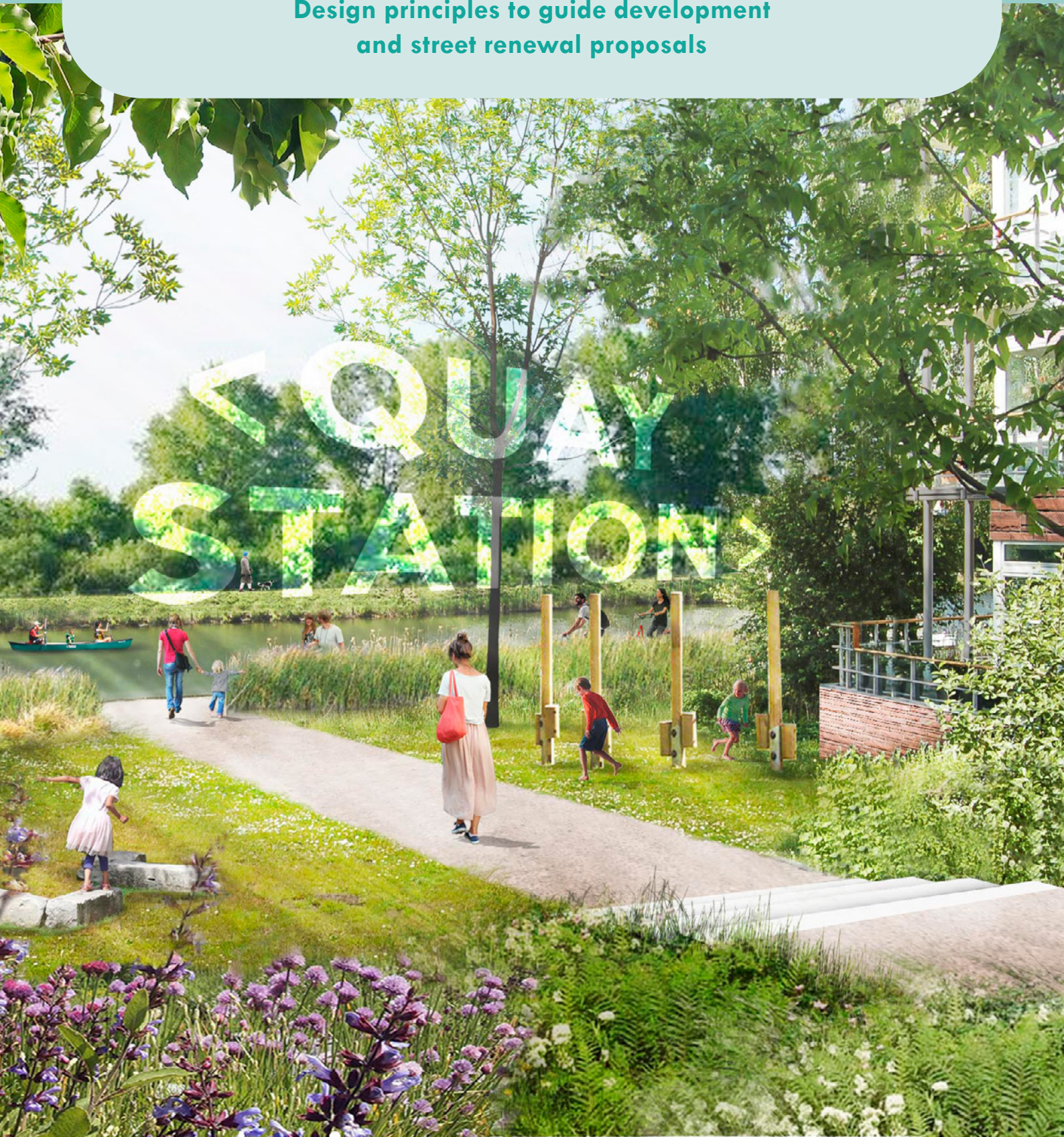


# Liveable Water Lane

Design principles to guide development  
and street renewal proposals





View from Haven Banks looking towards Water Lane

Water Lane presents a unique opportunity to create a new waterfront neighbourhood adjacent to Haven Banks & the Quay

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**PLAYABLE STREET**

**PEACEFUL**

**DOCTOR**

**SCHOOL**

**DENTIST**

**PUB**

**CORNER SHOP**

**FRIENDS**

**TRANQUIL STREET**

**CAFE**



Chapter One

# **Liveable Exeter Summary**

# Introduction

**“By the time they are an adult, a child born in Exeter today will live in a city that is inclusive, healthy and sustainable - a city where the opportunities and benefits of prosperity are shared and all citizens are able to participate fully in the city’s economic, social, cultural and civic life.” Exeter Vision 2040**

Exeter has a Vision for 2040 to be a global leader in addressing the social, economic and environmental challenges including climate change and urban renewal. With a commitment to transformational change and sustainable growth, the Vision has seven key outcomes:

- An innovative & analytical city
- A healthy & inclusive city
- The most active city in the UK
- Accessible world-class education
- A liveable & connected city
- A leading sustainable city
- A city of culture

The Exeter Plan, (currently in draft) is entirely driven by achieving these outcomes and they are embedded across all key policies and development sites within the draft plan.

Liveable Exeter is an Exeter City Council initiative which will support the Exeter Plan to deliver the Exeter Vision 2040. It describes how the growth of the city can be shaped by its unique qualities in a way that benefits people, the environment and the economy.

new homes



## **A Liveable City**

Exeter combines the strengths of a global city with a local perspective; The city's rich heritage, the river Exe and the surrounding countryside on the doorstep, alongside great and internationally recognised places to work and study give Exeter a unique character and appeal. The network of neighbourhoods that make up the city, such as St Thomas, St Leonards and Whipton, retain some of the qualities of the small villages that once surrounded the city wall.

### **Together, these distinct qualities create the foundations of a liveable city.**

As Exeter grows it will be important to recognise the qualities that make it liveable as well as significantly improve the places across the city which are detracting from these qualities. The streets, spaces and parks that link neighbourhoods and key destinations like the city centre need to be safe and attractive to use, encouraging people to be active and use cars less. The major institutions and business that give the city its strength and status need to be recognised and supported to respond to shifts in technology, shopping patterns, and social patterns. The investment and funding achieved through transformational development and infrastructure renewal projects will be how the outcomes are achieved.

A set of high-level Liveable Exeter Principles have been developed which will guide new development and infrastructure projects and ensure changes in the built and natural environment deliver the outcomes of the Exeter Vision 2040.



## How to make it happen

If each development opportunity and infrastructure project is looked at in isolation and brought forward through conventional planning and development processes, the Exeter Vision 2040 is unlikely to be realised. A holistic delivery plan is required to demonstrate the potential to create a virtuous cycle of investment and return. The Liveable Exeter Place Board, the innovative Exeter Development Fund and other interventions already gives the public sector a strong leadership role as well as a mechanism for collaborating with the private sector. Together with the Liveable Exeter Principles they provide tools to support delivery of the Exeter Vision 2040.

The Liveable Exeter Principles have been created to clearly articulate what success will look like for the development of large-scale brownfield developments and associated infrastructure renewal projects in the city. They build on the following simple concept which sets out the main spatial components that make up the city and what is needed to support a Liveable Exeter:

**1. The global city drivers** The city needs to strengthen the strong image and identity of Exeter on which its status is based. It requires investment into creating high quality places which enhance the natural and historic environment, alongside supporting the institutions and businesses that put Exeter on the global stage.

