Liveable Water Lane Supplementary Planning Document

Development Framework and Design Code

July 2024

Contents

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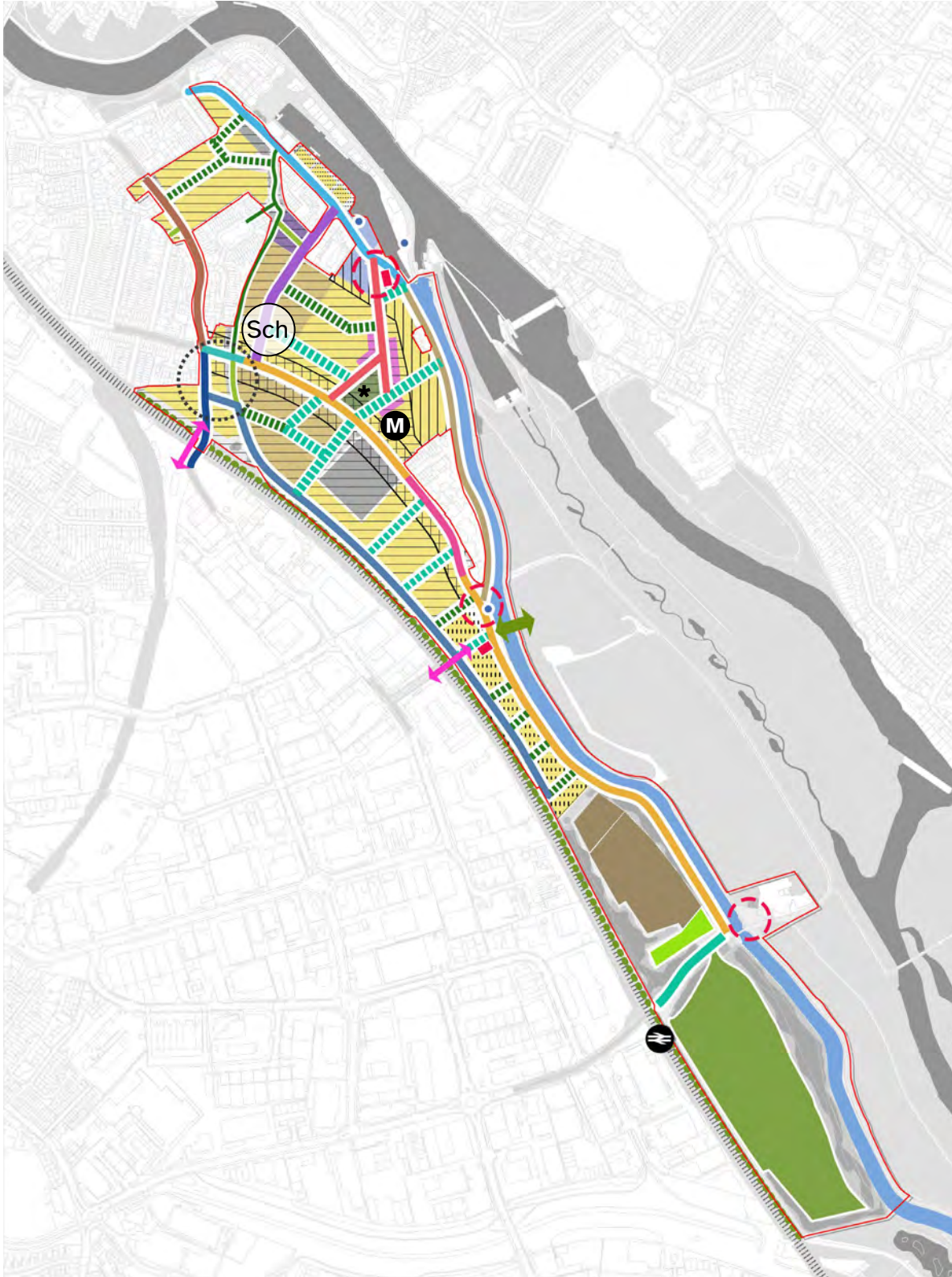
This document has been prepared and checked in accordance with ISO 9001:2015

Code contents

A reference for all requirements within the Code is set out in the following list, which can be used as a checklist. Code requirements which only apply to specific locations are highlighted with a bold **'S'**.

Regulating plan

The regulating plan describes the specific spatial requirements of the Code within the Water Lane area. It can be used to help identify which spatial codes are relevant to specific parcels of land and therefore individual planning applications. A legend is provided on the following page.



Regulating plan legend

Welcoming neighbourhoods

Neighbourhood centre
W03, page 56

Residential led development
Multiple codes apply

Water Spaces
W10-12, pages 62-64

Marker building
W10-11, pages 62-63

Primary school
W04, page 58
Indicative broad location

Employment opportunity area
W07, page 61

Boat storage
W05, page 59
Preferred location

Craning point
W05, page 59
Fixed location

Car parking for leisure hub
W12, page 64
Fixed location

Electricity substation

Solar farm, biogas plant and green waste
Q09, page 46
W08, page 61
Fixed location

Retained Haven Banks car park 1

Liveable buildings

Built Form Character Areas
Covering detail of building frontages, massing and articulation of height.

Northern Canal area
L04-05, pages 74-75

Canal Basin area
L06-07, page 76

Central area
L08-09, pages 77-78

Central area water lane
L10-12, pages 79

Southern area
L13-14, pages 80-81

For height requirements refer to L03 building heights coding plan, page 70.

For density requirements refer to L01 building density coding plan, page 68.

Active streets

Water Lane zone 1
A15-18, pages 102-109
Fixed location

Water Lane zone 2
A15-18, pages 102-109
Fixed location

Water Lane zone 3
A15-18, pages 102-109
Fixed location

Water Lane zone 4
A15-18, pages 102-109
Fixed location

Neighbourhood Street
A19, page 110-111
Fixed location

Foundry Lane
A21, page 113
Fixed location

Haven Road
A20, page 112
Fixed location

Michael Browning Way
A23, page 115
Fixed location

Tan Lane
A22, page 114
Fixed location

Green Streets
A25, page 117-118
Indicative location

Green Lanes
A26, page 119
Indicative location

Canal path
A28, page 121
Fixed location

New canal bridge
A27, page 121
Indicative location

Railway underpass
A29, page 122

Primary mobility hub
A08-09, pages 96-97

Main site access
A24, page 116

Spaces for people and wildlife

Local green space
S12, page 133

Grace Road Fields
S15, page 135

Canal
S13, page 134

Railway embankment
S14, page 135

Chapter 1

Introduction

1.1 Overview

Water Lane is a strategic brownfield redevelopment area in Exeter and one of the largest sites of Exeter City Council's Liveable Exeter initiative. The site runs alongside the Riverside Valley Park and the Great West Mainline railway. It currently contains a variety of land uses including business premises and workshops, utilities infrastructure, public car, coach and boat parking, leisure and community facilities including for water-based activities and Grace Road playing fields (now disused).

Water Lane provides an opportunity to deliver a high quality, low-car new neighbourhood that is well served by a school, community, cultural and sustainable travel facilities, with good access to employment opportunities and effective links to the Valley Park. Development will need to respond to challenges including flood risk, restricted access, the presence and capacity of utilities infrastructure, contamination and protecting the amenity of nearby residents. It will also need to reflect the site's rich industrial and water-related heritage.

The Liveable Water Lane Supplementary Planning Document (hereafter referred to as the SPD) amplifies adopted and emerging planning policy by providing a Vision, Development Framework and Design Code (the Code) to guide the delivery of high quality, co-ordinated redevelopment and placemaking in the area.

Exeter City Council undertook formal public consultation on the SPD during the autumn of 2023. The consultation was carried out in accordance with statutory requirements and the City Council's Consultation Charter and Statement of Community Involvement.

1.2 Planning policy framework

The SPD elaborates on the principles and policy set out in national and local planning policy documents. These are summarised below:

The National Planning Policy Framework

The National Planning Policy Framework (NPPF) provides a framework within which locally-prepared plans for housing and other development can be produced. It highlights that the role of the planning system is to achieve development that is environmentally, economically and socially sustainable. To achieve sustainable development paragraph 20 highlights that strategic policies should set out an overall strategy for the pattern, scale and design quality of places. In doing so, policies should make sufficient provision for housing and commercial uses, infrastructure and community facilities, and make provision for the conservation and enhancement of the natural, built and historic environment.

Good design is identified as a key aspect of sustainable development. Paragraph 135 and, more broadly, the National Design Guide, stipulate that planning policies and decisions should ensure that developments:

a. 'will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c. are 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);

a. 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;

b. 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; and

c. 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; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience'.

The NPPF is complemented by Planning Practice Guidance for a broad range of topics.

Exeter Local Plan

The adopted Local Plan for Exeter comprises the Core Strategy Development Plan Document (DPD) which was adopted in February 2012, and policies in the Exeter Local Plan First Review that have been saved. This SPD builds upon and provides more detailed guidance specifically in relation to policy KP6 of the Exeter Local Plan First Review and policy C17 of the Core Strategy, which set out high-level development aspirations for Water Lane. The supporting text to policy KP6 highlights that appropriate uses within the Water Lane area will include housing, leisure and "more environmentally acceptable" employment uses supported by financial contributions towards highways improvements, bus priority measures and facilities for pedestrians and cyclists." For the Quay and Canal Basin area, policy C17 states that development should:

- ‘respect the historic character of the area and incorporate uses that realise the potential of existing high quality historic buildings;
- provide a high quality public realm that adds to the interest and draw of the area;
- establish an attractive and safe environment that encourages social interaction and relaxation within the Piazza Terracina and along the Riverside walk;
- include attractions that tell Exeter’s historic story as an important industrial centre and port;
- create vibrancy that encourages visitors and tourists to linger longer within Exeter;
- provide a permeable built form with good connections to an enhanced Exe Riverside Valley Park;
- retain and enhance the biodiversity of the Canal Basin and adjacent areas’.

It goes on to identify that development in the Water Lane Regeneration Area should:

- 'take a comprehensive approach to the delivery of development which ensures that new housing is compatible with other existing land uses in the area, particularly industry;
- provide a mix of uses that encourage vitality and create a safe and secure environment;
- include innovative modern design that respects the form and massing of existing development, to enhance the character of the area;
- address the issue of flood risk through design and layout;
- aim to connect to a heat supply from the Marsh Barton Energy from Waste Facility’.

Emerging Local Plan

The SPD has been prepared to align with both the principles and requirements of policies KP6 and C17 and more up to date national planning policy. The principles and requirements set out in national planning policy are reflected in the Liveable Exeter 2040 Vision, which in turn underpins the emerging Local Plan (The Exeter Plan). Once the Exeter Plan is adopted, the Water Lane Development Framework and Design Code will either form a SPD in support of the Exeter Plan or will potentially form part of the Exeter Plan itself. The chosen approach will be subject to updated government guidance on SPDs and Design Codes.

The Exeter Plan proposes to allocate Water Lane as a development site and was subject to consultation as a full draft plan in autumn 2023 alongside the Water Lane SPD. The local community are also working on the early stages of a neighbourhood plan within the area.

The Devon Waste Plan

The SPD has also been prepared to align with the Devon Waste Plan which was adopted by Devon County Council in December 2014. Of particular relevance to the redevelopment of Water Lane are policies W4 which concerns waste prevention and W10 which concerns the protection of waste management capacity.

1.3 Liveable Exeter

By 2040 Exeter will be a global leader in addressing social, economic and environmental challenges. Commitment to transformational change and sustainable growth is underpinned by the 2040 Exeter Vision, which has been endorsed by a series of key stakeholders in the city.

2040 Exeter Vision

The 2040 Exeter Vision will achieve the following seven outcomes:

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

Driven entirely by achieving these outcomes, Exeter City Council has embedded the Vision into the (draft) Exeter Plan across all key policies and development sites. The Plan works alongside Liveable Exeter to deliver the 2040 Vision.

Liveable Exeter is an ambitious city-making initiative to regenerate brownfield land and build new homes within healthy and vibrant new neighbourhoods. It is the brilliant alternative to building on green spaces and strives to protect Exeter's unique characteristics, including its landscape setting and rich cultural heritage.

Brownfield development is enshrined in the development strategy for the Exeter Plan. There is a need to use land more efficiently and increase densities at strategic brownfield developments, including at Water Lane.

Liveable Exeter takes a fresh approach to growth, looking to renew the city in ways which benefit people, the environment and the economy.

A liveable city

A liveable Exeter combines the strengths of a global city with local character, including:

- Exeter's rich heritage
- The River Exe and the surrounding countryside
- Internationally recognised places to work and study

The network of neighbourhoods that make up the city, such as St. Thomas, St. Leonard's 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 plans for growth, it is essential to recognise where there is room for improvement. For example:

- The streets, spaces and parks that link neighbourhoods and key destinations like the City Centre need to be safe and attractive, encouraging people to be active and use cars less.
- The institutions and businesses that give Exeter strength and status need to be recognised and supported to respond to shifts in the digital, economic and social landscape.
- Investment and funding achieved through transformational development and infrastructure renewal projects will be how the Vision outcomes are achieved.

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

The SPD builds on the work undertaken within the Water Lane Principles document which expresses Exeter City Council's aspirations for the redevelopment of the site.

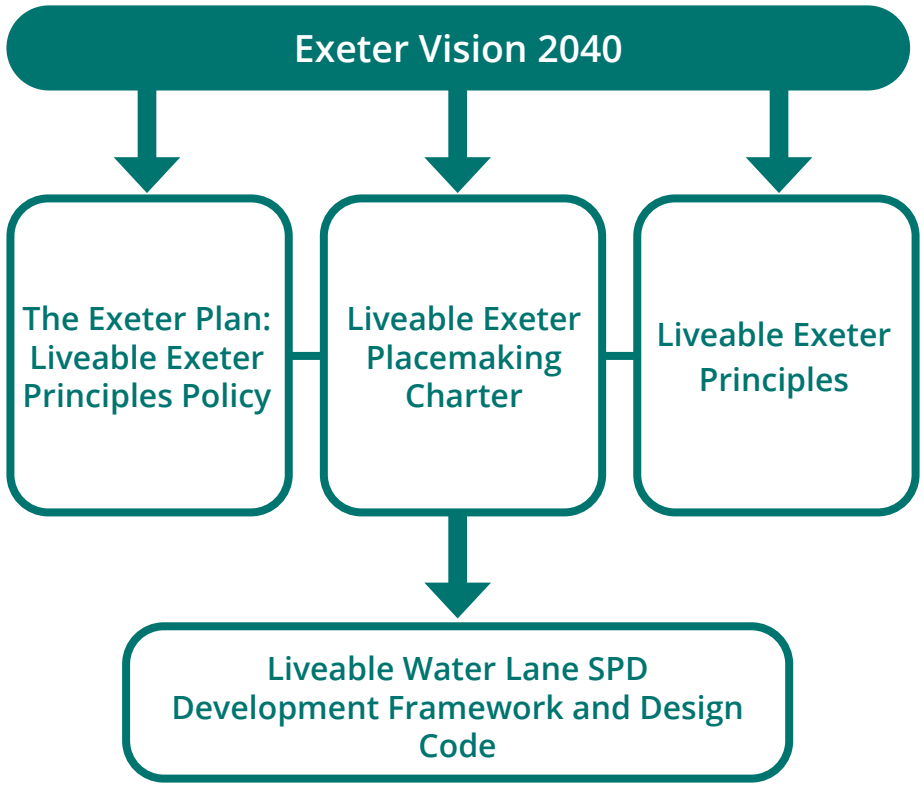


Diagram explaining the hierarchy of council documents related to Liveable Exeter.

The Council has also adopted the Liveable Exeter Placemaking Charter, a document that underscores it's commitment to creating sustainable, accessible and vibrant urban spaces. The Charter outlines the processes by which the Council will ensure that all projects align with the Exeter Vision 2040. This includes an expectation that developers will engage constructively with the design review process.

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 and net zero carbon living, working, learning, leisure, cultural and historic environments which help to attract top businesses and the best talent.

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 Principles are tools to contribute to delivering the outcomes of the Exeter Vision 2040. The 7 themes capture the outcomes Exeter is seeking to achieve.

Liveable Buildings

Exeter's new and upgraded buildings contribute to an attractive city and are well-designed spaces where people enjoy spending time.

Connected Culture

Exeter has a diverse and accessible cultural offering, connecting our world leading climate science, arts and literature, heritage, learning and innovation.

Spaces for people and wildlife

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

1.4 Using the SPD

The purpose of the SPD

This SPD builds upon the Water Lane Principles document setting out a Vision for Water Lane, and outlining requirements and precedents for applicants coming forward with development proposals. The purpose of this document is to help ensure development proposals are well designed and achieve the Vision when delivered.

Comply or Justify

The requirements and guidance within the SPD reflect local stakeholders' aspirations for Water Lane and development is expected to follow these. It should be noted that there are areas where emerging Local Plan evidence and further studies are required to inform development proposals, including in relation to key views and building heights, densities and layouts. These matters are stated within the guidance. Where a proposal departs from the requirements and guidance, a thorough justification should be provided and demonstrate how it still supports the Vision for Water Lane.

Who the SPD is for

The SPD is a material consideration for planning applications and should be used as part of the pre-application process. The document is intended to be used by a wide range of stakeholders, with the main users set out below:

Applicants: The SPD is intended to give designers, developers and landowners applying for planning consent a clear steer on what is expected of development proposals. It provides a common starting point and vision to work towards.

Planning Officers: The SPD is a tool for planning officers to guide applicants through the pre-application and planning application process and ensure proposals meet the requirements in the SPD.

Planning Committee: The SPD will also be used to inform Councillors during their decision making at Committee to ensure applications that are approved meet the requirements in the SPD and support the Vision for Water Lane.

Residents and stakeholders: The SPD provides a framework to achieve high quality design and placemaking and as such will provide residents and local stakeholders with certainty on the design standards new development should meet.

The SPD is also an important strategic tool for stakeholders to determine priorities for infrastructure delivery and improvements. More details on this are set out in Chapter 2.

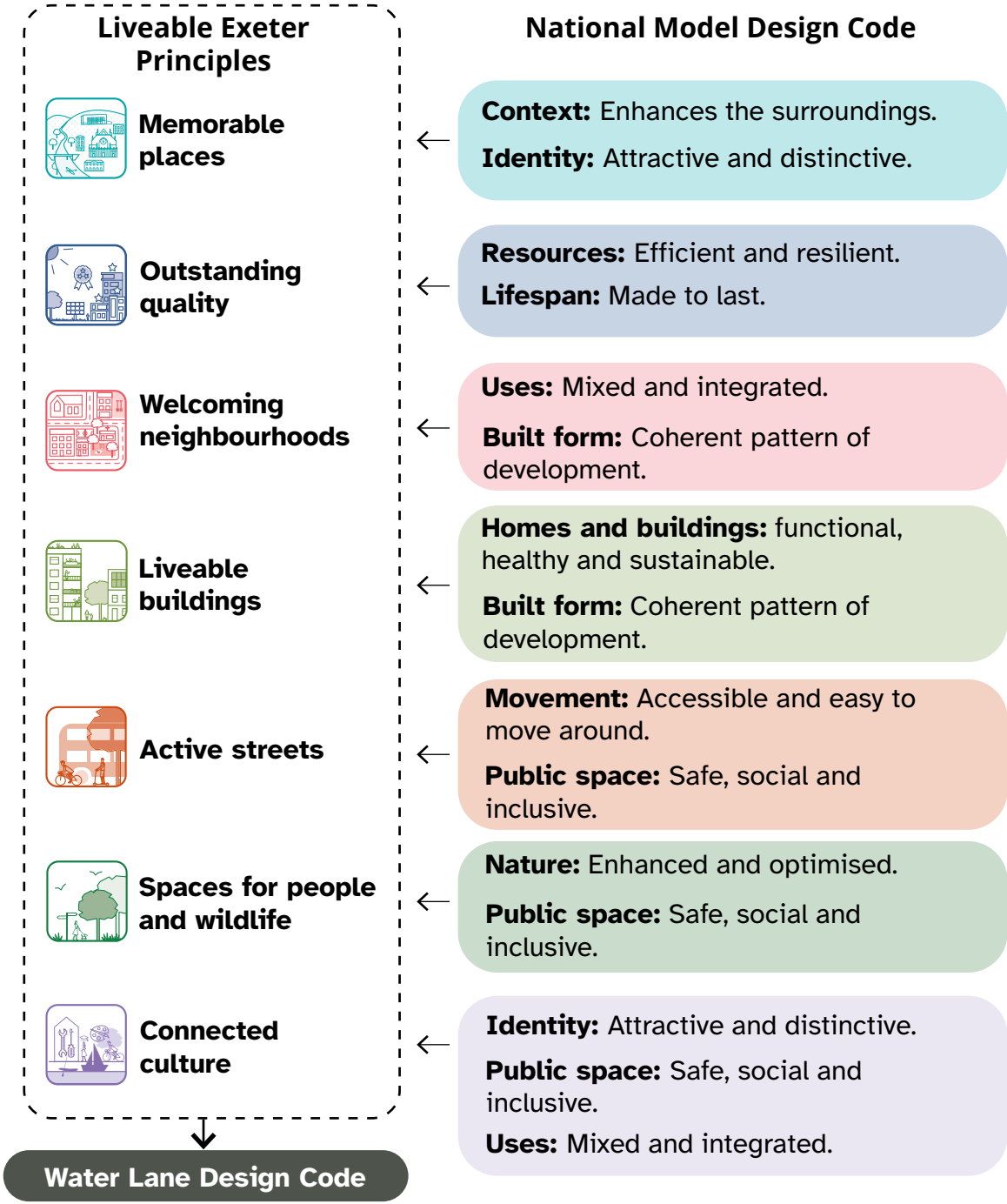
How the Design Code is structured

The Design Code section of the SPD is structured around the Liveable Exeter Principles, setting out how development at Water Lane should respond to each Principle, ensuring a clear thread between Exeter's overarching Vision, Local Plan Policy and the SPD.

The topics covered under each Liveable Exeter Principle are informed by the Government's National Model Design Code (NMDC). The Principles and requirements within the Code have also been informed by the following initiatives:

- The Town and Country Planning Association's Garden City Principles and the Government's Garden Communities programme.
- Sport England's ten principles of Active Design.
- Design for Homes' Building for a Healthy Life.
- Healthy Streets' 10 Healthy Streets Indicators.

This diagram shows where the NMDC topics are covered within the Code. A more detailed mapping of the NMDC topics and outcomes are included in the appendix.



How the Design Code is structured - sample pages

This document is intended to be a practical and usable tool for all parties involved in the design and planning process at Water Lane. The Code sets out both specific design requirements as well as required processes that should be followed to arrive at a good design solution. This allows flexibility for applicants to adhere to the Code in a number of different ways. Requirements are supported by examples of how they can be achieved.

All code requirements have a code number and are set out within coloured boxes.

Graphics and precedent images show examples of how the Code requirement can be achieved. These do not represent the only acceptable design solution.

W03 - Neighbourhood Centre

A Neighbourhood Centre should be provided broadly as shown on the land use plan and be:

- Well connected to the whole neighbourhood as well as the wider area.
- On the Neighbourhood Street that connects the Canal at Gas Works Place with Water Lane (the street).
- Set back from the waterfront and near Water Lane (the street), creating a distinct destination.
- Adjacent to the primary mobility hub.

The Neighbourhood Centre should incorporate sufficient non-residential uses to support a vibrant centre and area. A minimum of 175m of non-residential active frontage is expected, focused on the local green space and Neighbourhood Street as described in the land use plan.

Suitable non-residential uses include (but are not limited to) health facilities, primary school, community facilities, local shops, workplaces, gym and mobility/delivery hub. A convenience food store should be provided of approximately 300-600sqm gross internal area.

It is expected that non-residential uses will be predominantly located on the ground floor with residential uses above to make efficient use of land.

The Neighbourhood Centre should incorporate a local green space. Further requirements for this space are set out in **S12**.

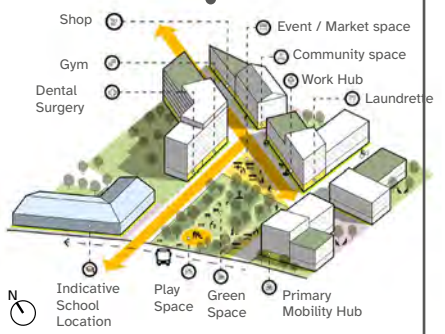


Diagram showing an example of what the Neighbourhood Centre could look like and the uses it could include.

Mixed-use neighbourhood centre with active uses on ground floor and residential above, North West Cambridge

Text on white background is supporting text to provide additional detail.

In some instances, graphics and images show both an example of what is acceptable ✓ and unacceptable ✗.

Central area - Water Lane (the street)

In addition to the general requirements for the central area, the following requirements apply to proposals on Water Lane (the street). Refer also to the active streets chapter for further details.

L10 - Central area, Water Lane frontages

All buildings should have active frontages with windows and frequent building entrances onto Water Lane. Residential entrances and commercial frontages should be prioritised facing Water Lane over secondary side streets (with the exception of the Neighbourhood Street).

L11 - Central area, Water Lane building line

Building frontages must be setback along the south western edge of Water Lane to allow for street trees and avoid over shading of the street. The building line must allow a maximum 1:1 ratio between building height and street width. A minimum 75% of frontages are to be consistent in building line, with occasional buildings permitted to step forward or back.

Building frontages should vary to the north eastern edge of Water Lane. The building line should respond to the specific context such as being set back behind existing trees. This will create a varied built form and avoid an overbearing continuous massing. Occasional buildings which come forward to meet the existing stone wall or level change may be acceptable in specific locations where pedestrian access along the head of the wall is not necessary.

L12 - Central area, Water Lane height

Proposals must respond to the level difference between the two sides of Water Lane so that buildings on higher ground are not overbearing on the street. Appropriate responses include lower building heights, greater setbacks and setback upper storeys to ensure a maximum 1:1 street height to width ratio.

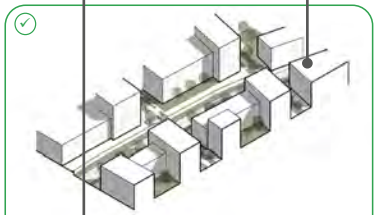


Illustration of an acceptable approach. Buildings are setback on the south western edge of Water Lane. Building frontages to the north east of Water Lane vary and are set behind existing trees.

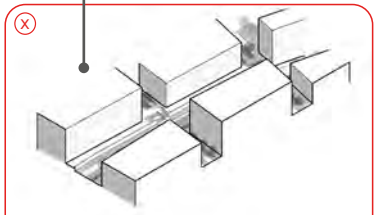


Illustration of an unacceptable approach. A continuous building line to the north east of Water Lane, continuous heights over 5 storeys and a street ratio greater than 1:1 create an overbearing appearance with poor daylighting.

Chapter 2

Vision

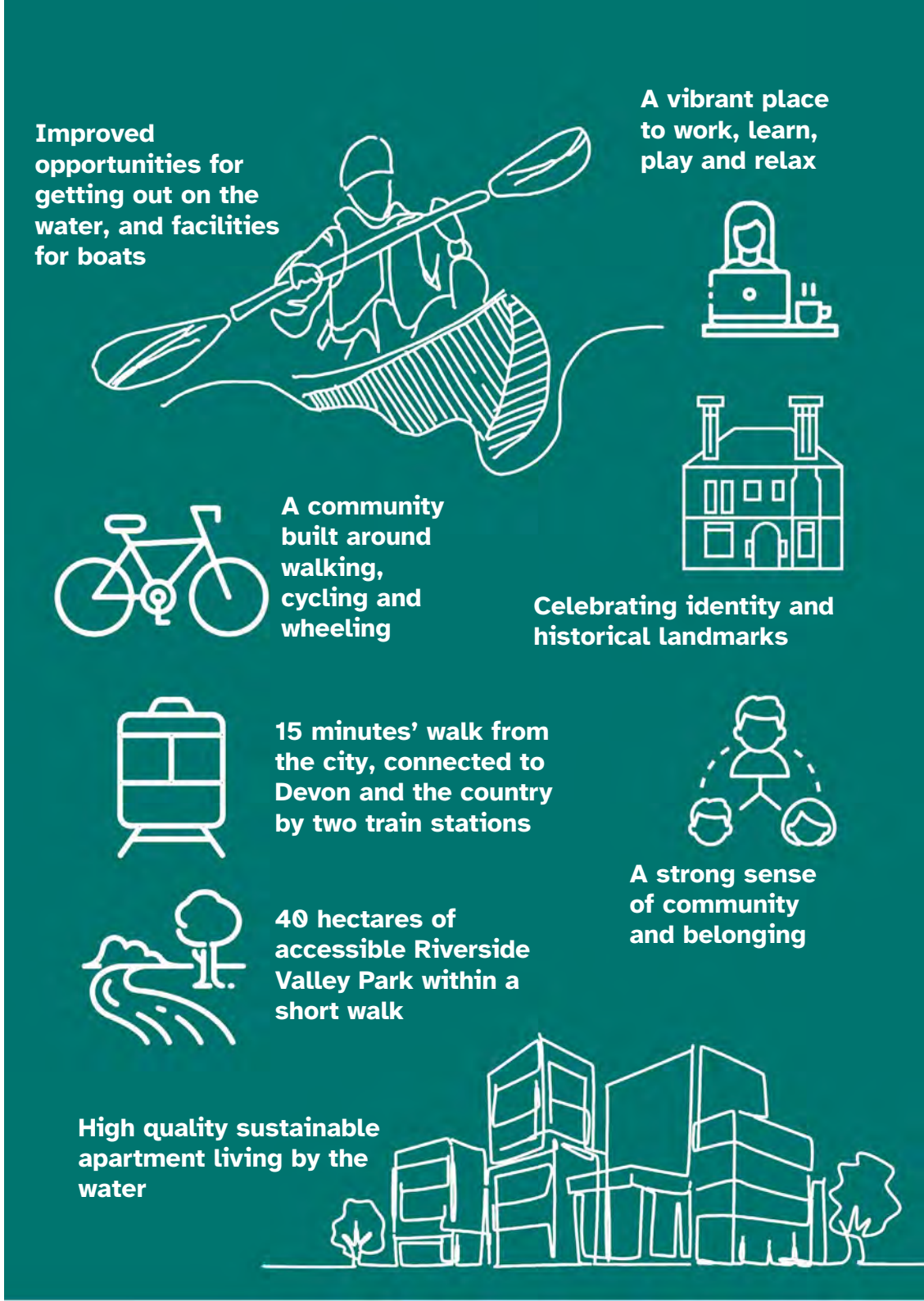
2.1 Water Lane - the opportunity

Water Lane is an exciting and totally unique development opportunity for Exeter. It is located by the River Exe and Riverside Valley Park, which are valued landscapes and noted tourist leisure destinations. The area also has an incredibly rich industrial and maritime history and adjoins a functioning harbour served by the Exeter Ship Canal, which are part of the port of Exeter and have Heritage Harbour status. Water Lane is a convenient walk from the City Centre and is served by two train stations, but the development site is underused and disconnected. It provides an opportunity to rethink the nature of communities and connectivity in Exeter, starting with walking and cycling.

Most importantly, Water Lane and the surrounding area have a strong and enterprising local community that is passionate about its future. That local community, made up of people living in the area, people running or working in local businesses and people visiting the area from other parts of the city, has been instrumental in shaping the Vision for Water Lane and determining the requirements in the SPD through early engagement. For instance, the idea of a true waterside community, which is one of the key placemaking principles guiding the SPD, has come from the Friends of the Exeter Ship Canal.

The wishes of the local community, expressed during early engagement, are captured in the collage on the following pages. A more detailed description of the community engagement process and input gathered is set out in chapter 5.

Graphic representation of key opportunities within the Water Lane area.



The collage on the following two pages shows a mix of site photos from Water Lane which highlight some of its great opportunities and precedent images from other places to describe what the area could be like in the future. These have helped to guide the contents of this SPD. Precedent image credits: Robin Forster, Claire Borley, Neil Speakman.

"Tranquil and peaceful, vibrant and full of life"

"Nature, space, light and water"

"I spot herons and kingfishers all the time"

"Safe from flooding and pleasant during heatwaves"

"Easy to get onto the water"

"It's a close-knit community where you know your neighbours"

"A fantastic walk from Marsh Barton station to the City Centre"

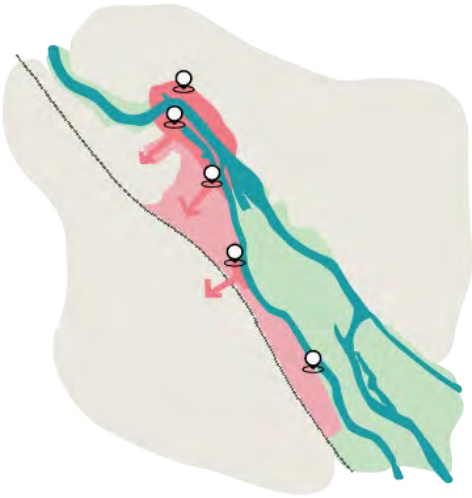
2.2 Water Lane placemaking principles

The seven placemaking principles in this section describe what each of the Liveable Exeter Principles will mean for Water Lane. The principles are used to structure the Code to ensure all its requirements help to achieve the Vision. Each placemaking principle is expanded upon later in the Code.

1

Memorable places
- A true waterside community

The Canal and River will continue to define the cultural identity of, and life in, Water Lane.



2

Outstanding Quality
- Exeter's flagship development

Water Lane will be known nationwide as an exemplar outstanding quality, low carbon neighbourhood.

3

Welcoming Neighbourhoods
- A new exciting neighbourhood

People living in Water Lane will be personally invested in the community and feel a strong sense of belonging.

4

Liveable Buildings - **Responsive density and height**

Varied but increased building densities and heights will be provided, in a way that is responsive to context and local heritage.

5

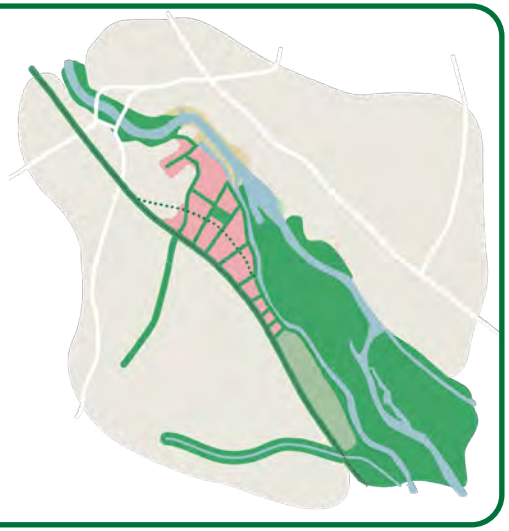
Active Streets **- A low car and healthy neighbourhood**

It will be easy to move around on foot, by bike and by public transport within Water Lane and to get to the rest of the city.

6

Spaces for people and wildlife - **Connecting with the Canal, River and Valley Park**

Abundant planting in streets and spaces together with green walls and roofs will create a rich and joined up natural network.



7

Connected Culture **- A dynamic maker community**

Water Lane will provide opportunities for cultural attractions and creativity, building on the diverse community of businesses and industrial heritage.

2.3 Water Lane Vision

The development opportunities, early community engagement and the seven Liveable Exeter principles have driven the following Vision for the future of Water Lane:

Water Lane will be a vibrant waterfront community in Exeter, well-connected to the rest of the City where people choose to walk and cycle, thanks to attractive and safe streets, and local facilities nearby.

The River Exe and historic Ship Canal will be at the heart of people's daily lives and a cherished destination for everyone in Exeter. Water Lane will be a compact urban neighbourhood where people live and work, next to the bustling Quay. The high quality homes will be designed to be low carbon and matched by an abundance of nature within all streets and spaces.

Water Lane will be an enterprising place with a mix of uses and buildings, including a new school and local centre. Its industrial past will be celebrated and the working Canal basin and Heritage Harbour will support cultural and leisure uses.

Drawing on the Vision, chapter 4 (the Design Code) contains seven Vision statements. These describe the future of Water Lane in more detail, in the context of the seven Water Lane placemaking principles.

