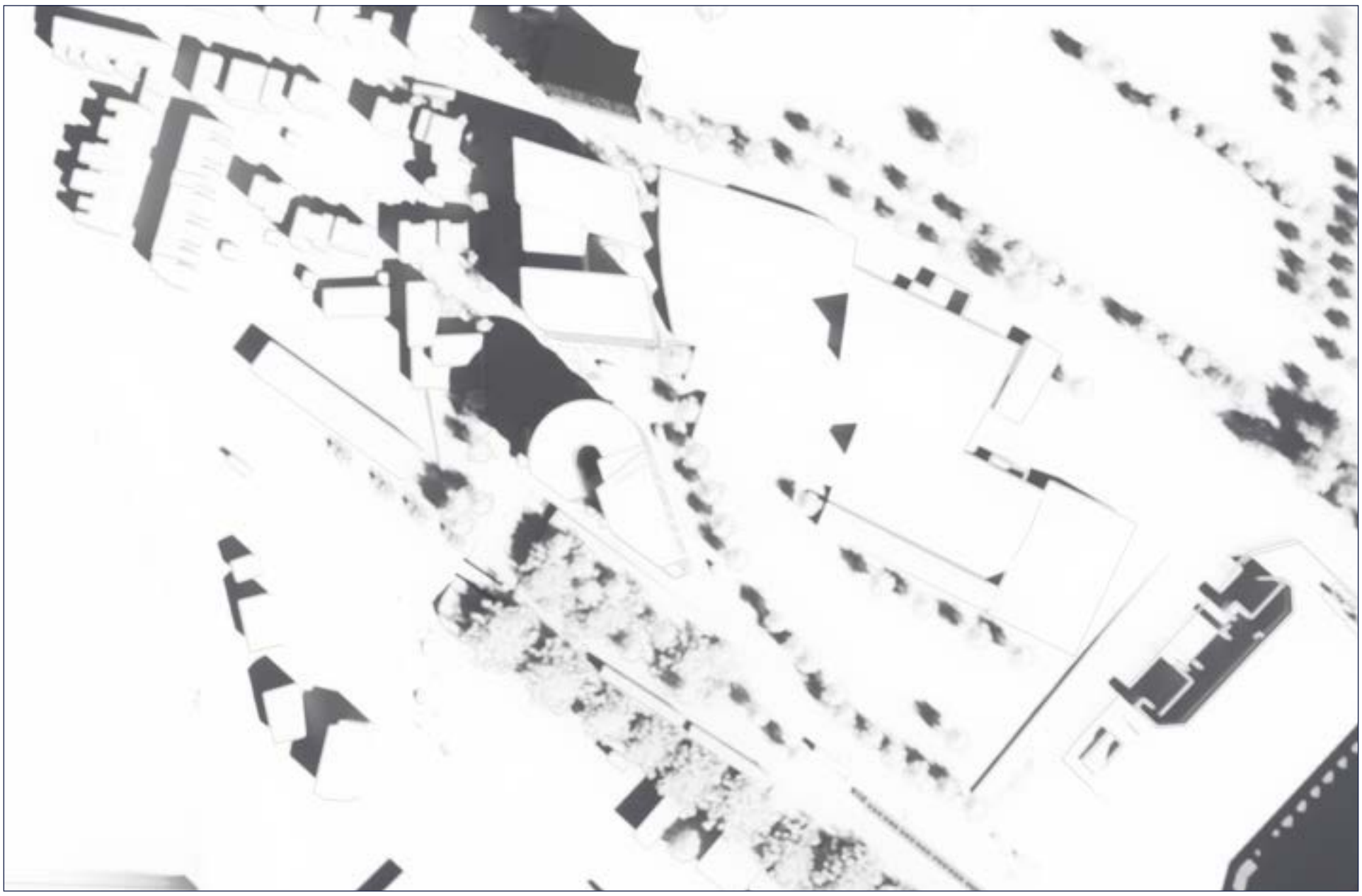


*Figure 10.6: Illustrative Shadow Study: Tan Square Spring 11.00AM*

*Figure 10.7: Illustrative Shadow Study: Tan Square Spring 1.00PM*

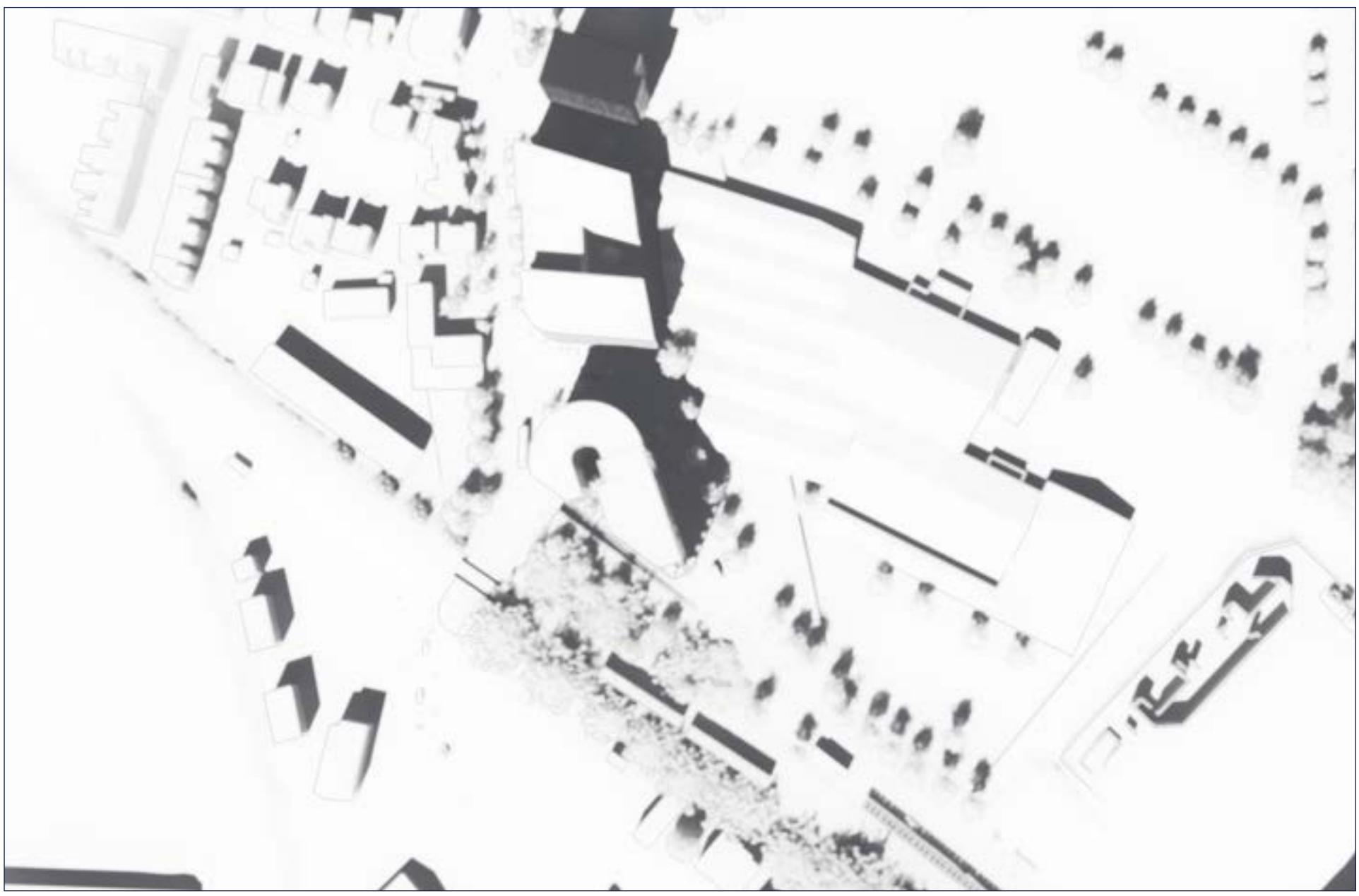


*Figure 10.8: Illustrative Shadow Study: Tan Square Spring 3.00PM*

# APPENDIX 2 - SHADOW STUDIES - TAN SQUARE SUMMER

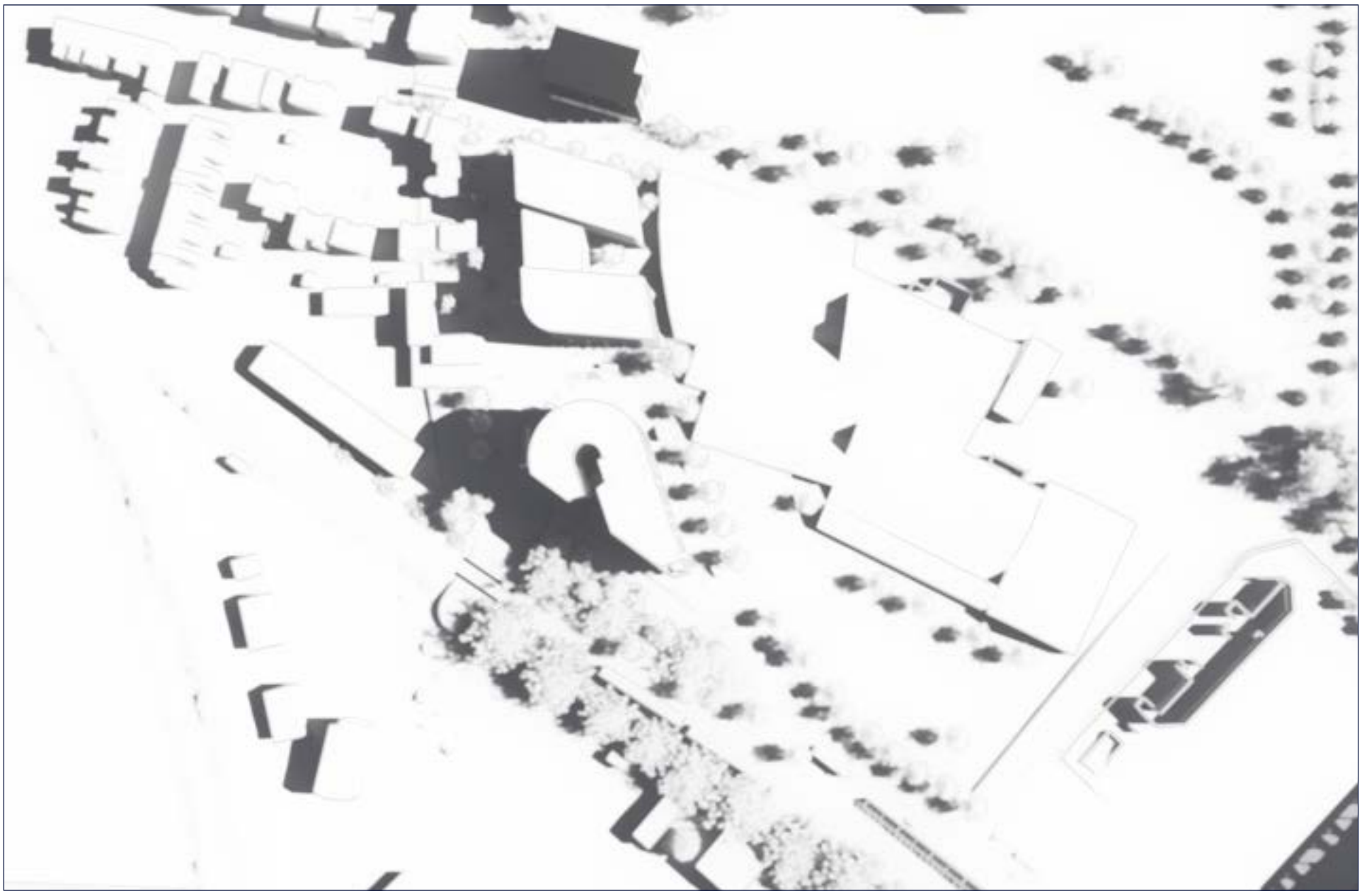


*Figure 10.9: Illustrative Shadow Study: Tan Square Summer 9.00AM*

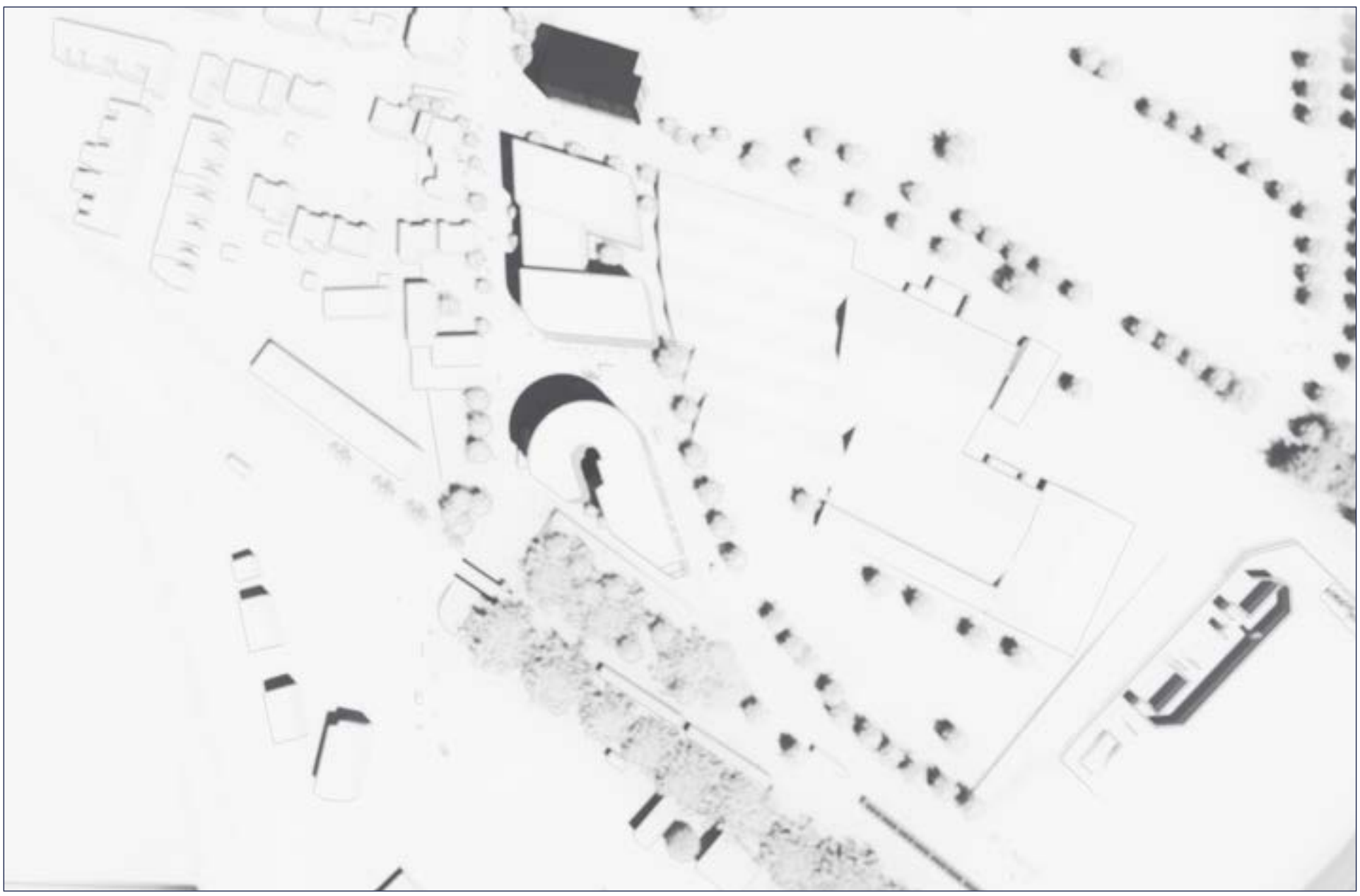


*Figure 10.10: Illustrative Shadow Study: Tan Square Summer 12.00AM*

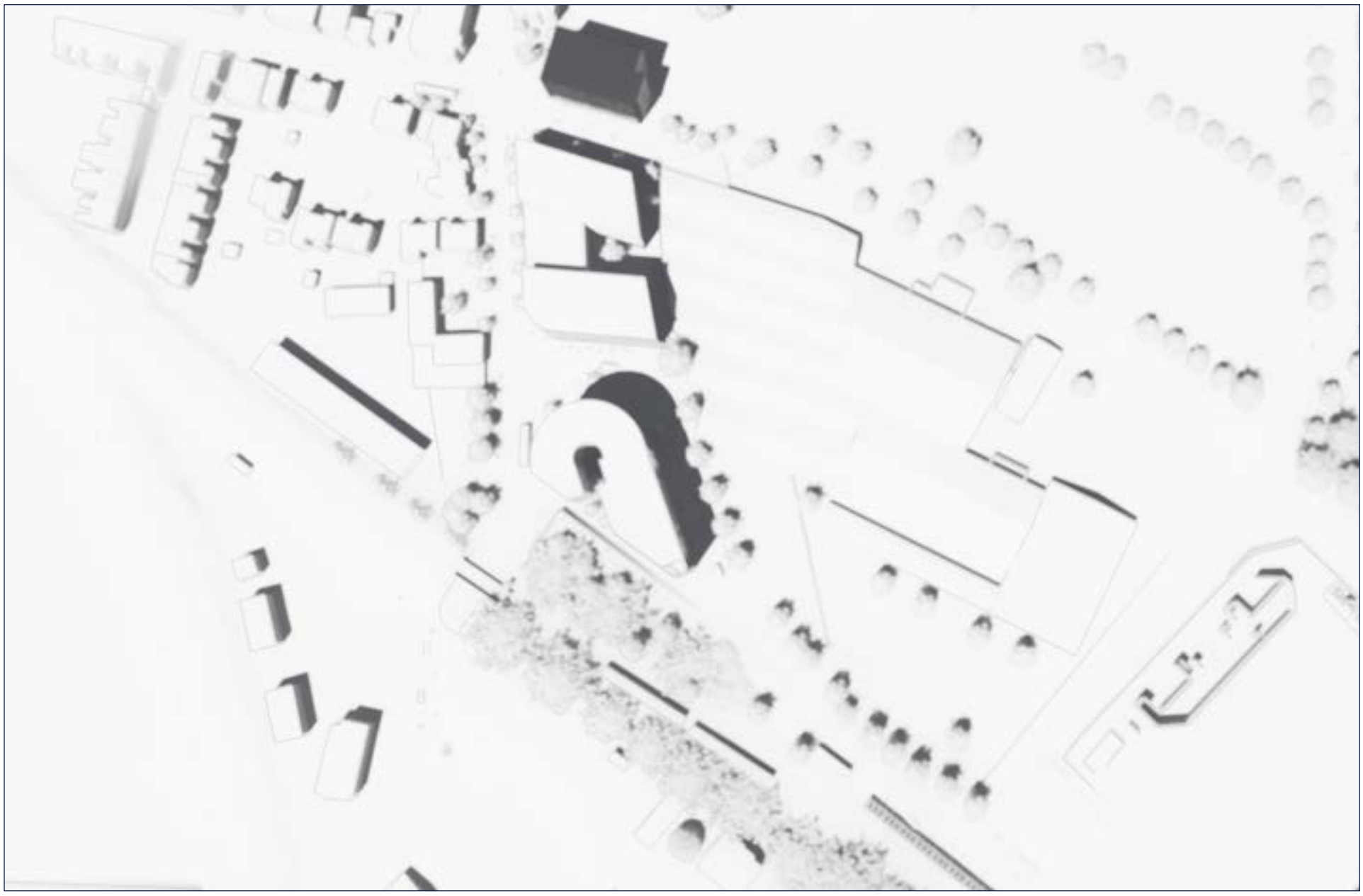