**2. The local communities** Each development and infrastructure renewal proposal should always be thought about in terms of the quality of life it can bring to the communities that make up the city. This means investing in the things that support local daily life such as new community facilities, better green spaces and better local high streets.

**3. Connecting it up** The city needs to invest in its streets and spaces to ensure they are of the highest quality and support healthy lives and wellbeing. The renewal of the city's streets and spaces will create the framework for new homes and jobs to be delivered successfully.

The principles for Water Lane set out within this document directly relate to the over-arching Liveable Principles whilst adding context and site-specific details.

# Liveable Exeter Principles

## Memorable places

Exeter has strengthened its relationship with key features that define the image of the city including the River Exe, the City Centre and the surrounding hills.

## Outstanding quality

Exeter has high-quality living, working, learning, leisure, cultural and historic environments which help to attract top businesses, the best talent and retain young people.

## Welcoming neighbourhoods

Exeter is made up of a network of compact and well-connected neighbourhoods where people can access day to day services such as care, schools, work and social spaces by walking and cycling.



The Liveable Exeter set of principles will contribute to delivering the overall vision for Exeter by 2040. They are set out under the following headings to capture the key outcomes Exeter aims to achieve.



of principles are tools to  
 outcomes of the Exeter Vision  
 er 6 themes which together  
 Exeter is seeking to achieve.

## Spaces for people & wildlife

Exeter's urban and natural spaces are attractive and well-connected environments well used for recreation, active travel and support a thriving wildlife.

## Active streets

Exeter has transformed into a city with high-quality streets where active travel, public transport and shared mobility are the natural and most convenient choice for most journeys.

## Liveable buildings

Everyone can find a good quality home that suits them, within a welcoming neighbourhood and at a price they can afford.



Water Lane today is a leafy area with buildings and features reflecting its industrial past

## Chapter Two

# Water Lane Today

Water Lane has been identified by Exeter City Council as a significant opportunity for regeneration and an important site in delivering the type of living, working, learning and leisure environment Exeter needs in the future. It will be a flagship development setting a benchmark for future Liveable Exeter sites.

Water Lane is located adjacent to the Exeter Ship Canal, historic Quay and mainline railway line leading into the city and is approximately a 10 minute walk from the City Centre. The site currently comprises vacant land, car parking, industrial uses, utilities infrastructure, business premises and pockets of housing. It is an underutilised site in the context of its central location.

The vision for Water Lane is captured by Liveable Exeter as an enterprising, self-sustaining community, a place to work as well as to live close to the city's best loved assets. This will be a walkable place where day to day needs can be met without the use of a car. The opportunity is based around helping to deliver Exeter's zero carbon future requiring a phased transition from large scale, single use retail and service industrial areas into a vibrant mixed-use community.

Although planned as a new community, this site can bring significant improvement to surrounding neighbourhoods. It will open better access to the valley parks, include new workspace, shops and schools and seek to make major shifts in mobility to take pressure off busy road corridors.

## **A historic waterside community**

The area has a strong character influenced by the canal and its industrial history which can be seen in the warehouses surrounding the basin, the former power station, the stone basin walls, the swing bridges and boats. The canal and city basin were recognised by the National Maritime Trust and National Historic Ships UK as a Heritage Harbour in 2020. There is also an active community of businesses, associations, community groups and water users including commercial boat building, boatyard, water sports clubs and hire, a voluntary friend's group and the Exeter Canal and Quay Trust.

The vision for Water Lane seeks to retain and respect the historic features of the area whilst also ensuring development supports and enhances the diverse community of water-based activities and capitalises on the unique city-wide opportunities of the canal and basin.


























Maritime heritage and water-based uses are central to the local character and community

## Opportunities & constraints

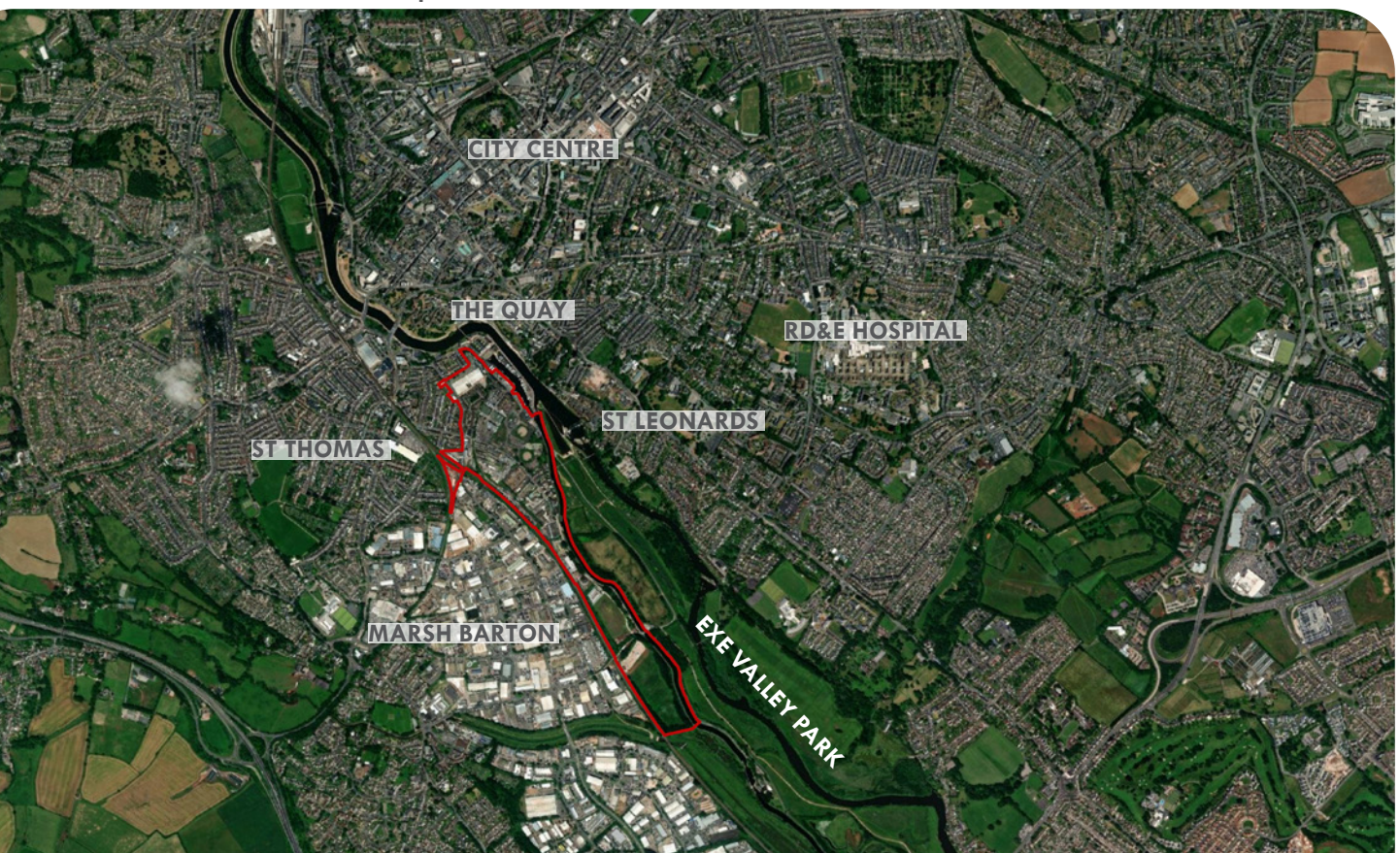
The plan opposite shows key spatial opportunities and constraints that are currently known. Proposals are expected to undertake their own comprehensive mapping and analysis to inform the response in relation to the Water Lane Principles.