2.4 Delivering a successful neighbourhood

The primary purpose of the SPD is to set out a clear vision for Water Lane and requirements for applicants to help achieve that vision. However, the SPD also has a crucial role to play as a strategy and coordination tool for Exeter City Council (ECC), Devon County Council (DCC) and other stakeholders to make decisions about infrastructure priorities and phasing, and how to make best use of public land and funding.

The essence of Liveable Exeter is that development delivers real benefits for people in the city, through transformation of its infrastructure and public realm. A welcoming neighbourhood needs community facilities such as a school and a local shop to be delivered at an early phase. Active streets and spaces for people and wildlife need to be designed and delivered as a coherent network, where landownership boundaries are invisible. Far too often these fundamental elements are left to last or don't get delivered at all, meaning a development is merely a collection of buildings rather than a cohesive neighbourhood.

Mayfield Park in Manchester is an inspirational example of community infrastructure delivery, which has been created ahead of the planned residential development coming forward around it.

A collaborative process

There are several different landowners, developers and infrastructure providers within the Water Lane area and, at time of writing, there is no master developer for Water Lane. This brings with it challenges for ensuring a coordinated and timely delivery of the infrastructure and public realm needed to deliver a cohesive neighbourhood. ECC will be leading a collaborative process and will expect all stakeholders and developers to fully engage in delivering the vision for Water Lane. This will ensure joint working between all parties in terms of design, infrastructure, connections and delivery.

Infrastructure delivery

The SPD sets out specific requirements for on-site infrastructure where these are known. Where further work is required to determine the need and its impact on aspects such as viability, the SPD sets out the aspirations and the process for arriving at the best solution.

ECC are preparing an Infrastructure Delivery Plan (IDP) to support the emerging Exeter Plan which sets out the infrastructure required for Water Lane developments. The IDP and the collaborative process will help to ensure that infrastructure is planned, funded and phased comprehensively. External funding may be sought for infrastructure where required.

Stewardship

Water Lane will only be a successful neighbourhood long-term if proposed developments have a clear and robust strategy for the ongoing stewardship of the area. The SPD includes codes for stewardship of resources as well as public streets and spaces (for example code **Q17**). These codes require clear strategies for the future management and maintenance of streets and spaces to form part of development proposals. Adoption of streets by the local highway authority is preferred. Alternatively, it may be appropriate for streets and public spaces (for example, the Neighbourhood Street and Community Greenspace) to be privately managed and maintained for the common benefit of residents. This must be with the agreement of the local authorities and secured through a properly constituted body with legal responsibilities – for example, a Trust or a Community Interest Company (CIC). The establishment of private management groups with strong input from residents can help to foster community involvement in the upkeep of the local environment.

Community engagement

The local community has an ongoing stake in the future of Water Lane and is important in creating a successful neighbourhood. The local community has played an important role in shaping the SPD from the outset and a summary of the early engagement for the SPD is included in the appendices. Going forwards, developers and landowners will be expected to involve the local community in the design and development process (see also code **M02**). It is anticipated that the local community will be involved in the stewardship and life of the neighbourhood on an ongoing basis.

Viability

The delivery of this SPD will require coordination, agreement and negotiation across an extensive and diverse range of stakeholders. The delivery of sites within the allocation will be secured by multiple planning applications prepared by landowners and/or promoters, working in close consultation with ECC and key stakeholders. These planning applications should be in accordance with the design principles and requirements for wider infrastructure delivery set out in the SPD as it is a material consideration in the determination of planning applications. Viability assessments must be submitted with the planning applications to justify any proposed deviation away from policy compliant levels of affordable housing.

There may be occasions where the principles set out in this guide impact upon the viability and deliverability of a development. In such circumstances, in accordance with paragraph 58 of the National Planning Policy Framework (NPPF), there may be an opportunity for an applicant to argue a case for non-compliance on the individual viability of a scheme, but only when an open book approach to the viability appraisal is adopted. This does not, however, exempt the developer from utilising the appropriate professional inputs or adopting the design process, guidelines and requirements set out in this code in order to achieve the high-quality design outcomes required by the NPPF, the National Model Design Code and National Design Guide. As such, developers should seek to deliver creative solutions to match the aspirations of the Design Code with the ultimate delivery of high quality, resilient and sustainable development.

Chapter 3

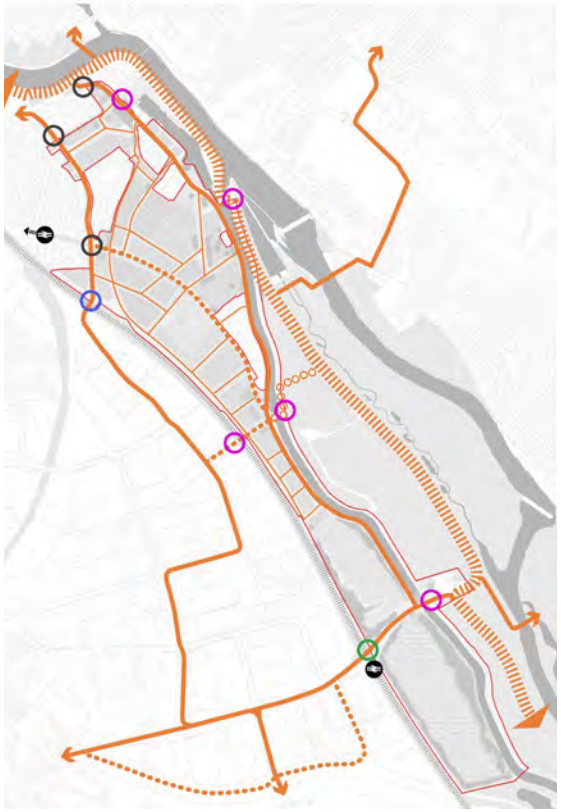
Development Framework

3.1 Development Framework Overview

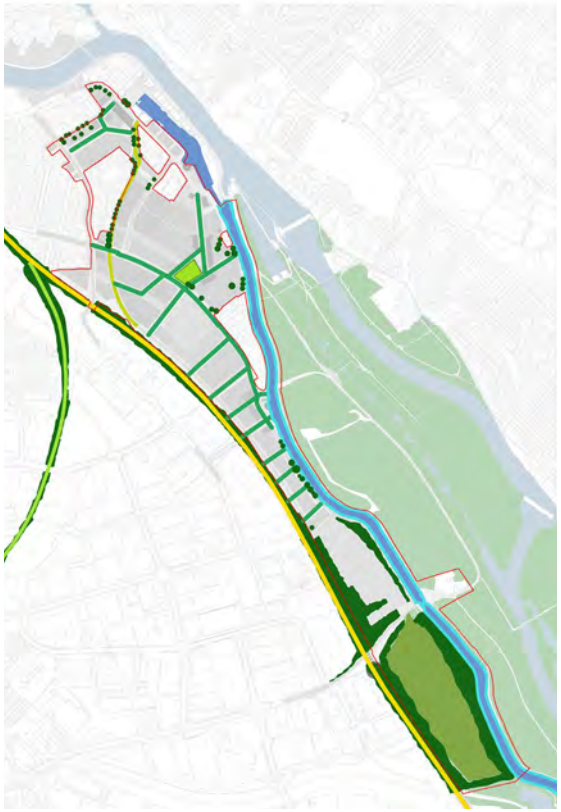
The Development Framework provides a spatial overview of future development within the Water Lane site. It provides a co-ordinating structure to the whole development area to guide individual planning applications. The Development Framework represents the spatial application of the Vision and has been used throughout the preparation of the SPD to test aspirations for the site. The Development Framework comprises a build up of the following layers, each of which is explained and expanded on within the Design Code:

Land Use
See code W02: Land Use Plan on page 55

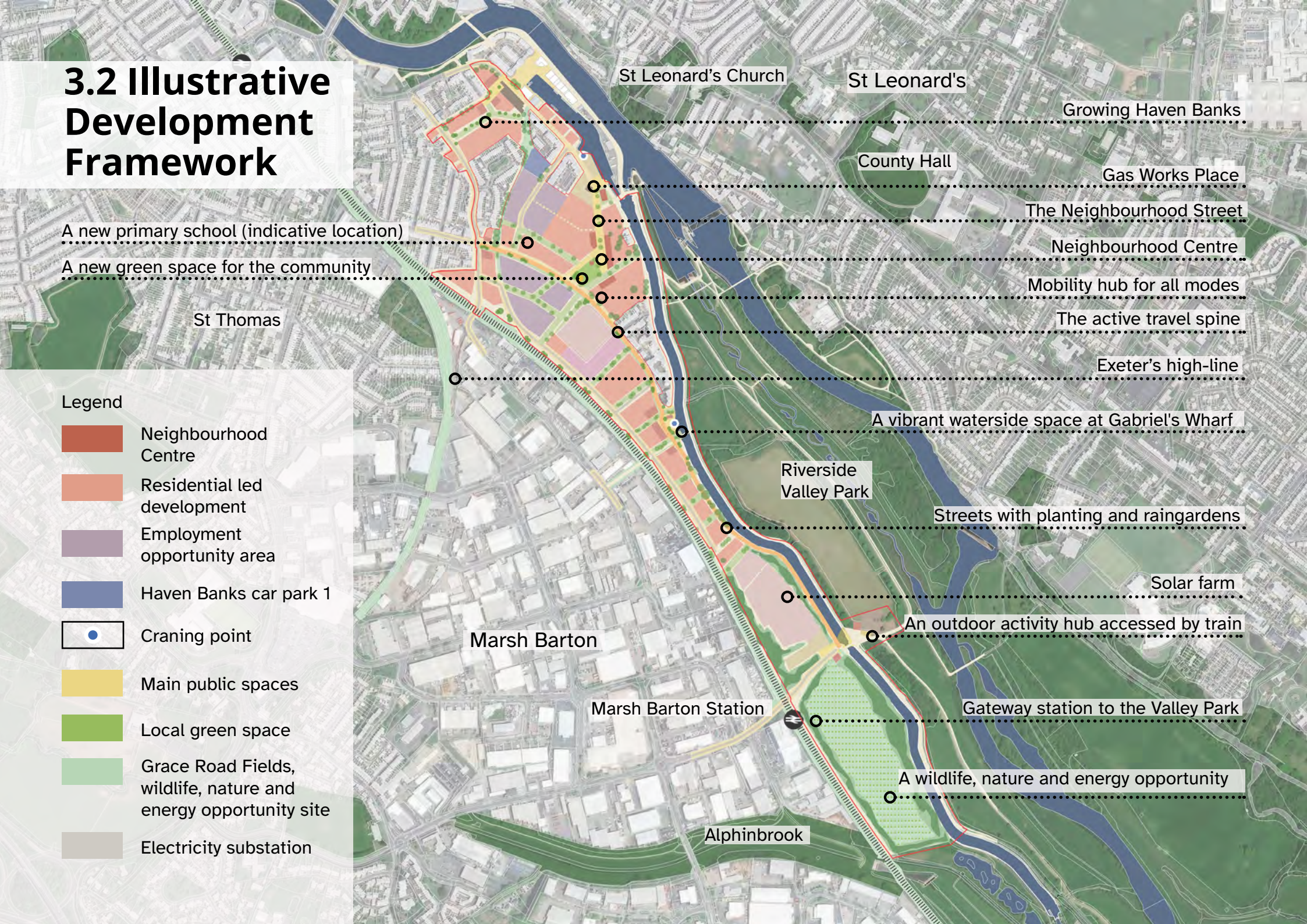
Mobility
See code A02: Active Travel Plan on page 91



Green infrastructure
See code S01: Green Infrastructure Plan on page 125



3.2 Illustrative Development Framework



Chapter 4

Design Code

(See Code Contents on page 3)

4.1 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.

A true waterside community

Future Vision for Water Lane: The Canal and River will define the cultural identity of, and life in, Water Lane, rooting the neighbourhood in a wider waterside quarter: the Quay, Haven Banks and the Valley Park. The water will be more than a pretty backdrop, but an essential part of daily life. It will be easy to access the waterside and its paths for relaxation and exercise. People will be able to enjoy getting on to the water from new waterfront spaces on the Canal. The working waterway and harbour will attract more visiting and historic boats and new water-related businesses. Maritime and industrial heritage and its importance to cultural life will be celebrated through the activities of an enterprising community spirit.

Walking through the area you will catch glimpses of the Canal and streets with lush raingardens leading towards the water. Standing on the waterfront, you will fully appreciate Exeter's panorama with the Cathedral and church spires amongst clusters of trees and buildings.

Sense of place

‘A sense of place is the quality that makes a place special and lodges it in the memory so that people want to stay or return’ - National Model Design Code

Whilst all elements of this code work together to create a strong sense of place, this section sets out specific requirements relevant to creating a ‘true waterside community’. It starts with a deep understanding of the character and identity of Water Lane, what’s important to the local community and Water Lane’s role in the city and region.

Water Lane has a strong community but the area lacks coherence and legibility and its pockets of homes are dispersed. The following codes set out the key unique features which development proposals need to focus on to create a legible and memorable Water Lane.

Subsequent sections of the Code describe how places should be planned to feel vibrant and streets and public spaces designed to add to the identity of the area.

Contextual Analysis

Water Lane has an established local community and a rich history which have shaped its relationship to the River, the city and the wider countryside. It is important that proposals understand the needs and aspirations of local people and sense of place at Water Lane.

Codes in this section set strategic parameters for considering heritage, so that detailed matters for design and impact on heritage assets can be considered at the planning application stage.

M01 – Contextual analysis

Applicants must demonstrate a comprehensive analysis and understanding of the local and city-wide context and how these have shaped the development proposal from the outset. This analysis must include (but not be limited to) the relationship with: the River and Canal, Haven Banks and the Quay, Marsh Barton, St Thomas, the City Centre, landmarks such as the Cathedral, St Leonard's Church and other listed and locally listed buildings, conservation areas, natural features such as groups of trees, the Riverside Valley Park and the green hills surrounding Exeter.

M02 - Local engagement

Applicants must engage with the local community and local stakeholders from an early stage, and in accordance with best practice, to understand their aspirations for the area and set out how the development proposals have been informed by these aspirations and will provide positive benefits for the local community. All ages, ethnicities, genders and abilities should be actively engaged and listened to. Community events that are aimed at simply explaining and defending a proposal will not be sufficient.

Character and cultural identity

M03 – Character and cultural identity

Applicants must demonstrate a comprehensive understanding of the historic and cultural identity of the local area including (but not limited to) the area's industrial and maritime heritage and its current role and function as a working harbour and a regional destination. Refer also to the Connected Culture chapter for requirements relating to cultural placemaking.

Water play, London Olympic Park

The River Exe, Riverside Valley Park, Exeter Ship Canal and Basin are regional destinations. They are places for many leisure and active uses including: walking, running, cycling, paddling and dinghy sailing. It is important that proposals enhance these assets and ensure that Water Lane remains an attractive destination long-term, both for local people and people coming from further afield.

M04 – Relationship with the River and Canal

Proposals must improve Exeter's relationship with the River and Canal. This should be achieved by:

- Drawing the influence of the water into the character of streets and spaces of Water Lane.
- Providing new waterfront buildings and public spaces which place greater emphasis on the Canal, whilst respecting the working functionality of the waterway.
- Providing internal and external space for water-related activities including access to the water. Further detailed requirements are provided in 'Welcoming Neighbourhoods'.
- Improving connections to the waterfront, along the waterfront and across the Canal and the River. Public access along the full length of the Canal must be maintained and improved.
- Framing views through the development to the waterfront with frequent gaps in the built form.

Key views

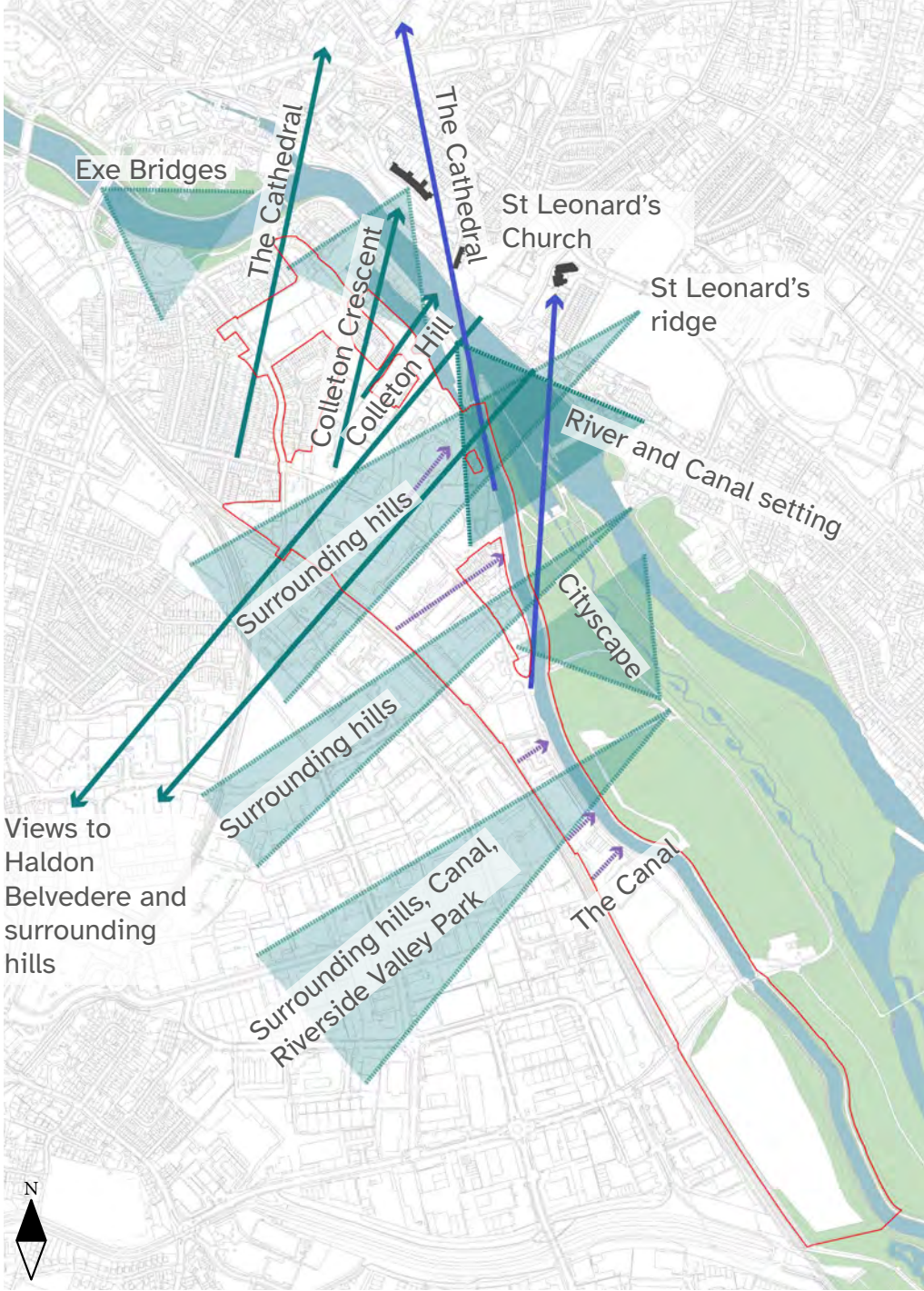
Wherever you are in Exeter you catch glimpse views of landmarks such as the Cathedral and church spires and of the green surrounding hills. In Water Lane there is an opportunity to strengthen the area's character by both retaining and creating new glimpse views. This visibility plays an important role in creating memorable places by giving a strong sense of the position of Water Lane within the city.

M05 – Key views

Development proposals must map and analyse views to, from and across the site and consider how to best retain existing and create new glimpse views. This will require co-ordination across multiple land parcels and adjacent buildings.

Development proposals must retain and consider views as shown on the 'Views Framework Plan'. These views provide a starting point and there will be others to consider, such as views from the historic Quayside and kinetic views from the railway towards the City Centre and Cathedral. The Council has commissioned a study to inform the emerging Local Plan, which will include an analysis of city skyline and Cathedral views along with recommendations for appropriate building heights and densities. The findings of this study, once published, must be taken into account in drawing up development proposals alongside any studies undertaken by applicants. All views to be considered should be agreed with the Council at an early stage. A Landscape and Visual Impact Assessment (LVIA) should be used as a design tool to inform development proposals and not only at the end of the process.

- Water Lane area boundary
- Views to retain
- Views to consider
- Indicative wider views to consider
- Indicative short Canal views to consider



Views Framework Plan showing views to key landmarks and features

Integrating historic and existing features

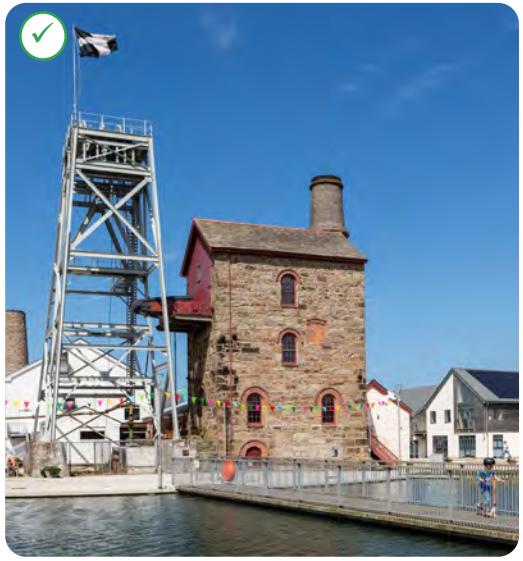
M06 – Historic and existing features

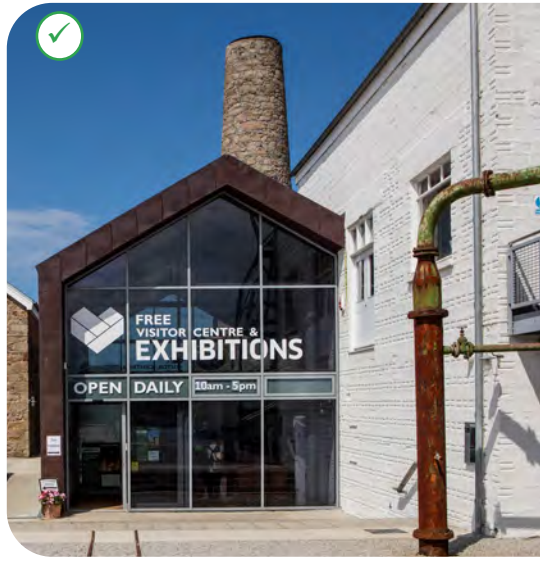
Development proposals should retain and re-purpose existing buildings, features and materials where these positively contribute to the character and identity of the area. The setting of nearby historic buildings should be respected, along with other heritage assets such as important archaeology, monuments and conservation areas.

The former Electricity Works building on Haven Road must be retained and its setting respected. Development should also respect the setting of the historic listed warehouses on the Canal Basin.

The Gas Works former Social Club building must be retained and positively incorporated into the development. Proposals should aspire to retain other features that add character and identity including the characterful local rubble stone wall that runs along the north eastern boundary of Water Lane close to the gasworks site.

Gas Works former Social Club





Retained industrial feature and contemporary extension contributing to cultural identity, Trevenson Rd, Cornwall. Image credit, Robin Forster Photography.

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

4.2 Outstanding quality

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

Exeter's flagship development

Future Vision for Water Lane: Exeter will become one of the country's leaders in responding to the climate emergency. Water Lane will play a key role with its innovation in net zero buildings and energy technologies and setting a high quality precedent for a low-car, nature-rich urban neighbourhood.

Water Lane will become an amazing and exciting gateway to the water and help make the Canal, River and Valley Park an outstanding destination which people visit from all across the city and region.

Water Lane will win awards for its high quality buildings, streets and spaces and the approach to placemaking which will successfully overcome many big challenges.

All of this will happen thanks to a huge effort and exciting new collaborations between all stakeholders including Exeter City Council, Devon County Council, the local community, the University of Exeter, Exeter College, the Environment Agency and developers.

Global city qualities

Overarching opportunities and objectives

At the heart of Liveable Exeter lies the aspiration to combine the strengths of a global city with local qualities. Exeter is a great city that often punches above its weight. It is one of the most successful locations for investment in the UK and has an emerging knowledge economy with strengths in environmental and life sciences. People from all over the UK are choosing to make their lives in Exeter and it is attracting talented and committed people from other leading cities. Some of Exeter's institutions and initiatives are internationally important and widely recognised. The world class research in environmental intelligence and climate science at the University of Exeter, the Met Office and Exeter Science Park, uniquely positions Exeter as a global leader in tackling the climate emergency and achieving Net Zero. Demonstrating how to deliver Net Zero on the ground, Exeter has also successfully built the UK's first Passivhaus leisure centre.

To continue to grow successfully, it will be important to recognise the qualities that make Exeter a great city as well as significantly improve the places across the city which are reducing the city's appeal. Exeter needs outstanding gateways, be it St David's or Water Lane, that express the high quality and high aspirations of the city. The city also needs to remain compact with attractive streets and spaces that link neighbourhoods and key destinations, where people choose to walk and cycle. And the major institutions and businesses that give the city its strength and status need to be recognised and supported to respond to shifts in technology, shopping patterns, and social dynamics.

'Outstanding Quality' sets out the requirements that will help make Water Lane a flagship development contributing to Exeter's global city qualities, with a particularly strong focus on Net Zero.

Q01 - Global city qualities

Water Lane should be a new neighbourhood of outstanding quality. Development proposals should demonstrate aesthetic excellence and aspire to award-winning quality of design across all scales.

Development proposals must capitalise on the opportunity to make Water Lane an outstanding gateway to the Canal, River and Riverside Valley Park and enhance the area's attraction as a destination of regional importance.

Water Lane should be a low car neighbourhood, taking advantage of its central location, offering a new type of healthy, low carbon living, learning, leisure and working environment for Exeter.

Development proposals are encouraged to explore opportunities to collaborate with the University, the Hospital, the College and other key institutions to find opportunities for innovation and creating award-winning development as well as providing improved physical connections, facilities and appropriate house types.

Development proposals must explore opportunities to provide exciting education, research, skills, work and leisure destinations in prominent and accessible locations.

Resources

Overarching opportunities and objectives

Water Lane can create a transformational shift in how resources such as water, energy and materials are used in the area. Currently the building stock and utility infrastructure across the area is largely inefficient, uncoordinated and limited in capacity. The use of resources is based on a linear system with minimal recycling, renewable and low carbon resources. Instead, there is an opportunity to move to a sustainable stewardship of resources with a circular system where rainwater is harvested, power is generated and used on-site and excess heat and waste is re-used. Sources of energy for a local energy network could include the nearby energy from waste facility, waste heat and water, or ground source heat. This stewardship of resources will require integrated resource systems across Water Lane, where all resources are considered together.

Water Lane also needs to be designed to be resilient for the long term. This includes eliminating the use of fossil fuels, improving energy and water efficiency in buildings, providing renewable decentralised energy and adapting the neighbourhood to climate change. This will help address the challenges people are facing such as fuel poverty.

The key objectives for the Water Lane resource strategies are to:

- Minimise resource consumption and carbon emissions by adopting hierarchical approaches in the design of buildings, infrastructure, streets and spaces.
- Set and embed best practice sustainable construction standards to deliver high levels of performance through every stage of the lifecycle across design, construction and operation, underpinning the other six Liveable Exeter principles.

The Codes and precedents on the following pages set out how these objectives can be achieved.

Integrated energy, water and waste resource strategies embedded into Hammarby Sjöstad, Sweden

Net Zero Exeter

The planet is facing huge environmental challenges caused by human interventions which are increasing carbon dioxide (referred to as carbon in this SPD) and other greenhouse gas emissions. In recognition of this, Exeter City Council (ECC) declared a climate emergency and have adopted the Net Zero Exeter 2030 Plan which sets out what Exeter will need to put in place to be net zero carbon by 2030. Water Lane is Exeter's flagship development and one of the city's most important opportunities for achieving the Vision.

Delivery of net zero-carbon development, affordable heat and hot water to residents and businesses at Elephant Park, London.
Image credit, Esri.

Q02 - Zero Carbon

Development proposals should support Exeter's ambition to be net zero by 2030 through each of the following:

- Considering location, urban form, density and place-specific solutions.
- Minimising the need to travel and maximising walking, cycling and public transport.
- Applying a fabric first approach to maximise energy efficiency.
- Maximising renewable and low carbon energy generation.
- Applying the principles of the circular economy.
- Utilising Sustainable Drainage Systems (SuDS) and other nature-based solutions to deliver flood risk management.
- Providing green infrastructure, biodiversity net gain and landscape-led schemes.

Development proposals are also encouraged to:

- Limit carbon emissions over the development's lifetime.
- Exceed local and national planning policies wherever feasible.
- Provide a 'Pathway to Net Zero Carbon' aligning with recommendations of the Net Zero Exeter 2030 Plan, best practice guidance such as the 'UKGBC Net Zero Carbon Buildings Framework' and wider UK strategies including the Energy Security and Net Zero strategies.
- Provide a 'Whole Life Carbon' assessment in detailed proposals for major development, covering carbon emissions resulting from the materials, construction and use of buildings over their entire lifetime, including demolition and disposal.
- Minimise disturbance of soil to avoid releasing stored carbon into the atmosphere.

Contextual analysis and engagement

Q03 – Site analysis and community engagement

Applicants must demonstrate that:

- A comprehensive site analysis has been undertaken which has informed the proposal's overarching resource strategies, including for energy, water, materials and waste management.
- Proposals take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
- Opportunities for resource stewardship and integrated strategies, including energy, water, materials and waste management, have been a central part of engagement with the local community and other key stakeholders.
- Proposals address community and stakeholder aspirations and provide positive benefits for the local community.

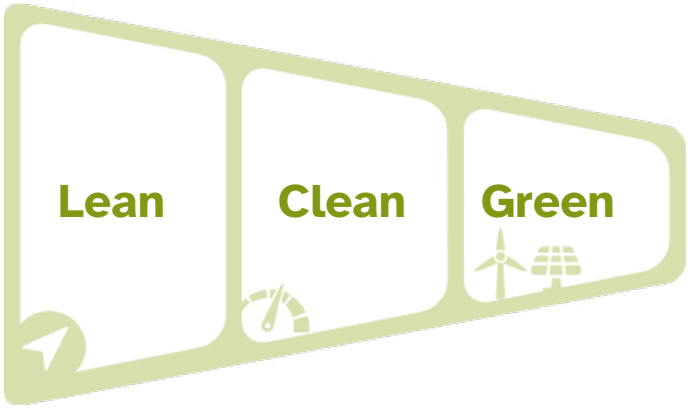
Passive design approaches were central to delivering the ‘Carbon Neutral’ community at BedZed, Sutton, South London. ©Tom Chance

Energy strategy

The Code for Water Lane minimises energy use and resulting carbon emissions in order to create an exemplar sustainable and low carbon neighbourhood.

This is achieved by employing the energy hierarchy approach. This approach supports minimising energy demand from the outset, utilising both passive (lean) and active (clean) measures which are more cost-effective than high capital cost energy generation systems. Following reduction of demand through lean and clean measures, low and zero-carbon technologies ('green' measures) should then be considered to further reduce the development's carbon emissions and ensure they are resilient to external influences on energy supply and unit cost.

Water Lane: Energy Hierarchy



Low carbon energy strategy and district energy network embedded from the outset at Queen Elizabeth Olympic Park, London. Top image credit, Robin Forster Photography.

Q04 – Energy hierarchy

Development proposals should adopt the following key principles as part of embedding the energy hierarchy to achieve the Water Lane Vision:

1. LEAN - Use less energy

- Apply passive design principles, optimising building massing, form and orientation to maximise seasonal 'free' heating and cooling, whilst reducing overheating risks and the need for reliance on comfort cooling.
- Apply a fabric first approach that minimises building space heating demands by embedding high air tightness and building fabric insulation and construction standards.
- Optimise glazing ratios to create a highly insulated building envelope whilst providing good levels of natural daylight.
- Utilise findings from best practice post-occupancy evaluation case studies to inform and incentivise sustainable behaviour change.

2. CLEAN - Supply energy efficiently

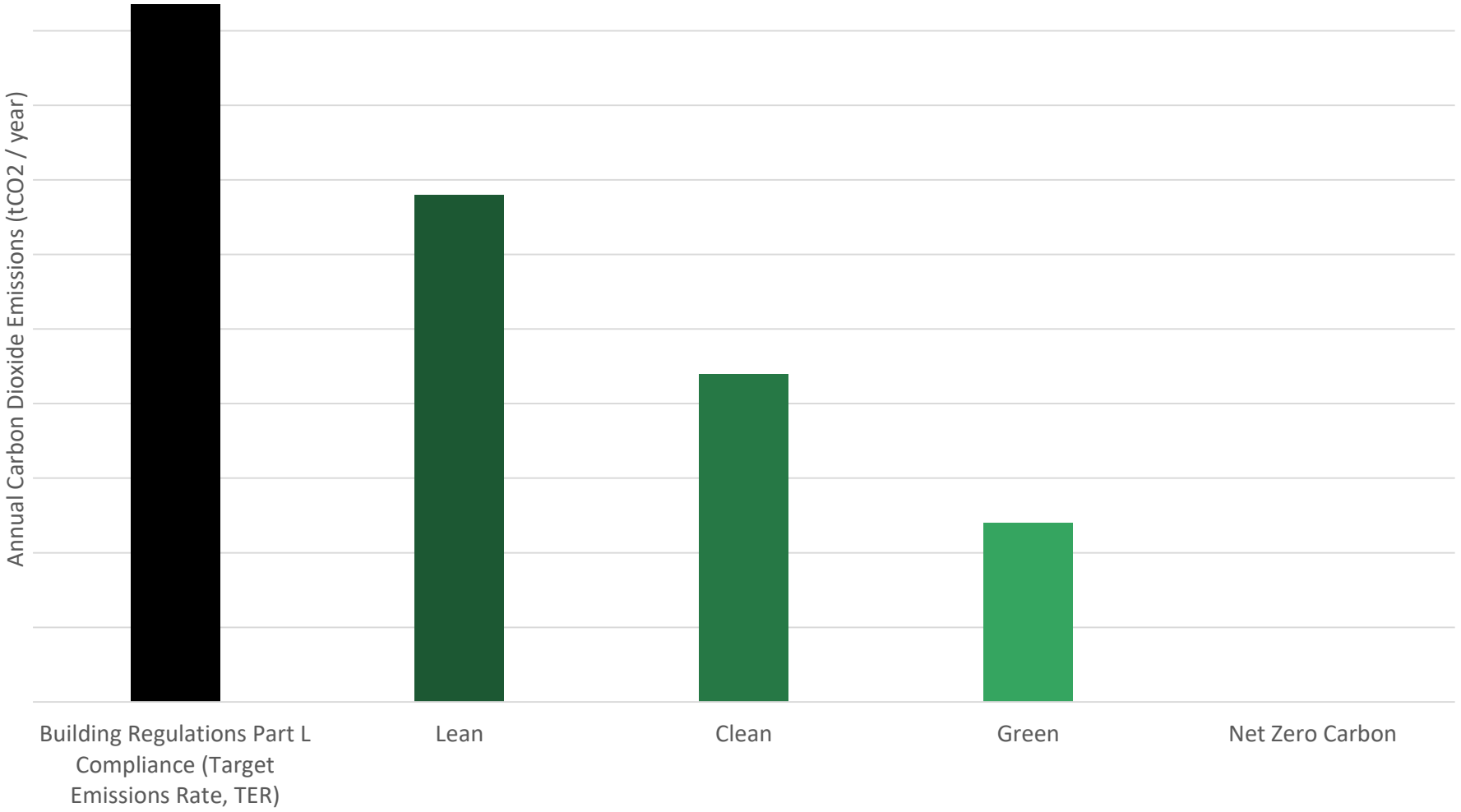
- Incorporate Energy Efficiency Measures including high efficiency building services systems, ventilation systems with heat recovery such as MVHR, and high performance LED lighting.
- Incorporate connection to local decentralised energy networks. First connect on-site, otherwise connect to existing networks. If neither is possible allow for future connections.
- Incorporate SMART grid and building infrastructure including metering, controls, appliances, energy storage and electric vehicle charging systems. Carry out and share post-occupancy evaluation studies publicly.
- Address unregulated energy consumption and carbon emissions, through incorporating high efficiency white goods and equipment and SMART controls.