*Figure 10.11: Illustrative Shadow Study: Tan Square Summer 3.00PM*

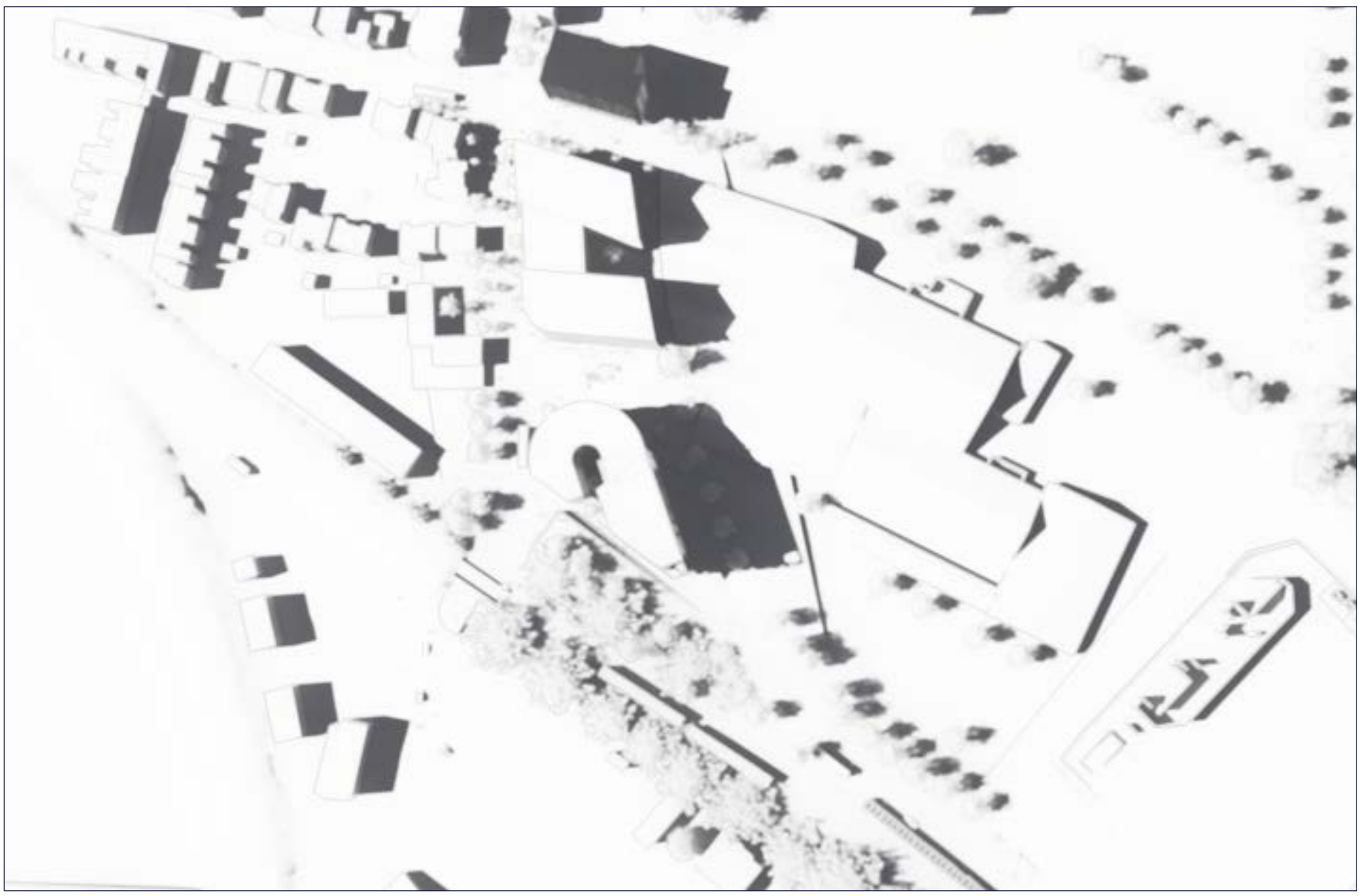


*Figure 10.12: Illustrative Shadow Study: Tan Square Summer 6.00PM*

# APPENDIX 2 - SHADOW STUDIES - TAN SQUARE AUTUMN

*Figure 10.13: Illustrative Shadow Study: Tan Square Autumn 9.00AM*

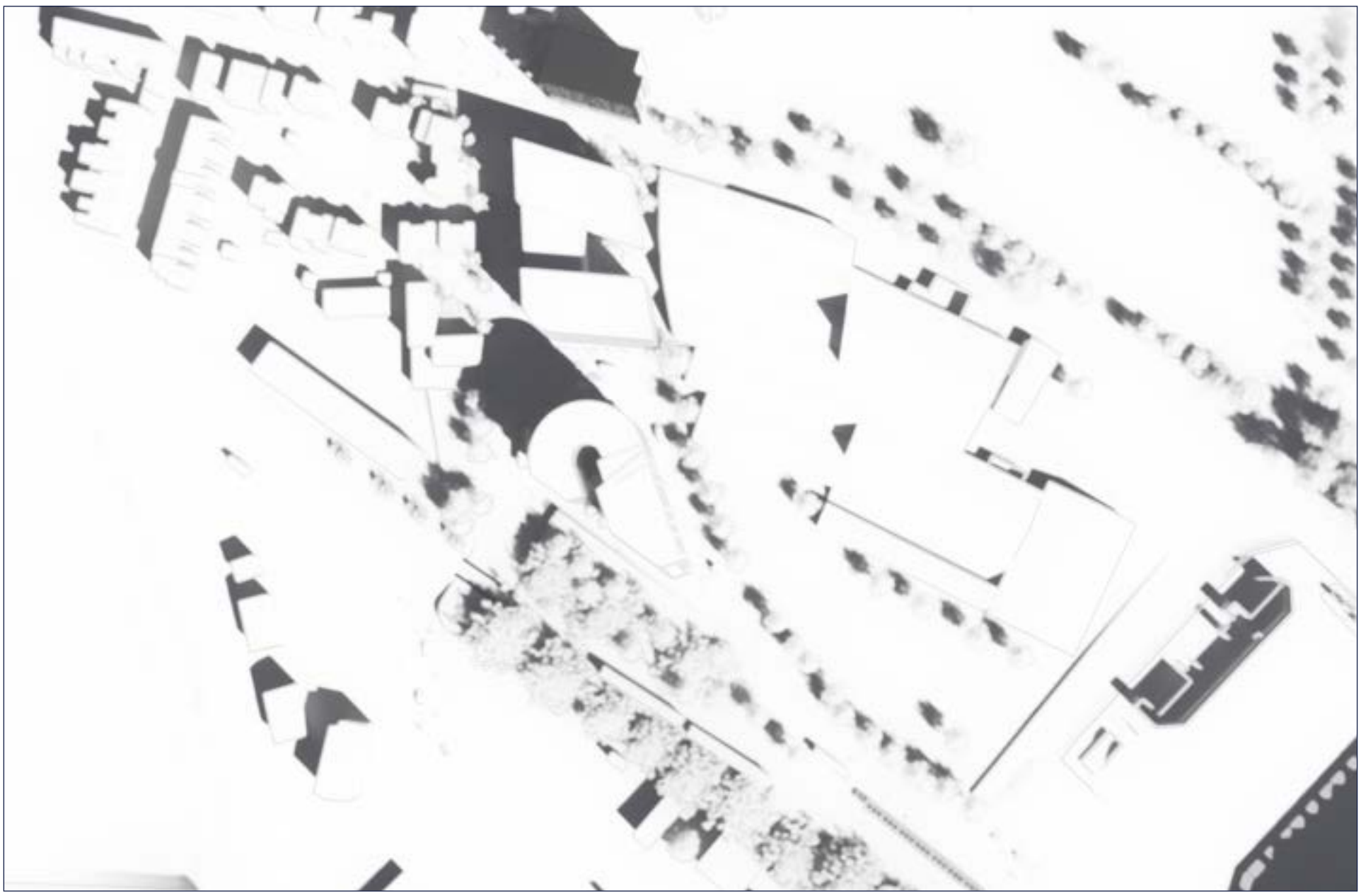


*Figure 10.14: Illustrative Shadow Study: Tan Square Autumn 11.00AM*

*Figure 10.15: Illustrative Shadow Study: Tan Square Autumn 1.00PM*

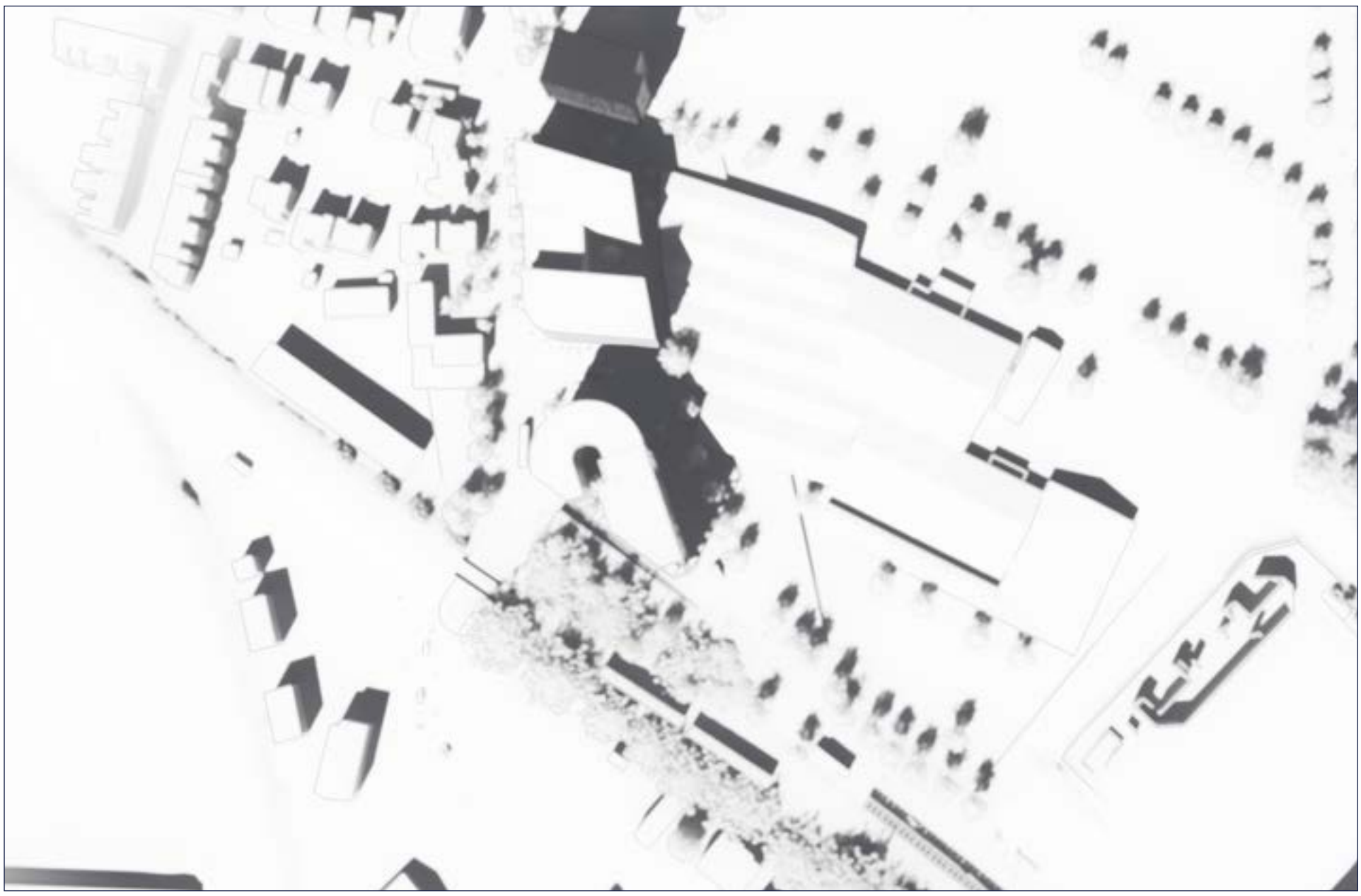


*Figure 10.16: Illustrative Shadow Study: Tan Square Autumn 3.00PM*