### Legend

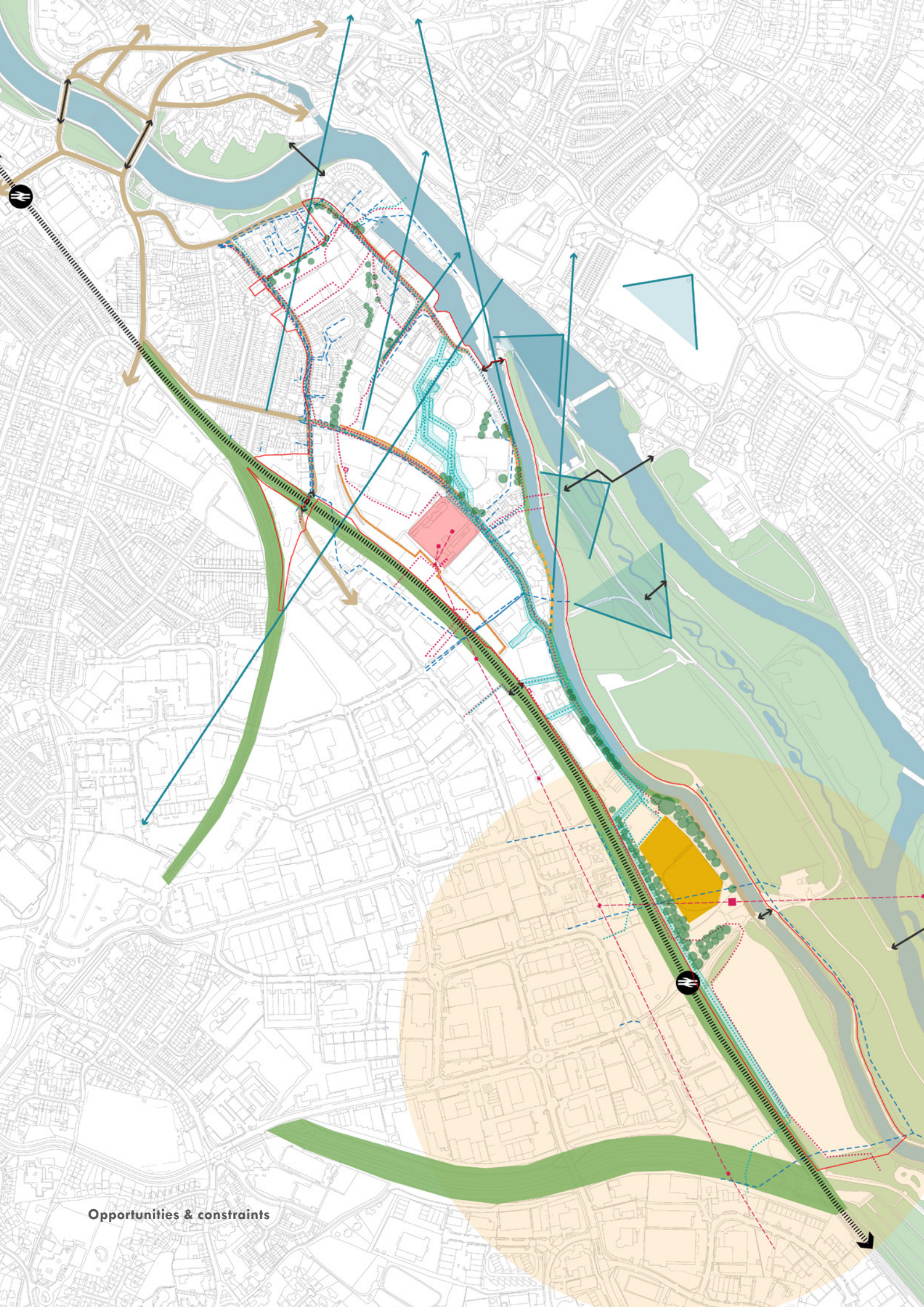
|   |                                |  |                                    |
|---|--------------------------------|--|------------------------------------|
|    | Regeneration boundary          |    | Overhead powerlines                |
|    | River & canal                  |    | Pylon                              |
|    | Exe Valley Park                |    | Underground power cable            |
|    | Railway & train station        |    | Power substation                   |
|    | Existing trees within the site |    | Bulk supply point                  |
|    | Vehicle dominated streets      |    | Gas pipeline*                      |
|    | Narrow footpath                |    | Gas 6m easement                    |
|    | Existing bridges               |    | Gas 6m consultation zone           |
|  | Existing underpass             |  | Incinerator 500m consultation zone |
|  | Important wider views          |  | Sewer water                        |
|  | Glimpse views to key landmarks |  | Level change                       |
|  | Solar Farm                     |  |                                    |

\* We understand that options for consolidation of gas infrastructure are being explored by utility provider

### Water Lane site location plan







Opportunities & constraints



The canal and views to city landmark are key defining features of Water Lane.

## Chapter Three

# Water Lane Principles

A key principle of Liveable Exeter is that growth and development deliver tangible benefits for the people of Exeter, its environment and economy.

The following Water Lane principles clearly express Exeter City Council's aspirations for the redevelopment of the site. They are intended to ensure that development of the various land parcels is coordinated towards a cohesive, low-carbon and place-led outcome.

They have been written to expand on the Liveable Exeter Principles to ensure the full intent of the wider Liveable Exeter initiative is captured. The principles set out site specific requirements that development will be expected to meet. They are intended to help guide developer proposals and allow decisions to be made on whether individual planning applications meet the requisite quality.

The principles set an overarching placemaking framework for Water Lane in a series of requirements, images, and framework diagrams to illustrate how they apply across the site. The principles are strategic in nature and are intended to retain flexibility on the detailed layout of the site to be determined by developer proposals.

Exeter City Council is committed to working collaboratively with developers and landowners at Water Lane to fully capitalise on the opportunity and to address significant challenges presented by the condition of the site.

Exeter City Council have started the process of producing a Design Code for Water Lane which, once complete, will be adopted by the Council. The Design Code will be based on the Water Lane Principles whilst adding details where suitable.



## Concept framework diagram

Water Lane will be a new vibrant mixed-use neighbourhood along the waterfront helping the city to turn back to the river Exe.

Frequent attractive, green streets run towards the river, whilst Water Lane (the street) forms an active travel spine through the neighbourhood to Marsh Barton Station.

A new centre and green space form the heart of the new neighbourhood with strong connections to the waterfront which draw these qualities further into the development. Local nodes on active travel routes and around points of interest create opportunities for active uses and incidental spaces.