3. GREEN - Use Renewable Energy

- Incorporate low and zero-carbon technologies including renewable energy systems, making use of those with the highest energy generation potential on-site in the first instance.
- Once all potential on-site low and zero-carbon technologies have been pursued, consider opportunities for near/off-site renewable energy supplies (e.g. renewable energy power purchase agreements) and then offsetting residual carbon emissions as a last resort, through responsible and certified schemes.

Example 'Pathway to Net Zero Carbon' in Operation

The graph provides an example ‘Pathway to Net Zero Carbon’ in operation as set out in Code **Q02**, based on the annual carbon emissions for development proposals across all scales. This shows how reductions in annual carbon emissions can be achieved through adopting the key principles of the ‘Lean Clean Green’ energy hierarchy covered under Code **Q04**. The pathway starts with the minimum required to achieve compliance with the ‘Target Emissions Rate’ (TER) of Part L of the Building Regulations applicable at the time the Code was prepared, and noted under Code **Q14**.



Passive, climate responsive and efficient design

Q05 – Passive and climate responsive design

Development proposals must consider opportunities to utilize passive and climate responsive design approaches, and natural resource systems on-site, from a neighbourhood to plot and building scale. These should include:

- Maximising passive solar heat gain whilst mitigating overheating risk.
- Maximising solar access where possible for incorporation of solar technologies to generate energy on-site and reduce the primary energy required.
- Demonstrating how the wind climate has been considered in development proposals and mitigation measures incorporated, for example to address potential detrimental impact on pedestrian comfort.
- Maximising the use of water harvesting and recycling systems (see also code **Q10**).
- Proposals informed by embedding microclimate analysis using software approved by an industry body, such as CIBSE.
- Designing building and public spaces to respond to predicted winter and summer temperatures, for example through the use of shading, landscaping, green infrastructure, planting, ventilation and shading devices such as colonnades to ensure pedestrian comfort. Proposals should explore creative and innovative designs which can set a high quality benchmark for Exeter.

The Climate Innovation District in Leeds (above) was designed as a powerful response to climate change through embedding passive and climate responsive design techniques, harnessing the site's natural resources and delivering highly energy efficient and resilient homes.

Knight's Place, Exeter. Delivering sustainable development embedding Passivhaus standards.

Local clean energy networks and smart infrastructure

Decentralised energy networks and smart infrastructure can support a Net Zero Carbon Water Lane, particularly when considering existing and proposed development and through collaboration between stakeholders. On average, standard centralised power generation, which provides power through the grid to most properties, is only 30% efficient, whereas decentralised generation is typically twice as efficient.

Q06 – Local clean energy networks

New development (either new build or conversion) with a floorspace of at least 1,000 square metres, or comprising ten or more dwellings, will be required to connect to any existing, or proposed, Decentralised Energy Network in the locality to bring forward low and zero carbon energy supply and distribution. Otherwise, it will be necessary to demonstrate that it would not be viable or feasible to do so. Where this is the case, alternative solutions that would result in the same or better carbon reduction must be explored and implemented, unless it can be demonstrated that they would not be viable or feasible.

Development proposals are also encouraged to collaborate with ECC and other leading organisations, such as the Devon Climate Emergency Response Group, at an early stage to explore innovative solutions for local energy networks.

Q07 – SMART grid and infrastructure

Development proposals should explore opportunities to:

- Develop a coordinated clean energy and mobility strategy.
- Implement SMART controls, metering, appliances and technology in all properties across Water Lane, to support efficient use of energy and other resources.
- Deploy SMART grid technology and interconnected infrastructure to maximise the benefits of local energy networks, on-site generation and storage. This should include electric charging infrastructure for vehicles, bicycles and scooters.
- Ensure data on resource consumption and on-site energy generation is captured and shared publicly, to inform consumers and contribute to research and development e.g. by the University of Exeter.
- Develop a digital platform that integrates multiple sources of data for example traffic, air quality and energy which enables residents, businesses and ECC to make informed decisions about their activities.

Renewable energy

Renewable sources of energy include sun, wind and water power, ground and air source heat pumps, biomass energy from organic matter, energy from waste, landfill and sewage gas. These can offer diversity and security of supply and can reduce harmful emissions to the environment.

Q08 – Renewable energy

Development proposals should maximise opportunities for on-site renewable energy generation, utilising innovative technologies.

Proposals for renewable technologies should be space efficient and integrated into buildings in the first instance, including wall and roof mounting.

Photovoltaic array installed on higher density development, Wembley.

Air quality and pollution

Q09 – Air quality and pollution

Development proposals should:

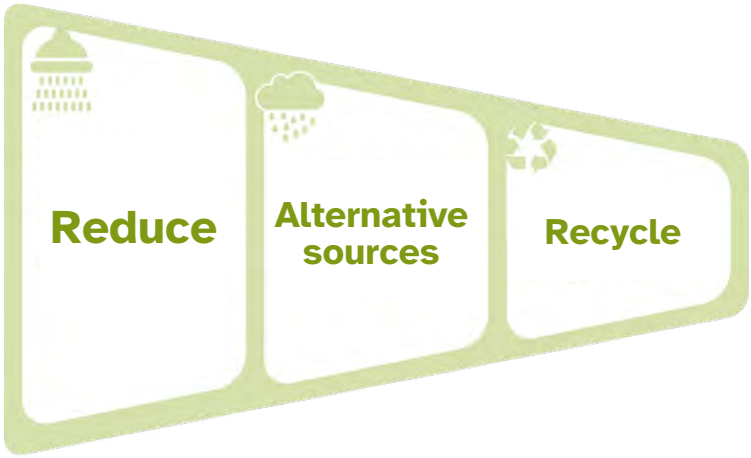
- Ensure that all electricity generated and consumed on-site is from clean energy sources and adopt a ‘zero fossil fuel combustion’ approach (unless technically unviable) to reduce/eliminate the risk of greenhouse gas emissions and air pollution.
- Minimise emissions and light, dust, vibration and noise pollution during the demolition, construction and operational phases of development and, where possible, contribute to the improvement of local environmental conditions.
- Meet expected standards for internal and external levels of all pollutants, including noise.

Water strategy

The Code aspires to dramatically reduce water consumption and meet a large proportion of the neighbourhood's water needs through captured rainwater and recycled water. This will create a positive impact on the wider catchment area, reduce the reliance on potable water supply from the municipal network and set a new benchmark for Exeter.

There is an opportunity for recycled water or harvested rainwater to be used for water related uses with additional requirements for non-potable water such as irrigation, flushing of toilets, cleaning e.g. kayaks, canoes and paddle boards etc. There are also ground floor areas within Water Lane not suitable for residential use which may provide an opportunity for water storage.

Water Lane: Water Hierarchy



Q10 – Water hierarchy

Development proposals should:

- Adopt the water hierarchy to support the conservation of water supplies and resources.
- Minimise water demand as a priority, before considering efficient fixtures, fittings, distribution, alternative sources for lower grade use and recycling.
- Incorporate water storage, rainwater harvesting and use across all properties wherever feasible.

Development proposals are encouraged to achieve a minimum water efficiency that requires an estimated water use of no more than 110 litres per person per day, or subsequent water efficiency targets promoted by the water industry or in building regulations.

For sustainable drainage requirements refer to **S06**.

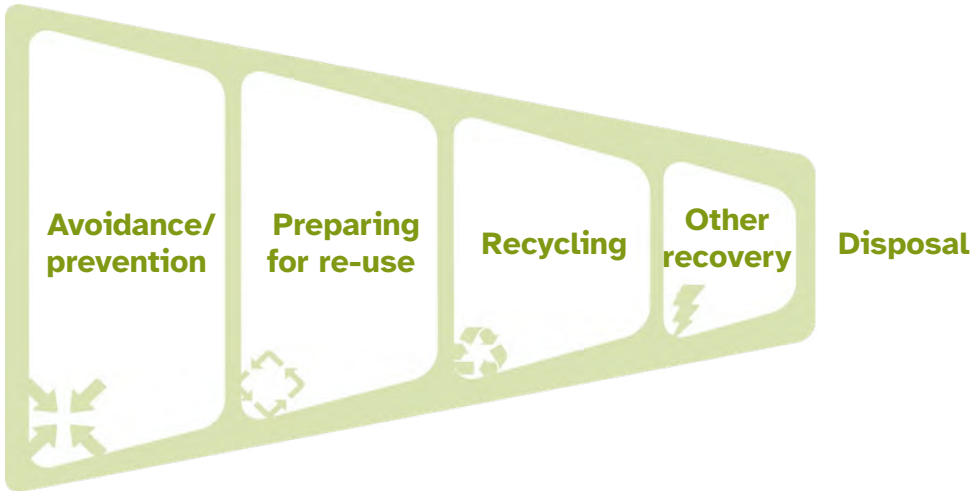
Sewage and water infrastructure

Reinforcements to the water supply for Water Lane will be needed to support new development. South West Water (SWW) estimates that design and construction of the upgrades will take two years. The need for medium to long term upgrades to the Tan Lane Sewage pumping station is currently being determined by SWW, taking into account the redevelopment of Water Lane and any other potential developments nearby. Applicants for planning permission are advised to engage with SWW at an early stage.

Materials and waste strategy

The SPD promotes sustainable material selection, use and recycling, minimising waste generated during construction and operation, and sent to land fill.

Water Lane: Waste Hierarchy



Q11 – Materials and waste hierarchy

Development proposals should:

- Follow Devon County Council's Waste Management and Infrastructure SPD.
- Ensure that waste management is considered from the outset and over the development lifecycle.
- Adopt the materials and waste hierarchy to first prevent waste before considering reuse and recycling. This should include selection and management of materials arising from demolition, site excavation and construction.
- Adopt circular economy principles using best practice approaches for example as developed by the Greater London Authority.

The design of Mayfield Park in Manchester has reused and upcycled many of the features that were on site, including the structure for the former culvert now used for the new footbridge constructions. Re-use of existing materials helped to reduce the cost of the park by £20 million.

Sustainable construction

The Code aspires to enable highly sustainable buildings, infrastructure and public realm using environmentally responsible and resource efficient processes. These include selecting materials with low embodied carbon, using modern methods of construction, maximising resilience and high sustainable performance in construction and operation.

Exeter is leading the delivery of both residential and leisure Passivhaus schemes in the UK. Development at Water Lane can use local expertise and knowledge to achieve the highest levels of energy performance.

St Sidwell's Point Leisure Centre, Exeter. The first leisure centre in the UK built to Passivhaus standards.

Q12 – Embodied carbon

Development proposals are encouraged to:

- Select and prioritise low carbon, local and durable materials for construction, reusing existing buildings and materials wherever possible.
- Use innovative, on or off-site modern methods of construction that minimise the development's embodied carbon and promote a circular economy.
- Calculate the impact on climate change from carbon emissions embodied in development materials, using a nationally recognised carbon assessment method, such as the UKGBC 'Net Zero Carbon Buildings Framework'.
- Demonstrate that the embodied carbon has been minimised.

Q13 – Resilience

Development proposals should:

- Be designed and built to function well over the development lifetime to be resilient and minimise vulnerability to climate change. The performance standards required should be considered from the outset to ensure they can be achieved post-completion.
- Minimise resource consumption, including energy, water, materials and waste.
- Use appropriate design, layout, orientation, landscaping and materials.
- Integrate renewable technologies and SuDS at every opportunity.
- Enable people and goods to travel by modes that are low or zero-carbon and less vulnerable to increases in fuel prices, such as walking, cycling, public transport and water transport on the Canal.
- Consider regenerative building design and landscaping that is resilient to climate change over the development's lifetime.
- Enable future connections to local energy networks and energy centres/utility hubs, using best practice principles such as the National Joint Utility Group.
- Design infrastructure that is resilient to climate change, prioritising nature-based solutions to managing flooding wherever feasible. See **Q15** for specific reference to flood risk.

Climate resilience has been central to the design of Malmo's Western Harbour (Sweden). Nature-based solutions to manage flooding are attractive and integrated within the overall landscape, green roofs slow down the run-off from buildings and large boulders help create an attractive waterfront whilst protecting the neighbourhood from the sea during storms.

Q14 – Building performance standards

Development proposals are encouraged to:

- Adopt the highest sustainability performance standards in all buildings, using certification systems such as Passivhaus, Home Quality Mark or BREEAM.
- State the benchmarks and targets adopted and demonstrate how these will be addressed in the design and throughout the lifespan of the development.
- Achieve a 78% carbon dioxide emissions reduction from that required under the 2013 Building Regulations (applies to residential development).
- Meet national target improvements for Energy Performance Certificates (EPC).
- Ensure high comfort levels within all buildings by minimizing overheating and heat loss, and provide good ventilation using best practice, industry approved modelling software such as CIBSE TM 52/59.

Flood risk

The Water Lane area is predominantly within flood zone 3 and also contains areas that are subject to surface water flooding. Flood risk is a key consideration for development. It has significant impact on the overall design and on a wide range of issues including safe access and egress, ground floor uses and frontages.

Q15 - Flood risk

Flood risk must be considered early in the design process. Development should be designed taking account of flood risk so that it will be safe throughout its lifetime without increasing flood risk elsewhere.

More vulnerable uses such as residential need to be laid out and designed using flood avoidance measures such as raising finished floor levels above predicted flood levels or not using the ground floor as habitable space for housing.

Where less vulnerable uses are located within the flood zone, they should incorporate flood resilience measures in line with best practice for all sources of flooding. This includes consideration of layout of individual units, choice of materials, floor construction, and height of electrics.

See **L25** and **L27** for requirements relating to ground floor frontages within the flood zone.

See **A13** for requirements relating to safe access and egress.

See **A15** for requirements relating to Water Lane (the street).

See **S06** for requirements relating to sustainable urban drainage.

Lifespan

For Water Lane to be a successful and outstanding quality neighbourhood, it is crucial that long-term stewardship and governance is considered from the outset and that development proposals across the area are well coordinated. This will ensure that spaces and buildings are well looked after and resilient to future change. It will also ensure that important infrastructure, such as active travel connections, community facilities and open space are delivered early and in the right place to support the new neighbourhood.

Q16 - Development coordination

Development proposals must demonstrate that they are coordinated with other sites within Water Lane and enable a comprehensive development overall. This includes:

- Taking account of approved and live applications in the area.
- Taking account of the Development Framework and Design Code requirements.
- Considering any shared infrastructure needs, site connectivity and integration with development layouts on adjacent sites.
- Setting out a strategy for coordinated phasing and delivery of key infrastructure in consultation with key infrastructure providers.
- Taking account of the requirements of existing infrastructure and connecting and integrating with sites in current use, such as the Canal Basin and its quays and buildings.
- As far as possible, minimising impacts on access and amenity during construction phases.

Q17 - Stewardship and governance

Proposals must clearly show the difference between public, communal and private areas and identify the areas and infrastructure to be adopted by a public authority and those to be controlled by a management company.

Proposals must clearly describe future adoption and management arrangements for highways, public and communal spaces and infrastructure. A sustainable funding model must be agreed to ensure ongoing stewardship.

Developers should engage with Devon County Council (DCC) as the local highway, drainage and flood risk management authority to establish areas and infrastructure for adoption or agree a robust alternative approach to management and maintenance.

Adopted streets should conform with DCC's design guide, however adoption criteria will likely evolve over time, and active engagement with the authority will ensure placemaking opportunities are maximised. Sustainable urban drainage may be suitable for adoption where it serves the highway. Streets with significant planting may not be suitable for adoption. Unadopted streets must allow public access.

Development should consider management structures that ensure local governance and maintenance of public and communal spaces, and unadopted streets, such as a Trust or Community Interest Company (CIC). The details of such stewardship arrangements must be agreed between ECC, developers and other stakeholders at the planning stage.

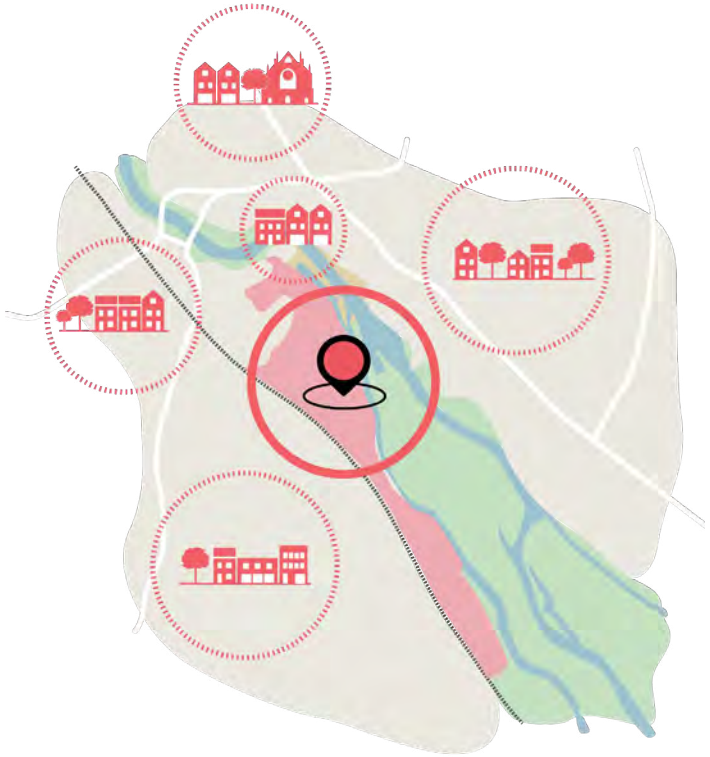
4.3 Welcoming neighbourhoods

The city wide ambition: 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.

A new exciting neighbourhood

Future Vision for Water Lane: Water Lane will be a new canalside neighbourhood, taking its place amongst Exeter's distinctive network of neighbourhoods. Its neighbourhood centre will include a primary school, community green space, work hubs and shops, becoming the natural gathering place bringing the community together. The many community events held within the neighbourhood centre and on the waterfront spaces will show that people are personally invested in the community and feel a strong sense of belonging. It will be a welcoming neighbourhood where it is easy to meet and socialise with people and say hello to each other. Thanks to the many different types of homes, Water Lane will attract people from all stages of life from University graduates to families and retirees.

When people want to venture further, it will be easy to get to surrounding neighbourhoods and the City Centre by foot, on bike and by public transport.



Land use and activity

W01 - General land use and activity

Development proposals must:

- Accommodate a mix of uses and cater for a broad demographic. Suitable uses include residential, employment uses compatible with residential (as defined in use class E), education, healthcare, food and drink, leisure, culture, heritage centre, community facilities, places of worship, water-related uses, and space for the charitable sector.
- Deliver important uses including a primary school, public open space, local healthcare provision and Neighbourhood Centre in an early phase to support a successful and cohesive new neighbourhood.
- Coordinate plans and phasing with existing functions and uses and other proposals across the Water Lane area, as far as possible, to ensure a comprehensive development.
- Help connect and bring together dispersed residential areas into a cohesive neighbourhood with accessible community facilities, diverse homes and high quality open spaces which complement and contribute to the local area.
- Explore the opportunity for the provision of cultural space of city wide significance as outlined in **C05**.

Wapping Wharf Phase 1 Mixed-use scheme, which integrates new flats and ground floor retail space along Bristol Harbour.

Generous canal side public space as part of a mixed-use urban regeneration at Kings Cross, London.

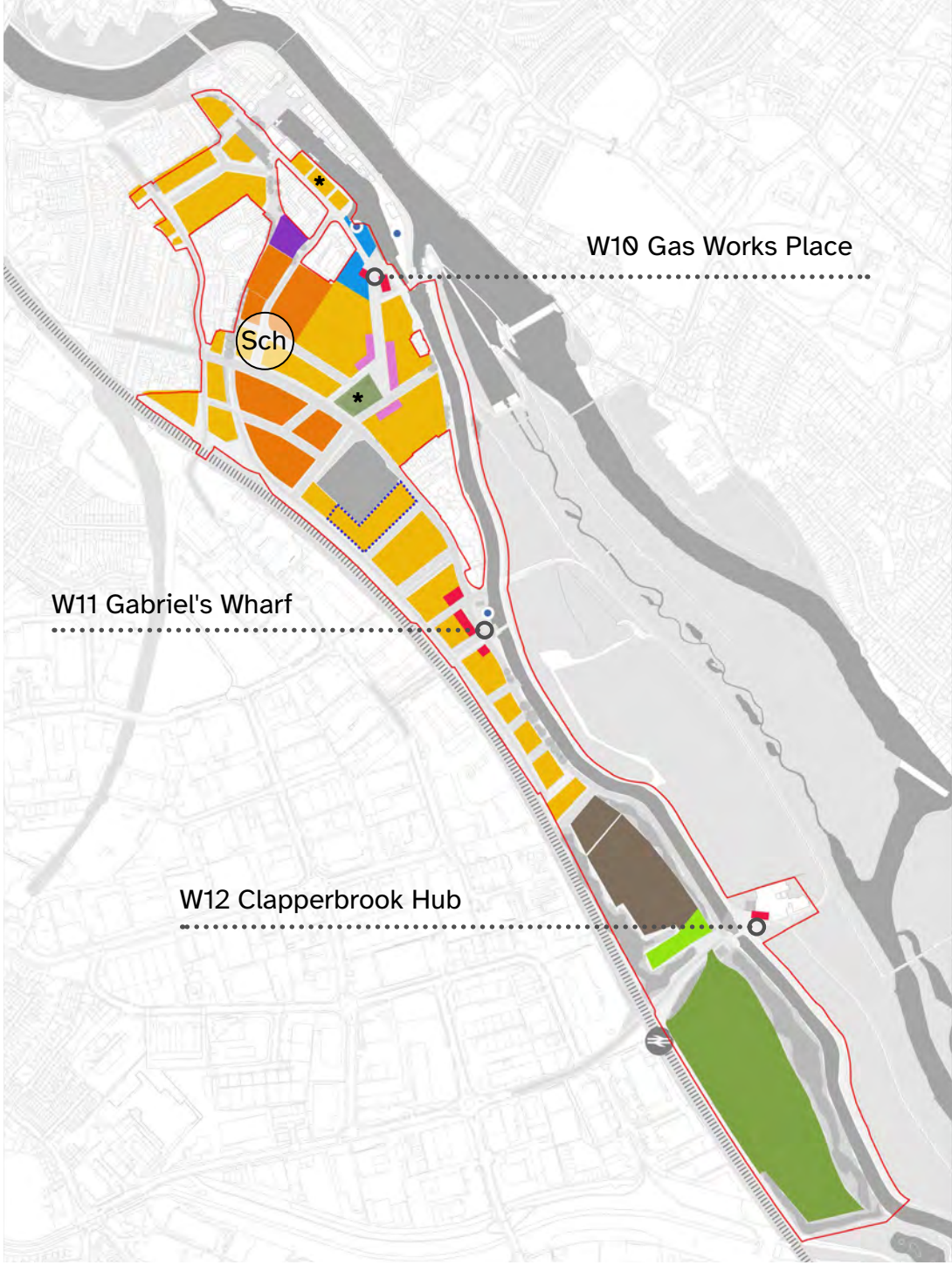
W02 - Land use plan

Distribution and location of uses should broadly follow the land use plan unless a more suitable arrangement is demonstrated.

Legend

- Neighbourhood Centre (W03)
- Sch — Indicative broad location for Primary School (W04)
- Opportunity for Higher Education
- Employment opportunity area (W07)
- Boat storage (W05)
- * — Local green space (S12)
- * — Opportunity for water related uses fronting the canal Basin (W05)
- Solar farm, bio gas plant and green waste site (Q09)
- Water spaces (W10-12)
- Residential led development
- Car parking for leisure hub (W12)
- Craning point (W05)
- Electricity substation
- Grace Road Fields, wildlife, nature and energy opportunity site (S15)
- Retained Haven Banks car park 1

Note: non-residential uses can be incorporated within residential led development particularly on the ground floor. Refer to non-residential ground floors (L27).



Land use plan

W03 - Neighbourhood Centre

A Neighbourhood Centre should be provided broadly as shown on the land use plan and be:

- Well connected to the whole neighbourhood as well as the wider area.
- On the Neighbourhood Street that connects the Canal at Gas Works Place with Water Lane (the street).
- Set back from the waterfront and near Water Lane (the street), creating a distinct destination.
- Adjacent to the primary mobility hub.

The Neighbourhood Centre should incorporate sufficient non-residential uses to support a vibrant centre and area. A minimum of 175m of non-residential active frontage is expected, focused on the local green space and Neighbourhood Street as described in the land use plan.

Suitable non-residential uses include (but are not limited to) health facilities, primary school, community facilities, local shops, workplaces, gym and mobility/delivery hub. A convenience food store should be provided of approximately 300-600sqm gross internal area.

It is expected that non-residential uses will be predominantly located on the ground floor with residential uses above to make efficient use of land.

The Neighbourhood Centre should incorporate a local green space. Further requirements for this space are set out in **S12**.

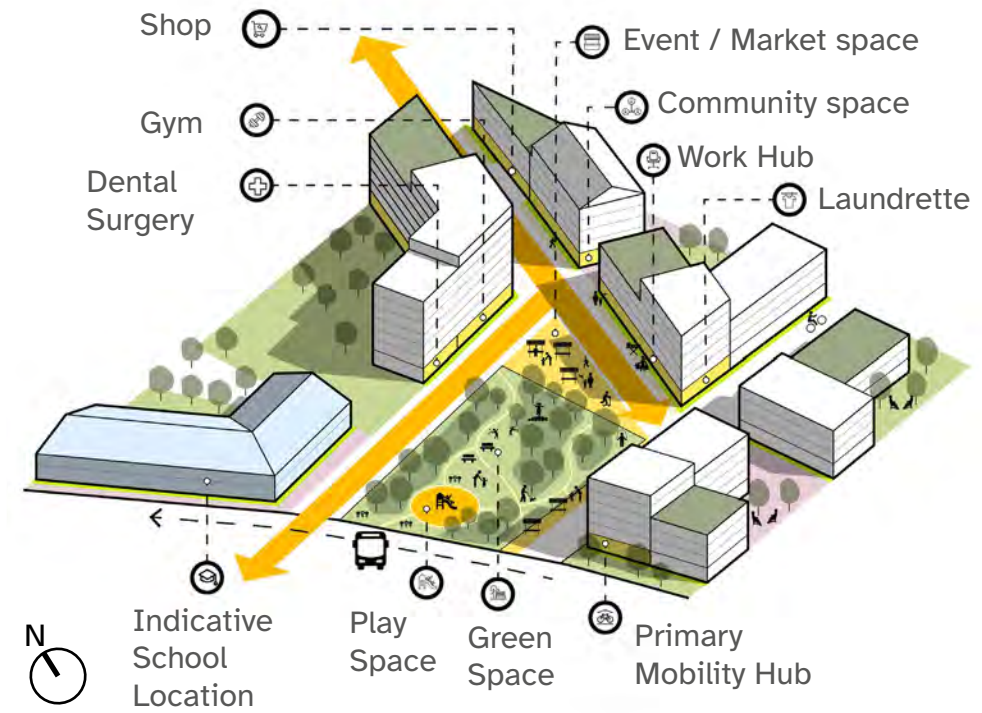


Diagram showing an example of what the Neighbourhood Centre could look like and the uses it could include.

Mixed-use neighbourhood centre with active uses on ground floor and residential above, North West Cambridge

The Neighbourhood Centre and local green space provide a well connected, mixed-use centre for Water Lane.

W04 - Primary school

A two-form entry primary school with nursery and space for a family hub is required at Water Lane. The school must provide access to a playing pitch, hard play area, outdoor classroom areas and preferably areas for forest school or wildlife areas. The school building should comply with Department for Education Building Bulletin Guidance for Schools (BB103) and be designed to be appropriate to this severely constrained urban location and proposed higher density development. The school should incorporate minimal on-site car parking provision and, where possible, utilise off-site staff parking opportunities within neighbouring development. Cycle parking should be provided in line with current government best practice. An all-weather pitch, instead of grass playing pitches, could also be considered to make best use of land.

The school should be located adjacent to, or close to, the neighbourhood centre and must contribute to the neighbourhood street. This could include a prominent entrance and co-locating community uses with windows facing the street. Where the school site does not directly adjoin the neighbourhood street, a traffic free space should connect the two. Safe and attractive walking and cycling routes should be demonstrated from all adjoining residential areas to the school site.

A travel plan must provide appropriate mitigation to reduce vehicle trips to the school site, including ensuring Water Lane and Haven Road are safe for cycling.

An indicative broad location for the school site is shown on the Development Framework and **W02**. However, determining the final size and location of the school will require collaboration through the planning process between the landowners, Devon County Council and Exeter City Council and will need to form part of a commercial agreement. Phasing of the school's delivery will be confirmed through this process, to support its placemaking role in building a community at Water Lane.

Site constraints including, but not limited to, safe access and egress, contaminated land, covenants, and proximity to existing utilities, including the high pressure gas main and electricity substation, will need to be addressed. Proposals will need to consider a flood evacuation plan, including linking to a strategic safe access and egress route. Refer also to **Q15** Flood risk.

Award winning urban school, Edith Neville Primary School by Hayhurst & Co Architects. Image credit, Kilian O'Sullivan.

School Options Appraisal

A separate Water Lane Primary School Options Appraisal has been produced, as a supporting evidence document to the Supplementary Planning Document. This document tests options for how a school could be brought forward.

Water related uses

The Canal Basin is a working harbour and is actively used by businesses, organisations, schools and individuals. Water related uses are essential for Water Lane to be a true waterside community, where the water plays an active role in the life of the neighbourhood rather than just being a pretty backdrop to development. There are many improvements identified by local stakeholders that could make the Canal an even more attractive feature for the local area and the city. These include:

- New slipways that enable small and medium vessels, as well as those weighing over 20 tonnes, to get in and out of the water.
- Clean and weed-free water in the Canal.
- Multiple smaller pontoons along the Canal to allow access to the water in more locations.
- A water-related community hub with space for boat building and maintenance and community projects.
- Boat and equipment storage.
- Changing facilities, public toilets and services for visiting and moored boats.
- Car parking in the right places for those who bring their own equipment.
- Opportunities for water taxis between Marsh Barton Station, the Quay and the Canal Basin, and to and from other waterside destinations.

The Exeter Ship Canal and Heritage Harbour Route Map has been produced on behalf of the Exeter Canal and Quay Trust to assist with bringing these and other features forward in future.

W05 - Water related uses

Public access must be maintained along the whole length of the Canal on the Water Lane-side. Development setbacks are shown in **L05**, **L07** and **L14**.

Development proposals along the Canal should provide space suitable for commercial, heritage and active leisure water-related uses in places where there is or can be good access to the water.

Applicants must engage with users of the Canal and River and Exeter City Council at an early stage to understand their aspirations and requirements and define how the development proposals can best support these. This should include engagement with the Friends of the Exeter Ship Canal, the Exeter Canal and Quay Trust, the River and Canal User Group and the Exe Water Sports Association.

Development proposals must allow sufficient space to safeguard the function of the working harbour, ensure good access to the Canal for water-related uses and ensure the use of the Canal can increase in the future. The canal is itself a non-designated heritage asset and its historic significance (including its functionality where relevant) should be understood, conserved and where appropriate enhanced by new developments in the Water Lane area.

Craning points must be maintained at West Quay, East Quay, and Gabriel's Wharf. Opportunities should be explored to improve the existing slipway at West Quay to provide water access for a greater variety of craft.

Paddle boarders on the Canal, Exeter

Housing mix

W06 – Housing mix

Development must provide a mix of housing which caters for a broad demographic and takes account of local needs, including for affordable housing. This should be reflected in the type, size and tenure of housing proposed as well as its associated amenity space. This mix shall include homes suitable for families, key workers, people with additional needs, care leavers, younger people, students, the elderly, downsizers, and custom build housing.

Housing typologies that are dedicated to a narrow demographic such as student housing, co-living or retirement living must not dominate the area. Developments must demonstrate they are future proofed to support alternative uses by illustrating alternative layouts.

There is a need for homes for older people, including extra care housing, in Exeter. Applicants must liaise and collaborate with relevant local authorities to explore how development will best support this need.

Family housing in an urban context

Family housing in an urban context can be provided in apartments or townhouses. Family apartments require good daylight levels, generous private amenity spaces, communal green space with opportunities for doorstep play, and sufficient bike and buggy storage provided in convenient locations. Townhouses can be cleverly designed to provide high levels of amenity with increased density, by incorporating roof terraces and accommodation over three storeys. Refer to the liveable buildings chapter for detailed housing design requirements.

Hortsley retirement accommodation in an urban context, Seaford, West Sussex. ©RCKa/Jacob Spriestersbach

Apartment blocks which cater for a broad demographic including families with easy access to play and open space, Malmo, Sweden

Employment opportunities

Water Lane contains existing employment floorspace and provides an exciting opportunity to create a unique mixed-use area with space for a broad range of employment uses that can be co-located with residential. Proposals can use the highly accessible and sustainable location to support workplace travel plans.

Water Lane has an important relationship with Marsh Barton and as such it can act as a catalyst for wider regeneration with more efficient and creative use of land and existing buildings. Due to the flood risk, there might be areas where it is not suitable to have residential at ground floor, which presents a great opportunity to provide space for a broad range of less vulnerable uses.

W07 – Employment opportunities

Development proposals should incorporate space for employment uses that are compatible with residential, with a particular focus within the 'employment opportunity areas' identified on the land use framework plan and where ground floors aren't suitable for residential use due to site constraints. Types of employment spaces could include work hubs, collaborative workspace, live work units, other small scale employment units and spaces for maritime employment uses. Refer also to **C03**.

Ground floors should have floor-to-floor heights of at least 3.5m and flexible floor plates to accommodate a broad range of non-residential uses and changes over time including leisure, offices and workshops.

Proposals are encouraged to provide existing levels of employment floor space.

Ground floor workshop space with residential above, Caxton Works, London

W08 – Existing uses

Applicants must consult with existing businesses and organisations in the area to explore opportunities to provide space which caters for their future needs.

Development proposals should explore opportunities to re-purpose existing buildings where suitable to provide affordable space for businesses and other organisations.

Existing waste management operations should not be prejudiced by development proposals. Applicants must engage with relevant authorities including Exeter City Council as waste collection authority and Devon County Council as waste disposal and planning authority, with regards to all nearby strategic waste facilities, to understand their operations and assess the impact on future residents.

W09 – Utilities

Proposals must consider opportunities for the strategic consolidation of utilities infrastructure. Relocation of existing services and provision of new services must be coordinated to provide positive placemaking outcomes with consideration for the wider area. Proposals must accommodate existing strategic infrastructure where this is not proposed to be relocated, including addressing impacts on development. For example, the electricity substation and services along Water Lane (the street).