# APPENDIX 2 - SHADOW STUDIES - TAN SQUARE WINTER

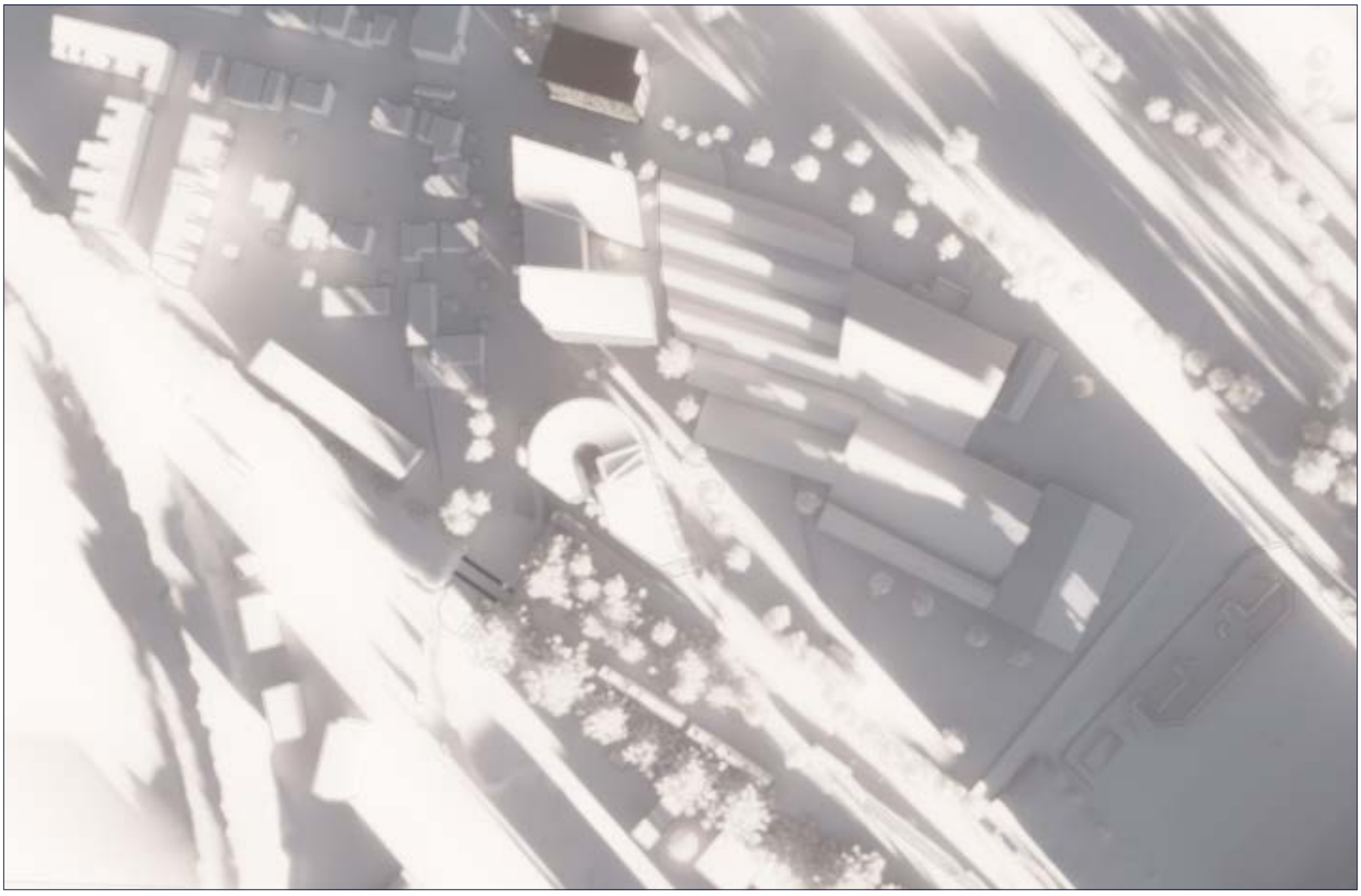


*Figure 10.17: Illustrative Shadow Study: Tan Square Winter 10.00AM*

*Figure 10.18: Illustrative Shadow Study: Tan Square Winter 1.00PM*

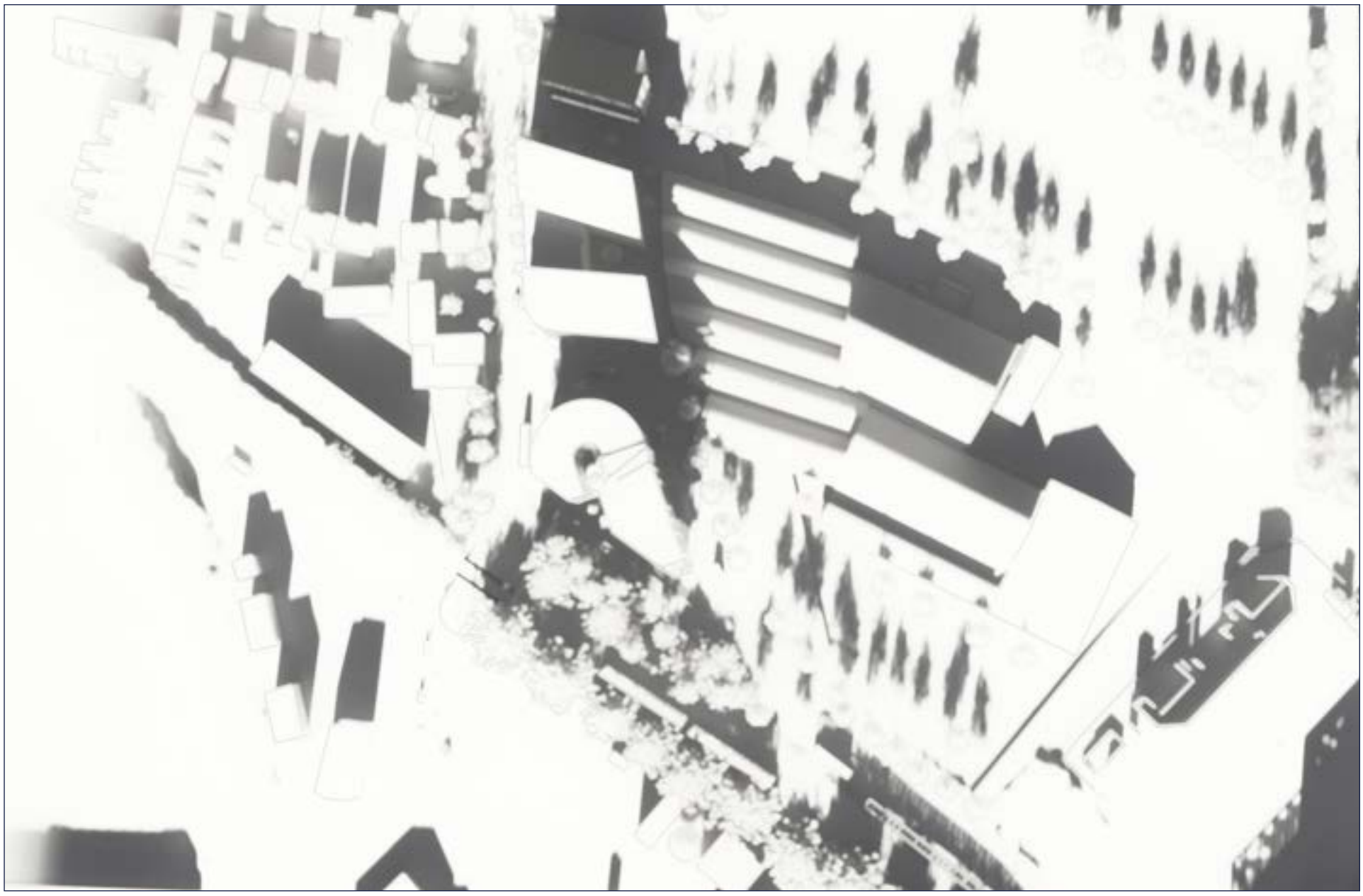


*Figure 10.19: Illustrative Shadow Study: Tan Square Winter 2.00PM*

# APPENDIX 2 - SHADOW STUDIES - WATER SQUARE SPRING

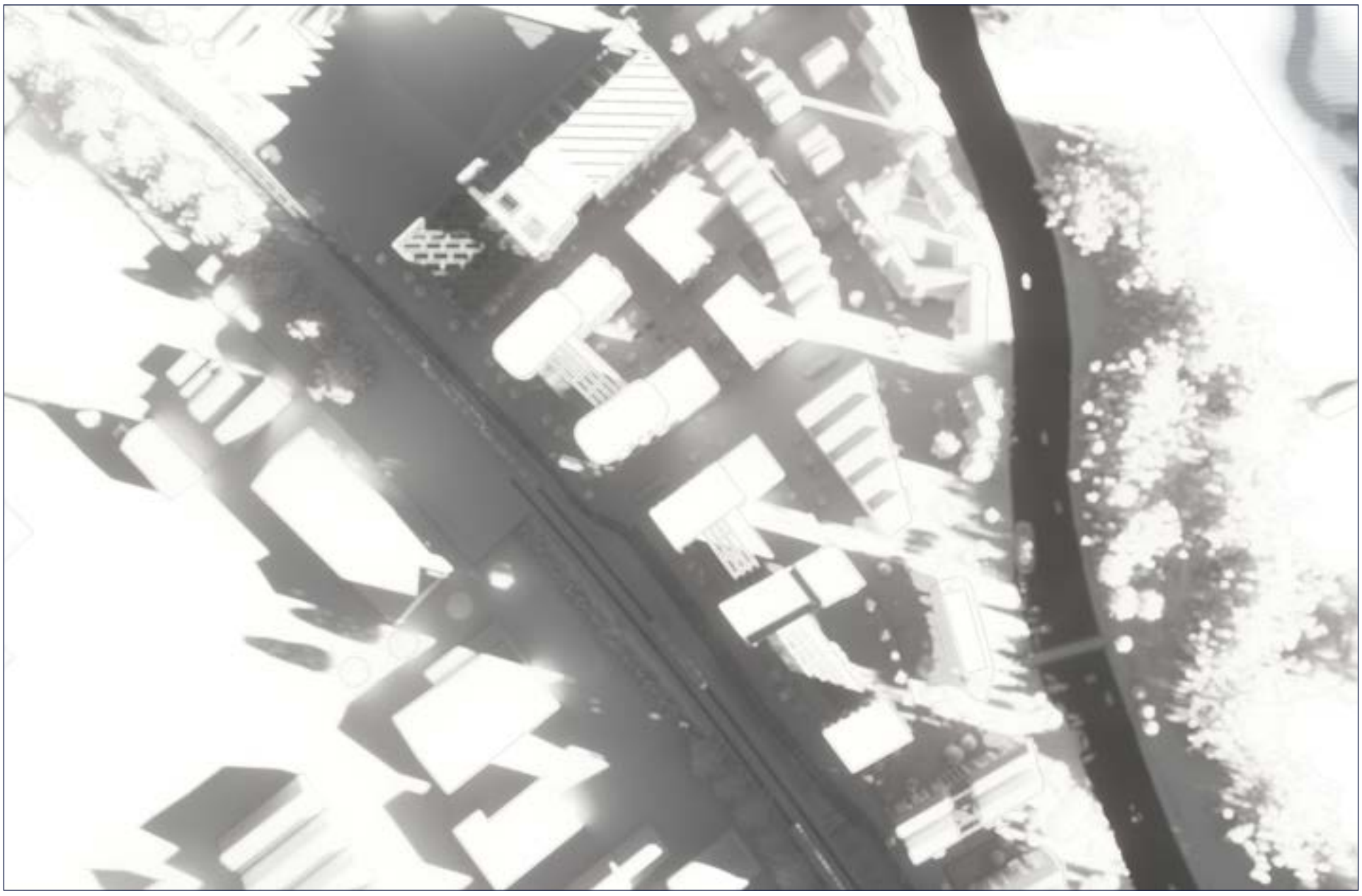


*Figure 10.20: Illustrative Shadow Study: Water Square Spring 9.00AM*

*Figure 10.21: Illustrative Shadow Study: Water Square Spring 11.00AM*

*Figure 10.22: Illustrative Shadow Study: Water Square Spring 1.00PM*