ST LEONARDS



LOCAL NODE



OPPORTUNITY SITE



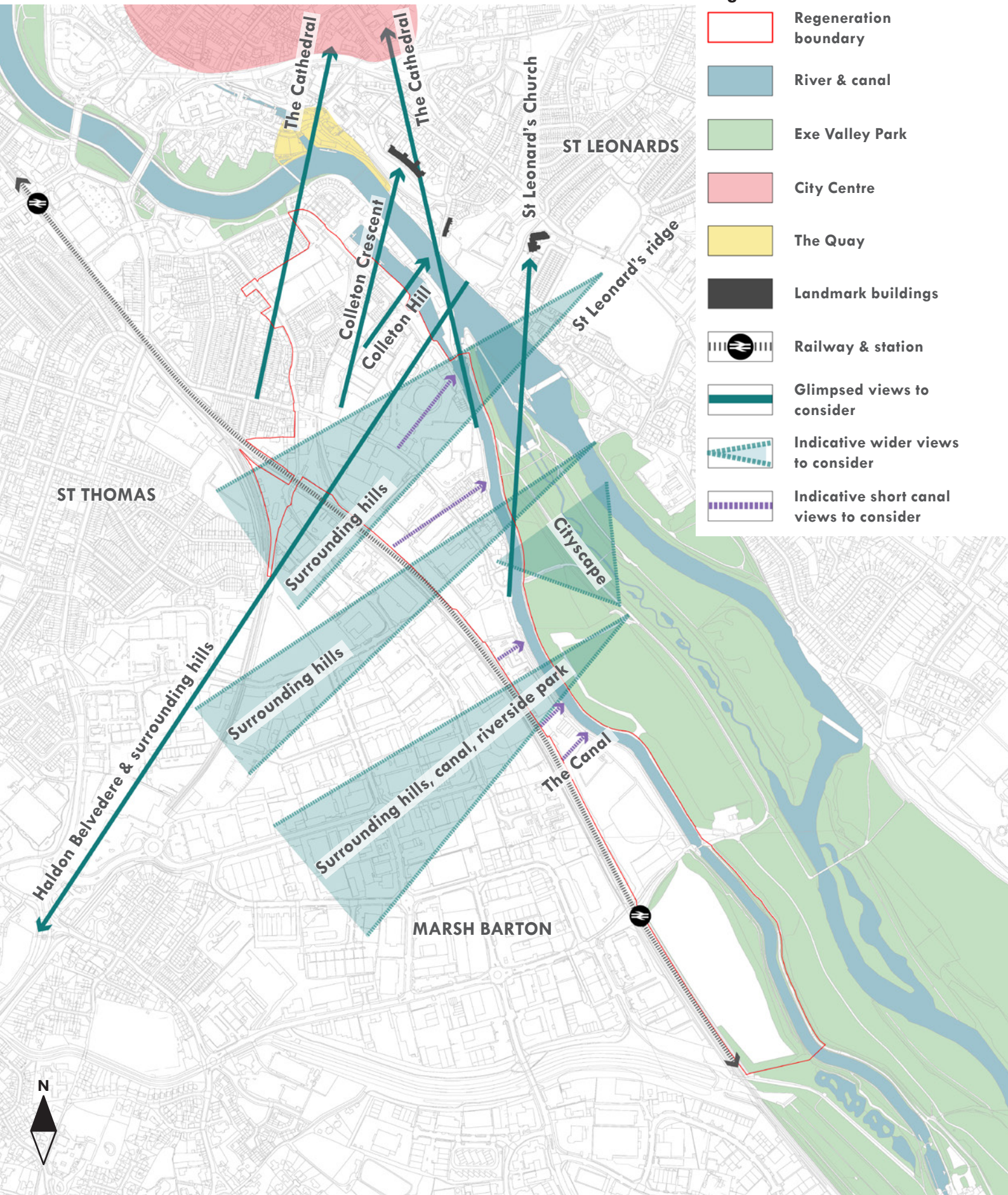


# Memorable places

**The City-wide ambition: Exeter has strengthened its relationship with key features that define the overall image of the city including the River Exe, the City Centre, and the surrounding hills.**

## Requirements for Water Lane

- ➔ A new mixed use waterfront neighbourhood which improves Exeter's relationship with the river Exe achieved by:
  - Drawing the influence of water into the character of the streets and spaces of Water Lane.
  - New waterfront buildings and public spaces which place greater emphasis on the river and canal and provide additional space for water-related activities.
  - Enhanced connections to the waterfront from Water Lane and surrounding areas.
  - Improved connections along the waterfront and across the canal.
  - Framed views through the development to the waterfront with frequent gaps in the built form.
- ➔ Important glimpsed and panoramic views are agreed through development of a Design Code and discussions between applicants and ECC. Views are to be informed by an analysis of existing townscape, natural features, wider landscape and the developing new character of Water Lane.
- ➔ Development proposals make efficient use of land and infrastructure with a density, mix of uses and urban form reflecting the location close to the City Centre, Quay and employment areas.
- ➔ Active travel, shared mobility and public transport connections are the natural choice and contribute to overall vitality of the area. Connections are improved beyond the site between key employment areas, the river, Quay and City Centre.
- ➔ The canal and basin are re-enforced as an integral part of the city's economic, social and cultural character, by incorporating opportunities for appropriate water-related uses, based on consultation with local stakeholders.



**Legend**

- Regeneration boundary
- River & canal
- Exe Valley Park
- City Centre
- The Quay
- Landmark buildings
- Railway & station
- Glimpsed views to consider
- Indicative wider views to consider
- Indicative short canal views to consider

Framework plan showing views to key landmarks and features



# Outstanding quality

**The City-wide ambition: Exeter has high-quality living, working, learning, leisure, cultural and historic environments which help to attract top businesses, the best talent and retain young people.**

## Requirements for Water Lane

- ➔ Water Lane is predominantly car free taking advantage of its central location, offering a new type of healthy, low carbon living, learning, leisure and working environment for Exeter.
- ➔ Water Lane is a flagship project making a significant contribution to Exeter's ambition of being carbon neutral by 2030 with innovative solutions to buildings, spaces, transport and energy using data and analytics.
- ➔ Individual proposals are to come forward with outline plans describing both existing and future relationships with adjacent plots. This should include connections with potential development and any shared infrastructure needs, taking account of approved and live applications. Proposals are to align with the spatial plan captured in the emerging Design Code.
- ➔ Opportunities are explored for the strategic consolidation of infrastructure related to gas, bulk supply point, power lines and flood risk that don't compromise positive placemaking particularly near key locations such as the neighbourhood centre, the waterfront, Water Lane and Marsh Barton Railway Station.
- ➔ Flood mitigation measures are well integrated with the overall design and positively contribute to placemaking, with building entrances and windows animating all streets and well-considered level changes that are attractive and accessible to all users. The measures also contribute to a safe, resilient, and future-proofed local environment. More detailed requirements to be set out within the Design Code with input from the Environment Agency.
- ➔ A co-ordinated energy strategy is developed to minimise overall carbon emissions and demand on the energy grid.
- ➔ Opportunities to strengthen the relationship with the University, the hospital and other key institutions and destinations are explored through enhanced physical connections and provision of facilities and appropriate housing types.





Computer generated image of what a high-quality environment in Water Lane could look like with green links to the canal as a key feature.

- ➔ Street and building interfaces with the bulk supply point are carefully considered and allow for the facility to stay in-situ. Key considerations include visual and acoustic amenity for residents, reducing the equipment's prominence and visibility in the public realm, and demonstrating coherent future proposals if the bulk supply point site does come forward for development.
- ➔ Management strategies and ownership for the public realm and communal private spaces, on the ground plane within development parcels, are clearly communicated in proposals.

## The canal & basin

- ➔ Exeter's historic canal side environment is enhanced with key buildings, materials and industrial structures retained and reused creatively to support a distinct character rooted in the history of the area.
- ➔ The requirements and safeguarding of strategic access points to the canal at the Basin and Gabriel's Wharf are reviewed through engagement with local organisations, businesses and developers as part of the emerging Design Code.



# Welcoming neighbourhoods

The city wide ambition: Exeter is made up of a network of compact and well-connected '20-minute neighbourhoods' where people can access day to day services such as care, schools, work and social spaces by walking and cycling.