Water spaces

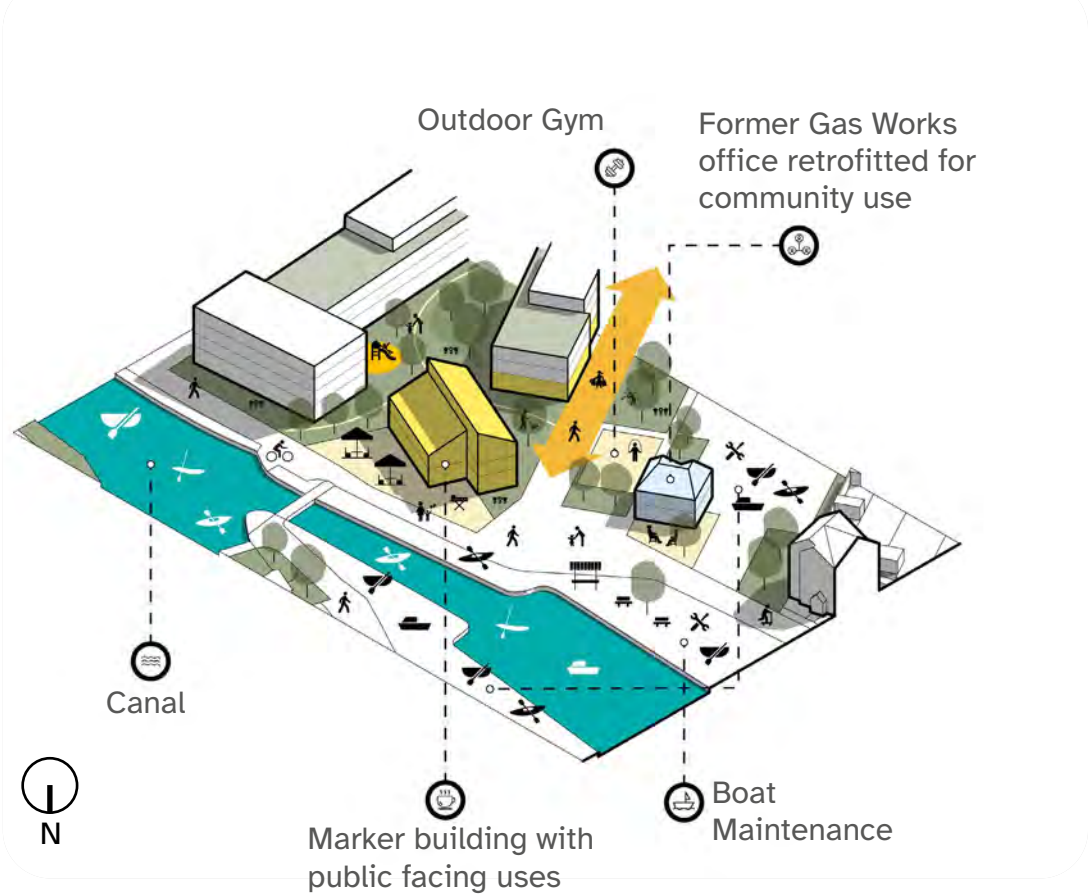
W10 - Gas Works Place

A local node should be provided adjacent to the former Gas Works office, broadly as shown on the land use framework plan.

Development should re-purpose the former Gas Works office as a water related community hub. This could include a relocated Canal office, Sea Cadets, changing and shower facilities, and other water related uses. The adjacent area could be provided for boat storage and maintenance. Other non-residential uses could include local shops, cafés, heritage centre and chandlery.

The space forms part of the Neighbourhood Street which connects the Canal Basin to the Neighbourhood Centre and will be an important gateway into the new development. Street trees should be provided and there should be opportunities for planting and 'play on the way' features.

There is an opportunity for a marker building as noted on the regulating plan which has active frontages on both the Neighbourhood Street and Canal Banks. The form of this building should be carefully considered to ensure the massing produces an appropriate scale and is responsive to framed views of Colleton Crescent and Exeter Cathedral from the Neighbourhood Street. Public facing uses such as a heritage centre or other water related uses should be considered for this site.



Illustrative view of one development option for Gas Works Place.

High quality public realm and re-purposed industrial buildings, Gloucester Docks. Image credit, James Hudson Photography.

W11 - Gabriel's Wharf

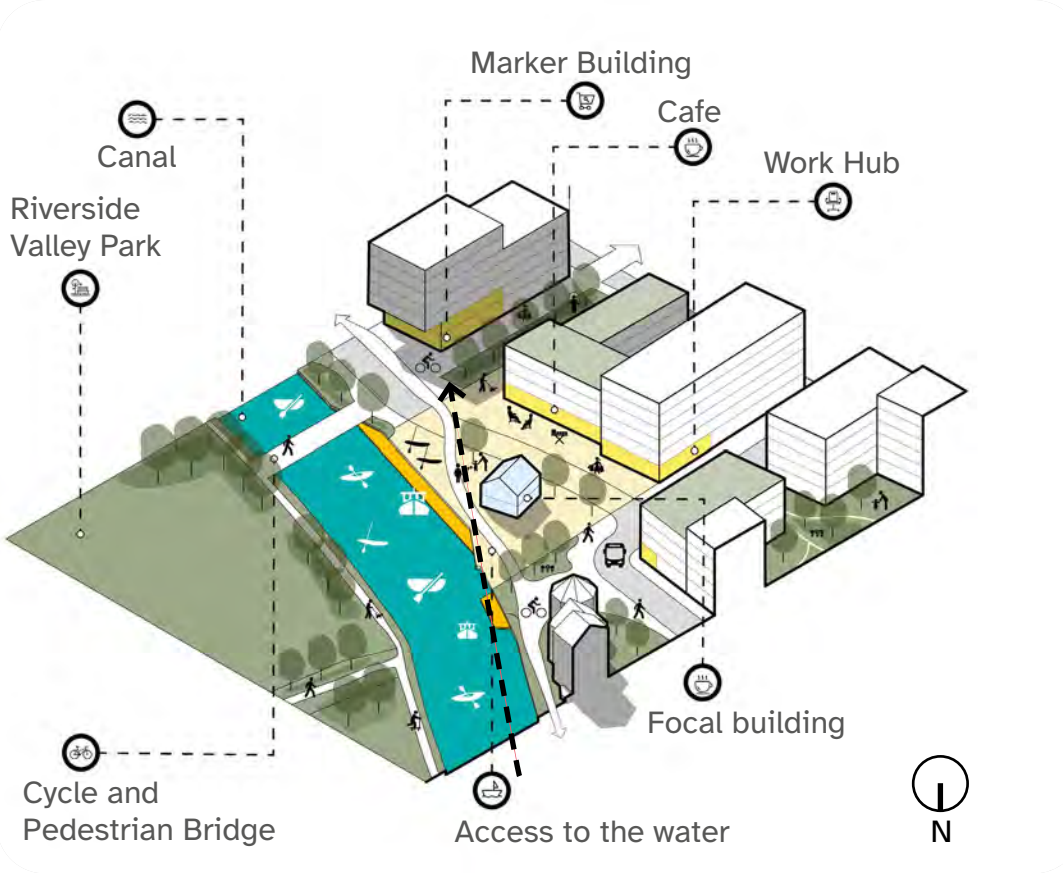
Gabriel's Wharf is an important point of connection between the Canal path, Water Lane, the existing railway underpass to Marsh Barton and potential future bridge across the Canal. A public open space acting as a local node should be provided at Gabriel's Wharf, broadly as shown on the land use framework plan.

Development must ensure public access to the canalside at the wharf is safeguarded. Opportunities for new improved access should be considered, including for canoes, kayaks and paddle boards. Short stay/loading only and unallocated parking will need to be provided near to any new pontoons and launching places to enable loading and unloading of water equipment. Refer also to **W05** Water related uses.

Gabriel's Wharf is required to safeguard a craning point with occasional vehicle access for articulated lorries and crane. The public open space should front on to the Canal and be designed to be multifunctional with surfaces to accommodate heavy loading requirements associated with this use. Proposals must provide an access route to the Wharf that is suitable for the crane and lorries, and a management plan that will ensure safe governance of this occasional use of the open space

The public open space should be provided behind the Wharf, fronting the Canal. Buildings should be well set back from the Wharf and their form and massing arranged to reduce overshadowing of the space. A focal building of 1 to 3 storeys with active frontages on all key elevations may be suitable to be located within this space.

Development around the open space should include non-residential ground floor uses with active frontages facing the space. Suitable uses could include water related uses such as boat hire, in addition to local shops, cafés and work hub.



Illustrative view of one development option for Gabriel's Wharf. Existing apartments at Gabriel's Wharf are retained.

There is an opportunity for a marker building on the southern side of the open space as noted on the regulating plan. This distinctive building will mark the end of a vista when travelling south along the Canal. The form of the building should address both the open space and Canal through its elevation treatment and massing.

There are no specific development proposals for the existing homes at Gabriel's Wharf, which are outside of the Code and Development Framework area.

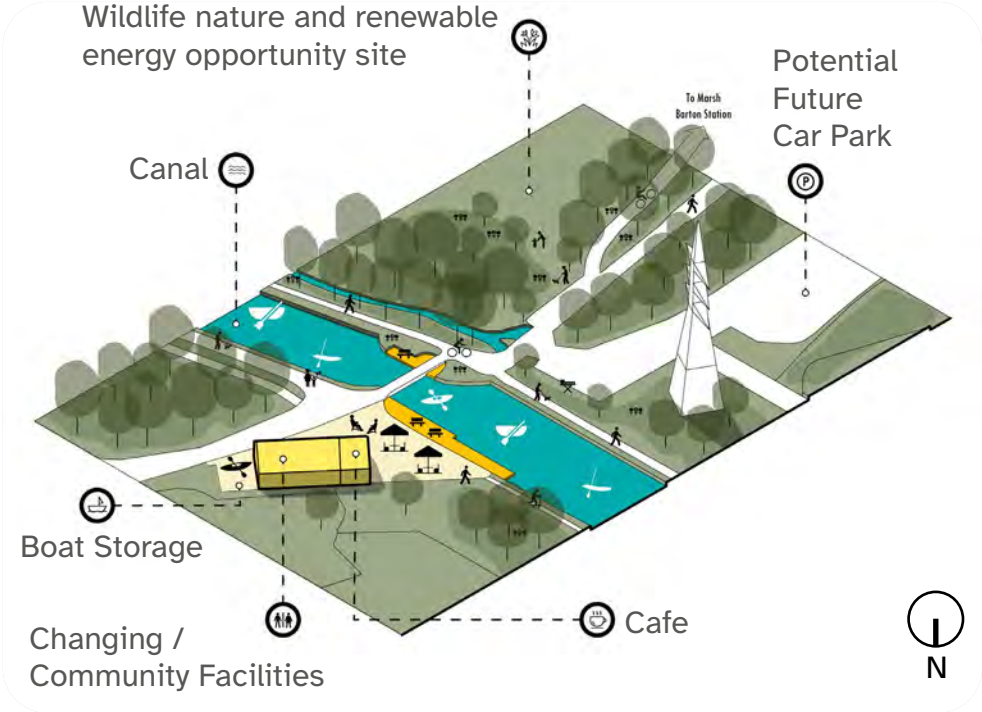
W12 - Clapperbrook Hub

A local node should be provided to the east of the Canal by the Clapperbrook bridge. This area is a strategic gateway to the Riverside Valley Park, with high connectivity for people walking, cycling and taking the train. There is an opportunity to provide a significant cultural attraction at Clapperbrook such as a regional wildlife centre, climate hub, outdoor activity centre or city-scale play/leisure space.

Other acceptable uses include boat and cycle hire, café, and replacement for the existing changing rooms. A new modest car park to the west of the Canal, that is accessible for vehicles with trailers and roof-racks, could replace the current Bromham's Farm car park. This would remove the need for cars to cross the narrow Canal bridge.

Limited development will be suitable in this location, buildings should be free standing structures of 1-2 storeys. Active frontages and spill out space for cafés and community uses should front on to Clapperbrook Lane and the Canal.

Development proposals should also refer to the Riverside and Ludwell Valley Parks Masterplan.



Illustrative view of one development option for the Clapperbrook Hub.

Example of a local cafe within a park setting, Barking Park London. Image credit Robin Forster Photography.

4.4 Liveable buildings

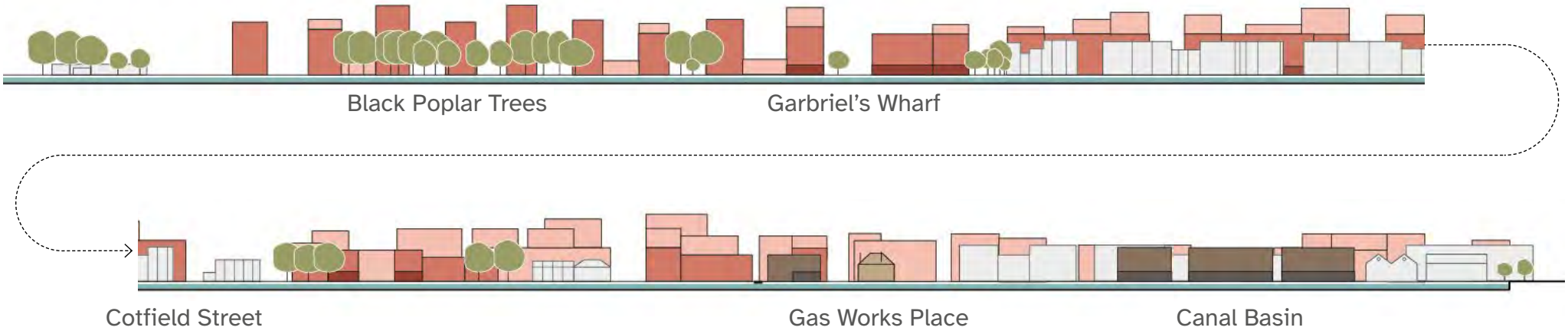
The City-wide ambition: Exeter's new and upgraded buildings contribute to an attractive city and are well-designed spaces where people enjoy spending time.

Responsive density and height

Future Vision for Water Lane: Water Lane will be an urban neighbourhood that makes the most of its location close to the City Centre, Canal and River. The area will have high density buildings with a human scale, meaning they never feel overbearing thanks to a variation in height and the location of taller buildings in the right places. Walking along the Canal, you will catch the sun for large parts of the day and the varied buildings will give the Canal frontage an interesting character. Water Lane will retain its sense of light, space and nature thanks to gaps between buildings and nature-rich streets with plants in abundance. The streets will use creative design responses on ground floor façades within the flood zone; climbing plants, decorative screens and entrances to small workshops and storage for kayaks will help create pleasant and quirky streets to spend time in. The high quality will continue inside buildings, with homes that are spacious, light and airy.

Built form and scale

Concept section viewed from the Canal illustrating an example of varied built form and scale providing glimpse views and light between buildings.



Overview

The Water Lane area is characterised by a variation in building form and scale, varied site conditions and a sense of light and space with glimpse views to surrounding areas.

Whilst the area will become more densely built up and include taller buildings, new development can build on the existing characteristics and provide a rich and varied built form; providing heights and densities which respond to the site context.

This section describes potentially acceptable building heights, densities, massing and frontages and has been developed with reference to the Exeter Density Study (2021). However, acceptable proposals at planning application stage will be subject to additional evidence including the analysis of views required by code M05, and the findings of the emerging Local Plan evidence base on views, heights and densities, once published. The area has been divided into five built form zones to provide further specific detail.

Important aspects which will affect the acceptability of proposed height and massing include:

- The setting of the Riverside Valley Park and the Quay, and key identified views within code **M05**.
- Daylight, ventilation and outlook, for future residents and within public streets and spaces.
- The setting, daylight and amenity of existing residents.
- Existing site characteristics.
- Impact on heritage assets considered in more detail at the planning application stage.
- The findings of a study to inform the emerging Local Plan analysing views and appropriate heights and densities (once published).

Building density

This section outlines a range of potentially acceptable densities across different zones which have been developed with reference to the Exeter Density Study (2021). Density parameters must be used in combination with wider coding controls, and maximum densities may not always be achievable.

Dwellings per hectare

For residential development a density range of dwellings per hectare (dph) has been used. Site area is based on net site area (NSA). NSA includes infrastructure and services that are directly associated with the use of the developed buildings, including access roads, private garden space, open space and private car parking. It excludes major roads, schools, public car parking, boat storage, significant utility infrastructure and public open space.

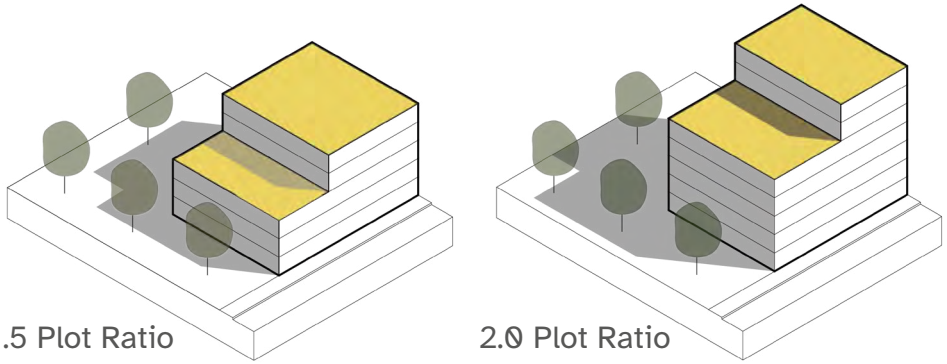
The density ranges are based on an average apartment size of 67 square meters gross internal area (GIA). For developments with a higher percentage of smaller units, including student housing and co-living, it may be possible to achieve a higher number of dwellings in total. These specialist housing types should be part of the mix and not dominate, refer to W06 Housing mix. Proposals above the maximum dph may be acceptable where it can be demonstrated that all other requirements of the Code are complied with, including dual aspect, variation in height and a mix of dwelling types. Similarly proposals below the minimum dph may be acceptable in certain situations, such as where significant non-residential uses or townhouses are proposed.

The Code sets out a preference for dwellings to be predominantly apartments, to ensure a suitable density, response to site constraints and other considerations. Townhouses will be suitable in certain locations where they help to address specific site conditions such as the presence of existing dwellings. The density ranges on the following page are set to reflect this.

High quality medium rise apartments with good provision of open space at Hammarby Sjostad, Sweden. This development has a density of 133 dwellings per hectare.

Plot Ratio

Maximum plot ratios have also been used, and are based on GIA. The plot ratio describes the maximum amount of acceptable internal floor space as a ratio of the site area. Proposals should comply with both dph and plot ratios. This ensures that proposals with more non-residential floor space cannot be significantly larger than purely residential developments. Site testing has been used to set appropriate maximum plot ratios. Proposals above the maximum plot ratio may be acceptable where there are non-residential ground floor podiums and it can be demonstrated that all other requirements of the Code are complied with.



Plot ratio diagrams.

L01 - Building density

Proposals should align with the building density coding plan unless robust justification can be provided for an alternative arrangement, or where the requirements of code M05 or the emerging Local Plan evidence base indicate otherwise.

The Central and Southern zone allow lower densities so that townhouses can form part of the mix of dwelling types.

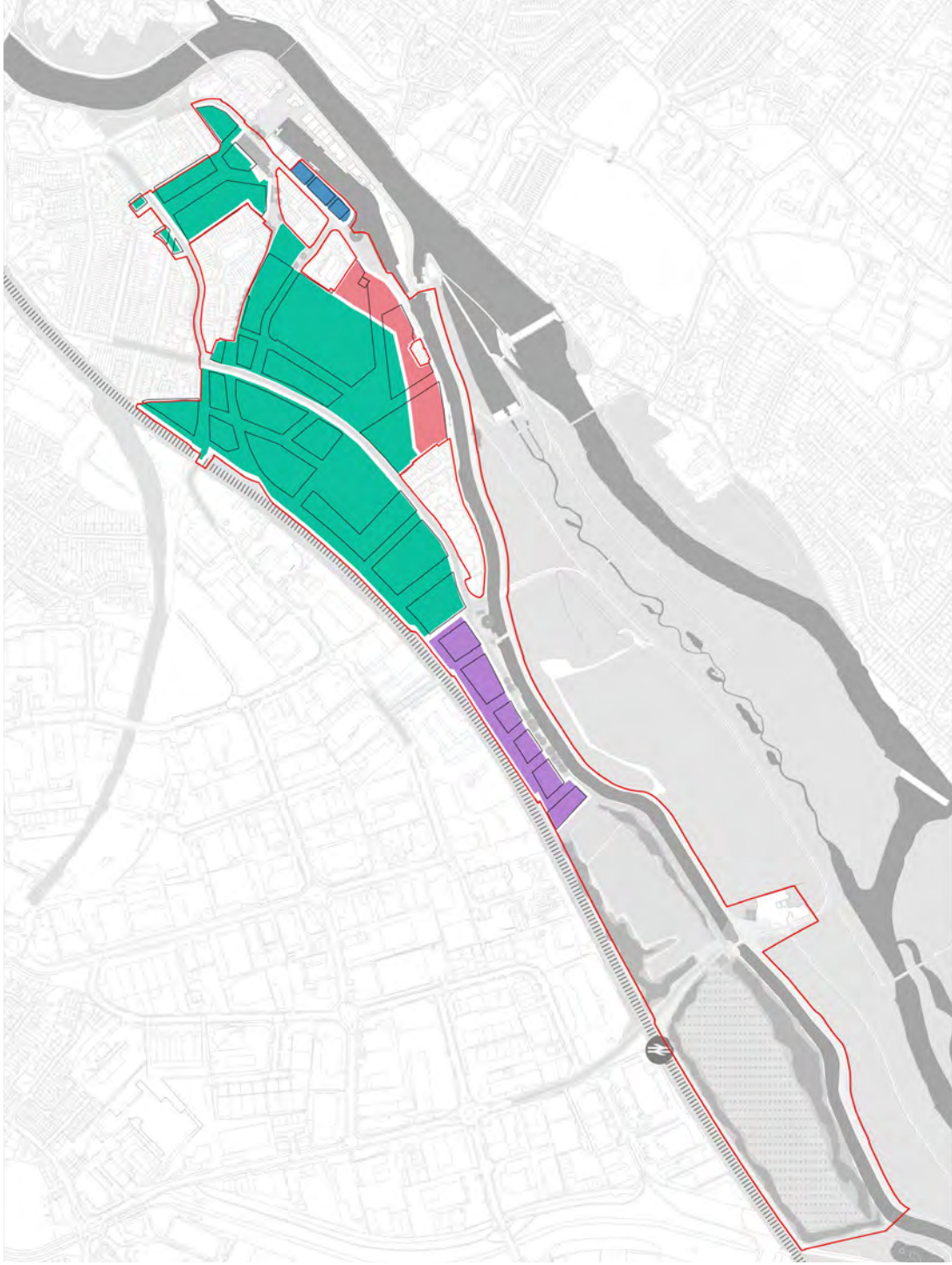
Legend

Northern Canal zone
Residential density: 120-140 dwellings per hectare
Plot Ratio: up to 1.5

Canal Basin zone
Residential density: 120-140 dwellings per hectare
Plot Ratio: up to 1.8

Central zone
Residential density: 75-180 dwellings per hectare
Plot Ratio: up to 1.9

Southern zone
Residential density: 75-220 dwellings per hectare
Plot Ratio: up to 2.2



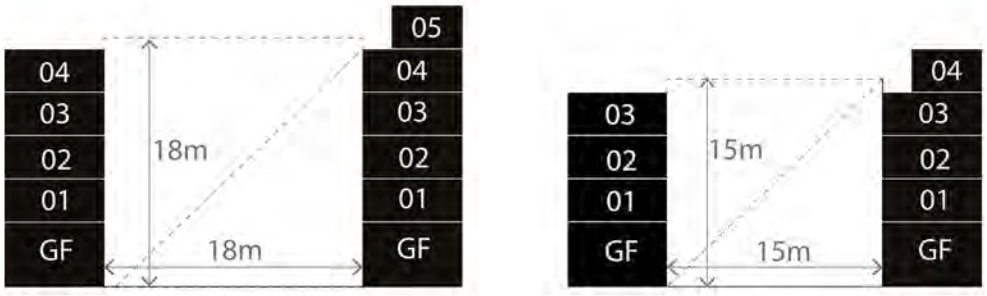
Building density coding plan

Building Heights

Maximum building heights and a site wide maximum street height to width ratio are set within this section. Additional detail on how maximum building heights should be applied is provided within the built form area codes **L04-L14**. Additional detail on the relationship of building heights to existing buildings is provided in code **L18**.

L02 - Street ratio

Building heights must be proportionate to the width of the street to ensure good daylight levels and that buildings aren't overbearing. Generally a street height to width ratio of up to 1:1 will be supported, but development can go beyond this in smaller sections e.g. with taller corner buildings. The top floor can be setback to enable an additional storey. Refer to street codes section **A14-26** for details of specific streets.



Street sections illustrating a 1 to 1 building height to width ratio.

A height to width ratio of 1:1 results in good daylight access whilst still enclosing the street, Brentford Lock, London.

A high street height to width ratio, of more than 1:1, results in poor daylight access and privacy issues, Liverpool.

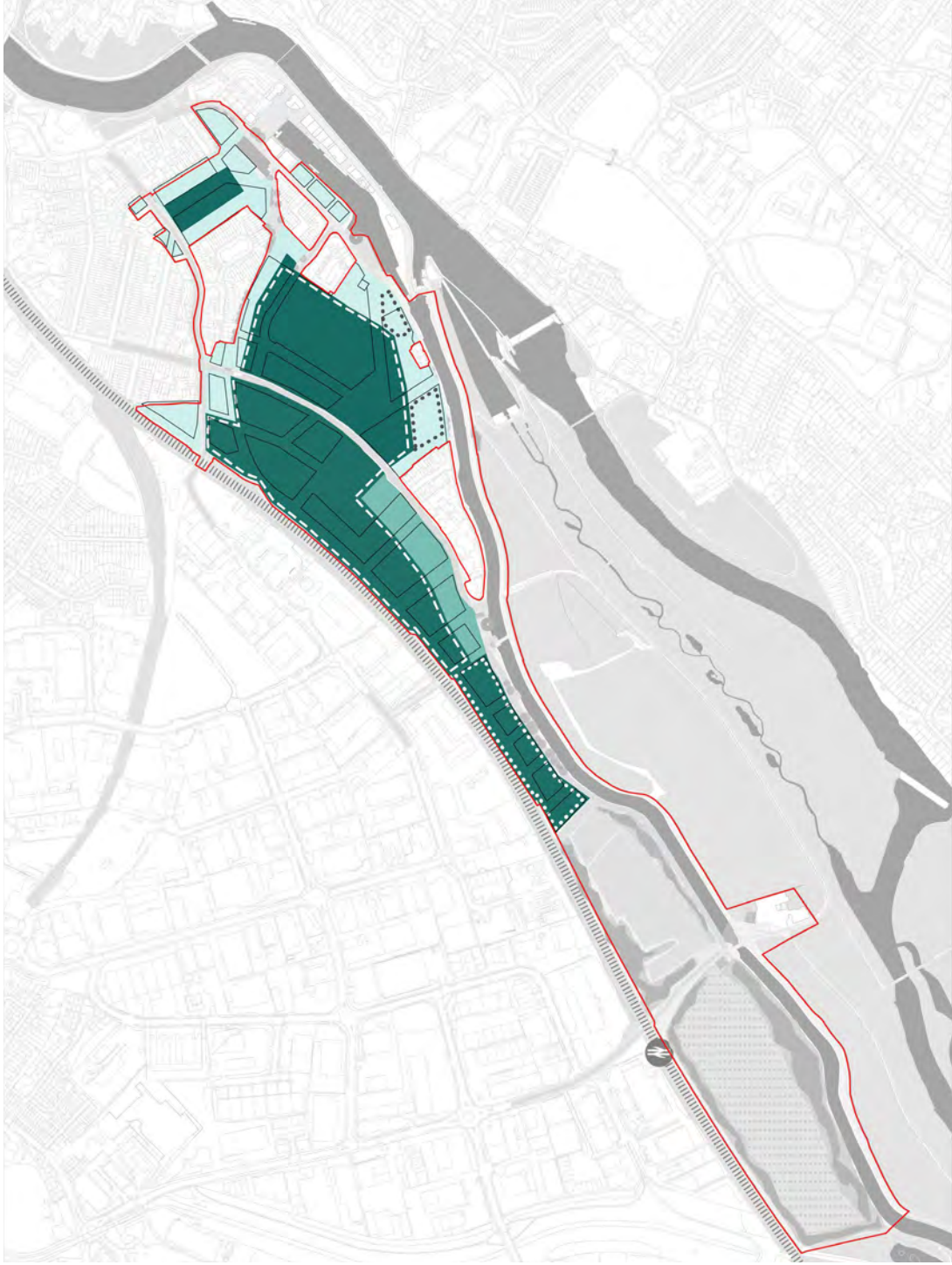
L03 - Building heights

The building heights coding plan is indicative of maximum heights (not target heights) and further evidence will be required to determine acceptable building heights at the planning application stage. This will include the views analysis required under code M05 and the emerging Local Plan evidence base, once published. Taller buildings, as defined within the legend below, must be of exceptional quality.

Legend

- Up to 4 storeys (approximately 14.5m)
- Up to 5 storeys (approximately 17.5m)
- Up to 6 storeys (approximately 20.5m)
- Occasional taller buildings of up to 5 storey may be acceptable within parcels. See ‘Northern Canal area’ for details
- Occasional taller buildings up to 8 storeys, may be acceptable within parcels. See 'Central area' for details.
- Taller buildings of up to 9 storeys may be acceptable. See 'Southern area’ for details.

Note: assumed storey heights are above pavement level and based on 4m ground floor commercial/non-residential storey height, 3m residential upper storey height, and 1.5m roof/plant allowance. Building heights may differ if the vertical mixing of uses changes.



Building heights coding plan

Built form areas

Built form requirements have been developed for the following five distinct areas of Water Lane. Each set of requirements in the Code respond to the character of the area.

Northern Canal area

The former Gas Works site is the most visible area of Water Lane. The Canal frontage is seen as part of the cityscape when approaching from the south along national cycle route 34 and the adjacent footpath (view 1). The frontage is highly visible within the wider river valley view which opens up when approaching from the riverside footpath to the north (view 2). The site is also visible in long views from properties and streets on St Leonard's ridge to the north east. The Haldon Hills form a backdrop to this view. Key issues for this area include impacts on the setting of the Riverside Valley Park and Quay, over shadowing of the Canal, and overbearing massing on the Canal footpath.

Canal Basin

The Canal Basin is a sensitive location adjacent to listed warehouses at 60 Haven Road. Key issues include responding to the historic context, overshadowing of the Basin and the relationship to the established existing built form and scale.

Central area

The central zone is setback from the Canal and river edges. Height and massing will have less impact on long views when compared to other zones but will still need to be carefully considered. Key issues include daylight and amenity for streets and homes within a denser and taller context, and views across the site (such as from the railway) to the city skyline and cathedral that should be retained. Taller development also has the potential to create an overbearing character if existing and proposed streets are too narrow.

View 1 View towards the Northern Canal Area, approaching from the south within the Riverside Valley Park.

View 2 View of the Northern Canal Area, approaching from the north within the context of the Riverside Valley Park.

View of Water Lane showing the relatively narrow existing street width and significant height difference behind the retaining wall to the north.

Glimpse views from the Canal of Haldon Hills between industrial units.

Central area - Water Lane

Water Lane (the street) has a varied character, some street sections are particularly narrow, building setbacks are varied and there is a significant level change to the former Gas Works site to the north. Key issues include built form and massing responding to the varied site conditions and supporting the opportunity to create a high quality active travel focused street. Taller development has the potential to create an overbearing character and poor daylight access if the existing street width and level change are not considered.

Southern area

The southern area is a narrow area between the Canal and railway. It is further away from existing residential areas and has a leafy character. Large black poplar trees are a significant feature along the Canal edge. Long views of the site from the east are generally restricted by existing trees. The area around Gabriel's Wharf has greater visibility from the Riverside Valley Park. There are glimpse views of Haldon Hills visible from the Canal footpath between the industrial sheds.

Key issues include impacts on the setting of the Riverside Valley Park, overshadowing of the Canal, and glimpse views between development from the Canal. There is the potential for good daylight, outlook and ventilation due to the narrow site depth. Combined with the restricted long views from the Riverside Valley Park this could support taller heights within this area.

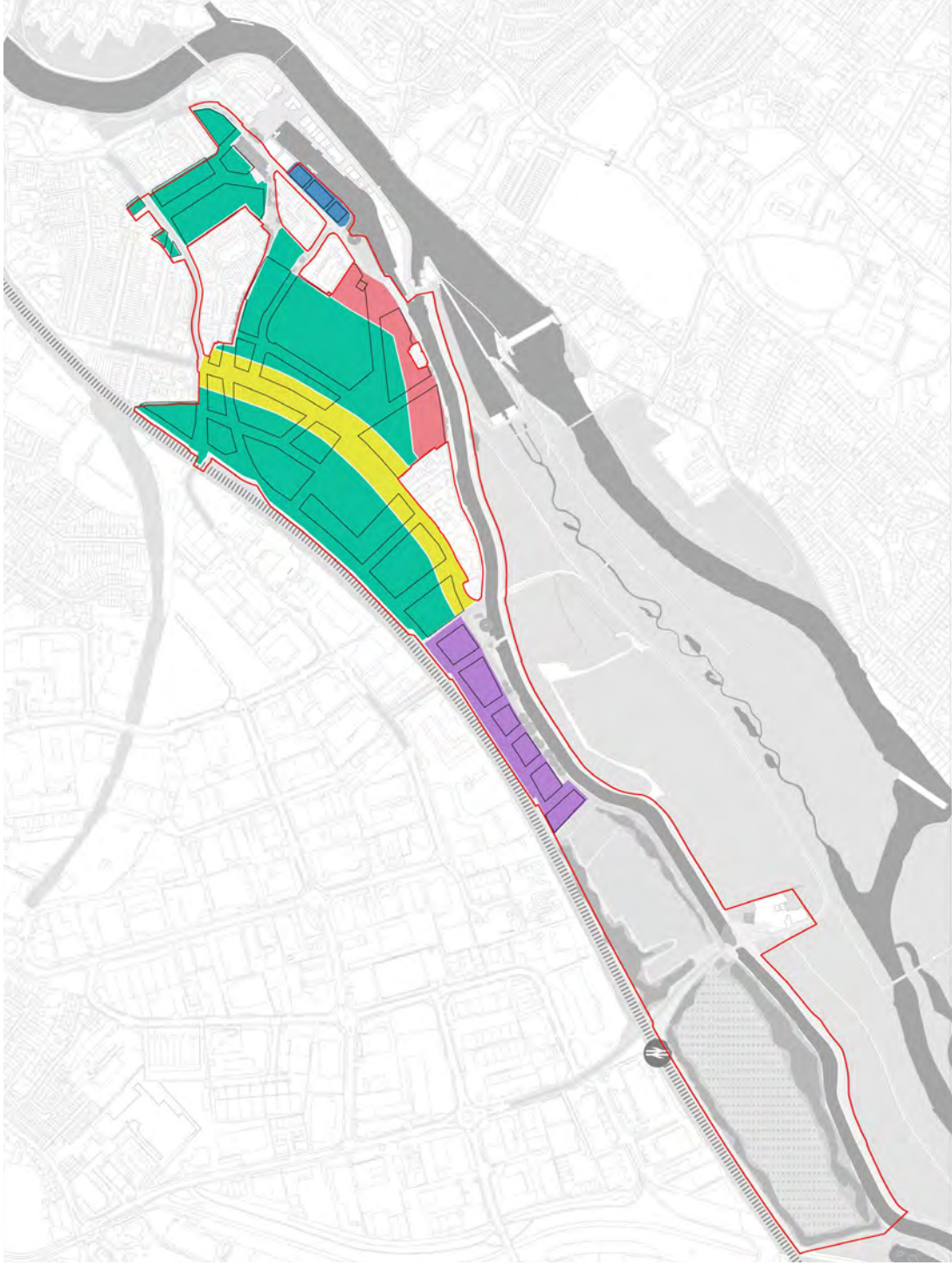
Built form character areas plan

The built form character areas plan shows Water Lane's five distinct built form character areas.

Additional detail is given on how building heights described within **L03** should be applied within the built form character areas. Area specific controls are also provided for massing and frontage. The built form character areas align with the density control zones in **L01**.

Legend

- Northern Canal area (**L04+05**)
- Canal Basin area (**L06+07**)
- Central area (**L08+09**)
- Central area - Water Lane (**L10-12**)
- Southern area (**L13+14**)



Built form character areas plan

Northern Canal area

L04 - Northern Canal, height and massing

Built form must vary in height and have frequent gaps to avoid an overbearing continuous massing. Taller buildings must be slender and located in key locations, such as by a local node or on corners and away from existing dwellings.