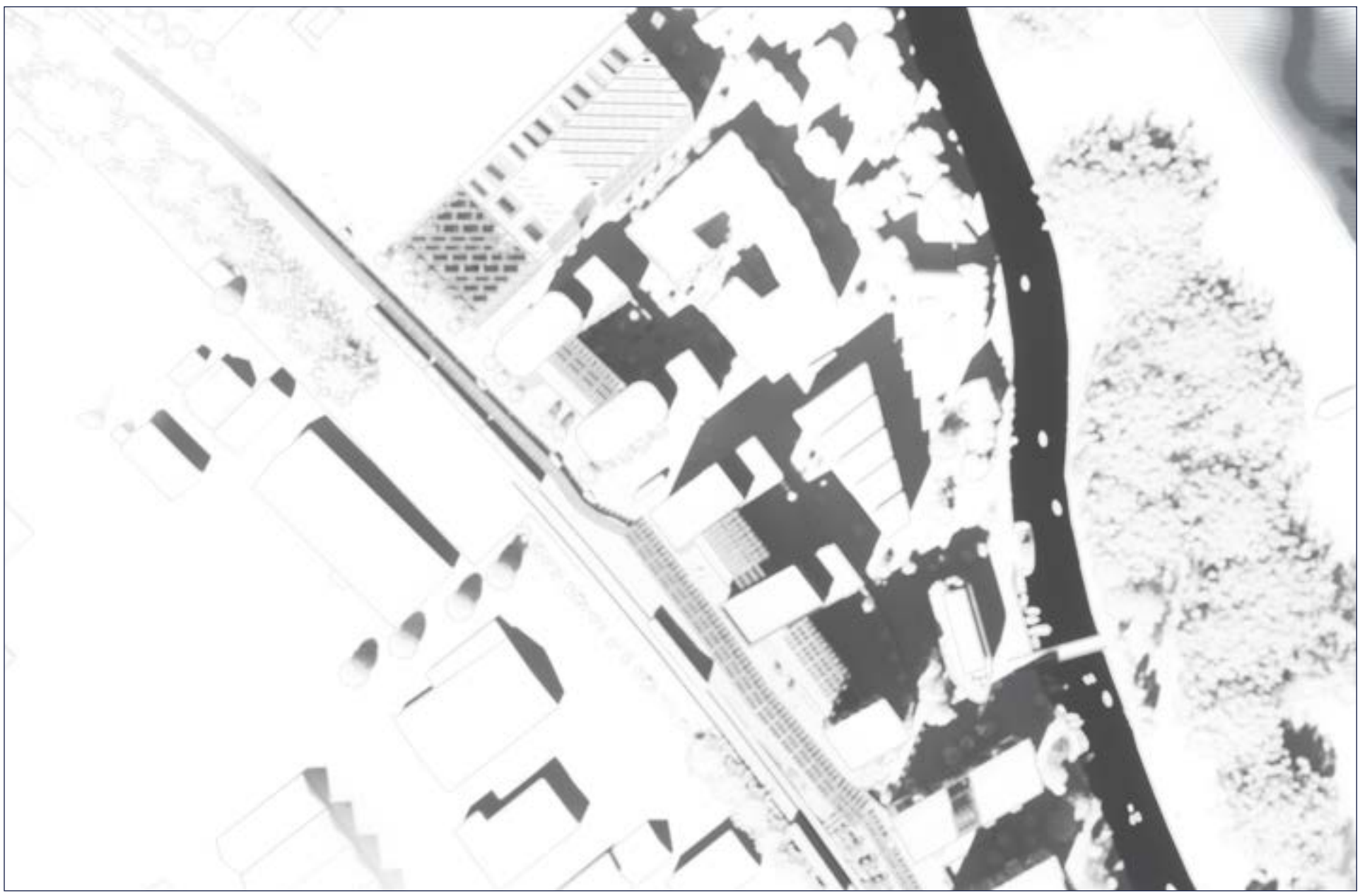


*Figure 10.23: Illustrative Shadow Study: Water Square Spring 3.00PM*

# APPENDIX 2 - SHADOW STUDIES - WATER SQUARE SUMMER

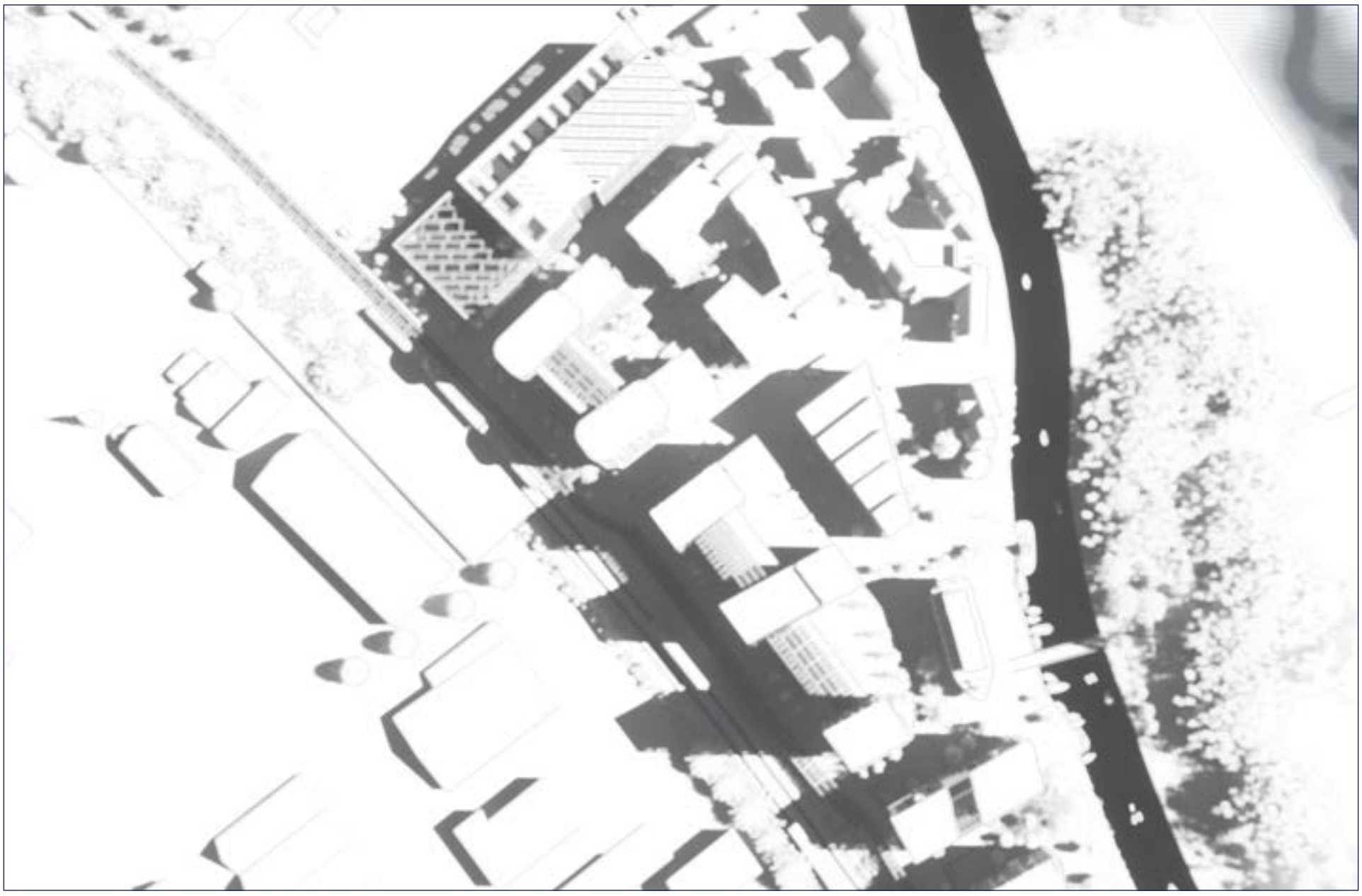


*Figure 10.24: Illustrative Shadow Study: Water Square Summer 9.00AM*

*Figure 10.25: Illustrative Shadow Study: Water Square Summer 12.00AM*

*Figure 10.26: Illustrative Shadow Study: Water Square Summer 3.00PM*

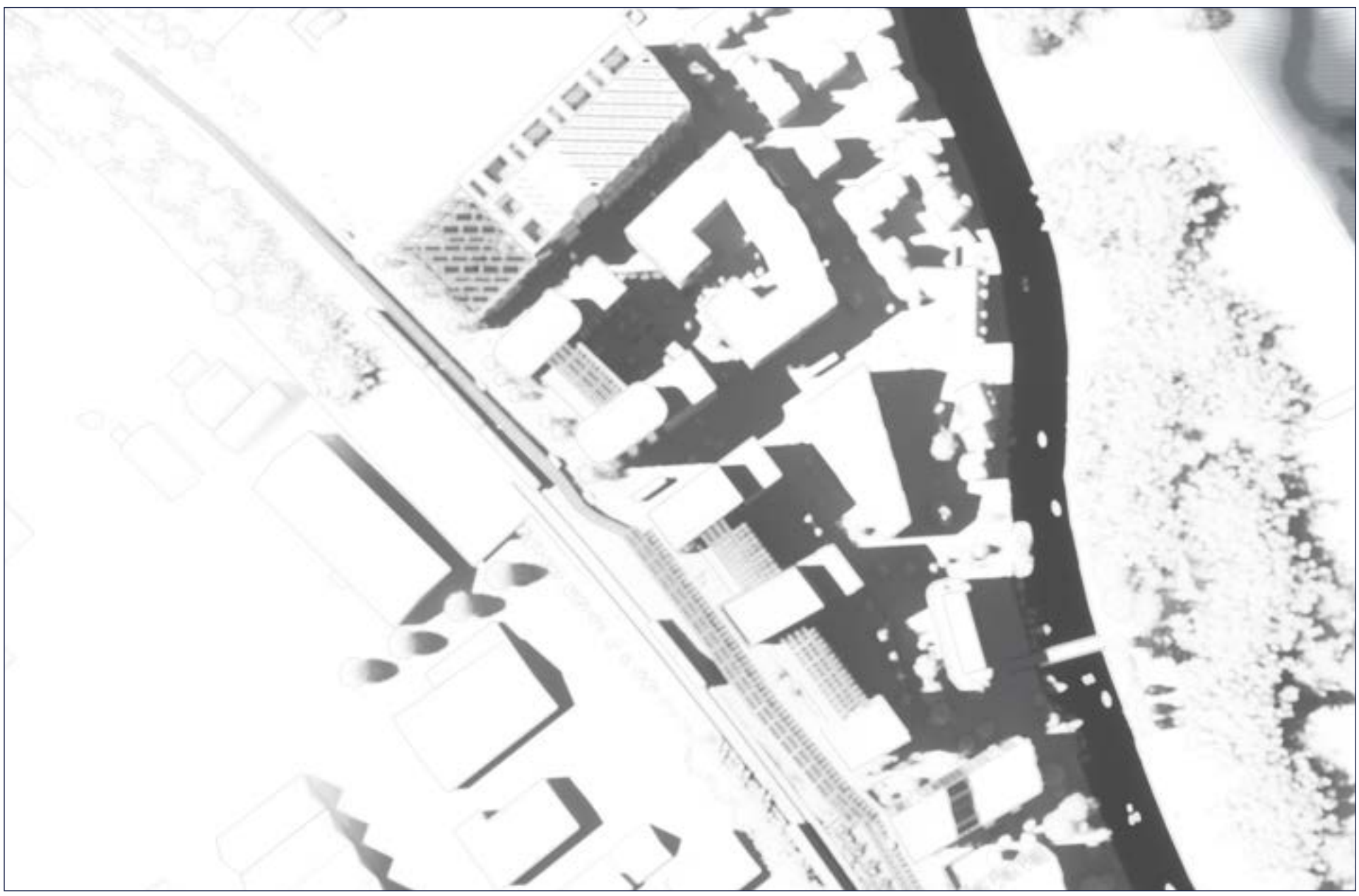


*Figure 10.27: Illustrative Shadow Study: Water Square Summer 6.00PM*

# APPENDIX 2 - SHADOW STUDIES - WATER SQUARE AUTUMN

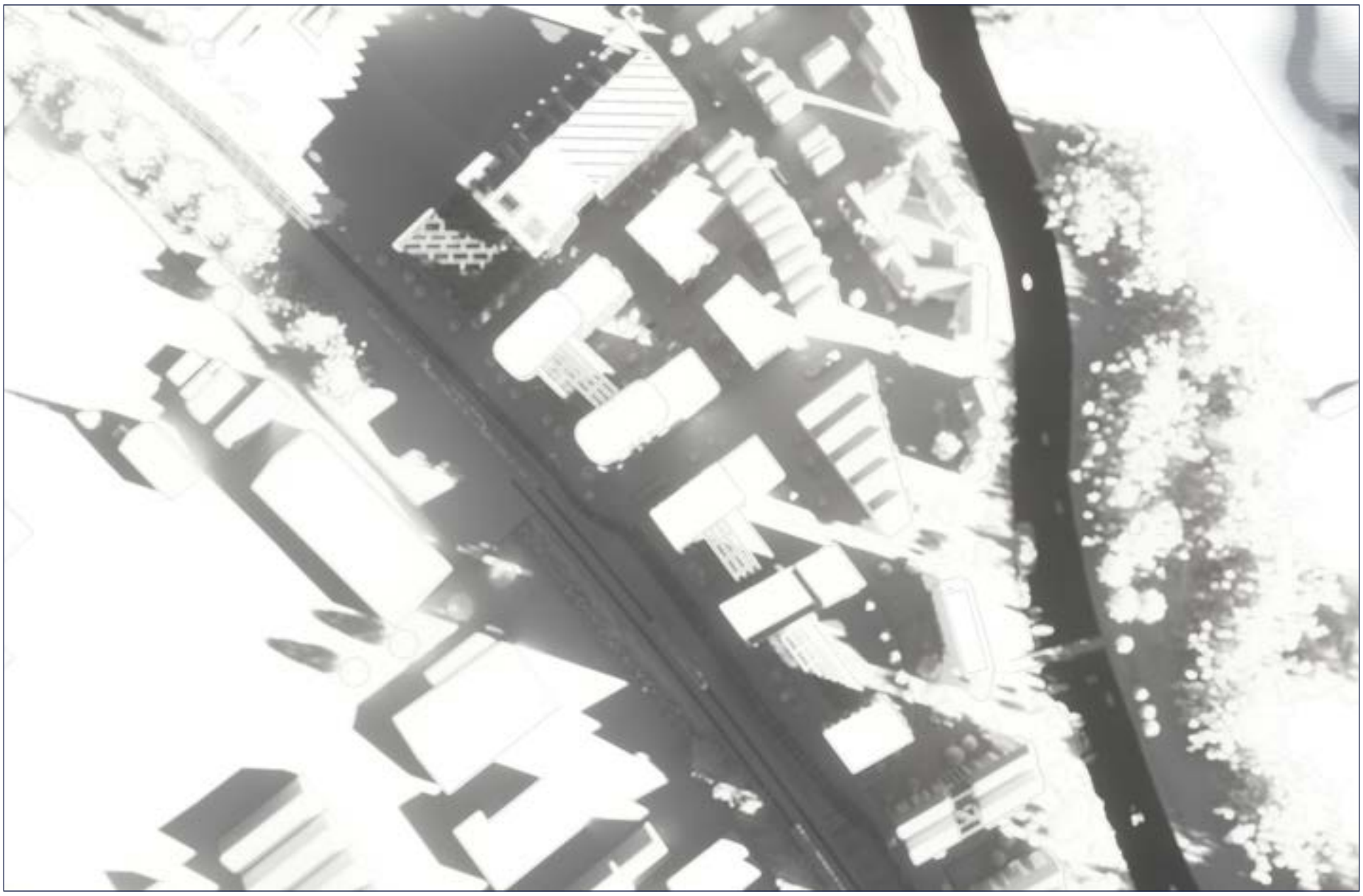