## Requirements for Water Lane

- ➔ A new neighbourhood with a distinct character and a strong community focus is established, becoming a part of Exeter's distinctive network of existing neighbourhoods.
- ➔ The development will help connect and draw together existing dispersed pockets of residential areas into a cohesive neighbourhood with community facilities, homes, workplaces and open spaces which complement existing surrounding areas.
- ➔ Water Lane accommodates a genuine mix of uses which cater for a broad demographic including residential, workplaces, education, food & drink, leisure, culture, heritage centre, community uses, appropriate light industrial and water-related uses. Spaces are flexibly designed to accommodate changes over time. The distribution of these uses is envisioned broadly as below, further details are to be provided within the Design Code and infrastructure delivery plan.
  - Local nodes adjacent to the canal accommodate predominantly active, commercial, water-related and public facing uses on the ground floors.
  - The neighbourhood centre incorporates uses such as local shops, school, workplaces, flexible community space and residential. The centre should be well connected, on key active travel routes and come forward in an early phase of development.
  - Local nodes on active travel routes away from the canal and river serve the community through active ground floors accommodating local shops and services.
  - Local nodes will often relate to prominent views of city landmarks, utilise retained historic buildings and support existing water-related uses.



Mixed-use neighbourhood centre, Cambridge

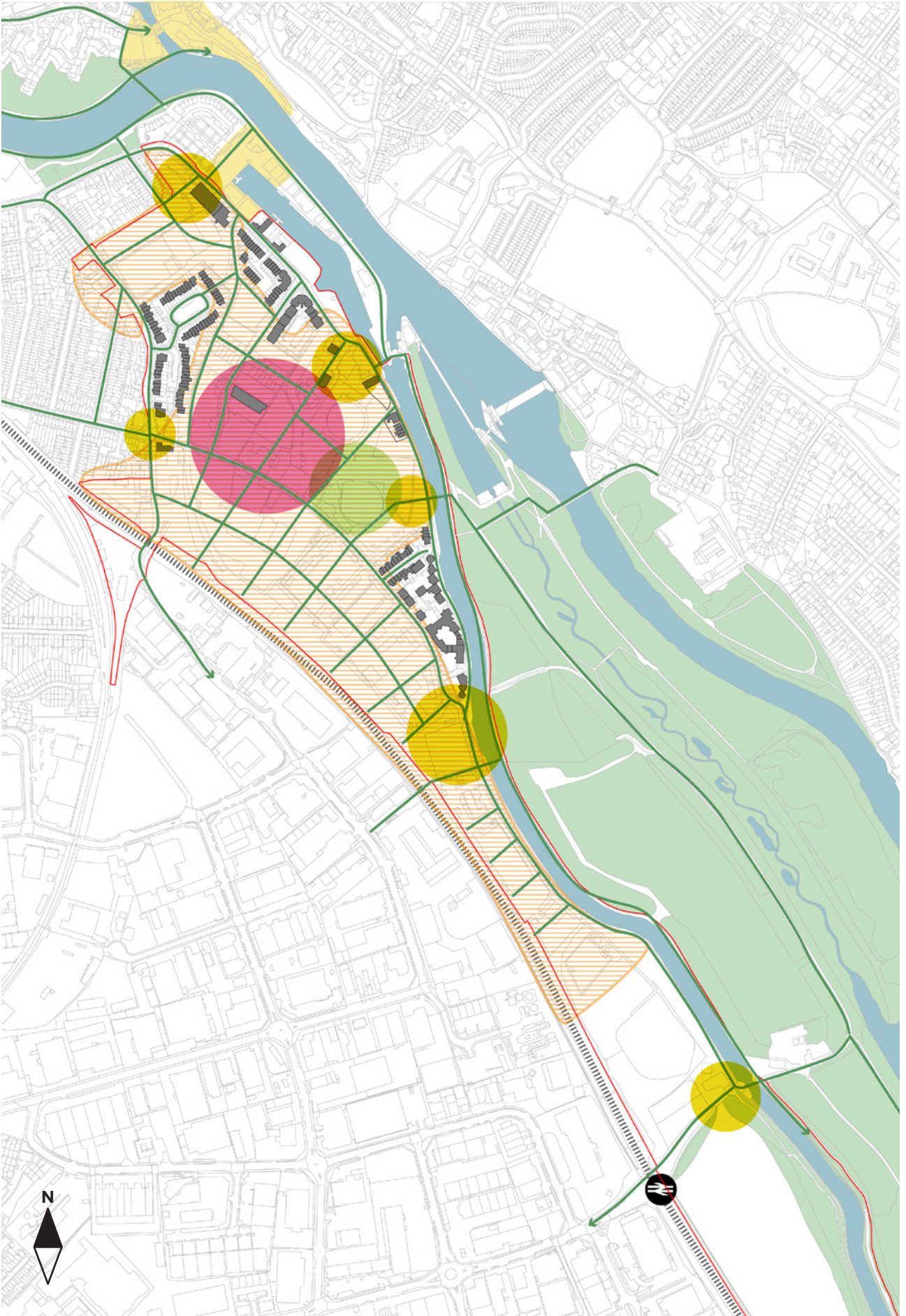
- ➔ Requirements for strategic water-related uses are to be reviewed through engagement with local organisations, businesses and developers as part of the emerging Design Code and incorporated within a future infrastructure delivery plan. Strategic uses may include the river and canal office, changing facilities, boat storage, boat maintenance, boat building and boat hire.
- ➔ The delivery strategy ensures a high-quality first phase of development with a mix of homes, other uses and active travel infrastructure to support a local economy and create a sense of community from the outset.
- ➔ Existing businesses within Water Lane are consulted, as part of the emerging Design Code, to establish opportunities for appropriate spaces for relocation within new developments.



Retained industrial features alongside new waterfront development creating distinct character, Trevenson Rd, Cornwall



Re-use of warehouse building for workplaces for creative industries, Baltic Triangle, Liverpool



Framework plan for a welcoming neighbourhood

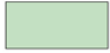
## Legend



Regeneration boundary



River & canal



Exe Valley Park



The Quay & Haven Banks



Railway & station



Movement network, indicative



Neighbourhood centre, indicative location



Local nodes, indicative location



New open space, indicative location



Existing buildings to retain



Regeneration area

## Requirements for Water Lane

### Height & density

- ➔ Buildings are generally medium-rise, indicatively around 6 storeys, with potential for lower buildings adjacent to existing buildings and in response to site features such as views. Taller buildings are appropriate in key locations if they positively contribute to high quality streets and spaces and the wider cityscape and respect key views. More detailed height requirements are to be concluded through the Design Code.
- ➔ Residential densities make efficient use of land and support a walkable neighbourhood whilst providing a broad range of homes and a mix of uses. More detailed density requirements to be concluded through the Design Code.
- ➔ Higher densities are facilitated by very low levels of car parking and limited vehicle access ensuring significant space is made available for planting, recreation, play and other amenity functions which contribute to active streets and spaces and welcoming neighbourhood.
- ➔ Densities and building heights vary across the site according to site characteristics and to avoid uniformity of scale and bulky building massing:
  - Higher densities and taller buildings are concentrated around the neighbourhood centre and local nodes.
  - Lower heights are used adjacent to retained smaller scale buildings to respect their setting and in response to other site features such as views.
  - A well-considered building frontage to the waterfront to avoid the canal side being overdeveloped and the quality of the buildings and spaces behind being compromised.
- ➔ Building arrangement and heights demonstrate how high quality and pleasant streets and spaces are created ensuring appropriate street widths and block separation where public spaces receive good levels of sunlight and are well overlooked and enclosed.