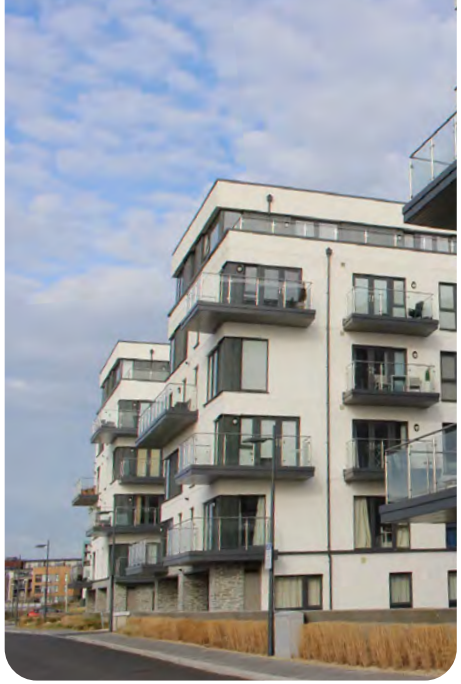
L05 - Northern Canal, frontage

All buildings must have active frontages with windows and frequent building entrances onto the Canal.

Buildings must be set back from the Canal to provide continuous public access and avoid over shading the Canal. The setback should be at least the same distance from the Canal edge as the height of the building.

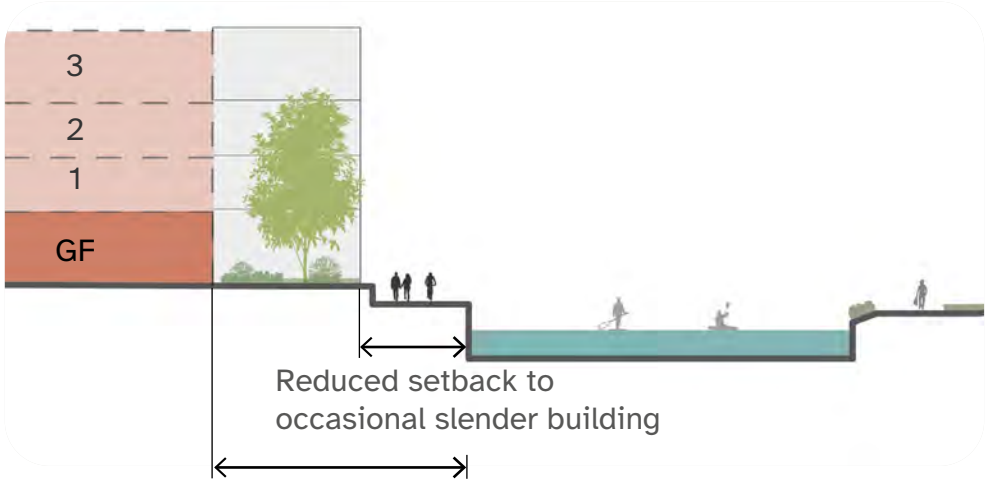
Building lines should respond to the specific context such as being set back behind existing trees. This will help create a varied built form and Canal frontage.

A reduced setback may be acceptable for occasional buildings which present a slender frontage to the Canal. Occasional buildings which cantilever over the public path may be acceptable if the building is of exceptional quality and in a suitable location.



Active frontages facing the water, Millbay Plymouth.

Positive interface with the water, and well considered setback incorporating mature trees at Hammarby Sjostad, Sweden.



Illustrative Northern Canal Area frontage cross section

Northern Canal area

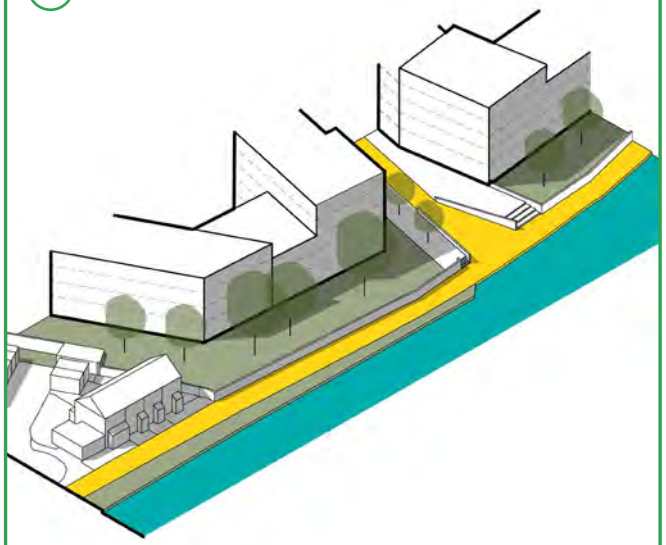


Illustration of an acceptable approach:

- Buildings of varied heights with gaps, well set back from the Canal behind existing trees.
- Occasional taller buildings are slender when viewed form the Canal. The example shows 30% of the Canal frontage taller than 4 storeys.
- Development is well setback from existing houses.

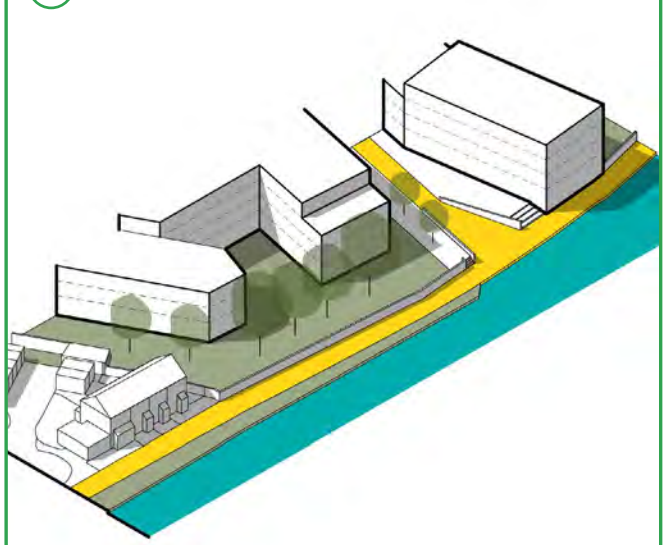


Illustration of an acceptable approach:

- An occasional slender building with reduced setback from the Canal.
- A 'u' shaped block creates gaps in the built form on the Canal frontage and allows more homes to have water views.

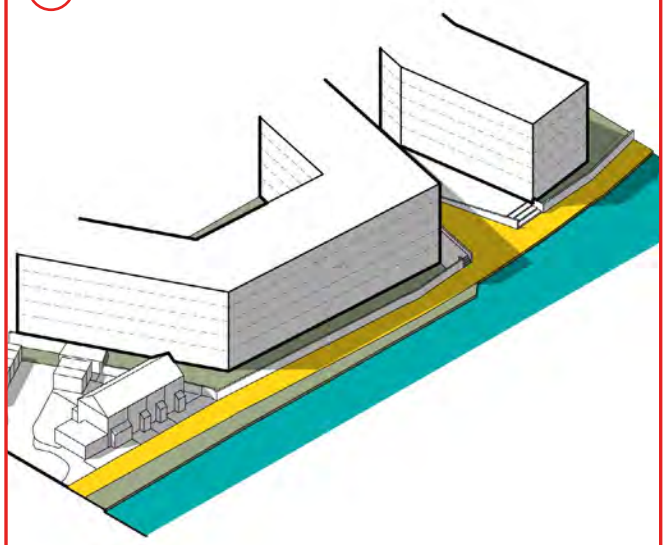


Illustration of an unacceptable approach:

- Continuous 5 storey massing.
- No retention of existing trees.
- 5 storey interface with existing terraced housing.

Canal Basin area

L06 - Canal Basin, height and massing

Regular ground level gaps at a maximum of 50m spacing should be provided between buildings allowing glimpse views of the Canal Basin and regular pedestrian access from Haven Road.

The building roof form should be varied and relate to the historic warehouses on the Basin. Building massing should be articulated to relate to the rhythm and proportion of the listed warehouses at 60 Haven Road.

L07 - Canal Basin, frontage

Buildings must be setback by a minimum of 3m from the Basin and allow widened public access along the Basin edge. Development may follow the building line of 60 Haven Road on the Haven Road frontage, providing the historic limestone Canal basin wall along this boundary is retained / incorporated in any development.

Developments should include glazed frontages and frequent building entrances fronting the Canal Basin. Frequent building entrances must be provided to upperfloor uses either along Haven Road or within passageways or 'opes' between blocks.

Windows on Haven Road must be designed to avoid intervisibility and loss of privacy to the existing housing on Haven Road.

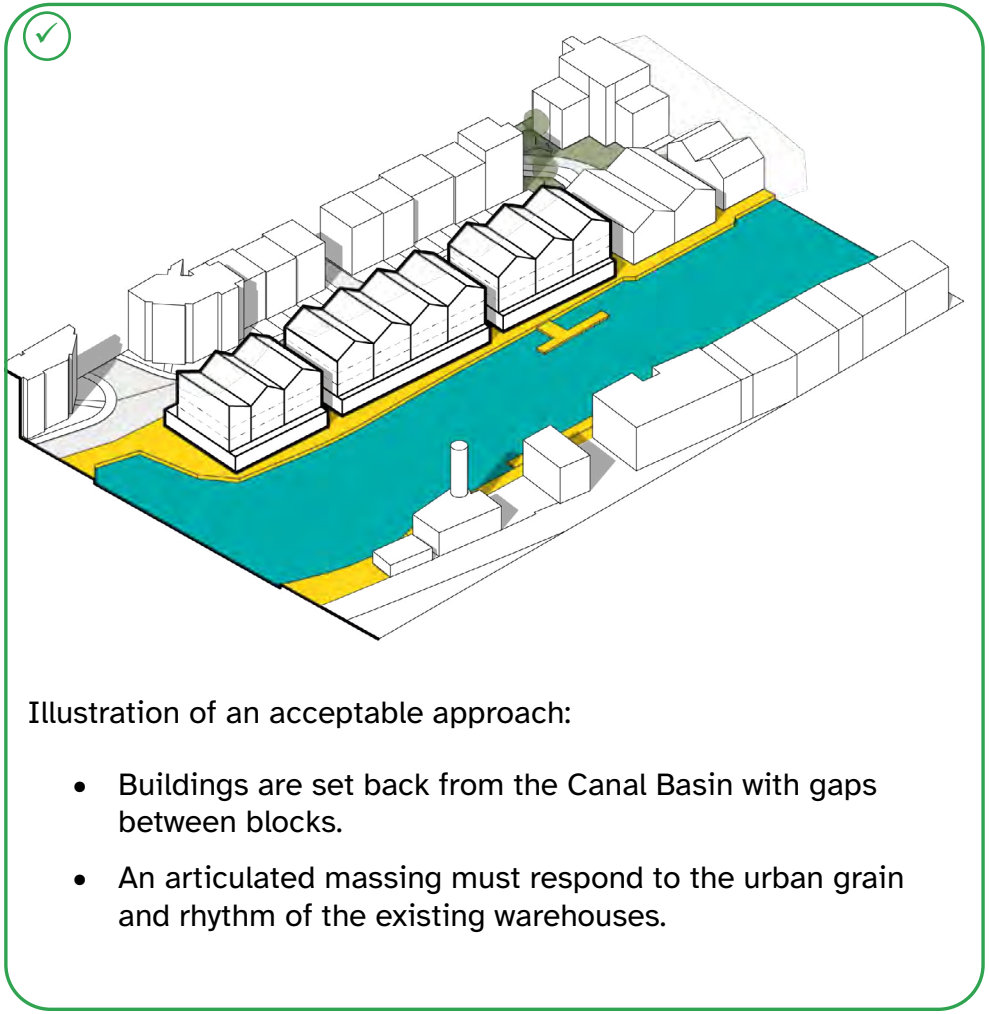


Illustration of an acceptable approach:

- Buildings are set back from the Canal Basin with gaps between blocks.
- An articulated massing must respond to the urban grain and rhythm of the existing warehouses.

Central area

L08 - Central area, height and massing

The central area should be characterised by a perimeter block form of development. Proposals must have frequent gaps in blocks to avoid an overbearing continuous massing.

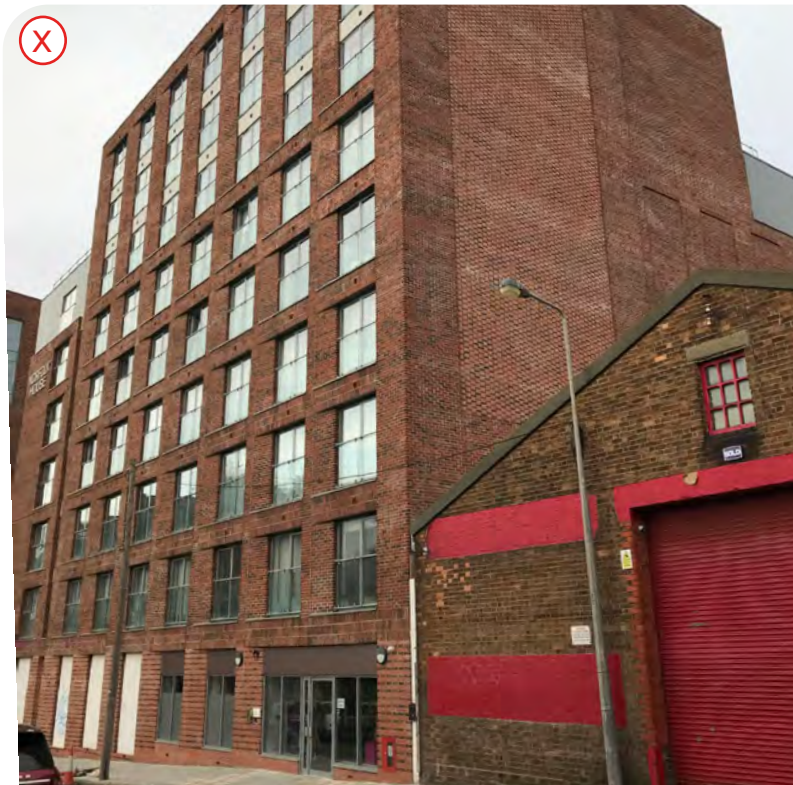
Built form must vary in height to provide light and variation to the street. Occasional taller massing must be slender and located in key locations, such as by a local node or on a corner and away from existing dwellings. Continuous horizontal massing above 5 storeys will generally not be acceptable.

A well articulated street corner, with variation in height and form, Cambridge.

L09 - Central area, frontages

All buildings should have active frontages with windows and frequent building entrances onto the primary street.

Buildings should generally provide a continuous building line to the street. Proposals must provide a shallow planting setback to ‘green streets’ and ‘green lanes’, refer to **A25-26**.



Minimal variation in height and massing over 5 storeys showing an unacceptable approach, Liverpool.

Central area

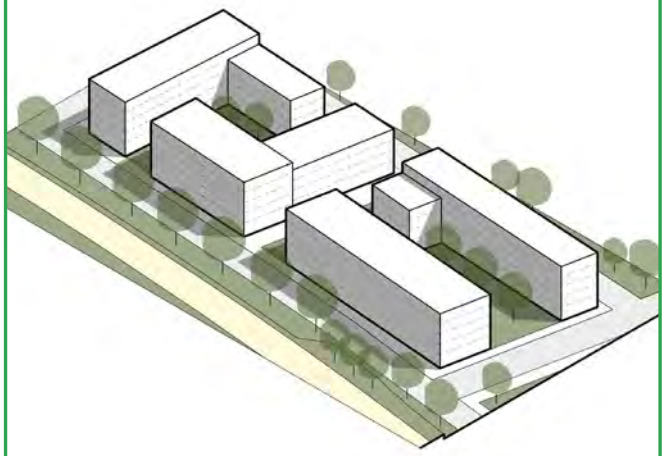


Illustration of an acceptable approach;

- Frequent gaps in blocks providing light and public access between buildings.
- A uniform building height up to 5 storeys.

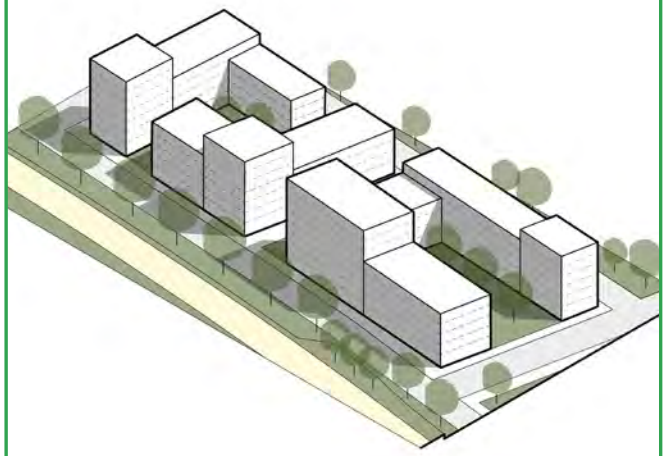


Illustration of an acceptable approach;

- Taller slender massing on corners and good variation in height.
- Taller buildings are occasional, the example shows 30% of the building footprint extending above 6 storeys.

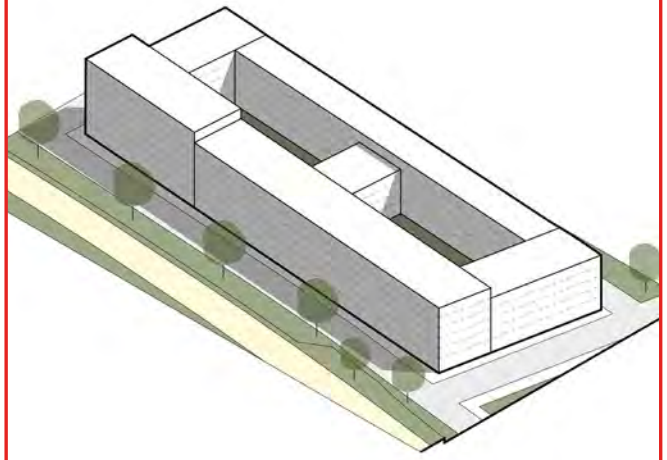


Illustration of an unacceptable approach;

- Continuous undivided blocks, and continuous massing above 5 storeys can create an overbearing and uniform street scene.

Central area - Water Lane (the street)

In addition to the general requirements for the central area, the following requirements apply to proposals on Water Lane (the street). Refer also to the active streets chapter for further details.

L10 - Central area, Water Lane frontages

All buildings should have active frontages with windows and frequent building entrances onto Water Lane. Residential entrances and commercial frontages should be prioritised facing Water Lane over secondary side streets (with the exception of the Neighbourhood Street).

L11 - Central area, Water Lane building line

Building frontages must be setback along the south western edge of Water Lane to allow for street trees and avoid over shading of the street. The building line must allow a maximum 1:1 ratio between building height and street width. A minimum 75% of frontages should be consistent in building line, with occasional buildings permitted to step forward or back.

Building frontages should vary to the north eastern edge of Water Lane. The building line should respond to the specific context such as being set back behind existing trees. This will create a varied built form and avoid an overbearing continuous massing. Occasional buildings which come forward to meet the existing stone wall or level change may be acceptable in specific locations where pedestrian access along the head of the wall is not necessary.

L12 - Central area, Water Lane height

Proposals must respond to the level difference between the two sides of Water Lane so that buildings on higher ground are not overbearing on the street. Appropriate responses include lower building heights, greater setbacks and setback upper storeys to ensure a maximum 1:1 street height to width ratio.

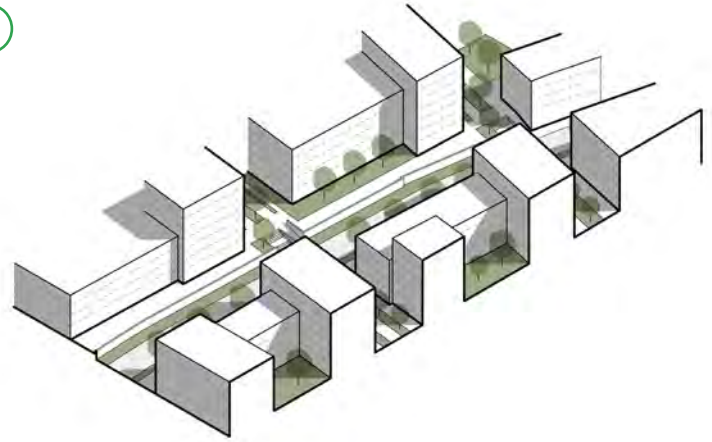


Illustration of an acceptable approach. Buildings are setback on the south western edge of Water Lane. Building frontages to the north east of Water Lane vary and are set behind existing trees.

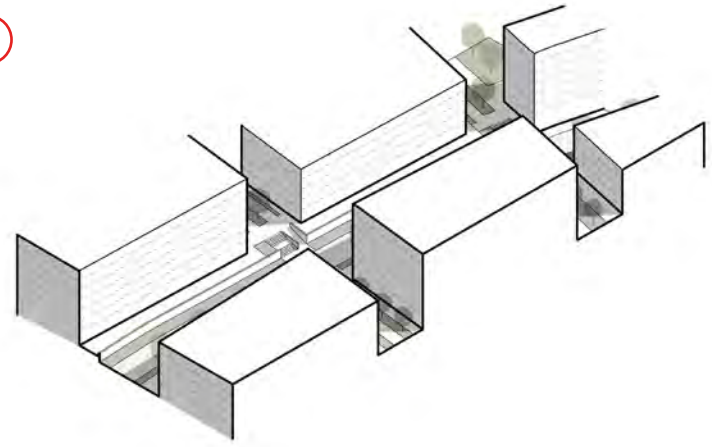


Illustration of an unacceptable approach. A continuous building line to the north east of Water Lane, continuous heights over 5 storeys and a street ratio greater than 1:1 create an overbearing appearance with poor daylighting.

Southern area

L13 - Southern area, height and massing

Built form must vary in height and have frequent gaps to avoid an overbearing continuous massing and over shading of the Canal. Gaps between blocks should allow glimpse views from the Riverside Valley Park.

Taller buildings must be slender and located to create a varied skyline. Lower linking sections between blocks of up to 4 storeys may be acceptable where clear gaps are maintained.

A street height to width ratio above 1:1 may be acceptable on the streets running perpendicular to the Canal. These short streets can support good daylight levels and views out to the Canal. Refer to **S13** for additional Canal requirements.

Slender blocks facing the water with gaps between buildings at Hammarby Sjostad, Sweden.

L14 - Southern area, frontage

All buildings should have active frontages with windows and frequent entrances onto the Canal.

Buildings must be set back from the Canal to provide continuous public access and avoid over shading the Canal. Building lines should respond to the specific context such as being set back behind existing trees. Proposals must not create a continuous ground floor building line but should provide varied setbacks or gaps between blocks. This will help create a varied built form and Canal frontage.

Refer to **S13** for additional Canal requirements.

A continuous building frontage, and small setback create an overbearing appearance to the water, Manchester.

Southern area

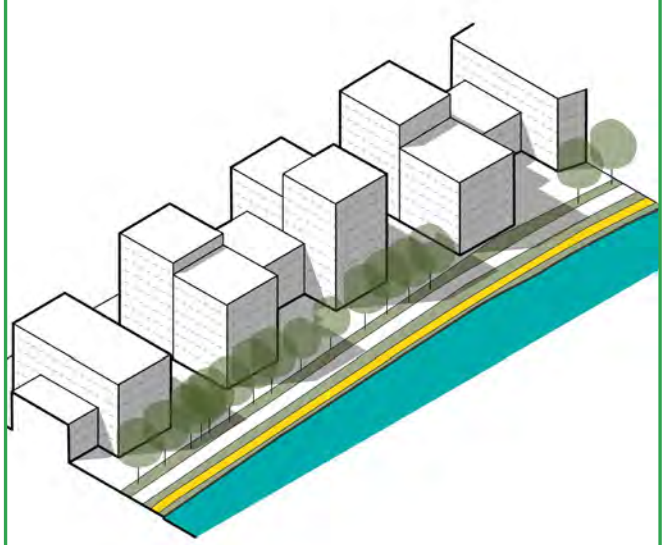


Illustration of an acceptable approach.

- Slender blocks are set back behind existing trees.
- Frequent gaps reduce the bulk and massing viewed from the Canal.
- Lower linking sections maintain glimpse views between blocks.

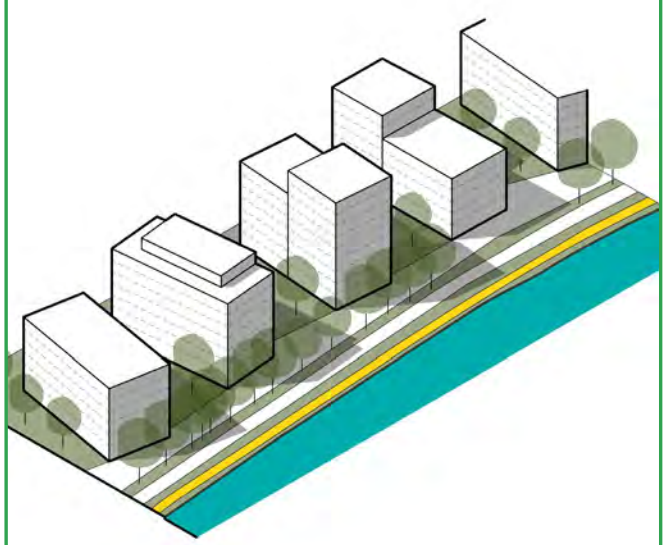


Illustration of an alternative acceptable approach.

- Individual slender taller buildings are set back behind existing trees.
- Frequent gaps between buildings, illustrated at 35m spacing.
- Non-continuous ground floor building line, illustrating 60% void in the Canal building frontage line.

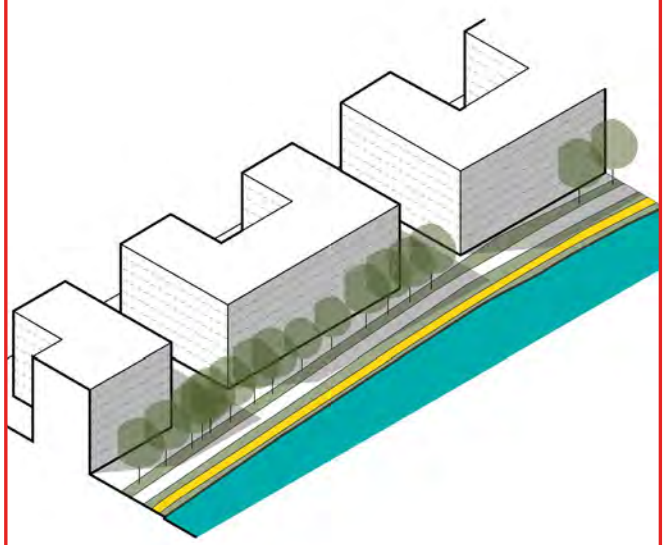


Illustration of an unacceptable approach.

- Continuous buildings block glimpse views from the Riverside Valley Park.
- Continuous taller buildings create an overbearing massing to the Canal frontage.

Refer to page 109 for typical Southern area Canal frontage section.

Site wide codes

The following section describes requirements which apply across the Water Lane area.

Residential amenity and housing types

Development should provide safe and healthy living conditions and a good standard of amenity for future occupiers, and avoid unacceptable impact on the amenity of neighbouring residents.

L15 - Housing space standards

Housing designs, including co-living, must adopt the nationally described space standards.

L16 - Daylight

All homes should receive direct sunlight, combined with solar shading where necessary. As a minimum at least one habitable room should receive direct sunlight, at least once a day, throughout the year.

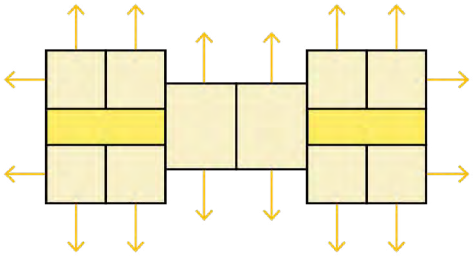
Communal areas in developments with smaller dwellings, such as student housing and co-living, should receive direct sunlight throughout the year.

L17 - Ventilation and dual aspect

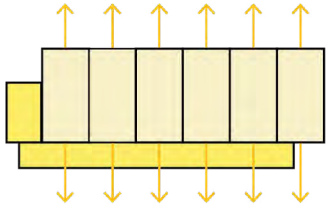
All houses should be dual aspect and all other conventional dwellings including apartments must be predominantly dual aspect to achieve cross ventilation, varied outlook and access to sunlight through the day. Secure covered outside decks should be considered as a good option to allow a high percentage of dual aspect dwellings. Single aspect dwellings facing north or with 3 or more bedrooms will not be acceptable.

It will be acceptable for smaller residential units such as student housing and co-living to be single aspect. Communal areas in these developments must be dual aspect.

Developments should avoid long narrow corridors and provide a maximum of 8 homes per stair and lift core.



A dual aspect dwelling is one with opening windows on two external walls, which may be on opposite sides of a dwelling or on adjacent sides of a dwelling.

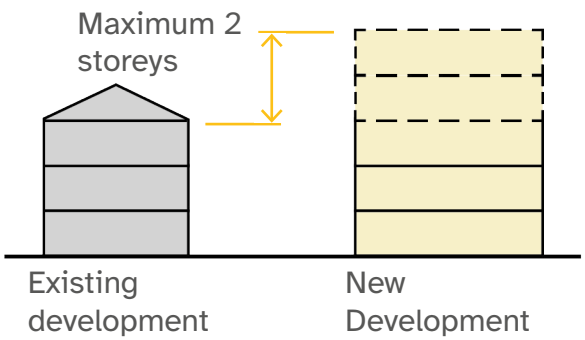


Deck accessed dwellings should be considered as a good option to allow a high percentage of dual aspect dwellings.

L18 - Relationship with existing buildings

Proposals must respect the setting, daylight and amenity of existing residents. Proposals must ensure that neighbouring dwellings have adequate daylight. Back-to-back distances between buildings and window locations should be well considered and agreed with ECC on a case by case basis. Building heights should generally be no more than two storeys higher than existing neighbouring development. A height difference greater than two storeys may be acceptable when buildings are side-to-side and there is a gap between frontages.

New development should not have a significant impact on the energy-generating ability of existing solar panels on neighbouring properties.



Building heights should generally be no more than two storeys higher than existing neighbouring development.

L19 - Noise

Proposals must demonstrate how acceptable noise levels will be achieved within homes in line with best practice, whilst not compromising thermal comfort during warmer weather.

This can consider the location of habitable rooms, positioning of windows and doors, ventilation systems and where necessary sound attenuation measures. Key external noise emitters to consider include the railway, electricity substation, all existing waste management facilities and biogas plant among others.

L20 - Accessible homes

Residential developments are encouraged to accommodate changes in tenants' mobility, by designing housing to meet Building Regulations M4(2) accessible and adaptable dwellings standard.

Wheelchair housing shall be provided as part of a development housing mix to meet Building Regulations M4(3) wheelchair user dwelling standard.

L21 - Townhouses

Where townhouses are proposed they must be integrated with apartments and mixed-use development. They should not dominate an area and must support the vision for a vibrant, mixed-use public facing community. They should be located where they help respond to specific site conditions such as existing residential areas. Townhouses should be of relatively high density as described within **L01**. Use of roof terraces to increase densities may be appropriate where overlooking issues are avoided. Innovative window placement and building form to reduce back-to-back distances, whilst maintaining privacy and daylight, may also be appropriate. Vehicle access to any on plot parking must support the requirements for green streets (**A25**) and green lanes (**A26**) where houses front these. Where integrated garages are provided these must be recessive and not dominate the façade.

High quality three storey townhouses, Trumpington Meadows, Cambridge

L22 - Flexible homes

Proposals should demonstrate how homes will be flexible to residents' different needs. Suitable space for a home office should be identified on plans. Bedrooms should be designed to accommodate multiple bed positions.

L23 - Ground Floor Heights

The floor-to-floor height of ground floor dwellings and non-residential spaces should be a least 3.5m to support flexibility in use and good daylight. Ground floors should have a regular structural grid with considered locations of load bearing walls to ensure flexible spaces.

L24 - Storage

Proposals should explore opportunities to provide dedicated secure ground floor storage for apartments in addition to the required cycle storage. Storage should be suitable for bulky furniture and large sporting equipment including kayaks. Storage is a suitable ground floor use for areas of the site within flood zones 2 and 3. See also code **A12**, cycle and mobility parking.

Street frontages

Due to the flood risk within the Water Lane area, there may be streets where residential uses cannot be located on the ground floor. It is important that frontages and ground floors are well considered to provide active frontages, avoiding long sections of blank façades and inactive ground floors.

L25 - Raised ground floors

Within flood zones 2 and 3 it may be acceptable to raise the ground floor above the flood level to provide dry safe access. This applies where the level change is small, generally less than 1 metre, subject to detailed advice from the Environment Agency. Proposals should:

- Ensure they do not increase the flood risk outside the development.
- Carefully consider how the level changes are managed within the public realm to ensure step free access.
- Ensure frequent access points between levels.
- Use planting to avoid large areas of blank retaining walls.
- Incorporate street entrances to individual ground floor units to provide activation.
- Communal residential entrances should be frequent and prominent to activate the street, including large, well lit glazed lobbies with covered entrances.

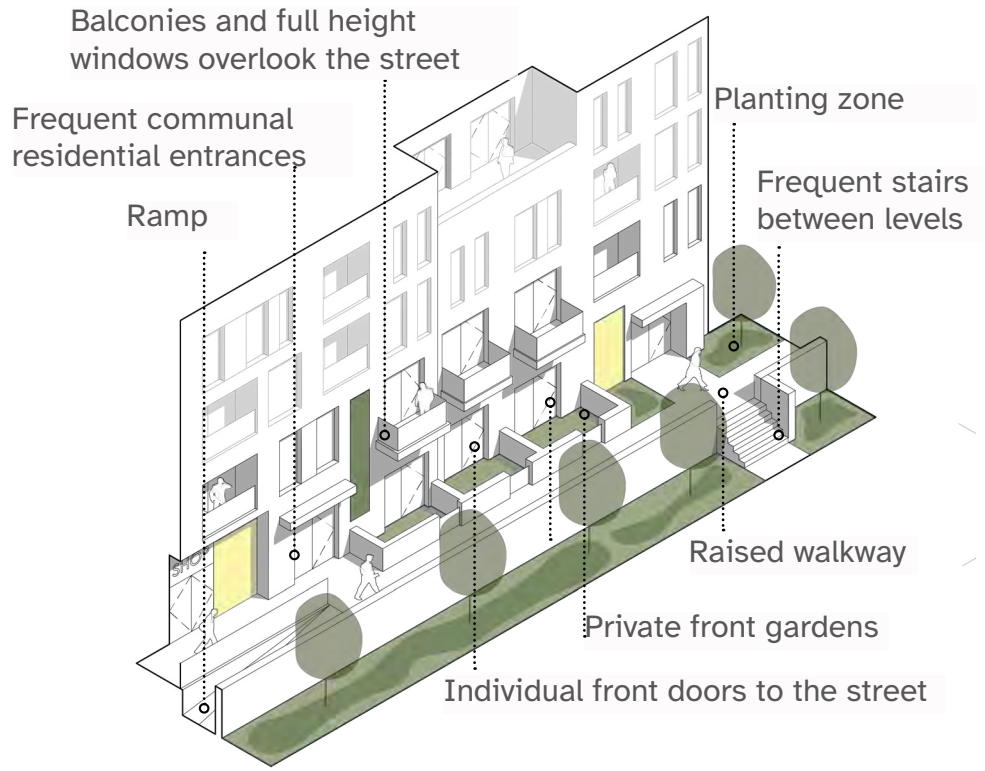


Illustration of an acceptable approach to a raised residential ground floor frontage outside the neighbourhood centre and local nodes.

L26 - Public, private thresholds

Proposed designs should clearly articulate the boundaries between public, communal and private space to ensure ownership and use is legible.

L27 - Non-residential ground floors

Where residential units are provided on the upper floors only, careful consideration of the ground floor frontage should be given:

- Glazed commercial frontages should be provided where possible, fronting on to key streets such as Water Lane, and the Neighbourhood Street.
- Communal residential entrances should be frequent and prominent to activate the street, including large, well lit glazed lobbies with covered entrances. Secondary access routes above the design flood levels may be required.
- Direct secure entrances to bike and kayak/canoe stores should be provided from the street to create activation.
- Balconies and full height windows should be used on the first floor to provide interaction with and visibility of the street.
- Blank frontages related to undercroft parking and storage must not be located on key streets such as the Neighbourhood Street or fronting the local green space.
- Where blank frontages are unavoidable they should be located on secondary streets such as green streets and green lanes, and should be kept to a minimum length.
- Creative approaches to the blank frontages should be used including planting in front of and up the wall, patterned screens and decorative façade designs.
- Where low vulnerability uses are located on the ground floor within the floodzone, they should incorporate resilience measures in line with best practice for all sources of flooding.
- Two storey non-residential frontages will be encouraged within key locations such as waterfront spaces and the Neighbourhood Centre.