*Figure 10.28: Illustrative Shadow Study: Water Square Autumn 9.00AM*

*Figure 10.29: Illustrative Shadow Study: Water Square Autumn 11.00AM*

*Figure 10.30: Illustrative Shadow Study: Water Square Autumn 1.00PM*

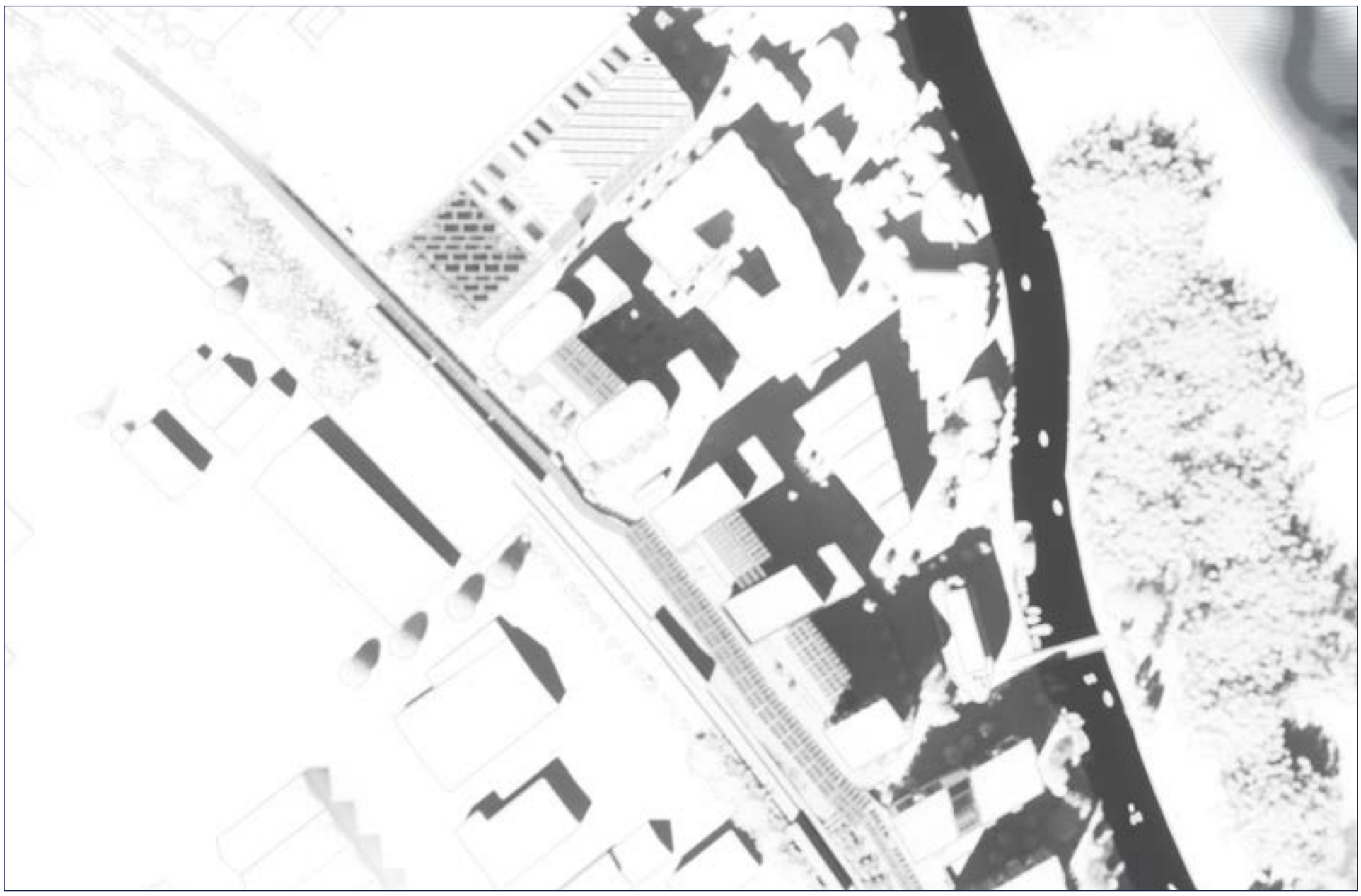


*Figure 10.31: Illustrative Shadow Study: Water Square Autumn 3.00PM*

# APPENDIX 2 - SHADOW STUDIES - WATER SQUARE WINTER

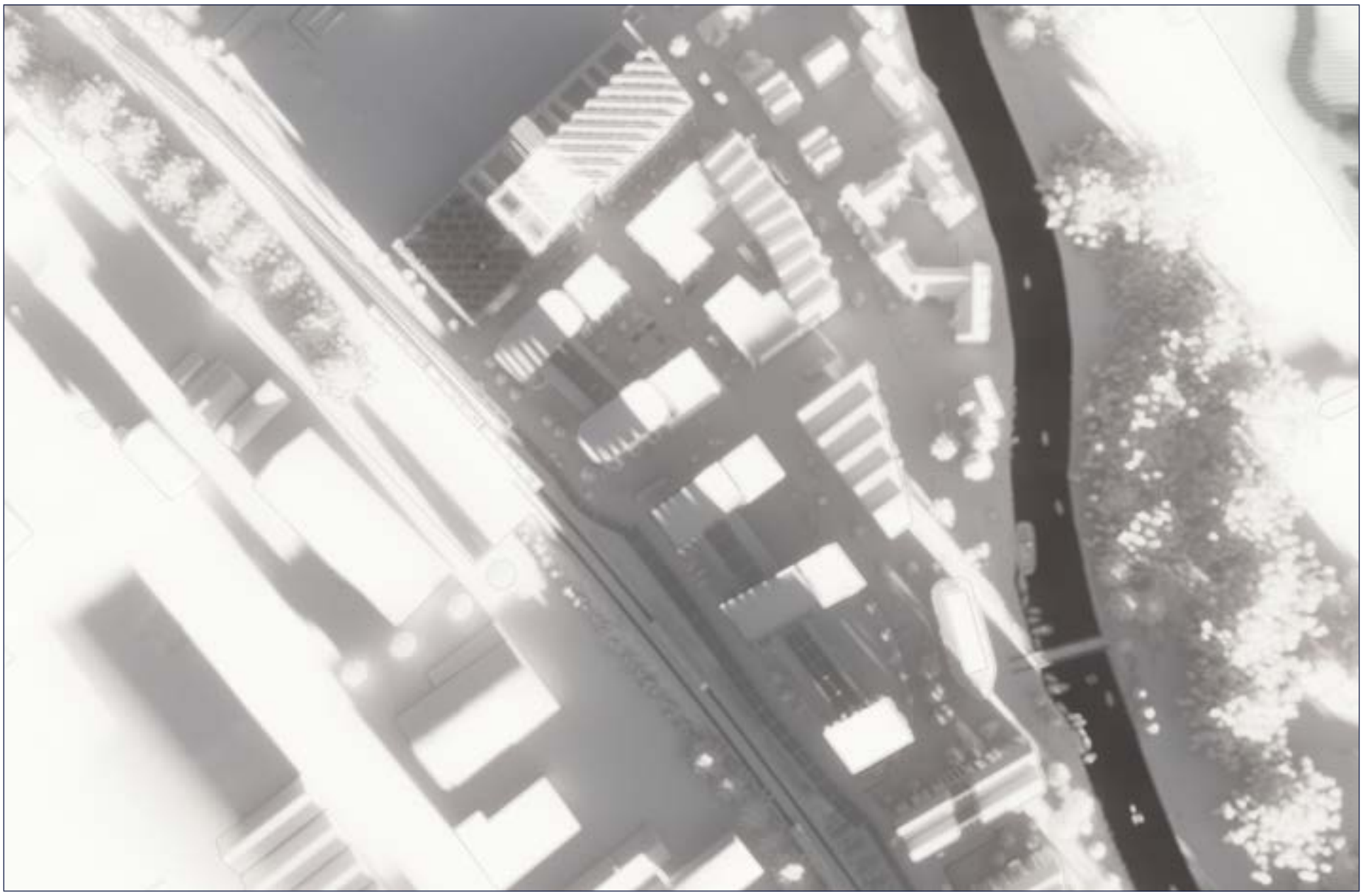


*Figure 10.32: Illustrative Shadow Study: Water Square Winter 10.00AM*

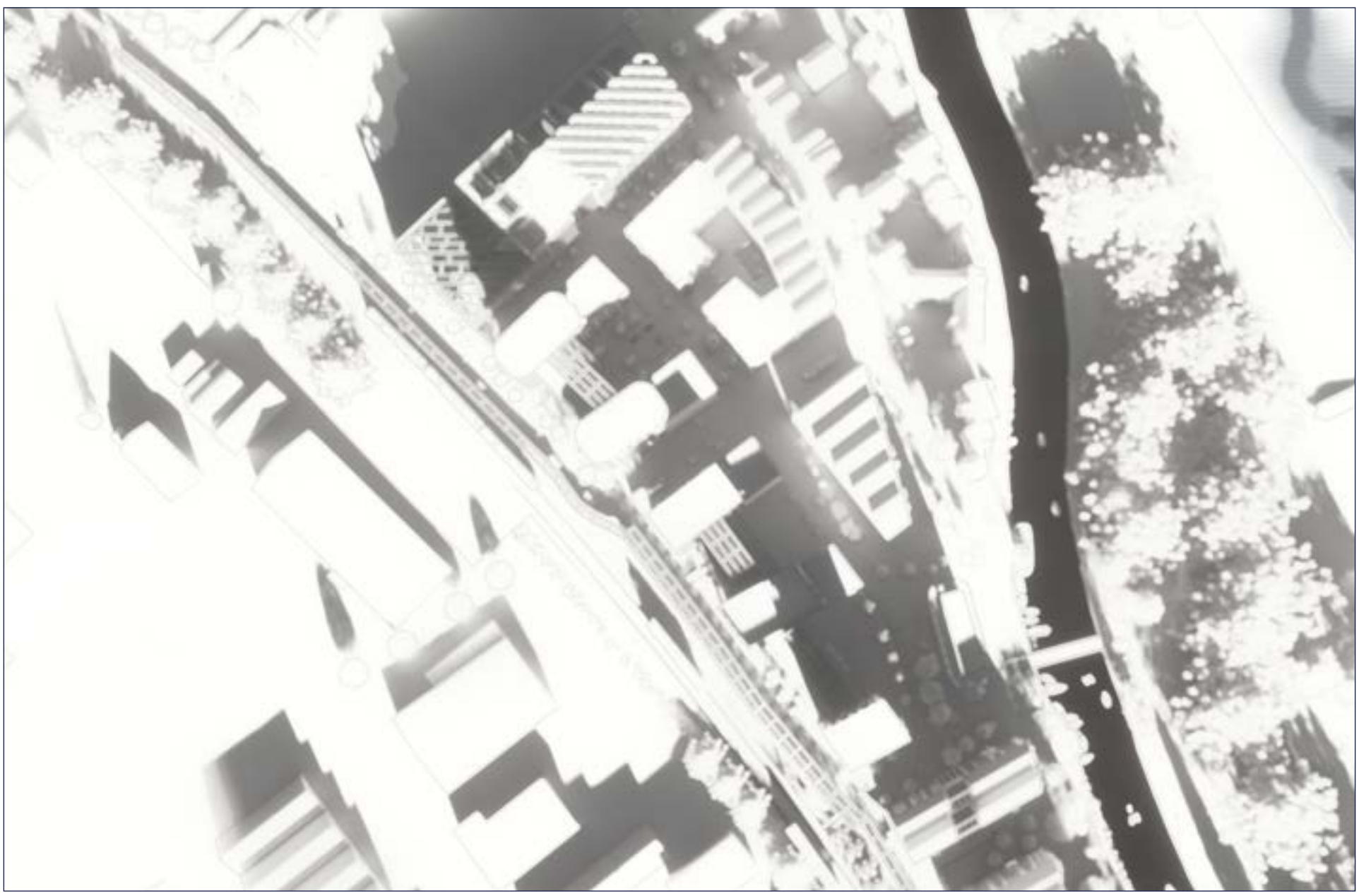


*Figure 10.33: Illustrative Shadow Study: Water Square Winter 1.00PM*