## Primary School

- ➔ Incorporate a primary school as part of the neighbourhood centre which will act as an anchor use, support a 20-minute neighbourhood, help create a strong sense of place and community cohesion as well as encourage a diverse demographic including family homes.
- ➔ More details of requirements for the school site to be confirmed through the Infrastructure Delivery Plan process and the Design Code. Provisional requirements to include a 2 FE school, nursery, playing pitch, hard play area, outdoor classroom areas and preferably areas for Forest School or wildlife areas, whilst keeping the size compact to fit with the higher density and compact form of Water Lane.



© La Citta Vita

A medium-rise and medium density walking and cycling friendly neighbourhood with plenty of high-quality space for planting, recreation and play, Malmo, Sweden.



A welcoming neighbourhood with a distinct character and broad mix of uses, Water Lane







# Liveable buildings

**The City-wide ambition: Everyone can find a good quality home that suits them, within a welcoming neighbourhood and at a price they can afford.**

## Requirements for Water Lane

- Homes cater for a broad demographic in terms of size, amenity space and affordability, and are capable of being adapted to changing local and city needs.
- Housing typologies that are dedicated to a narrow demographic, such as student housing, co-living or retirement living, do not dominate.
- Buildings are energy efficient, adopting a fabric first approach and utilising suitable standards to support the net zero strategy such as Passivhaus and whole life carbon assessment.
- Buildings are well designed using high-quality materials which enhance the local character and help raise the overall quality benchmark for the city.
- Building materials and detailing draw inspiration from the industrial character of the area and the Quayside using natural materials and simple detailing that will weather well and add richness over time.
- Homes are spacious and predominantly dual-aspect, ensuring natural daylight and ventilation.
- High internal noise levels within homes are avoided through design, including consideration of ventilation and insulation and location in relation to the railway and bulk supply point.
- All dwellings have access to high-quality outdoor space.
- New buildings respect the setting, daylight and amenity of existing residents and provide well-considered setbacks, heights and window locations.
- Innovative building designs are explored, particularly related to modern methods of construction and zero carbon or carbon negative buildings



© Archilime

**Development providing a mix of energy-efficient, high-quality homes and apartments supported by great outdoor spaces, Clifton Mews, Exeter.**  
The materials and landscaping used for this computer-generated image is indicative only.



**High-quality homes with dual aspect dwellings and great access to both private and communal outdoor space, Accordia, Cambridge**

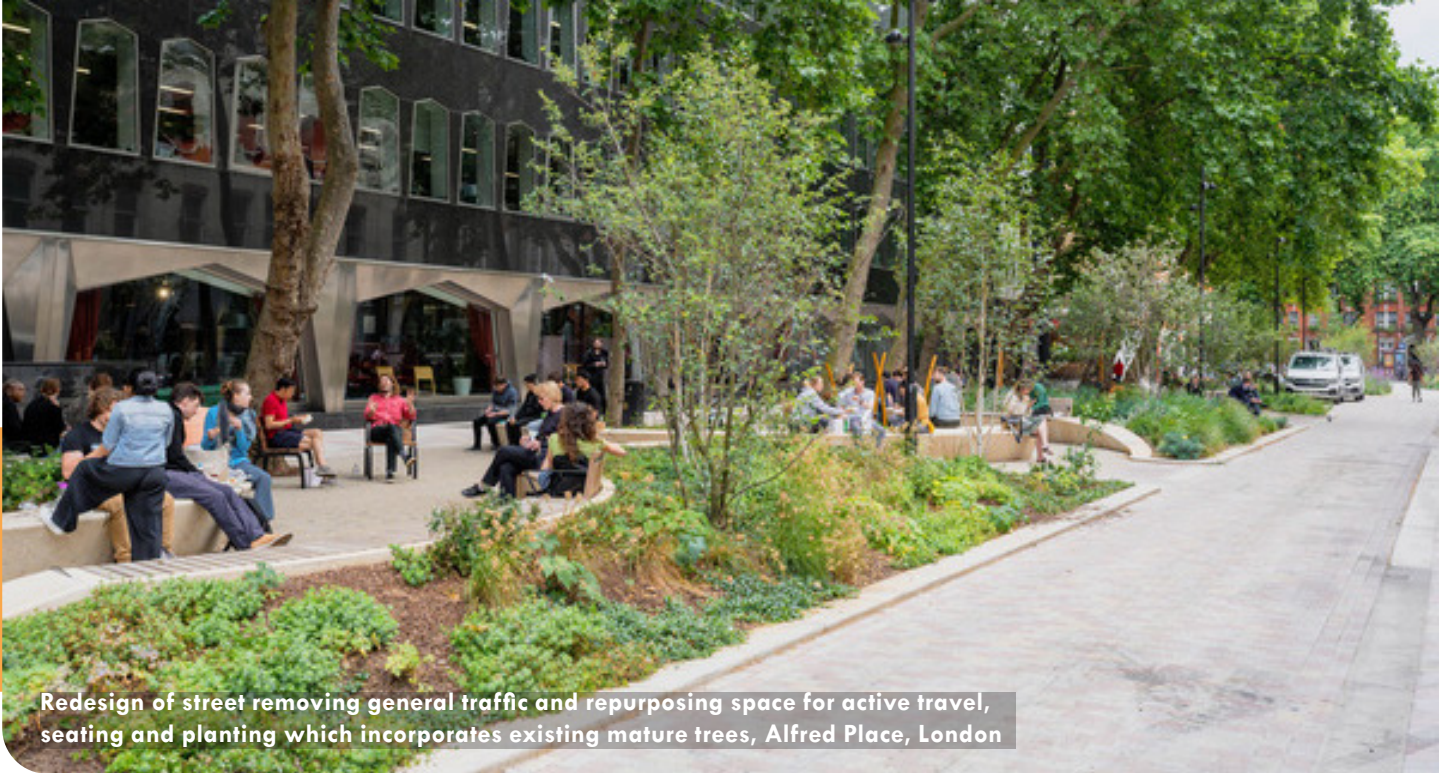


# Active streets

**The City wide ambition: Exeter has transformed into a city with high-quality streets where active travel, public transport and shared mobility are the natural and most convenient choice for most journeys.**

## Requirements for Water Lane

- ➔ Water Lane is predominantly car free with streets and spaces prioritised for active travel and shared mobility.
- ➔ Streets, paths and public spaces are pleasant for people walking and cycling to use with clean air, space for significant planting and seating and well-overlooked by surrounding buildings with frequent windows and front doors onto the street.
- ➔ Provision for active travel is designed to accommodate future active travel volumes and based on current best practice guidance such as TfL's '10 Healthy Streets Indicators'.
- ➔ The development has a permeable built form with a maximum block length generally of 80 metres enabling good active travel connectivity across the site.
- ➔ Frequent, high-quality and prominent active travel connections are provided to the waterfront through the development.
- ➔ Active travel routes along the canal frontage between Haven Banks and Marsh Barton Station are improved, including better provision for cycling.
- ➔ Best approach is determined to improve public transport access through the site, such as accommodating electric buses in the future, a multi-modal interchange at Marsh Barton Station and demand responsive transport.
- ➔ Opportunities are explored for further off-site active travel and shared mobility improvements including connectivity to key destinations including the RD&E Hospital, University and employment areas.