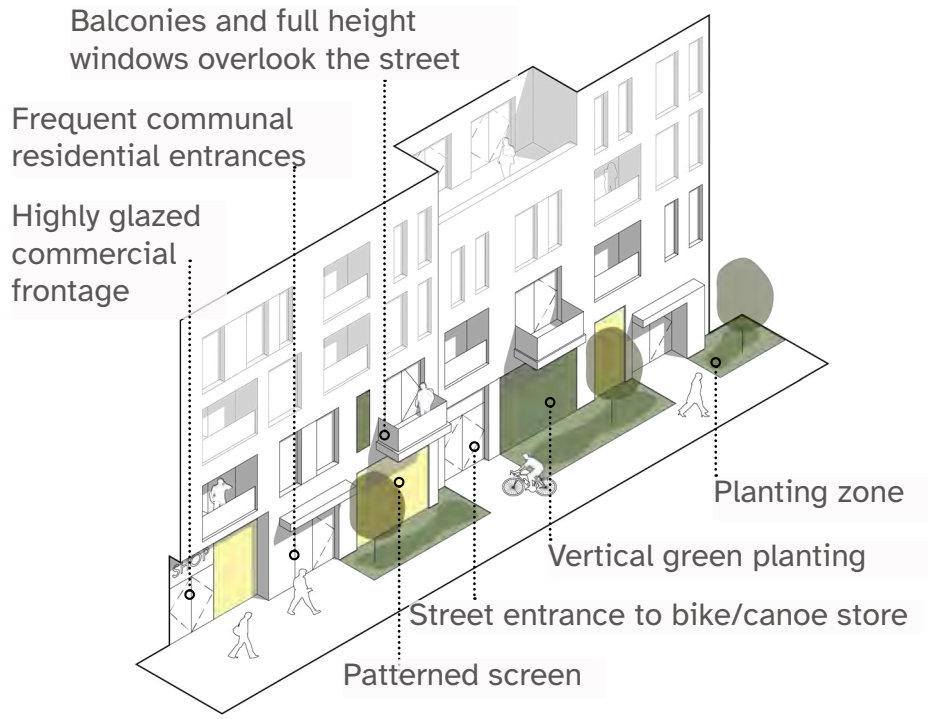


Illustration of an acceptable approach to non-residential ground floor frontages outside of the neighbourhood centre and local nodes.

An example of vertical planting used to screen the ground floor facade, Accordia, Cambridge.

Example of a decorative feature panel, Bristol

Other site wide codes

L28 - Designing out crime

Development should use Crime Prevention Through Environmental Design principles to reduce the opportunities for crime and anti-social behaviour. A phasing plan will be required to demonstrate how the transition from brownfield land to new neighbourhood will be managed successfully at all stages of build out.

L29 - Facade Design

Guidance on facade design, as described within the National Model Design Code (NMDC), has not been included in the Code. However, matters that will be considered at detailed planning application stage will include:

- How the building meets the ground
- How the building meets the sky
- Composition
- Windows
- Articulation
- Material and detail

4.5 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.

A low car and healthy neighbourhood

Future Vision for Water Lane: As a purpose-built, low-car neighbourhood, Water Lane will act as a catalyst for the whole city to fundamentally re-imagine how people and goods move around. It will be easy to move around on foot, by cycle and on public transport within Water Lane and to get to the rest of the City, thanks to significant street improvements, new connections and improved services that the development will help deliver. With plenty of car club cars, people will be able to drive when they need to and new delivery hubs will mean that vans don't need to drive all the way to front doors.

Most people coming from further afield will arrive by public transport thanks to the two train stations, improved public transport services and new facilities for storing large water-sports equipment. The streets in Water Lane will be social spaces where people and wildlife enjoy spending time. Instead of parked cars and road space, the streets will be abundant in native, wildlife-friendly, hardy and robust planting, with small play areas, planters to grow food and places to sit and enjoy the sunshine.

Movement and connectivity

Overarching opportunities and objectives

The mobility strategy for Water Lane focuses on active travel and active streets, prioritising the provision of safe and accessible options for people of all abilities. The strategy has the potential to help address several aspects of the Water Lane vision as well as many of Exeter's city-wide challenges including the Net Zero 2030 target, congestion, pollution and inactive lifestyles.

Exeter's current mobility network prioritises vehicular traffic, historically seeking to minimise inconvenience to the car to the detriment of more sustainable modes. A transformational shift is required to increase movement capacity and achieve a positive step change in how people and goods move around the city. This is particularly relevant for Water Lane where Alphington Road, the main route to the area, is heavily congested for large parts of the day and options for further vehicle access points are limited.

Water Lane has a great starting point for being a low car area which prioritises active travel. There are several established and potential access points for active travel modes, providing more alternatives than for private cars. However, many of these access points and connections are narrow and of varying quality, with investment needed to enable larger volumes of active travel. The connections into the City Centre are particularly constrained, whilst connections to Marsh Barton and across the River also need to be improved for the active travel network to reach its full potential.

In addition, St Thomas and Marsh Barton Railway Stations offer opportunities to be key transport interchanges for both future residents and those wishing to access the city. Active travel connections to these facilities need to be improved.

Generous footway, street trees, and low design speeds, Battersea, London. Image credit, Neil Speakman.

The objective of a low car development at Water Lane can be supported through a low parking ratio, supported by access to car clubs, active travel infrastructure and public transport.

The key objectives for the mobility network are:

- Reduce congestion, air pollution and carbon emissions by shifting how people travel from private cars to cleaner modes that take up less space.
- Repurpose road space away from parked cars and vehicle traffic to more planting and trees, space for socialising, play, walking and cycling.
- Enable people to live more active lives by making active travel the natural choice for most journeys.

Within the Code requirements in this chapter the term 'Water Lane' refers to the street and not the wider area.

Mobility strategy

The mobility strategy for the Water Lane area is entirely led by the Vision to create a low car and healthy neighbourhood with streets for active travel as well as socialising and play. It re-imagines the roads, streets and paths as a mobility network which prioritises walking, cycling, public transport and shared mobility. These modes have greater capacity potential, help make streets less polluted, allow people to have more active lifestyles and help to reduce carbon emissions.

A low car neighbourhood recognises that there are established uses within the Water Lane area that will continue to benefit from private car access after development, and a level of car use will remain.

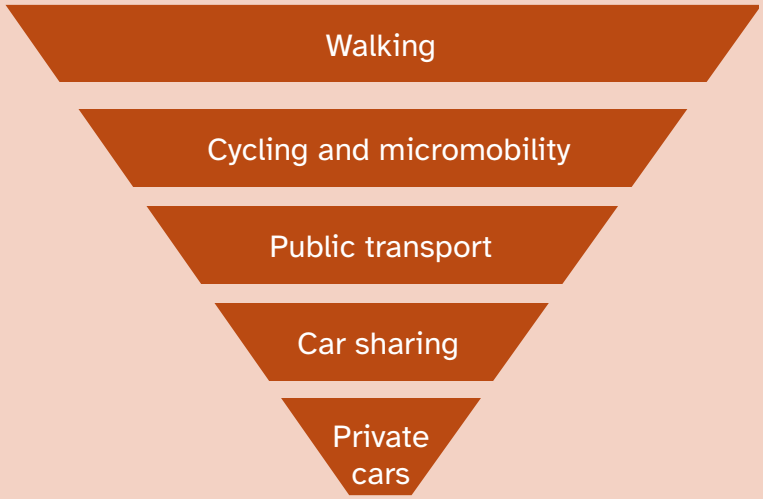
Shared active street with social spaces and play elements Alfred Place, London. Image credit, Neil Speakman.

A01 – Mobility strategy

Development proposals should use a 'Vision and Validate' approach to the assessment of traffic impact and to inform their mobility strategy. This approach should be used to rebalance developer investment in highways infrastructure towards social, green and sustainable infrastructure supporting well designed places.

Development should adopt the following key principles to achieve the Water Lane area Vision:

- Maximise local living and minimise the need to travel by providing great digital connectivity and local facilities that satisfy day-to-day needs.
- Use the following priority hierarchy when planning the mobility network and when designing streets and junctions.



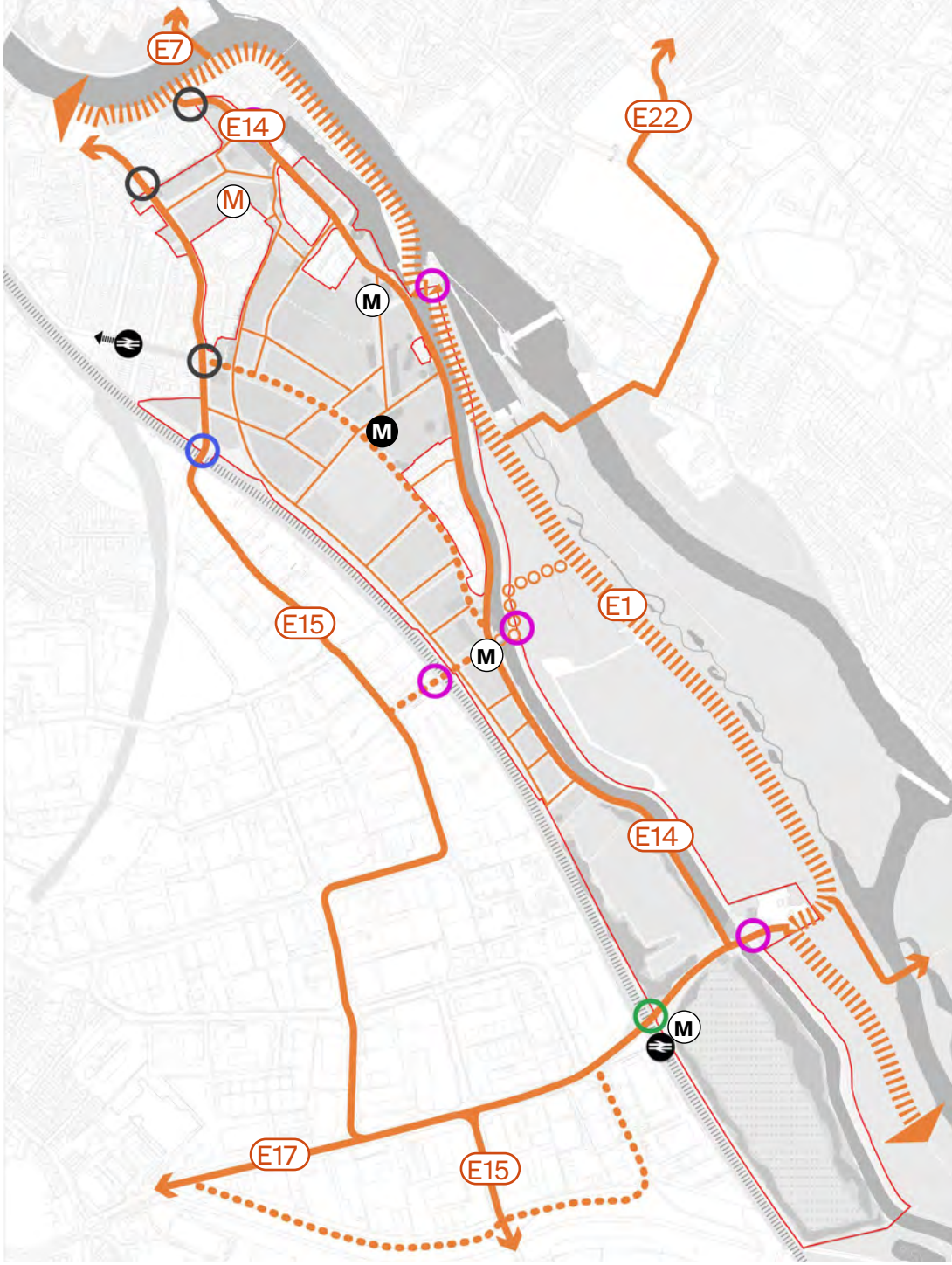
A02 – Active travel plan

The active travel plan sets out the key routes for walking, wheeling and cycling. Proposals should follow the principles of the plan and **A05-06**, which outline general requirements for the design of streets and junctions. Details of functions and design of streets are set out within codes **A14-26**. The design of cycle routes will depend upon traffic volumes and carriageway width and will need to accord with Local Transport Note 1/20 guidance.

Legend

'LCWIP' refers to the Exeter Local Cycling and Walking Infrastructure Plan produced by Devon County Council.

- National Cycle Route 34 / LCWIP route E1
- LCWIP route (EXX)
- LCWIP feeder route
- Other routes within the SPD area which prioritise active travel.
- Indicative connection to potential new canal bridge as part of LCWIP route E22. Refer to **A27** for details of the canal bridge.
- Train station
- Primary mobility hub **A08-09**
- Secondary mobility hub (indicative location) **A10**
- Cycle and pedestrian access
- General vehicle, cycle and pedestrian access
- Bus, cycle and pedestrian access
- Local vehicle access, general cycle and pedestrian access



Active travel plan

A03 – Vehicle access plan

The vehicle access plan sets out the principles for vehicle movement. Proposals should follow the principles of the plan, and **A05-06**, which outline general requirements for the design of streets and junctions. Details of functions and design of streets are set out within **A14**, mobility coding plan.

Legend

All streets prioritise walking and cycling

General vehicle access

Vehicle access limited to existing properties and facilities

Haven Road: not suitable for general vehicle access for new development. Identified in the LCWIP for reduced traffic speeds and volumes. Access to car park(s) and properties on Michael Browning Way will be via Haven Road until a future connection is made to Water Lane.

Vehicle access to the area north of Water Lane may be achieved using the options below. The option that is implemented may vary over the course of development, based on land availability and other constraints.

Option A

Option B

Primary mobility hub

Haven Banks car park 1

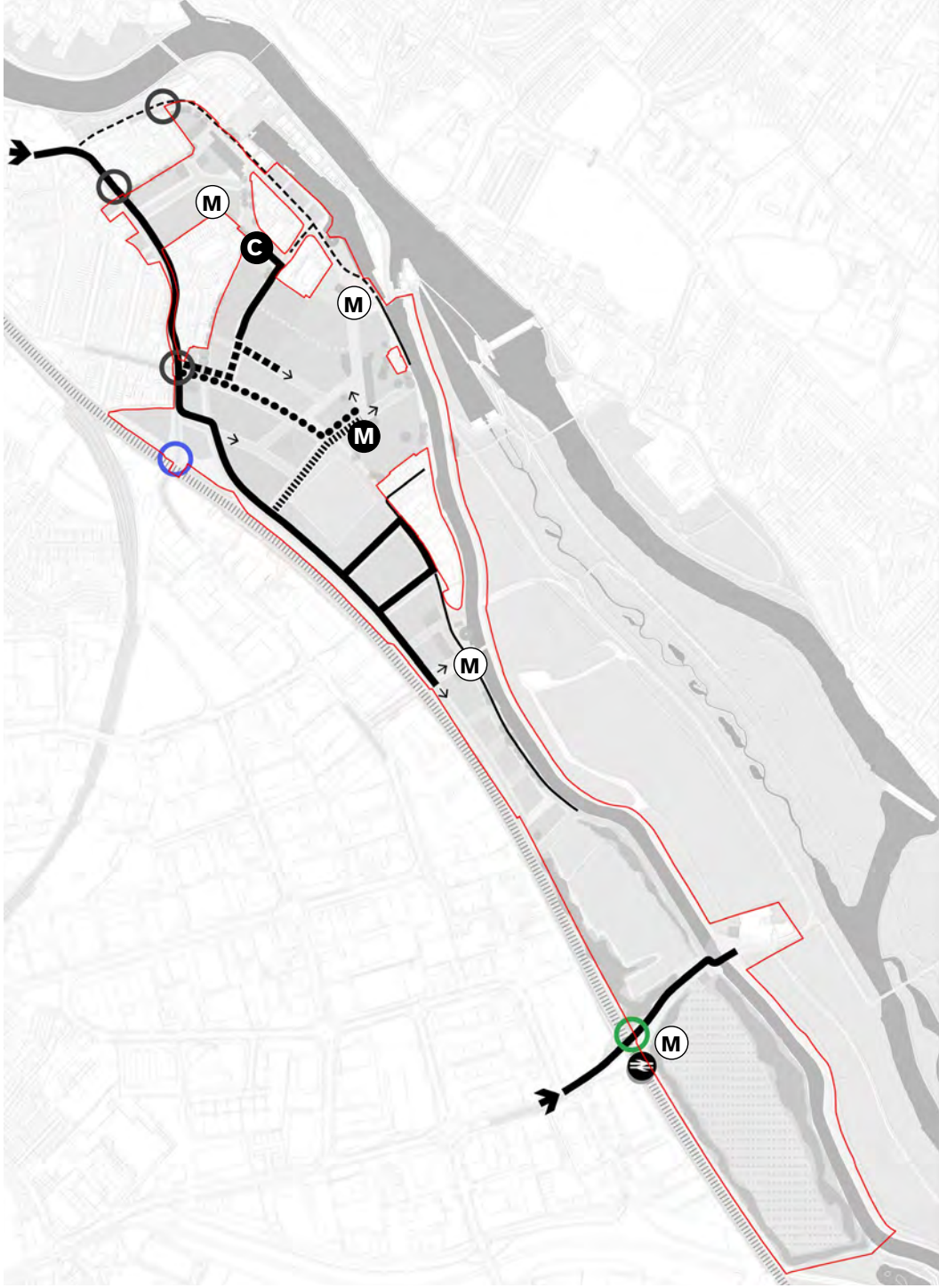
General vehicle, cycle and pedestrian access

Option C

Secondary mobility hub (indicative location)

Bus, cycle and pedestrian access

Local vehicle access, general cycle and pedestrian access



Vehicle access plan

A04 - Public transport

A bus service should be provided with a network of bus stops at 200-300m intervals. Opportunities for electric buses and demand responsive transport should be explored.

An indicative bus route is shown on the public transport plan, however an alternative route will be considered if this provides a more suitable option. The bus route can use streets that are restricted for private vehicle traffic. High quality, inclusive, bus stops with shelters and attractive robust materials should be provided.

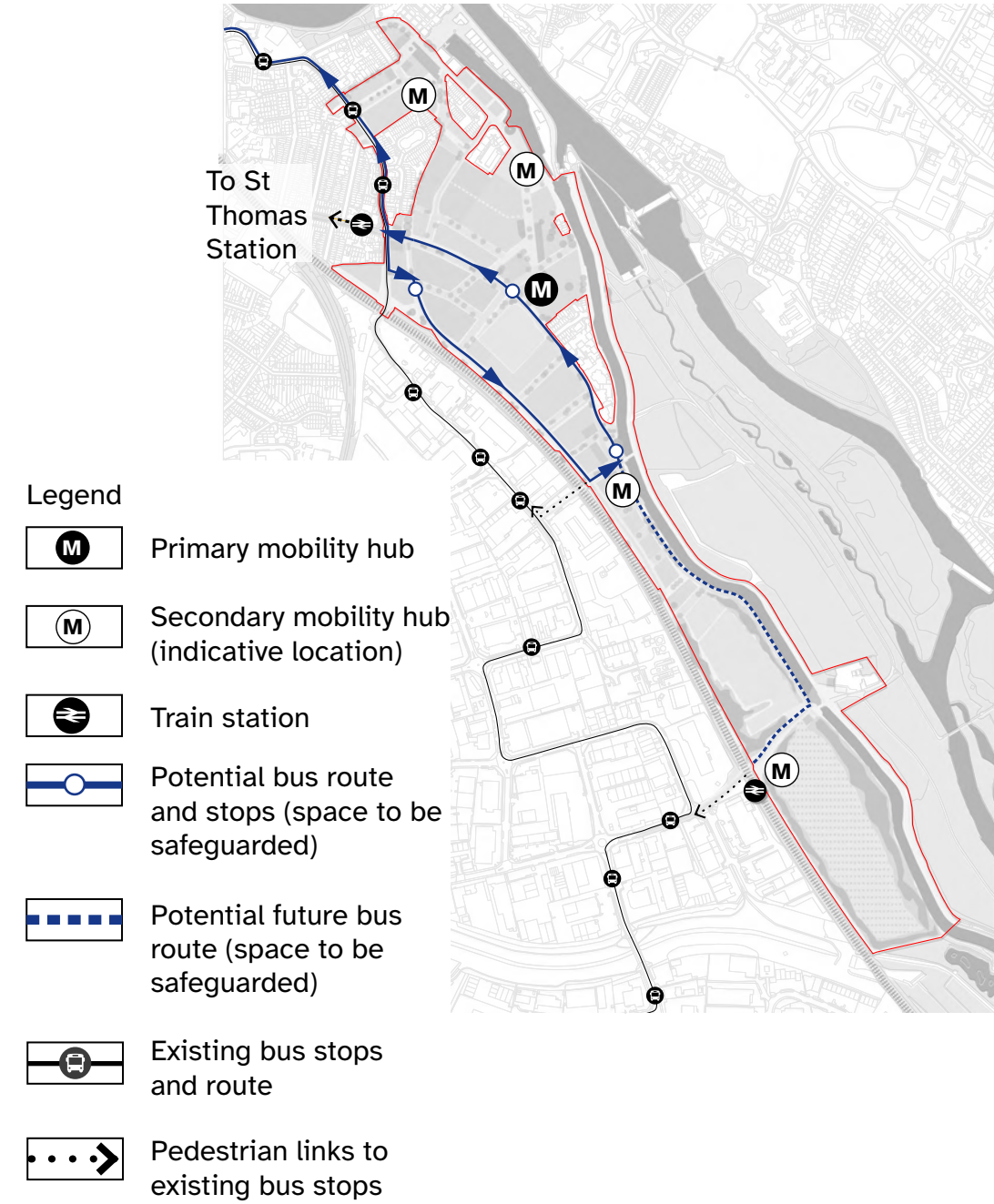
Proposals must create high-quality active travel connections to Marsh Barton and St Thomas train station and explore opportunities for a multi-modal interchange at Marsh Barton Station.

Allowance should be made to accommodate future public transport across Clapperbrook Bridge, noting that whilst upgrading this link may be unviable at present, land to accommodate improvements should be safeguarded.

Safeguarded routes

Safeguarded bus routes should incorporate suitable geometry to allow for the free flow of all modes throughout the site. Carriageway widths need not accommodate two-way bus movements along the entire length of the route, with priority sections allowing road widths to be minimised where required, facilitating a reordering of road space in favour of active modes and wider placemaking improvements. Bus routes should take into consideration the full range of highway users, allowing for buses and cycles/scooters to safely and comfortably occupy the same road space.

Parking within these streets should not hinder bus operation.



Public transport plan

Site wide mobility codes

A05 - General requirements for design of streets and junctions

Streets and paths must be designed with priority for active travel and to be pleasant and safe for people walking and cycling. This includes clear sightlines, clean air, space for planting and seating and being well-overlooked by surrounding buildings with frequent windows and entrances. Streets should be designed to accommodate speeds no greater than 20mph.

Provision for active travel should be designed to accommodate future volumes and based on current national policy and best practice guidance. This includes Local Transport Note 1/20, Manual for Streets, Healthy Streets Approach and Inclusive Mobility.

Proposals must adopt an inclusive approach which considers the needs of vulnerable users from the outset, ensuring that everyone regardless of age and ability can easily get around. This involves providing protected road space where required and step free access where possible.

Tight junction radii based on low traffic speeds and suitable speed reducing features should be used.

The development must have a permeable built form with an approximate maximum block length of 80 metres enabling good active travel connectivity across the site. Cul-de-sacs will not be permitted, unless there are exceptional constraints and they are permeable to active travel. Access to the main/front entrances of all buildings must be from the public realm; gated developments will not be permitted.

Pedestrian and cycling priority pavement in Gdynia, Poland

Proposals must include a wayfinding strategy including signage to key destinations such as train stations and the City Centre.

The material palette, furniture and planting should be coordinated across the whole of Water Lane to ensure the public realm brings the development together. Materials and furniture should be robust and age and weather well.

Where streets are unadopted these must allow public access, and a robust management and maintenance strategy must be agreed, see **Q17.**

A06 - Walking and cycling requirements for design of streets and junctions

Continuity of pedestrian and cycling routes should be firmly maintained at junctions with side streets and vehicle crossovers.

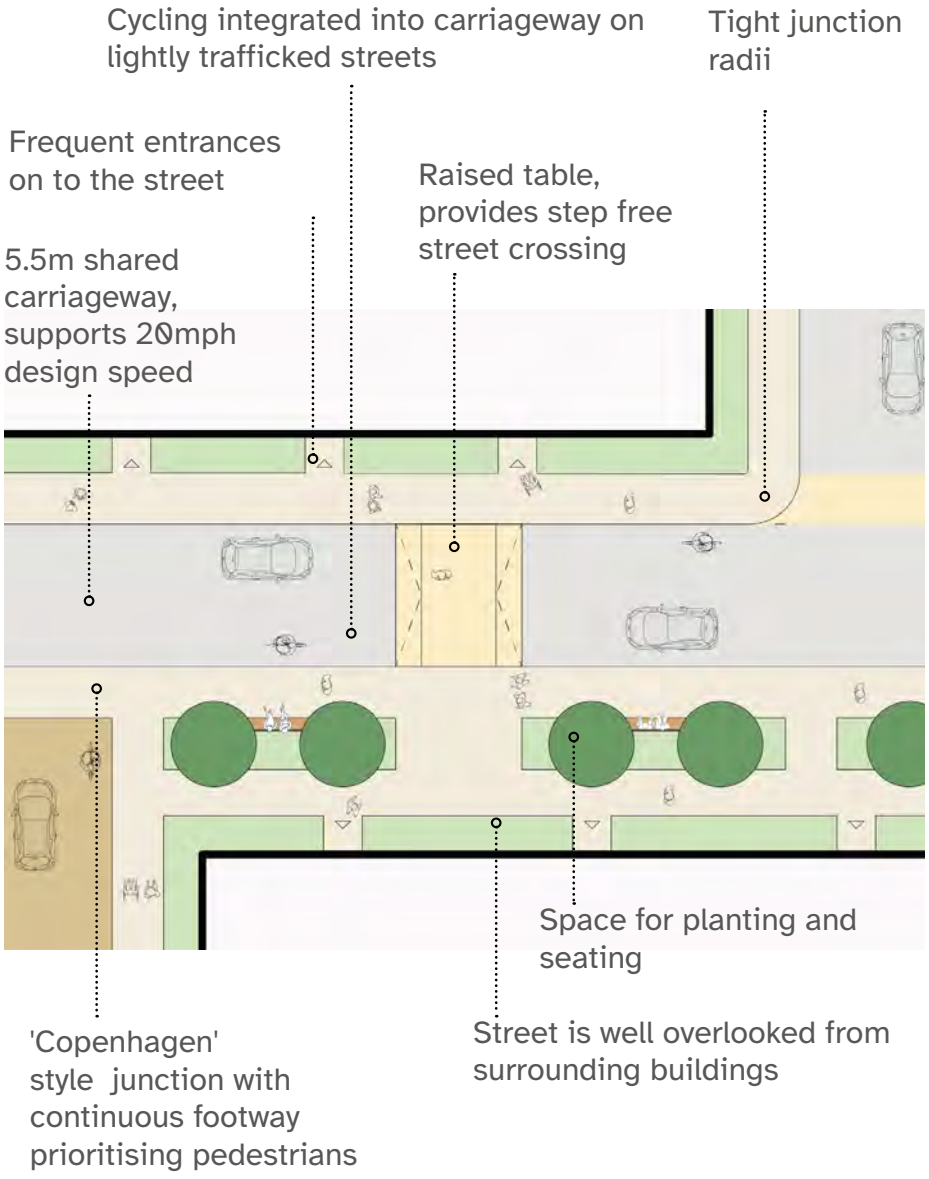
Cycling must be taken into account in the design of all new and improved streets and junctions. Junctions and crossings should enable cyclists to negotiate them in comfort without undue delay or deviation.

For lightly trafficked streets, the volume of traffic may allow cyclists to be integrated into the general carriageway, allowing additional space for wider placemaking improvements. Options for reducing carriageway widths should be taken. One-way routing may allow for further reallocation of road spaces.

A07 – Target vehicle thresholds

Applicants should demonstrate predicted vehicle movements, and aspire to vehicle movements below the following target thresholds, to ensure an environment which promotes active travel and enables on-carriageway cycling in accordance with Local Transport Note 1/20 and shared use in accordance with Manual for Streets. These thresholds should be considered alongside other strategic objectives, such as protection of strategic pedestrian and cycle routes, where other parameters might apply:

- General vehicle access streets as defined in **A03** should not exceed 200 vehicles per hour and 2000 vehicles per day.
- All other streets should not exceed 100 vehicles per hour and 1000 vehicles per day.



Plan illustrating typical street junction design features to support the vision for Water Lane. These general principles have been applied to specific streets within codes **A14 - A26.**

Mobility hubs

A08 – Primary mobility hub

A primary mobility hub should be provided in a prominent and easily accessible location within/adjacent to the Neighbourhood Centre as shown on the active travel, vehicle access and public transport plans. It should be co-located with a cafe or shop, provide a choice of sustainable modes and make it easy to switch between modes. It should be designed to be adaptable to changing functions and demands as new services become available.

Active modes of transport and active uses such as bike hire, bike repair and parcel collection should be accessed from the front, onto the Neighbourhood Centre, via a high-quality entrance/reception.

The design of the mobility hub must conform to architectural requirements within the Liveable Buildings Chapter.

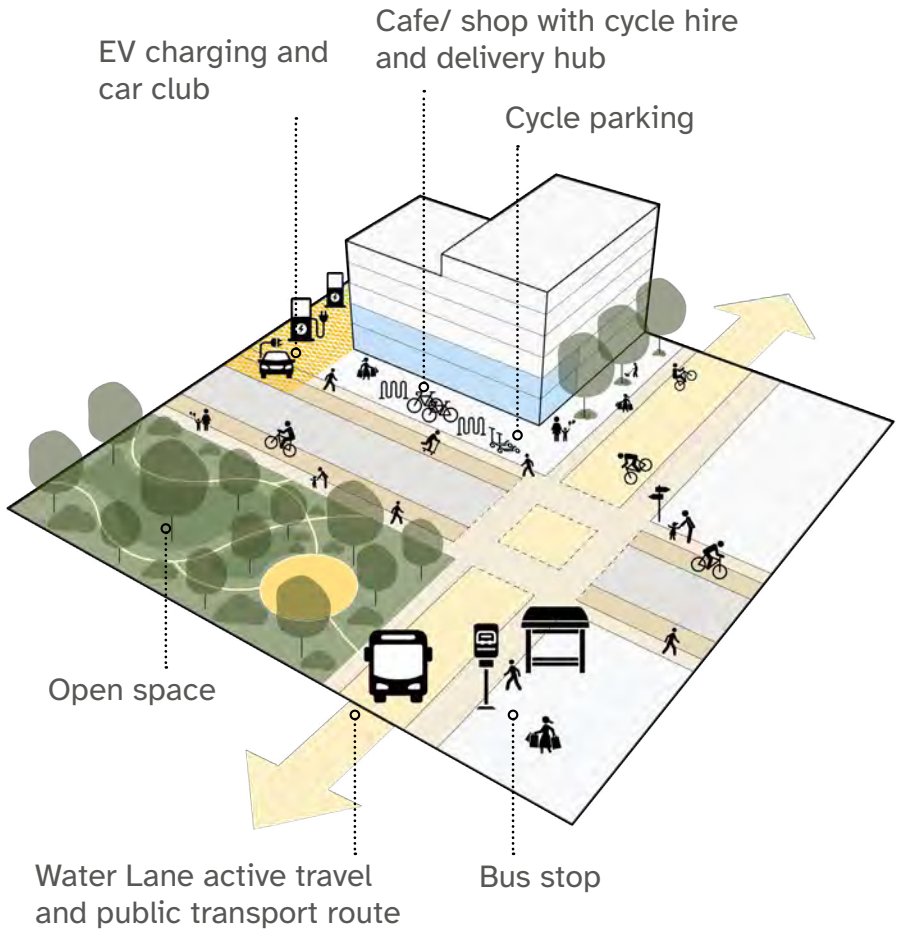


Illustration of the potential functions and arrangement of the primary mobility hub.

Electric vehicle charging, bicycle hire, and co-location with a cafe or shop are some of the features of the primary mobility hub. Right image credit, Robin Forster Photography.

A09 – Primary mobility hub functions

The primary mobility hub should include:

- A bus stop, or access to a bus stop in close proximity, with shelter and real time passenger information.
- Car club spaces.
- EV charging.
- Secure cycle parking, including for cargo bikes, e-bikes and child carriers.
- Cycle hire including for cargo bikes.
- Cycle repair.
- Electric cycle and electric scooter charging.
- Delivery hub with parcel collection.
- Access for delivery and servicing vehicles.
- Clear signage and transport information.
- Ideally co-located with small café or shop unless this is provided elsewhere in the Neighbourhood Centre.
- The hub must be accessible for those with disabilities and designed with consideration of safety issues, lighting and obstacles.

A10 – Secondary mobility hubs

Secondary mobility hubs should be located across the neighbourhood providing access to car clubs, electric vehicle charging and bike hire near where people live and work. These can be combined with consolidated residential parking where suitable. The hubs should be:

- Easily accessible by foot.
- Visible to passers by to raise the profile and provide security.
- Located so as to be supported by a sufficient density of residents, business or through flow of passengers.
- Accessible for those with disabilities.
- Designed with consideration of safety issues, lighting and obstacles.

Cycle hub with attractive and secure cycle parking.

Parking

A11 - Car parking

Allocated car parking provision must be minimised and consolidated to keep most parts of Water Lane (the site) predominantly free from cars and ensure sustainable modes are the most attractive choice. Suitable parking quantums will vary across the site, with an indicative average of 1:5 parking to dwelling ratio.

Blue-badge spaces, space for servicing, car-club spaces and secondary mobility hubs can be provided within predominantly car free areas.

Proposals must include a site wide parking strategy which allows levels of parking to reduce over time and considers how parking areas can be re-purposed in the future.

Car parking should be provided within buildings, either as multistorey or as undercroft with other uses above. Undercroft parking should avoid blank street frontages, refer to **L27**. Surface car parks will generally not be accepted unless they serve a specific purpose such as drop-off parking for water-related activities.

Minimising and consolidating car parking should be used as a tool to enable higher densities whilst ensuring good levels of open space and high quality streets with planting, seating and play that are pleasant for people walking, cycling and socialising.

Proposals should explore opportunities to provide car parking and car clubs for existing residential areas where this can help to free up space in the street for public realm improvements.

Parking and access rights will be safeguarded for existing residents and landowners.

Convenient and secure visitor and resident cycle parking both on street and within buildings, Cambridge

A12 – Cycle and mobility parking

Cycle parking must be provided in line with current government best practice guidance, with the requirements of all types of cycles and users considered.

Secure enclosed cycle and mobility aid parking for residents and visitors must be provided in convenient locations near the front door, and prioritised over car parking. Parking should accommodate electric cycles (with charging points), cargo bikes, child carriers and mobility scooters.

The quantum of cycle parking must be considered at an early stage and should reflect the needs of residents and visitors. As a low car neighbourhood, the need is likely to be higher than minimum standards, potentially one space per resident.

Suitable levels of parking should be provided at interchanges with other modes, short stay destinations such as the Neighbourhood Centre and long stay destinations such as workplaces and the school.

Proposals should explore opportunities to provide secure cycle parking for existing residential areas, for example communal street bicycle lockers.