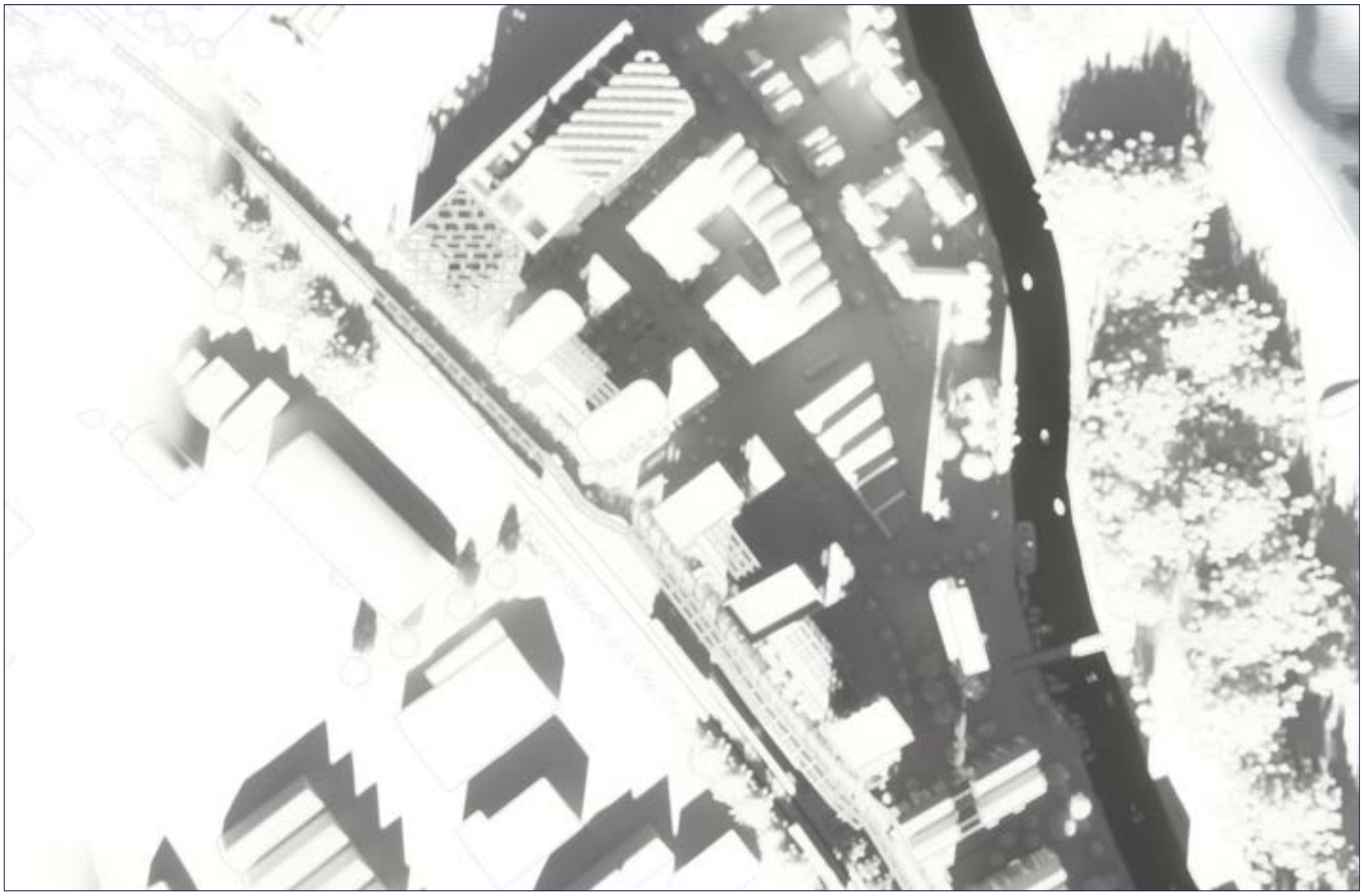


*Figure 10.34: Illustrative Shadow Study: Water Square Winter 2.00PM*

# APPENDIX 2 - SHADOW STUDIES - CANALSIDE SPRING

*Figure 10.35: Illustrative Shadow Study: Canalside Spring 9.00AM*

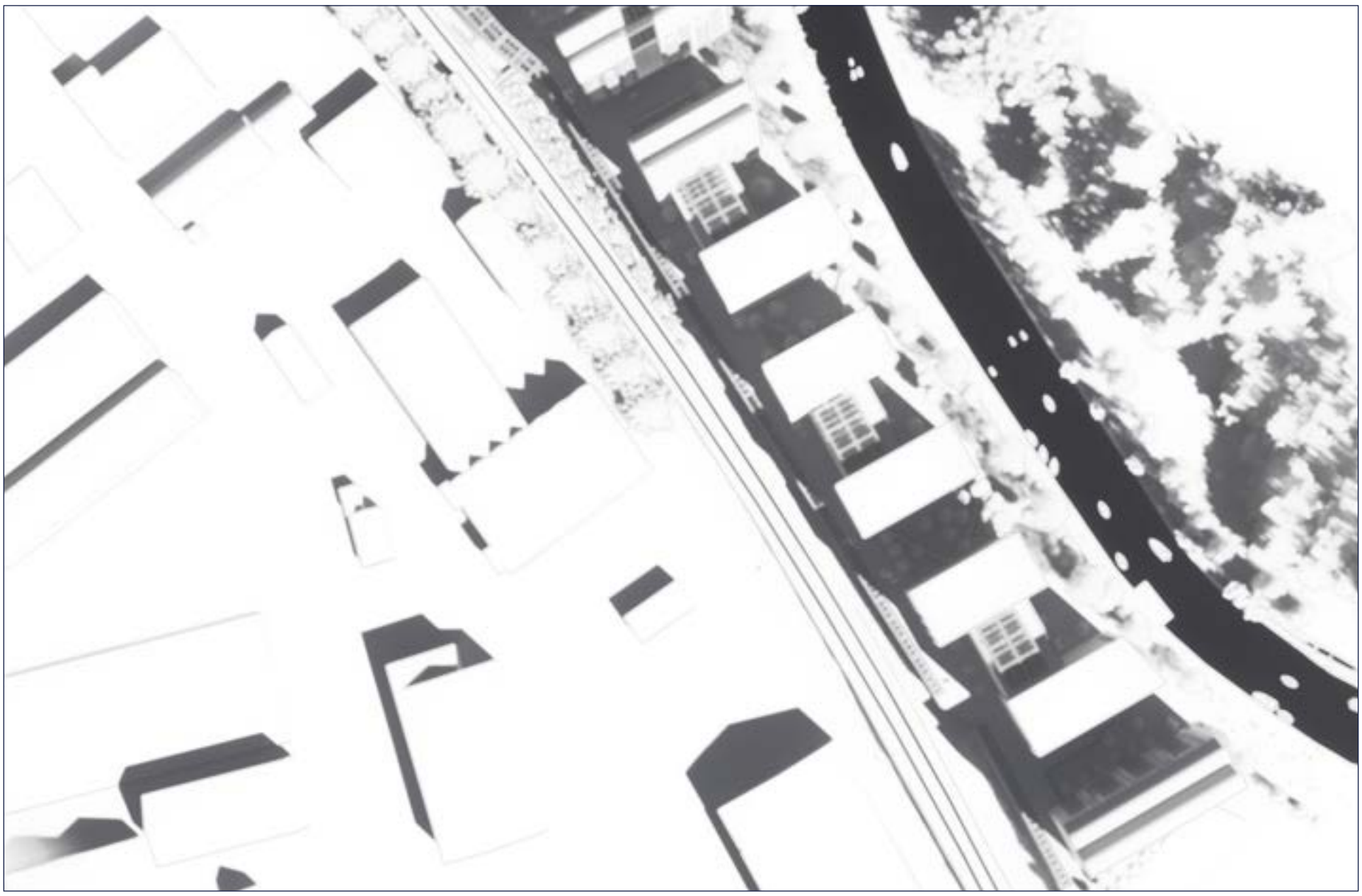


*Figure 10.36: Illustrative Shadow Study: Canalside Spring 11.00AM*

*Figure 10.37: Illustrative Shadow Study: Canalside Spring 1.00PM*

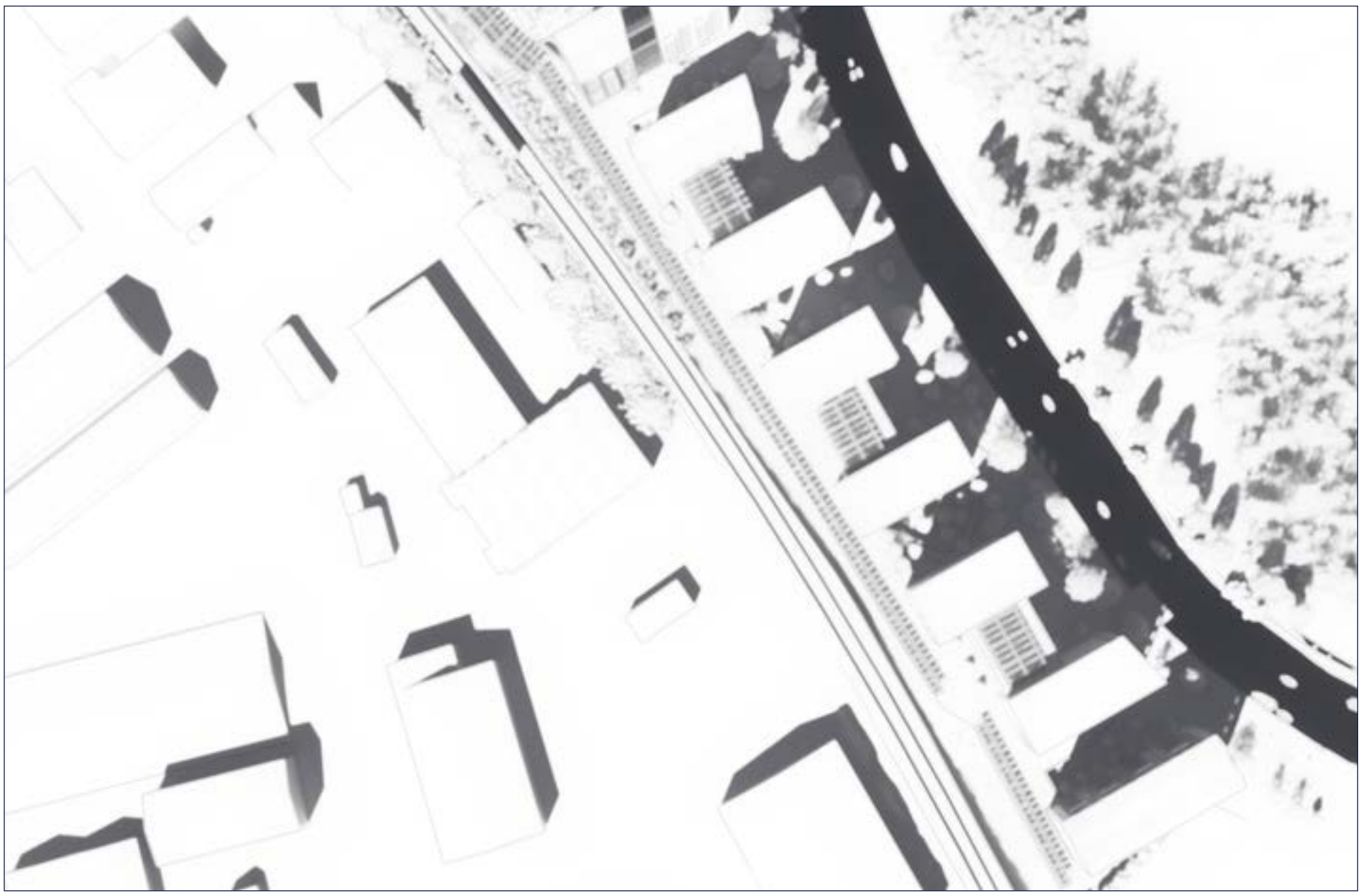


*Figure 10.38: Illustrative Shadow Study: Canalside Spring 3.00PM*

# APPENDIX 2 - SHADOW STUDIES - CANALSIDE SUMMER

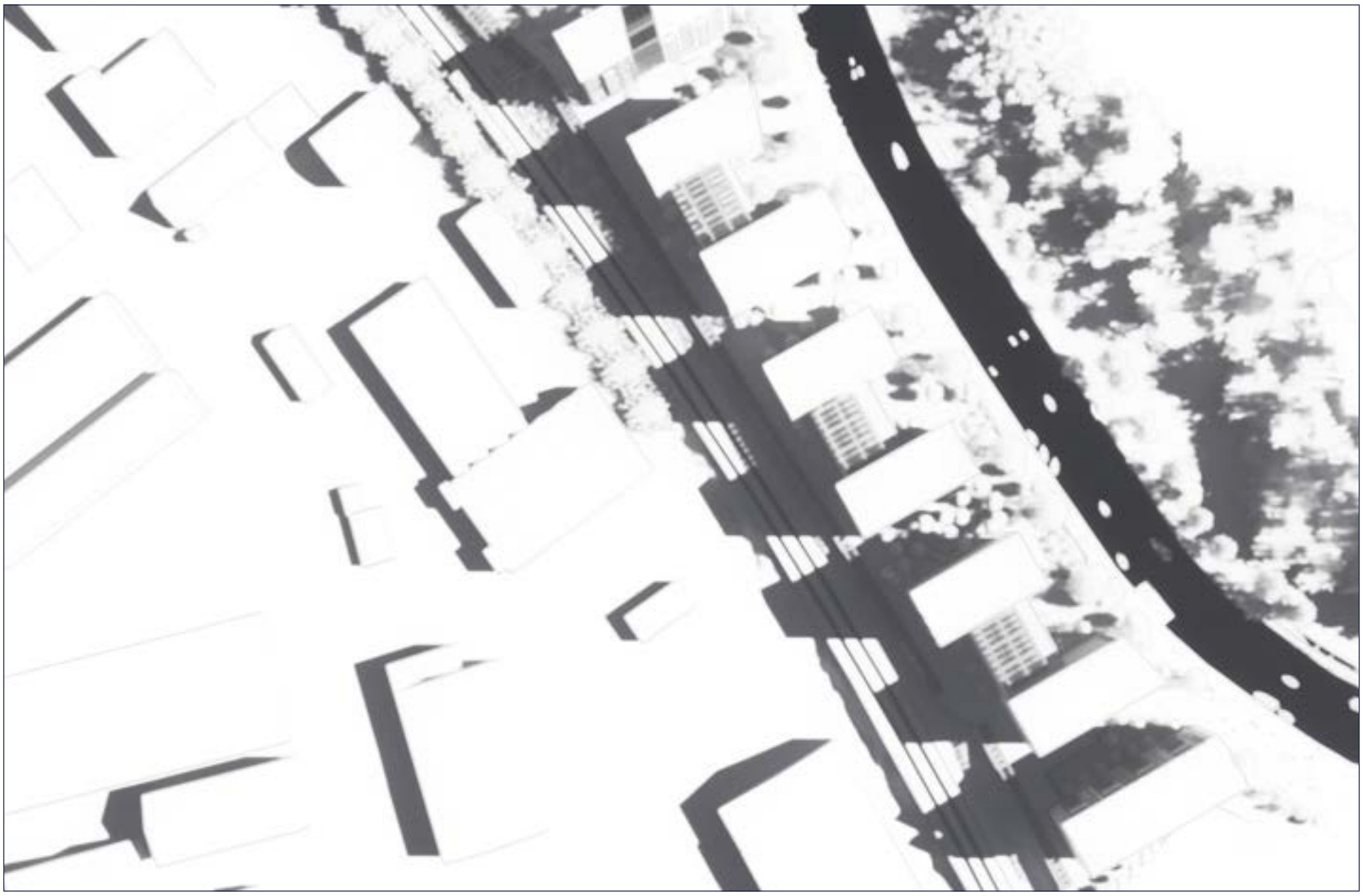