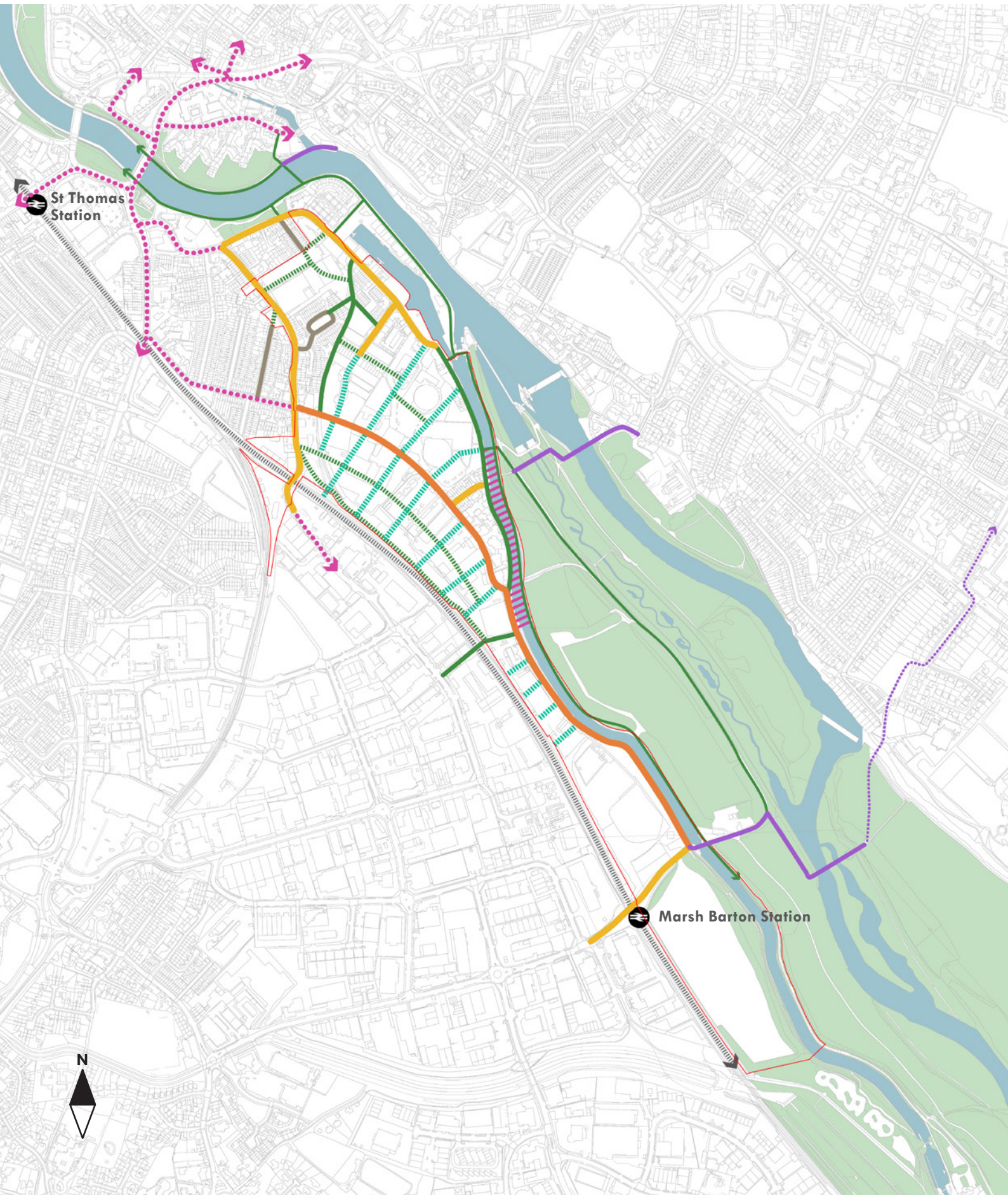


Redesign of street removing general traffic and repurposing space for active travel, seating and planting which incorporates existing mature trees, Alfred Place, London



New and enhanced connections to key offsite destinations are provided with clear priority for active and shared travel:

- Improved provision for active travel from Water Lane to the City Centre via Exe Bridges, including increased dedicated space, improved surfaces and improved junctions.
- Improvements to existing crossings and the creation of new bridge(s) across the canal and river, to accommodate increasing volumes of active travel, including increased dedicated space, improved surfaces and improved junctions.
- Improved provision for active travel and public transport on Tan Lane including exploration of re-opening the additional underpass.
- Improved provision for active travel on Haven Rd, Water Ln, Maritime Ct and Willeys Ave.
- Improvements to the railway underpass near Marsh Green Rd N including widening of the path, new open space and active building frontages and exploring possibility to re-align the path to the west of the railway.
- Explore the potential for improvements to the railway bridge on Alphington Rd, including walking and cycling access on the eastern side of the road; to facilitate better active travel links to the surrounding neighbourhoods via Willey's Avenue.
- Connections and signage to train stations are improved.



Framework plan for active streets

## Legend

### Existing features



Paths



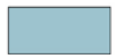
Streets



Train Station



Railway



River & canal



Exe Valley Park

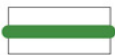
### Proposed changes



Water Lane active travel priority street with potential to accommodate public transport



Indicative zone for new active travel bridge(s)



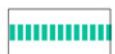
Improvements to existing paths



Improvements to existing canal and river crossings



Improvements to existing streets for active travel



Frequent new streets to the waterfront, location indicative



New paths/streets, location indicative



Improvements to existing streets outside of site for active travel



Opportunity for improved active travel connectivity to the Hospital

## Requirements for Water Lane

### Water Lane (the street)

- ➔ Water Lane is an important active travel priority street through the neighbourhood connecting Haven Banks with Marsh Barton Station which sets a new high-quality benchmark for streets in Exeter. It is also an important route for utilities and can accommodate public transport, essential access and servicing.
- ➔ Water Lane is a green street with space for planting, sustainable urban drainage, seating and smaller incidental community spaces.
- ➔ The street design and built form provides a well-considered response to the existing features of Water lane including the residential buildings, bulk supply point, canal, utilities, stone wall, and the level change to the gas holder site.
- ➔ The function and design of Water lane will be explored through the Design Code, ensuring it can accommodate a high-quality pedestrian and cycle environment whilst not compromising utilities and servicing. It will be informed by discussions between applicants, ECC and DCC.
- ➔ The existing stone wall on the north-east is retained and made safe and a well-considered and creative response to the level change ensures:
  - A balanced street section with some lower building heights of approximately 1 storey less on the higher side of the street.
  - Frequent access points are provided from street level to the upper level. These include step-free access where possible.
  - A well overlooked and enclosed street with potential for buildings to interact with the wall.
  - Potential for a parallel walking and cycling route on the upper level is explored to maximise connectivity and step-free access.





## Parking & mobility hubs

- Car parking provision is minimised, and cycle parking and shared mobility provision are prioritised. Details of appropriate parking levels to be provided within the Design Code.
- Where vehicle parking is provided it is consolidated in a few locations to keep most parts of Water Lane predominantly free from cars. Surface vehicle parking will generally not be acceptable, beyond limited street parking for blue-badge holders, car clubs and loading.
- Secure private cycle storage is provided for all dwellings and secure public cycle parking including for e-cycles.
- Innovative mobility solutions are explored, including the provision of mobility hub(s) at highly accessible locations, co-located with local services. This will include electric car-club, bike-club, bike parking, delivery and pick up point, access to public transport, EV-charging and potentially consolidated resident parking. Details of strategy, requirements and location of hubs to be addressed through the Design Code.
- Blue-badge spaces, space for servicing, car-club spaces and secondary mobility hubs can be provided within car-free zones.
- Confirmation of coach parking relocation, and car parking requirements on ECC land to be reviewed and set out within the Design Code and the future infrastructure delivery plan.