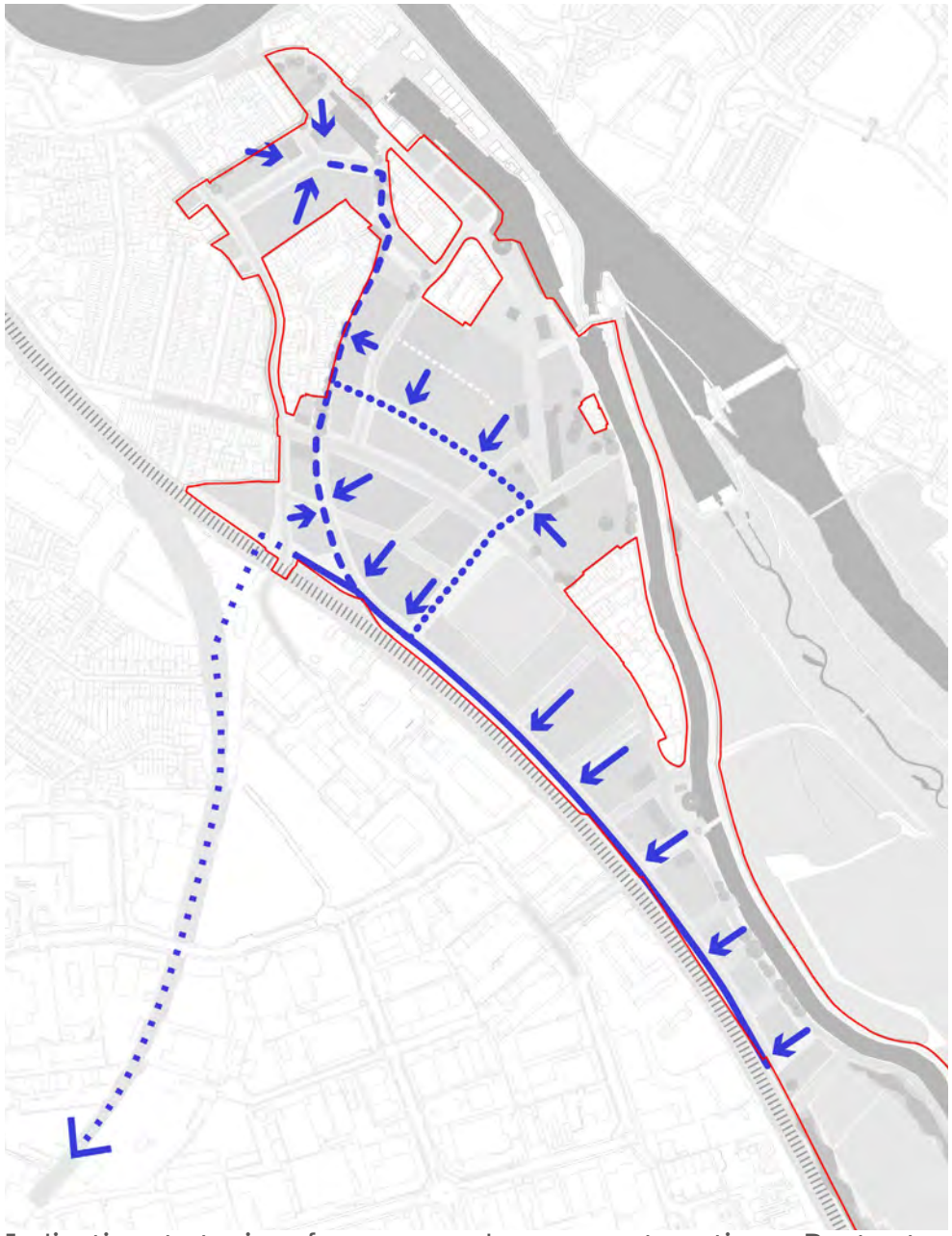
Strategic flood access and egress

This section outlines potential flood access and egress options and describes acceptable solutions from a placemaking perspective. The detailed and final solution will be determined by an Access and Egress Study for Water Lane (being prepared at the time of this SPD's adoption) and the planning application process, with close collaboration needed between applicants and relevant authorities.

The schematic plan showing strategic safe access and egress options is indicative. There are several challenges with providing a strategic flood route including: resolving levels, bridging streets, long term stewardship, safety and coordination between land ownerships. The Code does not propose specific solutions for these issues. Instead it outlines key design considerations for different strategies to form the basis for discussion between applicants and the relevant authorities.

Legend

- Foundry Lane
- Former railway egress route option.
- Potential future 'High Line' route with pedestrian cycle bridge across active railway.
- Route options to former Gas Works site north of Water Lane.
- Illustrative connections from surrounding development to the route.



Indicative strategic safe access and egress route options. Routes to be confirmed by the emergency planning authorities.

A13 - Safe access and egress

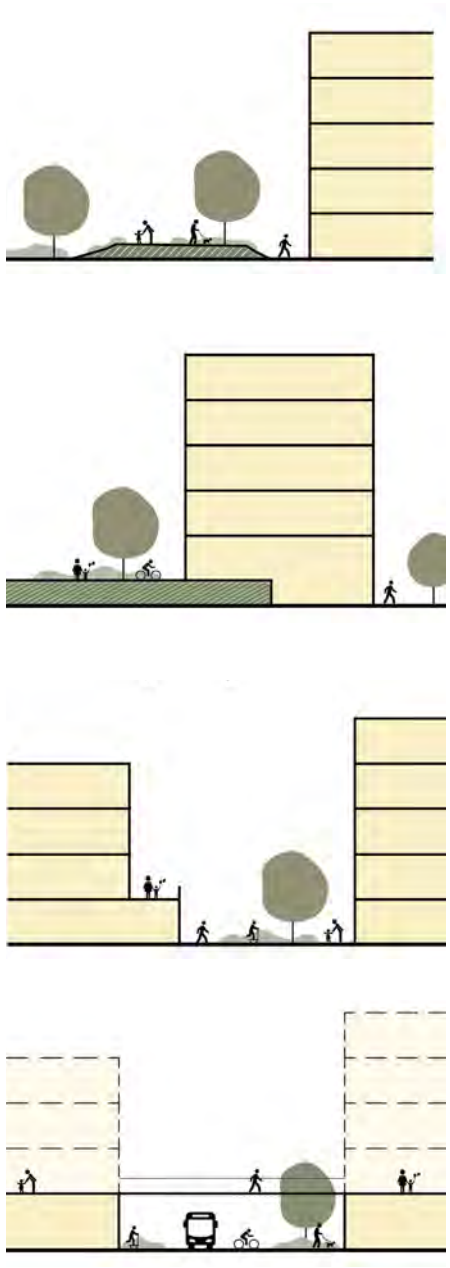
Development proposals must plan safe flood access and egress early in the design process to ensure it is well incorporated and meets the requirements of the relevant authorities. Proposals must be aligned with and support the safe access and egress strategy for the wider Water Lane area.

The strategic safe access and egress route must be designed to provide access and egress during times of flood, including the impacts of climate change on water depth, speed and direction of flow, as modelled by the Environment Agency. All plots and premises must have access to the strategic safe access and egress route. Development proposals must provide a safe, dry route above design flood level to connect into the strategic route.

The strategic safe access and egress route should provide an attractive and direct active travel route outside times of flooding. The route must be well-designed, safe, publicly accessible to all, at all times, well signposted, and support good placemaking in accordance with best practice. It may also be necessary to include a place of refuge above predicted flood levels.

Depending on the final option, the access and egress route should provide attractive and biodiverse open space and public realm in its own right. Design and appearance must be carefully considered against all the requirements of the Code. Stewardship and maintenance of the route must be considered from the outset.

Detailed proposals should be agreed in collaboration with relevant authorities. The following headings describe multiple ways to achieve a well-designed route.



Strategies for achieving a raised flood egress route

Banked Street or Path. A locally ramped section of street may be suitable where levels are to be raised by up to 2m. Designs should ensure frequent access points and good visibility between levels, and avoid creating voids and areas which are not well overlooked.

Raised Development. Where a whole street is raised, consideration should be given to raising the adjacent building plots to ensure a good relationship between building and street and avoid long lengths of buildings below street level.

Building podium. Where levels need to be raised above 3m then consideration should be given to incorporating the route within building design. Proposals must consider security, stewardship and ensure public access at all times.

Bridges between buildings may be required where the route needs to cross streets at a high level. This approach needs careful consideration of security, stewardship and must ensure public access at all times. Designs should also consider the highway requirements and design of any streets to be crossed.

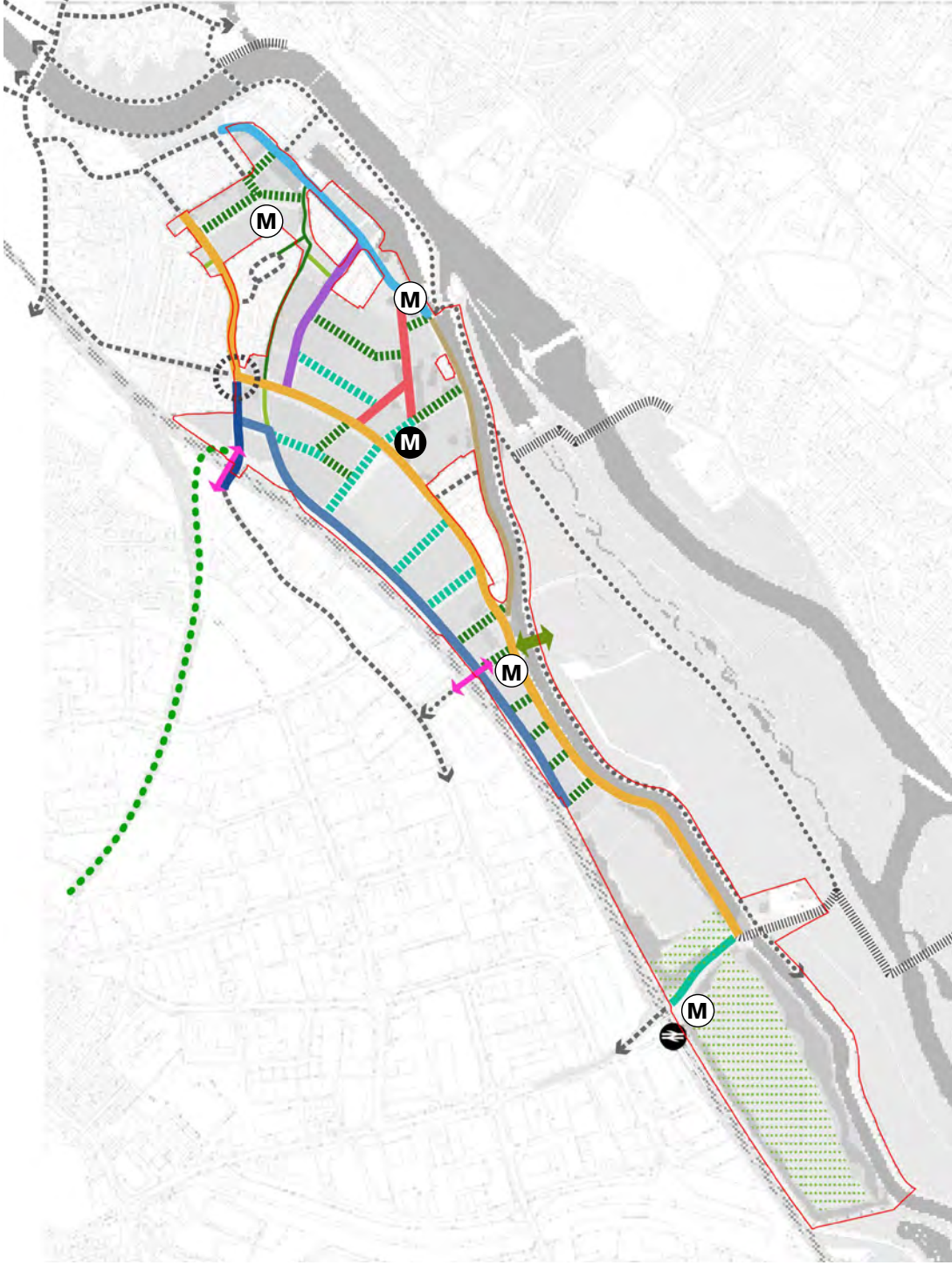
Street codes

A14 – Mobility coding plan

Development proposals should follow the mobility coding plan. Details of functions and design of streets are set out in the ‘Street Codes’ section. Alternative locations for indicative streets will be considered, provided that they maintain good site permeability and they are publicly accessible.

Legend

- **Water Lane** A15-18, Fixed location
- **Neighbourhood Street** A19, Indicative location
- **Foundry Lane** A21, Fixed location
- **Haven Road** A20, Fixed location
- **Michael Browning Way** A23, Fixed location
- **Tan Lane** A22, Fixed location
- **Green Streets** A25, Indicative location
- **Green Lanes** A26, Indicative location
- **Canal path** A28, Fixed location
- **New path** Fixed location
- **Clapperbrook lane** Fixed location
- **New Canal bridge** A27, Indicative location
- **Railway underpass** A29
- **Off site streets/ roads** A30
- **Off site paths** A30
- **River Bridges** A30
- **Primary mobility hub** A08 , A09
- **Secondary mobility hub** A10, Indicative location
- **Train Station**
- **Main site access** A20
- **Exeter High Line** page 99



Mobility coding plan

A15 – Water Lane, role and function

Water Lane should function as the main active travel route through the neighbourhood, connecting Haven Banks with Marsh Barton Station.

The design of the street should vary along its length responding to site conditions and the role and function of each section as shown on the mobility coding plan.

The design of Water Lane should set a new high-quality benchmark for active travel priority streets in Exeter.

Space should be safeguarded to accommodate a bus route, emergency vehicles, servicing and utilities along the full length of Water Lane. Typical carriageway widths are provided within the street sections, refer to pages 106-108. Carriageway widths do not need to accommodate two-way bus movements along the entire length of the route, priority sections can be used where space is limited. The street should be designed to allow occasional heavy goods vehicles to access the solar farm and bio gas plant and a crane to access Gabriel's Wharf.

Development on the southern side of Water Lane must be set back to allow the street to be widened to accommodate more generous footways and space for planting and seating.

Water Lane is an important flood flow route, and its capacity must not be reduced e.g. through built form and raising carriageway levels. Trees, planting and seating are acceptable and will be encouraged within widened setbacks.

Buildings are set back behind street trees and benches. London

A direct active travel route through the centre of a neighbourhood.

Shared carriageway, with low design speeds and traffic volume, suitable for cycling and wheeling, Battersea, London. Image credit, Neil Speakman.

A16 – Water Lane, managing level change

A minimum of two active travel connections should be accommodated from street level to the upper-level north of Water Lane, however more are encouraged. The main two access points should be to the primary mobility hub and the Neighbourhood Street.

The two main access points should be generous and well-designed, providing an attractive public realm. The connection to the Neighbourhood Street must be accessible and inclusive for all users. Where other connections need to be stepped, these should include wheeling ramps for people with bikes and buggies.

Proposals that take an innovative approach to dealing with the level change through well-designed steps, ramped public realm, design improvements to the existing stone wall and buildings that interact with the wall are encouraged. Poorly designed, narrow and steep sets of steps will not be acceptable

South Park View steps, Queen Elizabeth Olympic Park, London. Image credit, Robin Forster Photography.

Accessible level changes, Union Terrace Gardens, Aberdeen. Image credit, Christopher Swan.

A17 – Water Lane, access and movement

Zone 1

Proposals within this zone should contribute towards active travel improvements including provision of a segregated cycleway connecting to Alphington Road via Haven Road. To the south of this zone, Tan Lane turns into Water Lane. Refer to **A22** for details of public and active travel requirements at Tan Lane.

Zone 2

The functions of this zone will depend upon the vehicle access option(s) taken for Water Lane. Refer to codes **A03** and **A18**. For all access options the following applies:

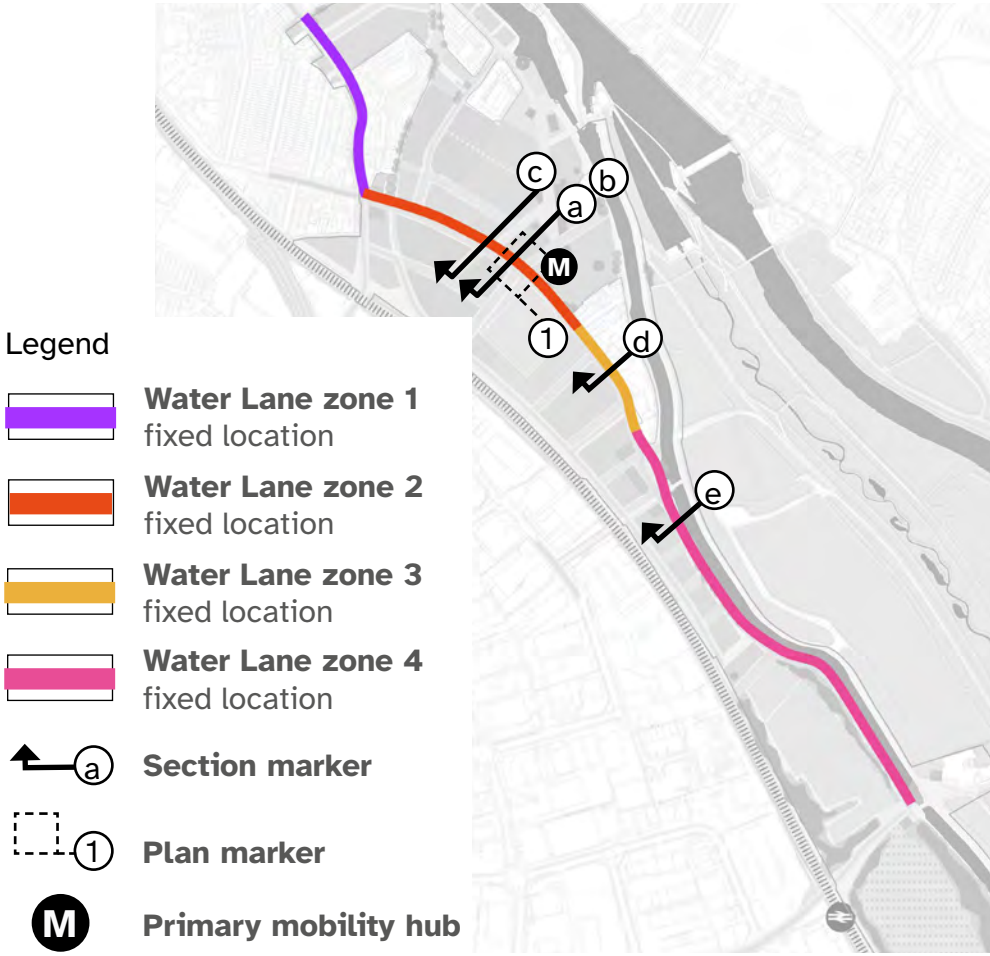
- Access suitable for buses must be provided; bus gates can be used to restrict access.
- There must be no on-carriageway parking to maximise available carriageway space.
- Discrete off-street parking for blue badge holders and servicing requirements will be permitted.
- A footpath should be provided to the rear of the retaining wall that runs adjacent to Water Lane.
- On-carriageway cycling will be enabled by low traffic volumes see **A07.**

Zone 3

This zone can accommodate limited general traffic and access to existing residential areas at Cotfield Street and Gabriel's Wharf. Opportunities to consolidate existing on-street parking within proposed development should be explored. On-carriageway cycling will be enabled through low traffic volumes see **A07.**

Zone 4

This zone provides an important active travel connection to Marsh Barton Station, where walking and cycling should be prioritised. Vehicle access will be limited to existing businesses and lorries/cranes needing to access Gabriel's Wharf, refer to code **W11.**



Water Lane access zones and key plan

A18 – Water Lane, access options

The function of Water Lane zone 2 will be defined by the option used to access the area north of Water Lane (refer to **A03** and **A17**).

Zone 2, access option A

If access option A is adopted, then the western end of zone 2 will be open to general traffic accessing sites north of Water Space should be safeguarded for a segregated cycle lane Lane, and Haven Banks car park 1 via Michael Browning Way. Land must be safeguarded for a segregated bi-directional cycle connection between Tan Lane and Michael Browning Way. The remainder of zone 2 will be free from general traffic.

Zone 2, access option B

If access option B is adopted, then most of zone 2 will be open to general traffic accessing sites north of Water Lane. When development to the south of Water Lane comes forward, land must be safeguarded for a segregated bi-directional cycle connection. The eastern end of zone 2 will be free from general traffic.

Zone 2, access option C

If access option C is adopted, then all of zone 2 will be free from general traffic.

Legend

Area free from general traffic, bus and cycle only

Vehicle access route to the area north of Water Lane

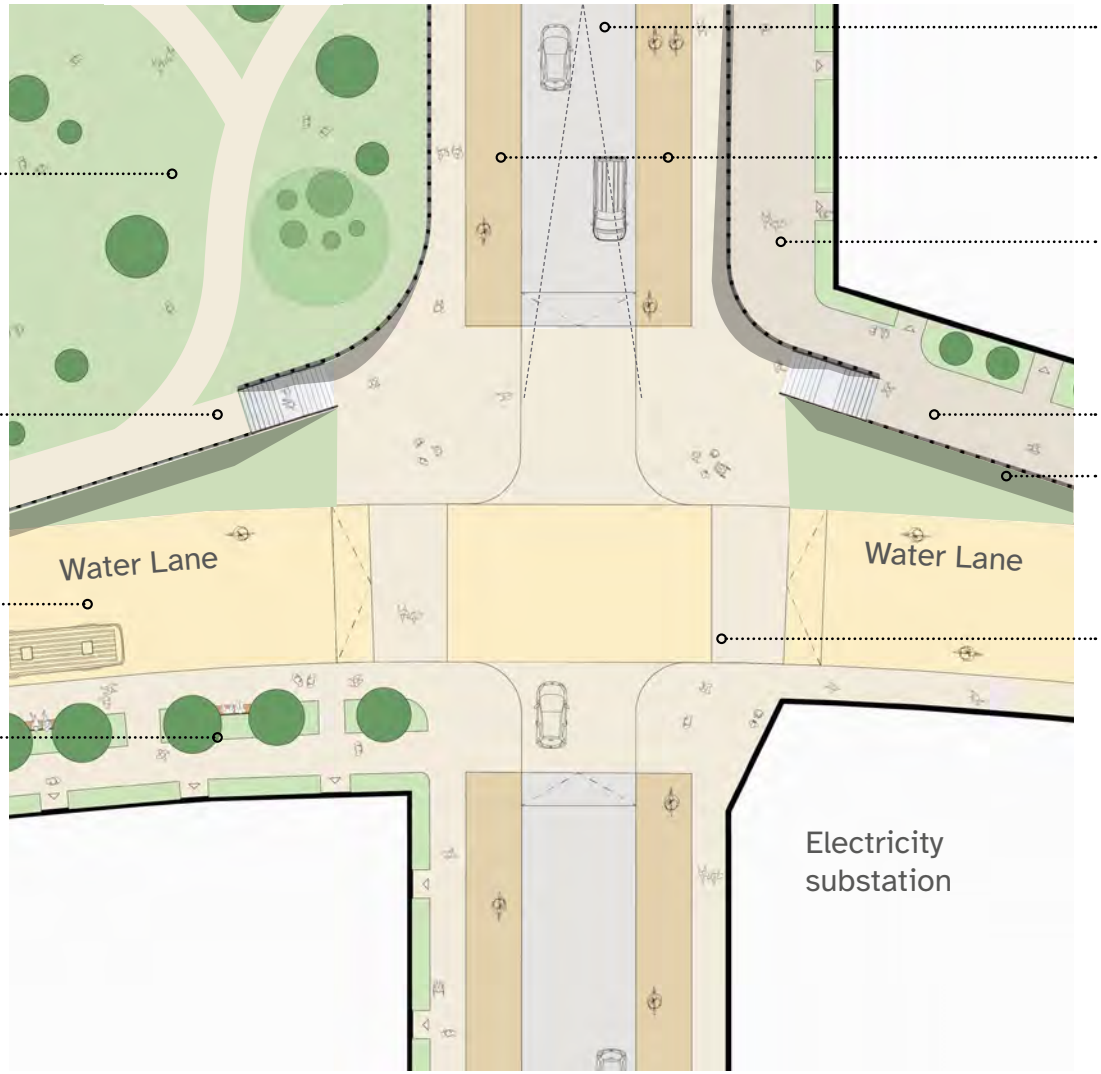
Zone 2, access option A plan

Zone 2, access option B plan

Zone 2, access option C plan

Water Lane Plan 1

Illustration of one acceptable option for the junction of Water Lane with a new vehicle access from Foundry lane to the south. Option as per zone 2 access option C, see **A18**.



The community green space **S12**

Allowance for continuous footway at upper level, with potential to coordinate with flood egress route **A13**

Water Lane is a bus and active travel route under access option C

Setback to Water Lane allows for planting and seating

Ramped access to area north of Water Lane

Allowance for segregated cycle lanes on primary vehicle access route

Step free access to upper level via ramped access street

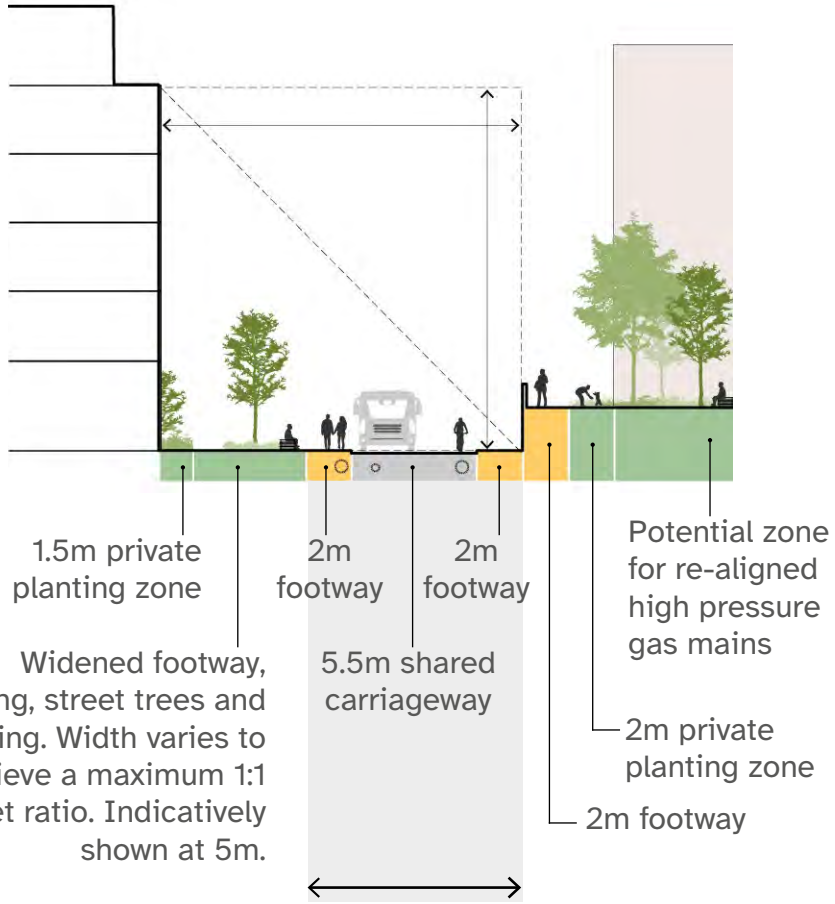
Allowance for continuous footway at upper level

Splayed retaining wall maintains visibility to junction

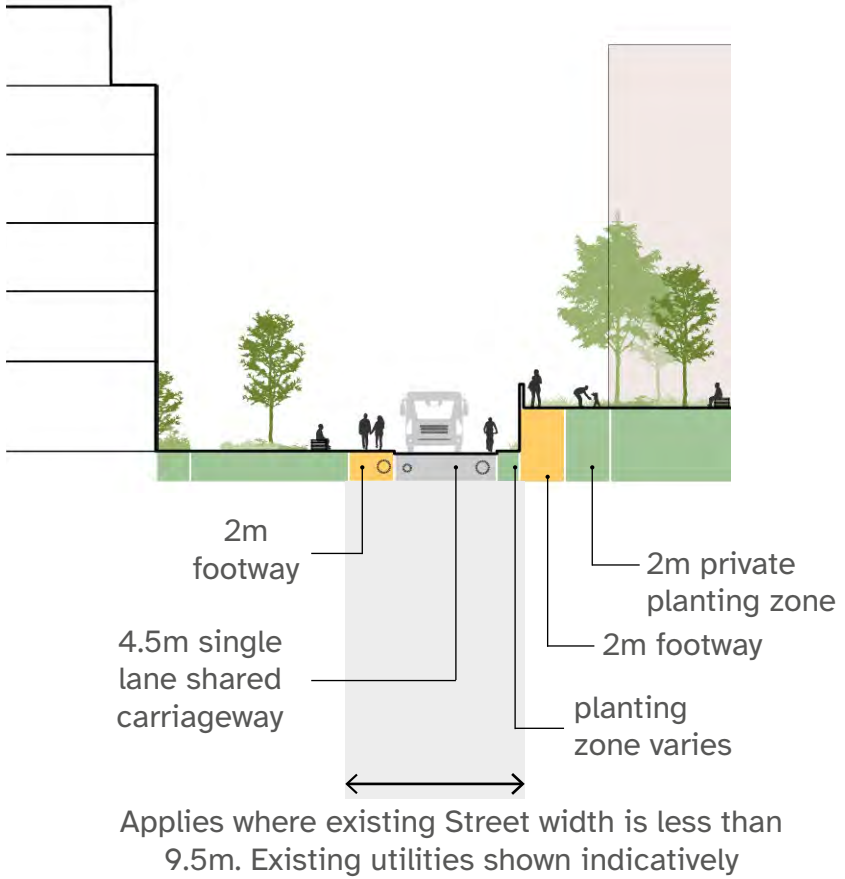
Large shared raised crossing prioritises active travel

Street plan numbering corresponds with the Water Lane access zones and key plan on page 104

Water Lane Section A: Typical section



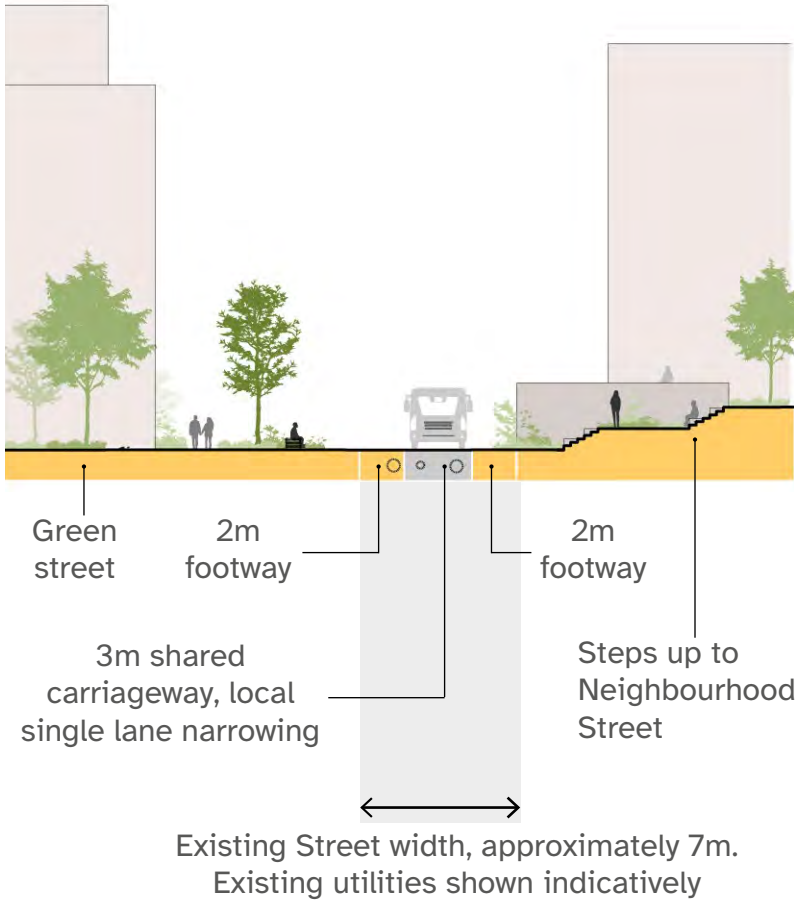
Water Lane Section B: Reduced width



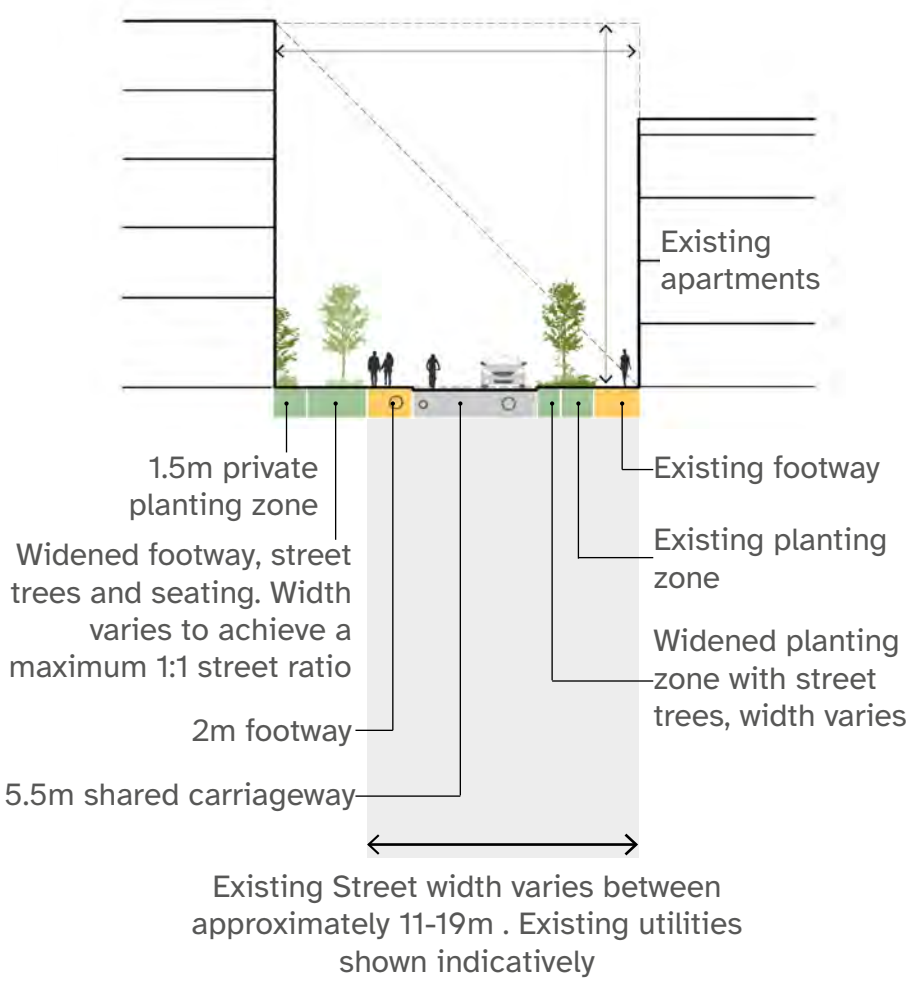
General principles as typical section A apply.

Representative cross sections showing design principles. Overall width of Water Lane is to be determined. Where space exists segregation is preferred.