*Figure 10.39: Illustrative Shadow Study: Canalside Summer 9.00AM*

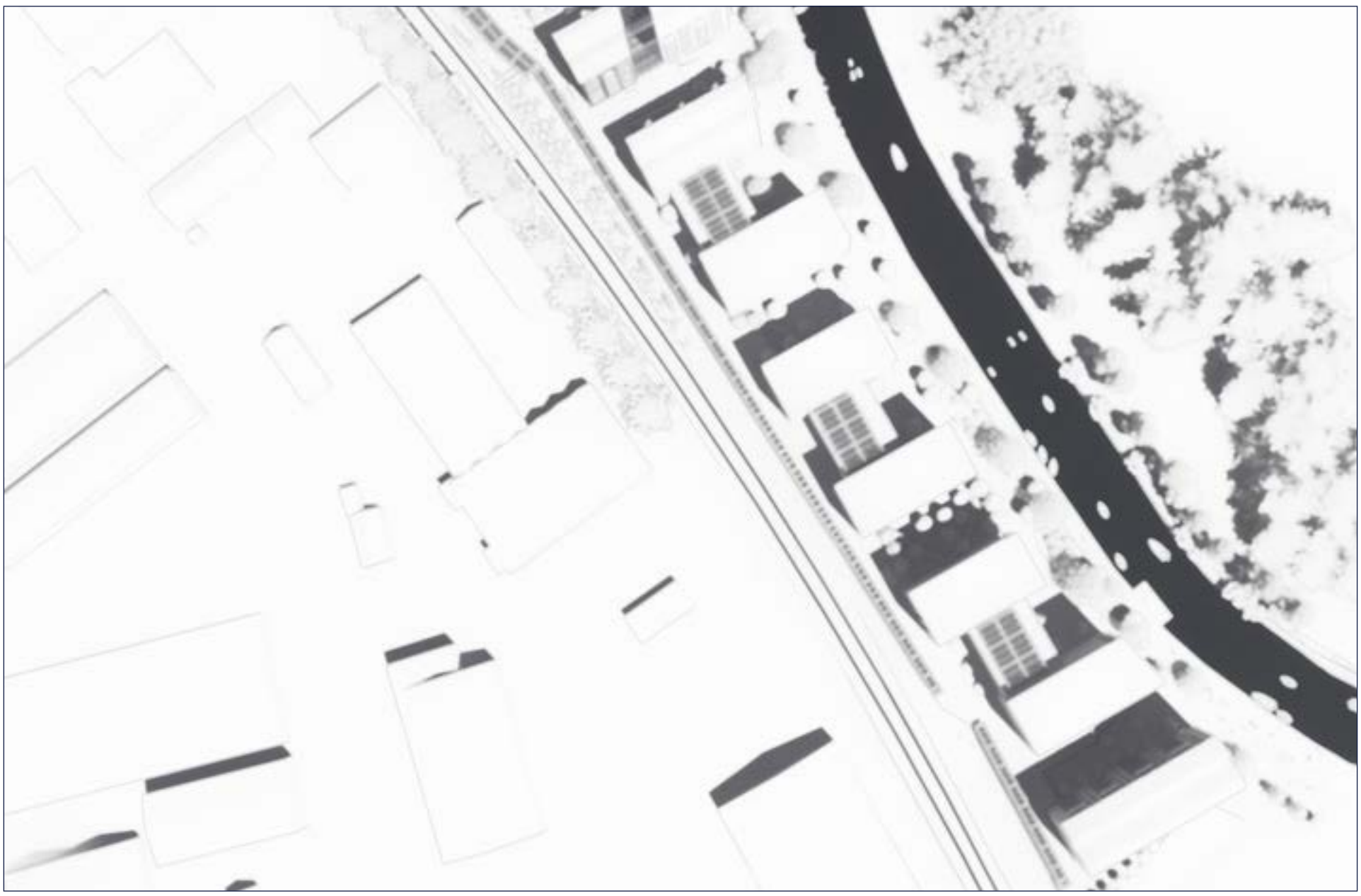


*Figure 10.40: Illustrative Shadow Study: Canalside Summer 12.00AM*

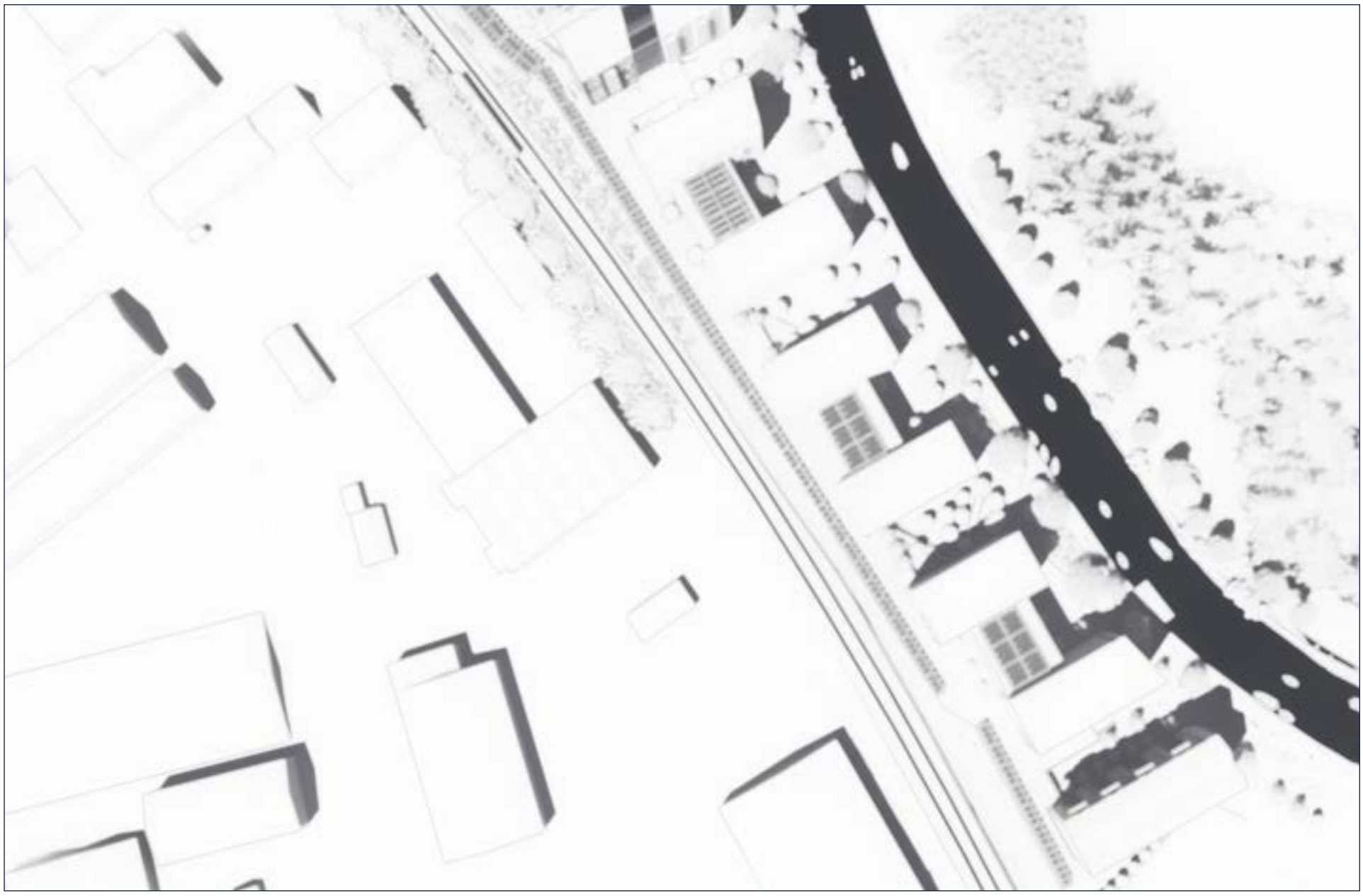


*Figure 10.41: Illustrative Shadow Study: Canalside Summer 3.00PM*

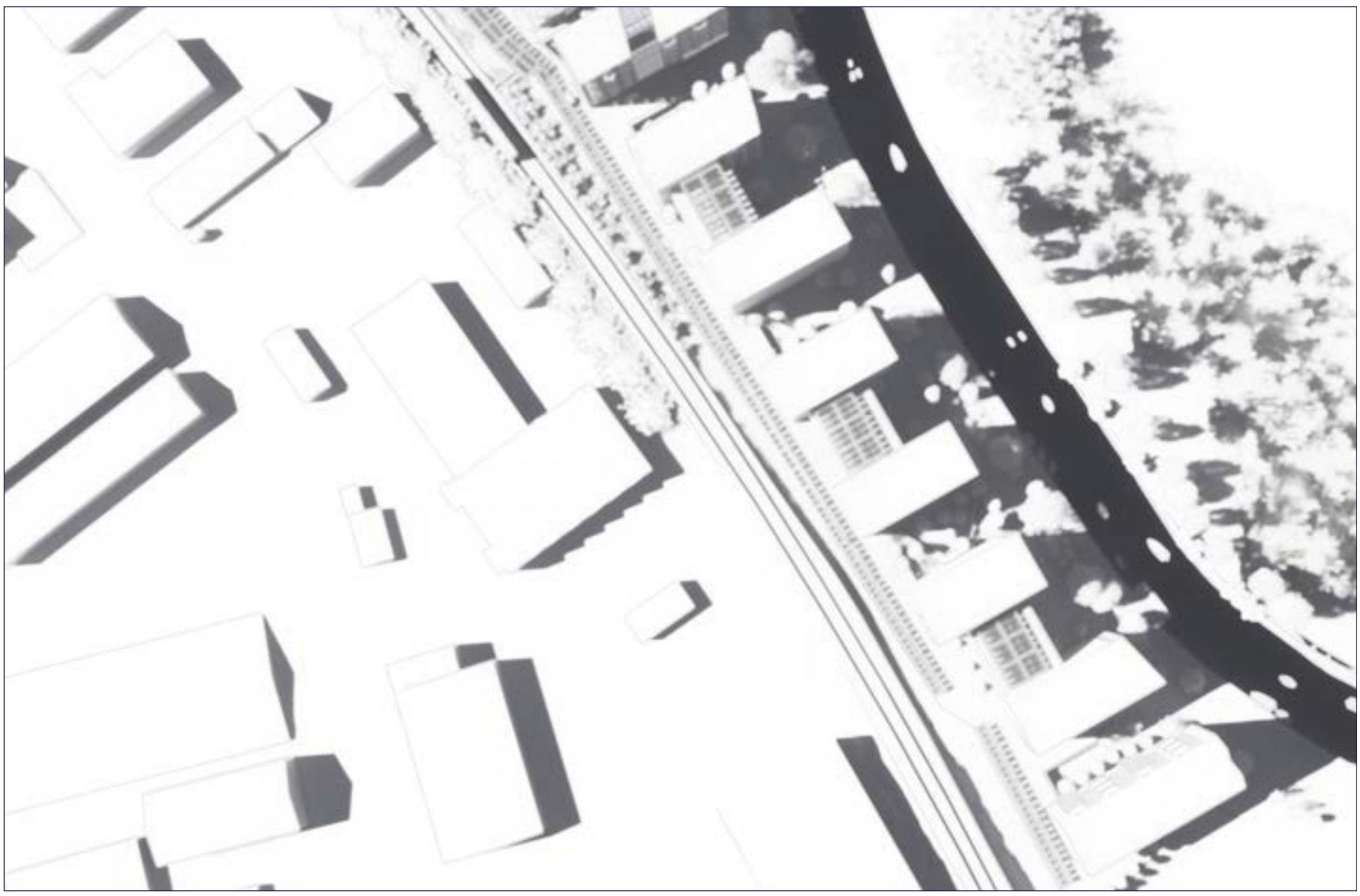


*Figure 10.42: Illustrative Shadow Study: Canalside Summer 6.00PM*

# APPENDIX 2 - SHADOW STUDIES - CANALSIDE AUTUMN

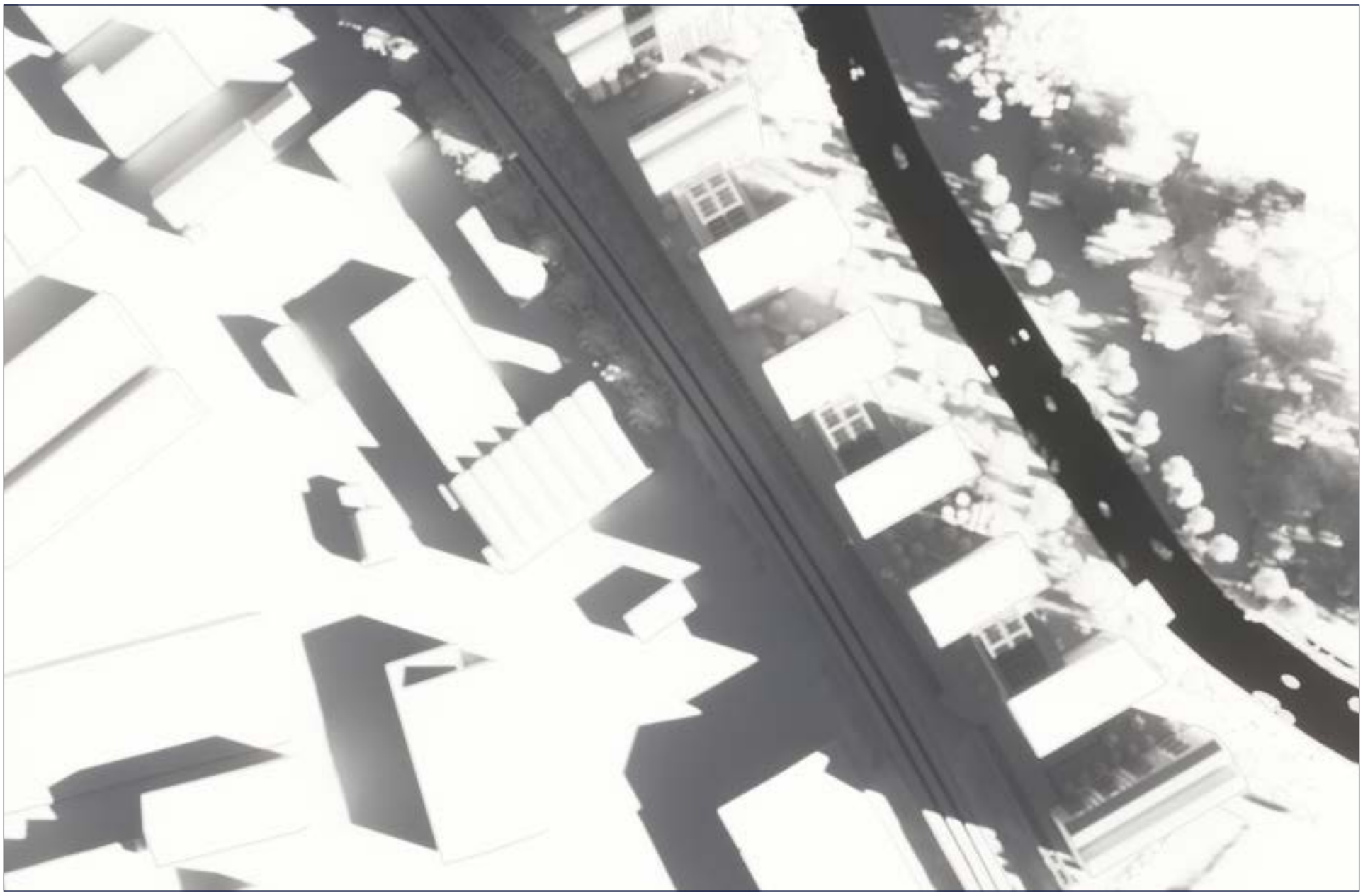


*Figure 10.43: Illustrative Shadow Study: Canalside Autumn 9.00AM*

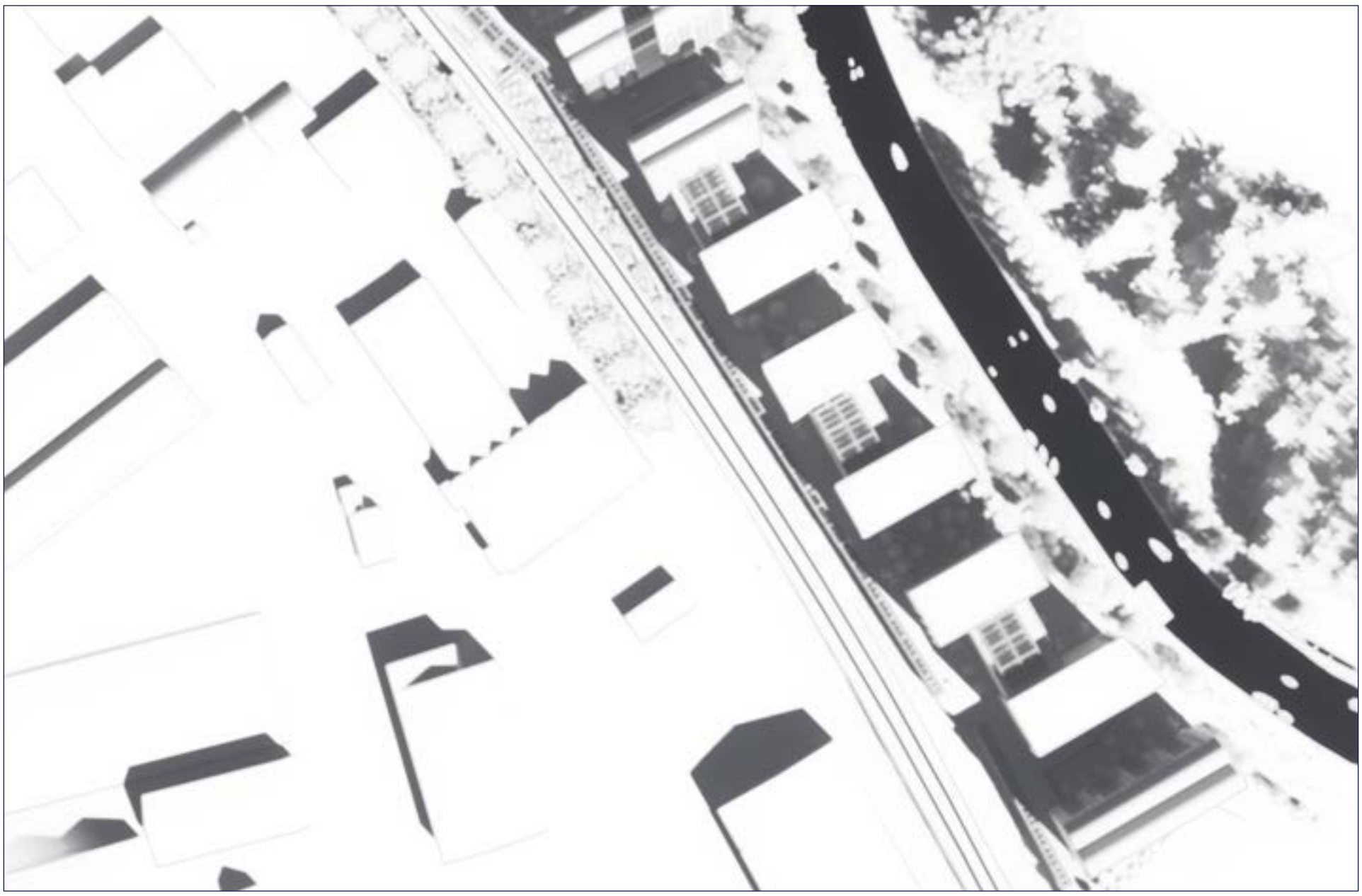