Convenient and secure cycle parking both for visitors and residents, Cambridge



Cycle hub with attractive and secure cycle parking.  
© Copyright 2018 Enfield Council



# Spaces for people & wildlife

**The City-wide ambition: Exeter's urban and natural spaces are attractive and well-connected environments well used for recreation, active travel and for supporting wildlife.**

## Requirements for Water Lane

- ➔ There are opportunities for contact with nature and spaces to meet and play from small doorstep spaces to improved connections to the large Exe Valley Park.
- ➔ All spaces and streets incorporate significant planting. Tools such as 'The Urban Greening Factor' (UGF) are used to maximise the amount, variety and quality of planting and types of spaces provided.
- ➔ Spaces are multi-functional with a mix of things to see and do, such as play, grow food, socialise and relax, and support other functions such as flood mitigation and carbon sequestration.
- ➔ An ecological survey is undertaken during early concept stage to inform the overall layout and the Biodiversity Net Gain (BNG)/UGF strategies.
- ➔ Streets and spaces are planned to draw the waterfront character further into the site including provision of sustainable urban drainage, wetland planting and rain gardens incorporated as prominent and positive placemaking features.
- ➔ New trees are planted, existing trees are generally retained and removal is clearly justified. A tree survey is undertaken during early concept stage to inform the overall layout.

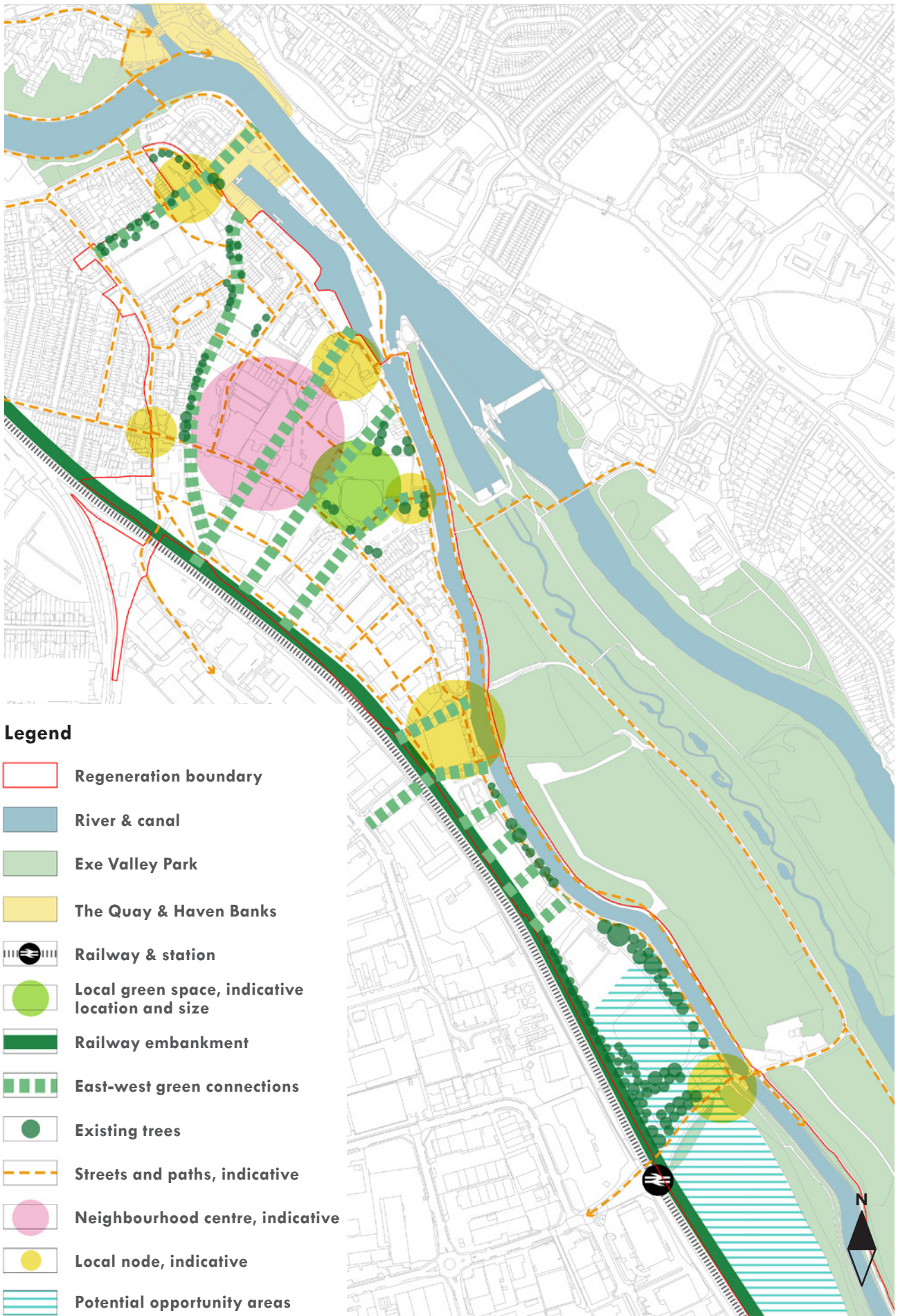


**Multi-functional spaces with planting, water features and space to sit, play and move through**



**A local space for people to socialise, relax, play and have contact with nature. Coin Street, London**

- ➔ A local green space is created near or within the neighbourhood centre along key pedestrian desire lines providing the key features below. Detailed requirements to be incorporated within the Design Code.
  - A green space for local people to meet which will complement larger hard surfaced city spaces such as Piazza Terracina and the Quay.
  - A space that provides a sense of enclosure and community with opportunities to sit and relax, that complements the Riverside Valley Park.
  - Green/natural space with contribution to BNG/UGF.
  - Opportunities for play incorporated within the design.
  - Water incorporated as a key feature of the space.
  - Flexible community building and café to complement the function of the open space.
- ➔ The railway embankment is an important green wildlife corridor which provides multifunctional space including community growing areas and wildlife friendly planting.
- ➔ New connections incorporating planting and water are created between the railway embankment and the waterfront which provide direct connections for people and wildlife, as well as break up the built form to provide glimpse views to the waterfront, surrounding hills, St Leonard's Church and the Cathedral.
- ➔ The canal edge is retained as a predominantly natural edge and is enhanced with more space for wildlife and attractive planting.



Framework plan - spaces



**The Exe Valley Park: ideas within the masterplan include space for habitat enhancement, play, community orchard and re-opening the pump track.**

- ➔ Appropriate types and quantities of open space including play, green space and allotments to serve the local area are agreed.
- ➔ Explore opportunities to define appropriate future uses for the two areas north- and south-east of Marsh Barton Station, to capitalise on this important node and strengthen the Exe Valley Park as a city-wide recreational destination. This could for example include a solar farm, pump track, local nature reserve, wildlife centre or city farm.
- ➔ Explore opportunities to support initiatives within the Exe Valley Park as outlined within the Riverside and Ludwell Valley Parks Masterplan. Examples include naturalistic pocket parks, habitat enhancement along the canal and river, the Bromham Farm Hub, a community orchard and forest garden.