*Figure 10.44: Illustrative Shadow Study: Canalside Autumn 11.00AM*

*Figure 10.45: Illustrative Shadow Study: Canalside Autumn 1.00PM*

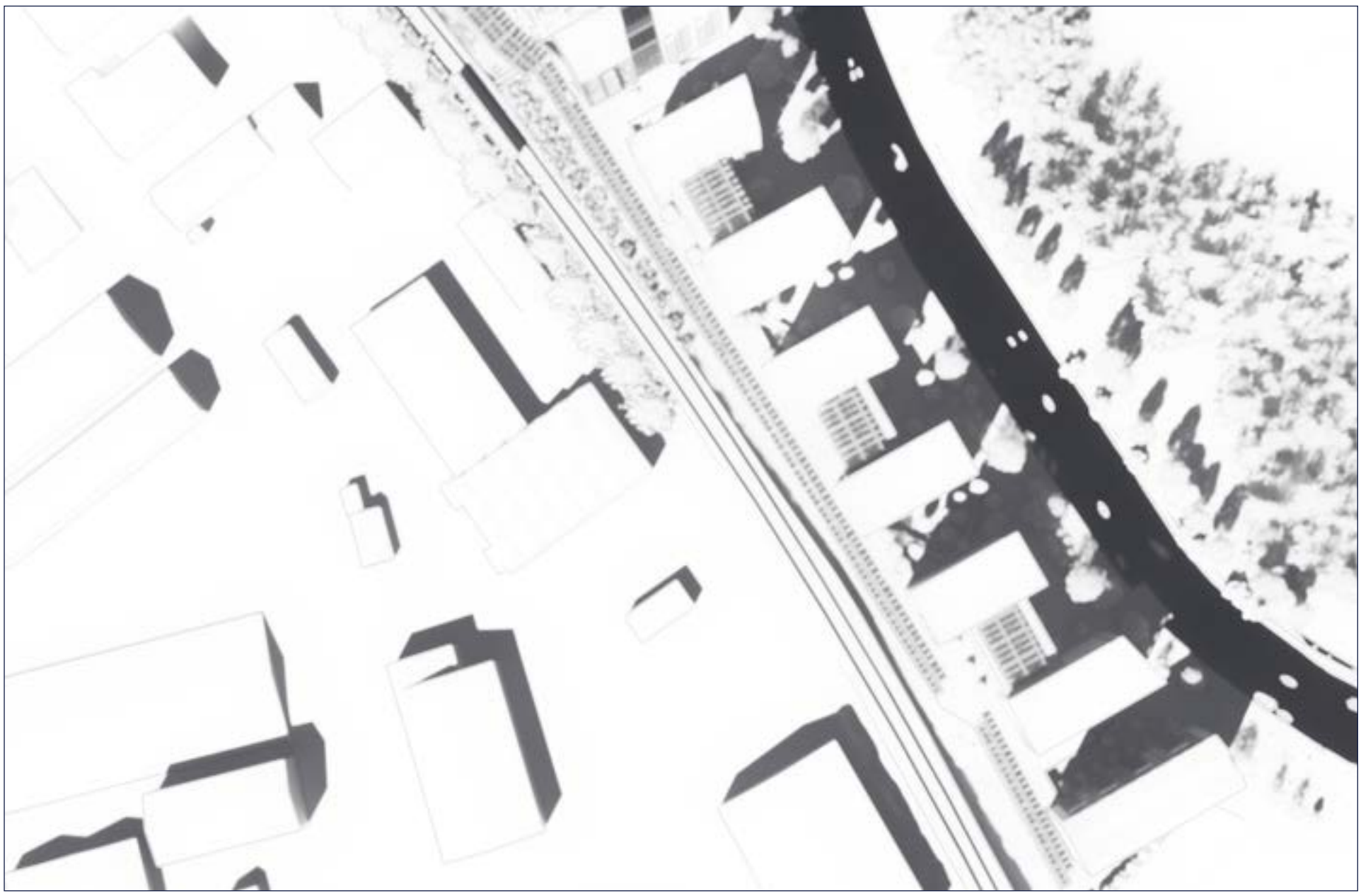


*Figure 10.46: Illustrative Shadow Study: Canalside Autumn 3.00PM*

# APPENDIX 2 - SHADOW STUDIES - CANALSIDE WINTER

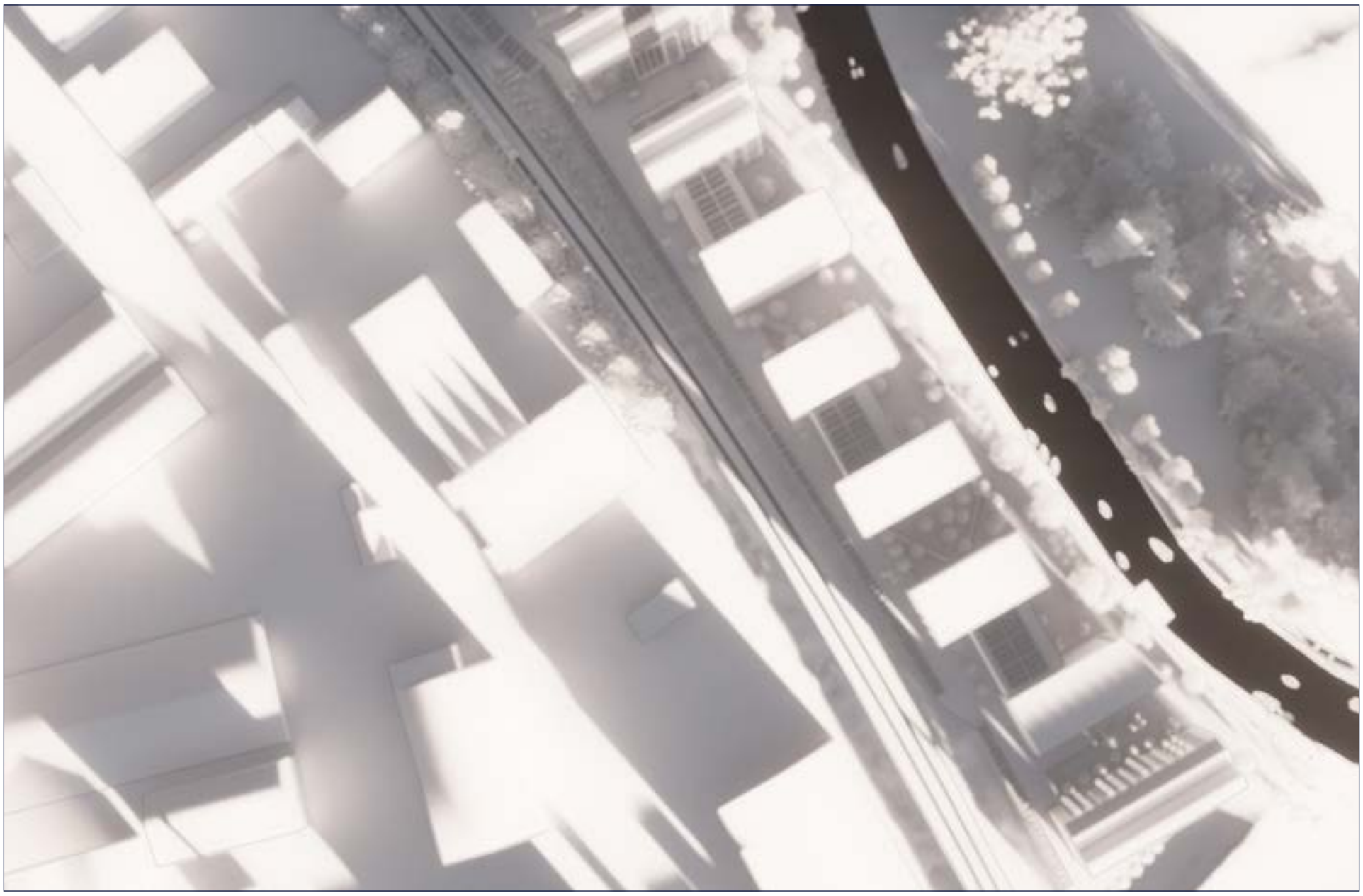


*Figure 10.47: Illustrative Shadow Study: Canalside Winter 10.00AM*

*Figure 10.48: Illustrative Shadow Study: Canalside Winter 1.00PM*

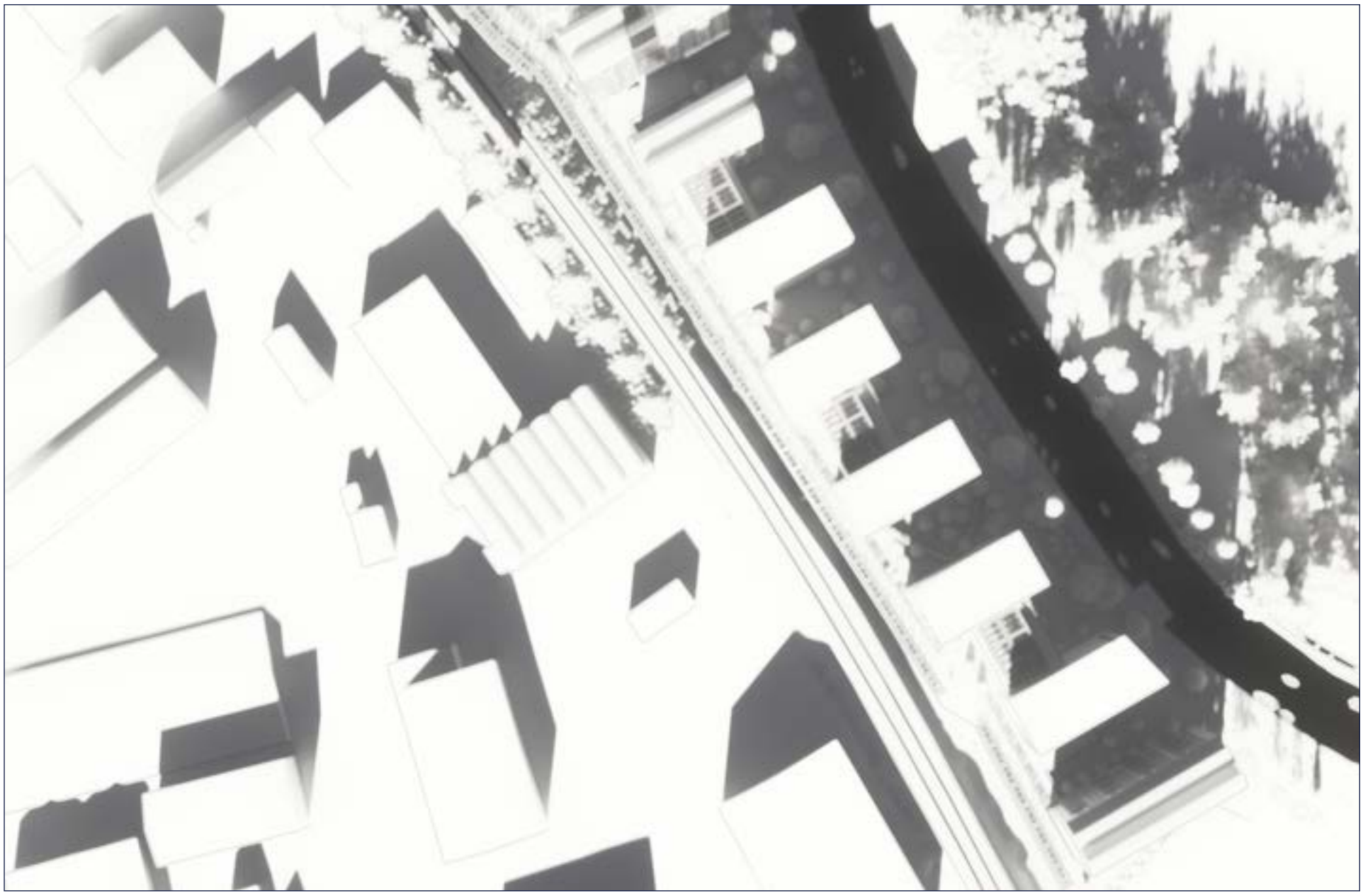


*Figure 10.49: Illustrative Shadow Study: Canalside Winter 2.00PM*

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