Water Lane Section C: Road narrowing

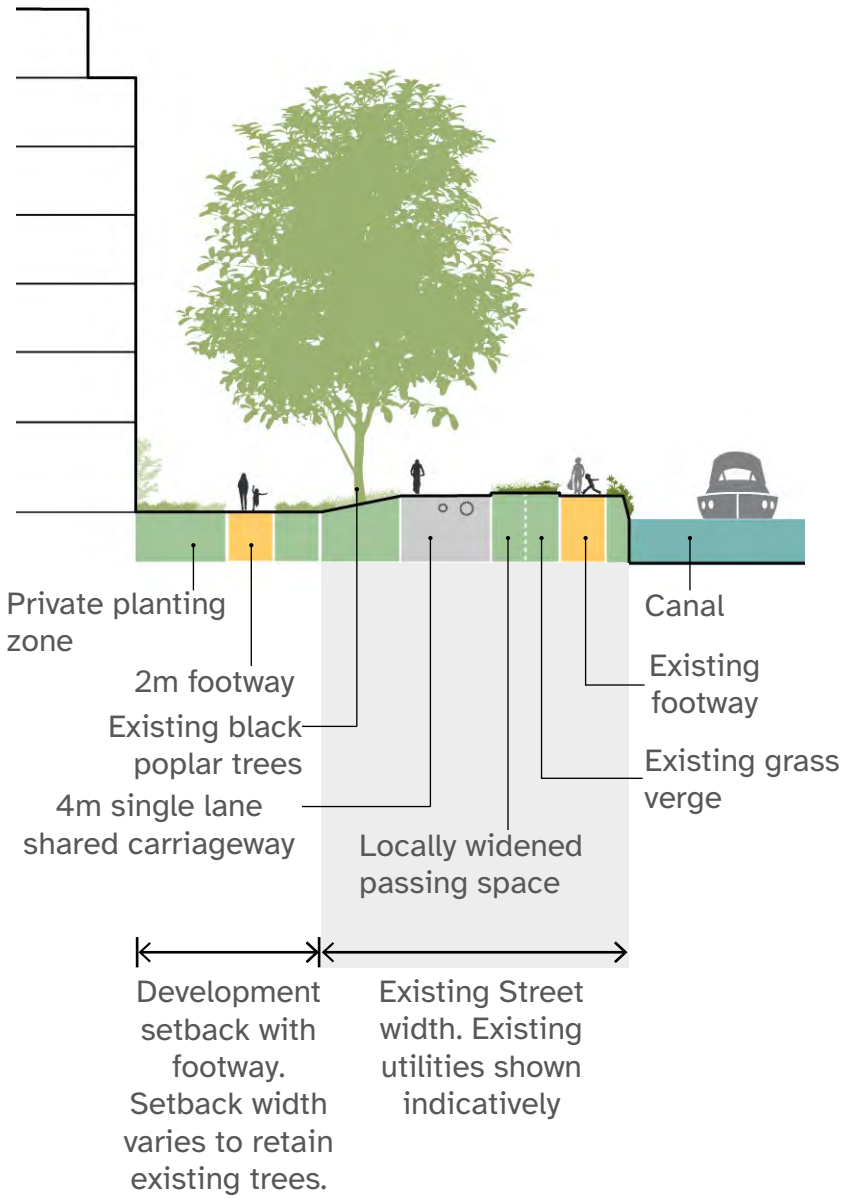


Water Lane Section D: Gabriel's Wharf apartments



Representative cross sections showing design principles. Overall width of Water Lane is to be determined. Where space exists segregation is preferred.

Water Lane Section E: Canal



Representative cross section showing design principles. Overall width of Water Lane is to be determined. Where space exists segregation is preferred.

A19 – Neighbourhood Street

Role and function

The Neighbourhood Street connects Water Lane and the Neighbourhood Centre with Gas Holder Place and the Canal. It is the most important new street and forms a key part of the Neighbourhood Centre. The street should set a new high-quality benchmark for active travel priority streets in Exeter. The street should incorporate a pedestrian priority approach with generous planting and frequent street trees.

The street should be free from general through traffic and not accommodate parking (apart from blue badge spaces). Space should be safeguarded to accommodate emergency vehicles and servicing.

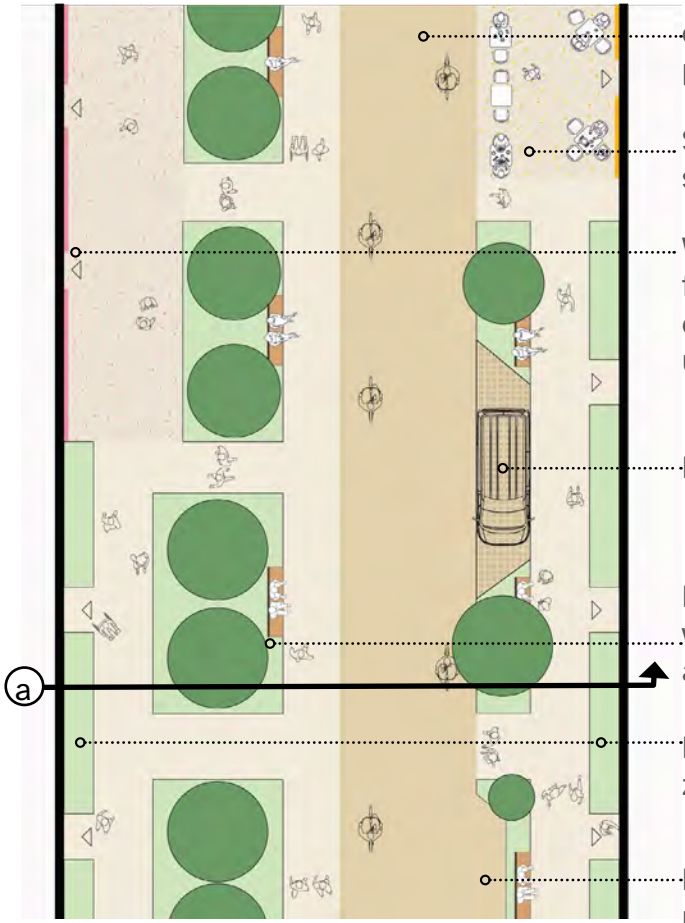
There should be a consistent building line and similar heights on either side of the street. Townhouses must not front the Neighbourhood Street. If the primary school fronts the Neighbourhood Street then a combination of school building and tree planting should be used to maintain the sense of enclosure to the street. See also **W04**.

High quality, durable materials and street furniture should be used, which emphasise the importance of the street.

Opportunities to align the Neighbourhood Street with views to the Cathedral should be explored.

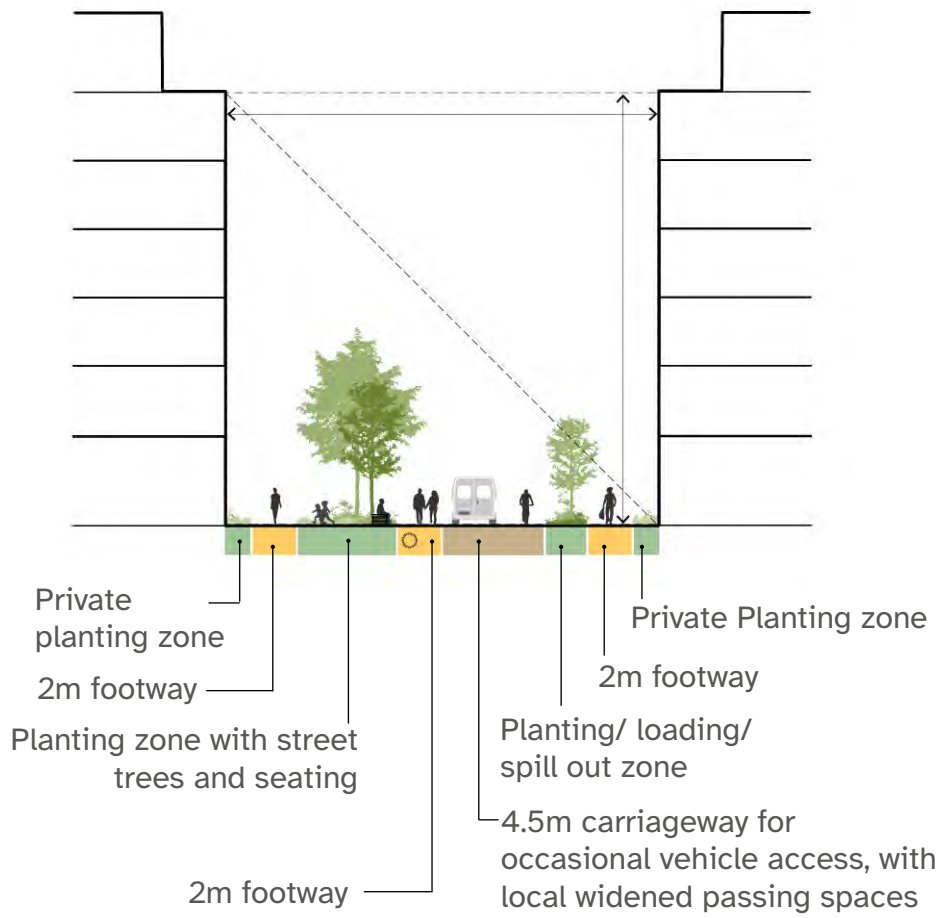
Neighbourhood Street, typical plan

Illustration of one acceptable option



Neighbourhood Street, Section A: typical cross section

Illustration of one acceptable option



The Neighbourhood Street has space for trees, planting, and play.

A20 - Haven Road

Role and function

Haven Road should be transformed into an active travel priority street with traffic volumes and speeds reduced. This can be supported by redirecting traffic to public car parking and the industrial estate via Water Lane. Existing residential clusters and the proposed boat storage will be accessed from Haven Road.

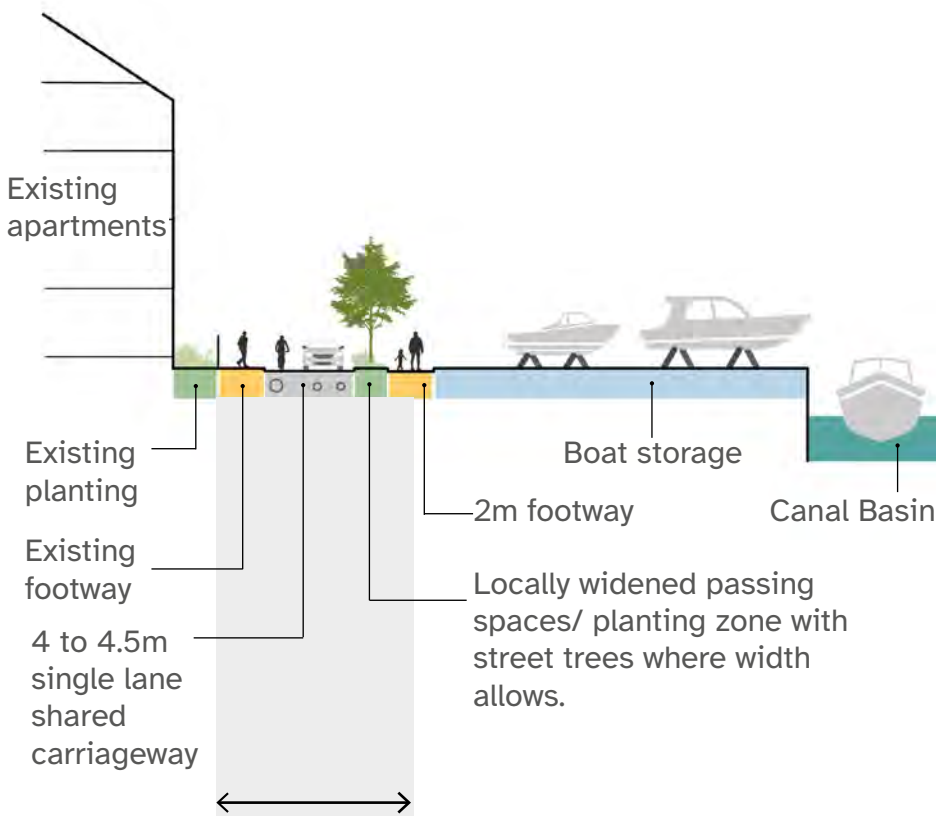
Space should be safeguarded to accommodate emergency vehicles and servicing.

The street should have a wide raised table crossing adjacent to Piazza Terracina to make it easy for pedestrians to cross.

Limited vehicle access, a reduced carriageway width and low kerb create a street which prioritises active travel, Gloucester Docks.

Haven Road, typical cross section

Illustration of one acceptable option.



A21 - Foundry Lane

Role and function

Foundry Lane will be the main vehicle access route for development to the south of Water Lane in all access options as **A03**. Under access option C, it will also be used to access development to the north of Water Lane. It will also be used to access existing homes on Cotfield Street and Gabriel's Wharf to keep sections of Water Lane free from general traffic.

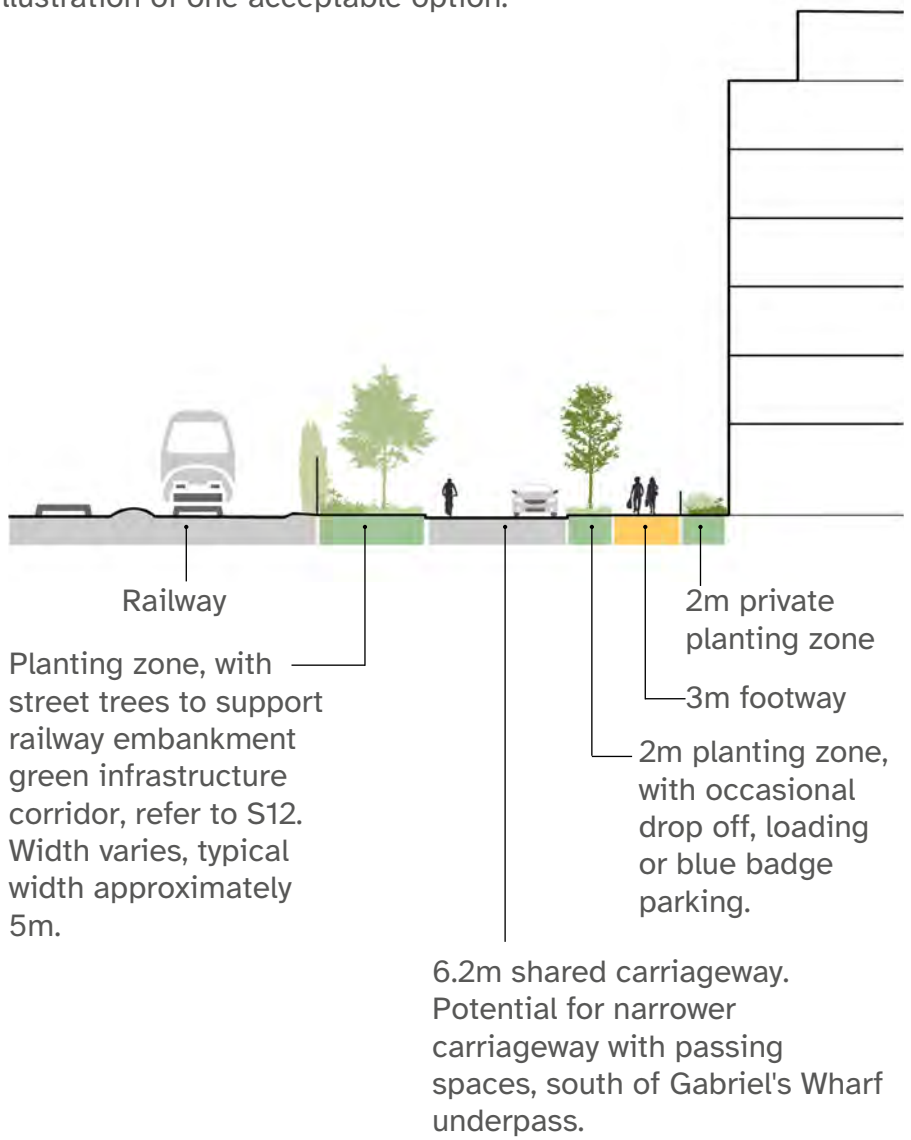
Space should be safeguarded to accommodate a bus route, emergency vehicles and servicing. Cycling can be accommodated within the carriageway, as long as anticipated traffic flows are below the threshold as set out in Local Transport Note 1/20.

Whilst Foundry Lane will be a route for vehicles, it must be designed to give priority to active travel and be a pleasant street for people. It should incorporate planting, trees, seating, have active frontages and be easy to cross.

Generous planting separates the carriageway from the footway and apartment buildings at North West Cambridge.

Foundry Lane, typical cross section

Illustration of one acceptable option.



A22 - Tan Lane

Role and function

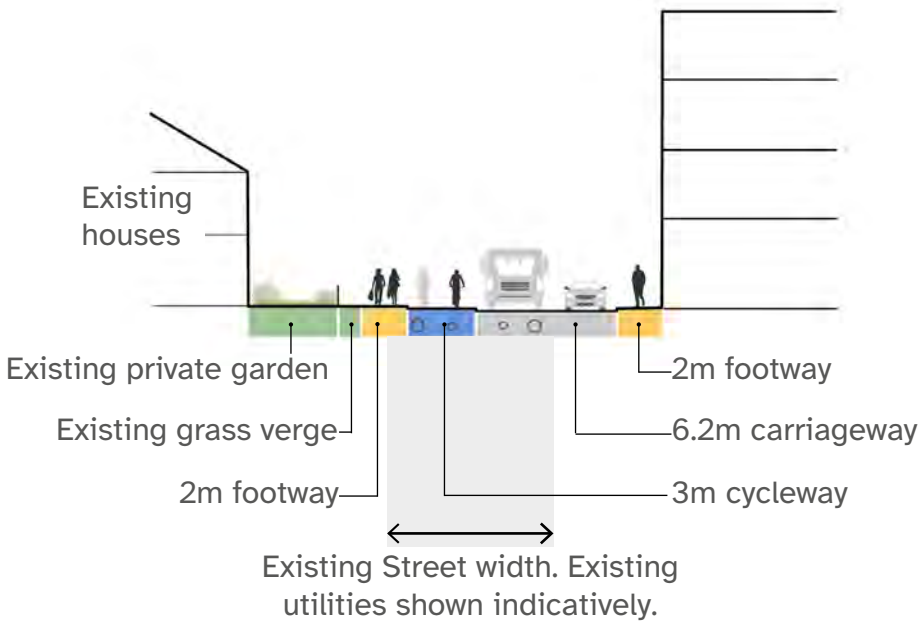
Tan Lane provides an important active and public travel connection between Water Lane and Marsh Barton.

South of Foundry Lane, Tan Lane should provide a route for public transport, controlled by a bus gate or cameras, through a re-opened underpass opening under the railway and an enhanced active travel route through the existing underpass.

North of Foundry Lane, Tan Lane should be the main vehicle access for development to the south of Water Lane. The strategic long term active travel route from Marsh Barton must be prioritised whilst accommodating Tan Lane's important vehicle access function.

Tan Lane, typical cross section

Illustration of one acceptable option.



Segregated cycle lane, Manchester.

A23 - Michael Browning Way

Role and function

Under vehicle access option A within **A03**, Michael Browning Way will be extended to connect with Water Lane. The new southern section of the street will be the main vehicle access route for development to the north of Water Lane, including public parking at Haven Banks car park 1.

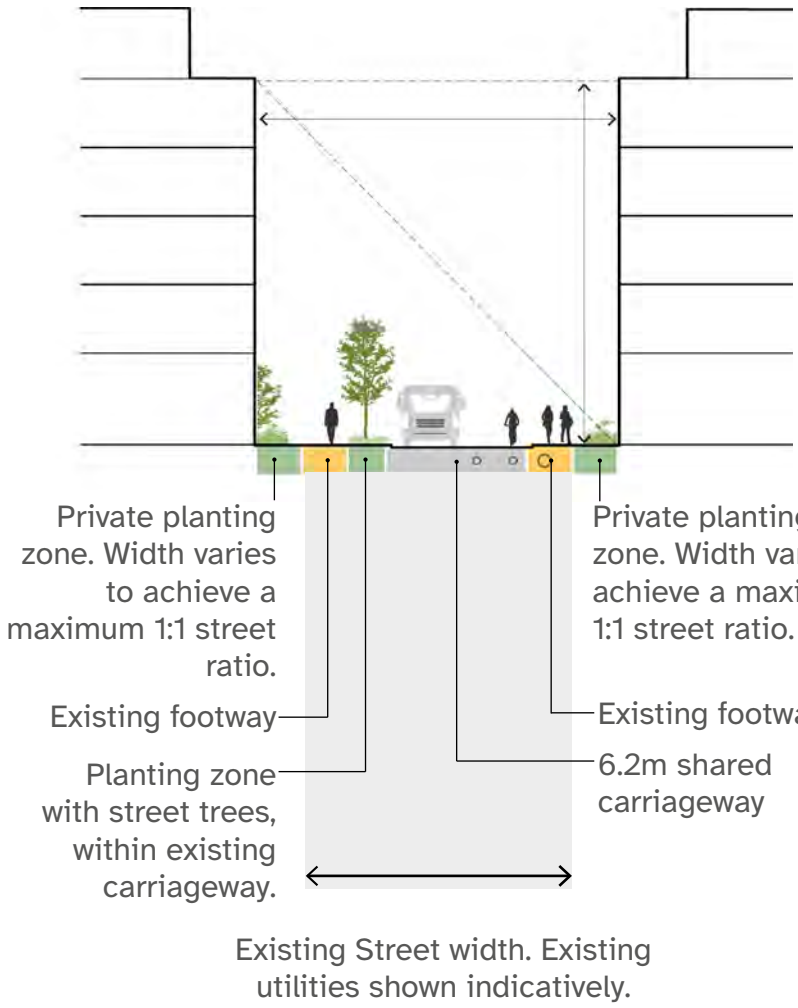
The existing northern section of the street will be safeguarded to accommodate emergency vehicles and servicing. A modal filter could be provided within the existing northern section to stop general through traffic and support low traffic volumes on Haven Road.

If access option A is agreed then the southern section of Michael Browning Way may require segregated cycle lanes. Refer to code **A05** and **A07**.

If access option B or C is agreed, then the southern section of Michael Browning Way may not be delivered, or will have a reduced vehicle function.

Michael Browning Way, typical cross section

Illustration of an acceptable option for the northern section.



A24 - Main site access

Pedestrian movement

Convenient and safe pedestrian routes must be provided linking key walking routes as they enter the site. Generous widening of the public realm with street trees should be provided where routes converge at the junction between Tan lane and Water Lane, and the junction between Tan lane and Foundry Lane. Routes should be planned to ensure good levels of natural surveillance.

Cycle movement

Tan Lane and Water Lane will form a key desire line in the future to the City Centre from Marsh Barton. This should be treated as a key route with direct and coherent segregation of cycle traffic. A segregated cycle connection should also be made to the shared carriageway within zone 2 of Water Lane, refer to **A18.**

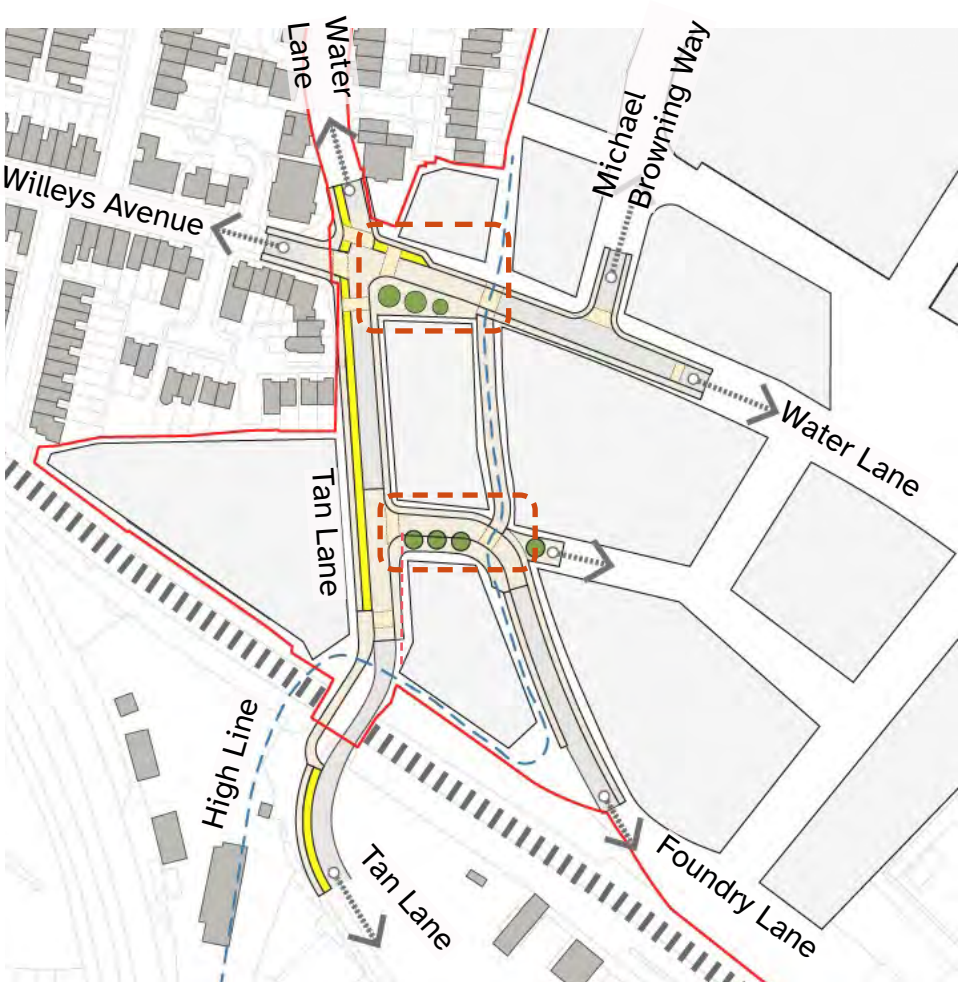
Vehicle movement

The access strategy should be flexible and allow for access to be formed under options A-C, as described in **A03**. Opportunities should be taken to minimise unnecessary road space for vehicles through the provision of dedicated passing areas for larger vehicles, single lane sections, and street radii designed for low speeds.

Refer to code **A04** Public Transport for indicative bus routing and stops.

Flood egress and access

Proposals must provide attractive and convenient connections to the 'high line' and strategic flood routes through the Water Lane area, refer to section **A13**.



Legend

- Footway/ shared use
- Cycleway
- Indicative high level flood egress route
- Entrances to the site with widened public realm
- Indicative development blocks

Illustrative acceptable arrangement for main access to the Water Lane area.

A25 - Green Streets

The Green Streets are multifunctional streets which:

- Must provide connections for active travel to the waterfront.
- Must be designed to function as linear green/blue spaces with native, wildlife friendly, hardy and robust planting, sustainable urban drainage, play and seating which help to connect the neighbourhood and the railway embankment with the Canal.
- Can accommodate access for emergency vehicles, servicing and drop-off/loading for residents but must be free from through traffic and not provide access to resident parking other than for blue badge holders.
- Can accommodate bus access on one of the links between Foundry Lane and Water Lane.

Proposals should explore creative and innovative designs which set a high quality benchmark for green streets in Exeter.

The street width should be determined by the quantum of sustainable urban drainage required and the height of the buildings but should not be less than 12 metres. The width of the movement corridor should be kept to a minimum.

Where streets are unadopted these must allow public access, and a robust management and maintenance strategy must be agreed. Refer to **Q17** for stewardship models.

Where vehicle access option B or C under code **A18** are agreed, the Green Street identified to the east of the community green space will need to accommodate greater levels of vehicle access. Refer to Water lane Plan 1 under **A18** for details.

Raingardens and seating with movement being secondary function

Narrow movement corridor which can accommodate emergency vehicles and servicing

Illustrative examples of Green Street design with rain-gardens, street trees, doorstep play, seating, visitor bike parking, planters with climbers onto building and space for emergency vehicles and active travel.

A26 - Green Lanes

The Green Lanes are multifunctional lanes which:

- Must provide connections for active travel to the waterfront.
- Must be designed to function as linear green/blue spaces which help to connect the neighbourhood and the railway embankment with the Canal. Lanes should include plenty of native, wildlife friendly, hardy and robust planting, trees for pollution mitigation and pollination and sustainable urban drainage as well as space for play, food growing and seating.
- Have a minimal mobility function for vehicles and sit below Green Streets in the mobility hierarchy.
- Can accommodate access for emergency vehicles, but must be free from general traffic and not provide access to parking.
- Must provide glimpse views through the development from the waterfront to the hills, where the Lanes connect directly with the Canal.
- Must accommodate changes in level along the Lane to provide step free access and avoid blank frontages and large undercrofts, for example through stepped ground floors and regular building entrances.

Where Lanes are unadopted these must allow public access, and a robust management and maintenance strategy must be agreed. Refer to **Q17** for stewardship models.

The location of the Green Lanes on the Mobility Coding Plan are indicative with the exception of the Lane linking to the railway underpass which must provide a direct connection to Water Lane.

The Green Lanes only have a very minor movement function and can be very informal in character.

Space for socialising and play. Left image credit, Helena Smith. Right image credit, Neil Speakman.

Green lane with an informal arrangement and character of a green space more than a street, whilst still accommodating access for emergency vehicles.

Site connections

A27 - Canal crossings

A new active travel crossing of the Canal should be provided to increase pedestrian and cycle permeability and improve access to the Riverside Valley Park from the Water Lane area. Proposals must ensure the continued navigation function of the Canal and provide for future management and maintenance.

Feasibility work will be required including engagement with Canal stakeholders and assessment of the implications for the movement of larger vessels. A new Canal bridge is included within the draft Exeter Infrastructure Delivery Plan.

The bridge should link to route E22 in the Exeter Local Cycling and Walking Infrastructure Plan, see **A02**.

Improvements to existing crossings of the Canal and River should also be considered.

An assessment of the likely distribution and assignment of pedestrian and cycle traffic to the north and east should be undertaken, to ensure that both existing and proposed crossings can accommodate future demand, including development of Water Lane and long term regeneration potential at Marsh Barton.

A28 - Canal towpath

Options should be explored to widen the Canal towpath to accommodate cycle use, an increase in pedestrian users and the ability for people with mobility scooters, wheelchairs and prams to safely pass other users. Applicants will be required to collaborate on proposals to achieve this. An alternative cycle route via Water Lane should still be provided.

Contemporary canal bridge, Queen Elizabeth Olympic Park, London. Image credit, Robin Forster Photography.

Narrow section of towpath in front of Gabriel's Wharf apartments.

A29 - Railway crossings

Upgrading existing crossings of the railway must be a priority to enable strong active travel links to and from the south.

Tan Lane underpass

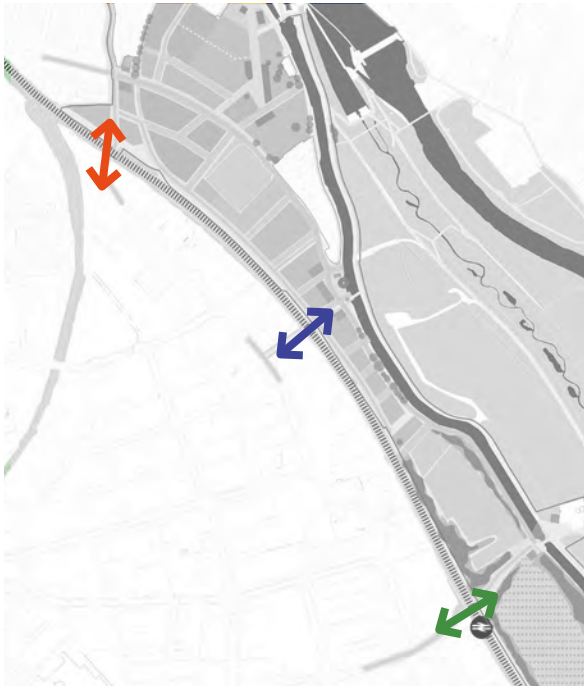
The second underpass should be opened up to accommodate future bus services, and the existing underpass converted to active travel use. This will allow segregation of pedestrian and cycle movements from existing vehicular traffic.

Gabriel's Wharf underpass

The link should be improved to achieve a convenient, attractive and safe, step free crossing, over or under the railway. Proposals for Foundry Lane will need to consider the impact if this crosses over the underpass route, and how a safe and attractive route can be created.

Clapperbrook bridge

The provision for a future bus route should be safeguarded across the Clapperbrook bridge and through the Water Lane development.



Plan of railway crossings

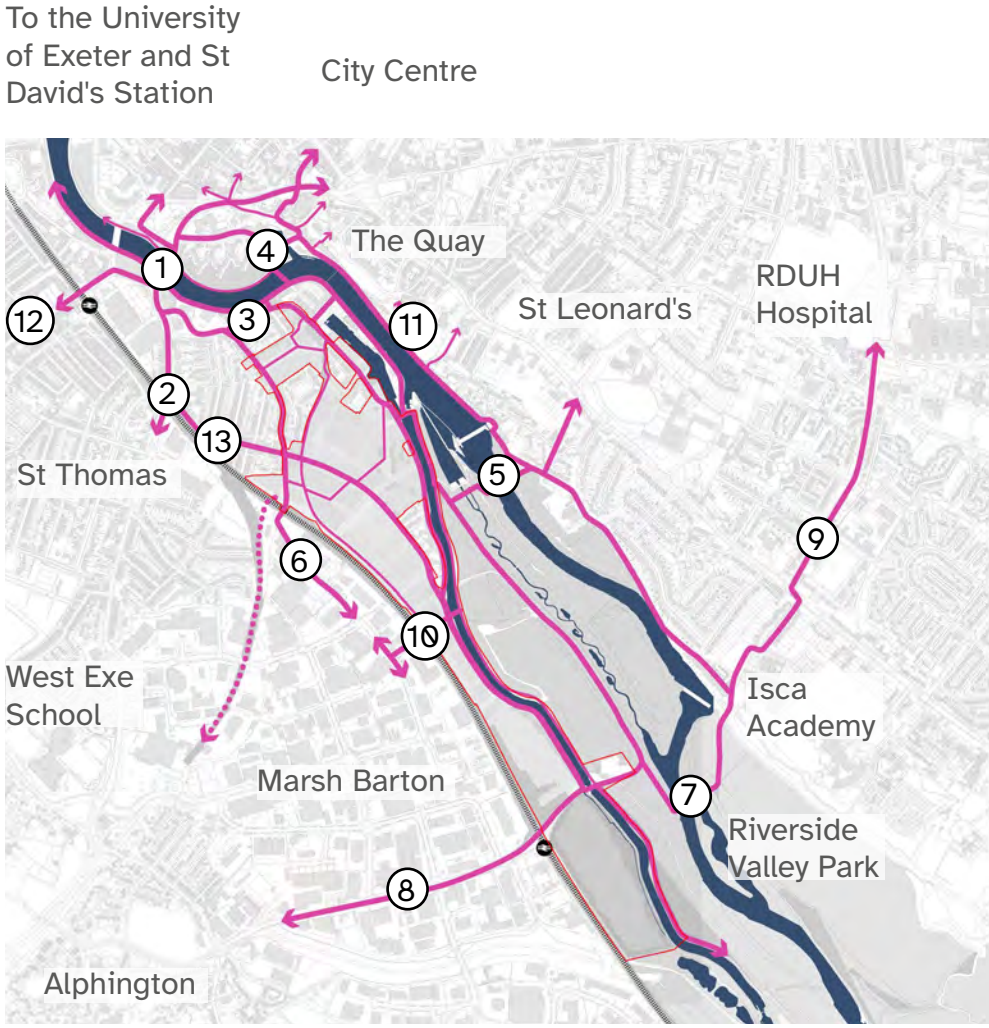
Underpass with good sightlines and daylight, Burgess Park, London. Image credit, Robin Forster Photography.

A30 - Off-site connectivity and improvements

Development proposals should support improvements to active travel links to key destinations, including connections to nearby routes in the Exeter Local Cycling and Walking Infrastructure Plan (LCWIP) produced by Devon County Council. Key destinations include the Quay, the City Centre, Marsh Barton, St Thomas, St Leonard's, the RDUH Hospital, Exeter University and employment areas on the edge of the city. Applicants should collaborate with the local authorities to identify off-site contributions to support a low-car neighbourhood. Applicants must demonstrate that traffic impact can be mitigated to an acceptable degree.

Key off-site links which should be considered include (not definitive):

1. Exe bridges
2. Alphington Road
3. Haven Road
4. Connections to Cricklepit bridge, including from the Quay
5. Trews Weir bridge
6. Tan Lane and Exton Road within Marsh Barton,
7. Salmon Pool river bridge
8. Alphin Brook Road
9. Connections to RDUH Hospital
10. Gabriel's Wharf underpass **A29**
11. The Quay
12. Cowick Street
13. Willeys Avenue



Off-site connectivity plan

Legend

Key existing and proposed active travel routes

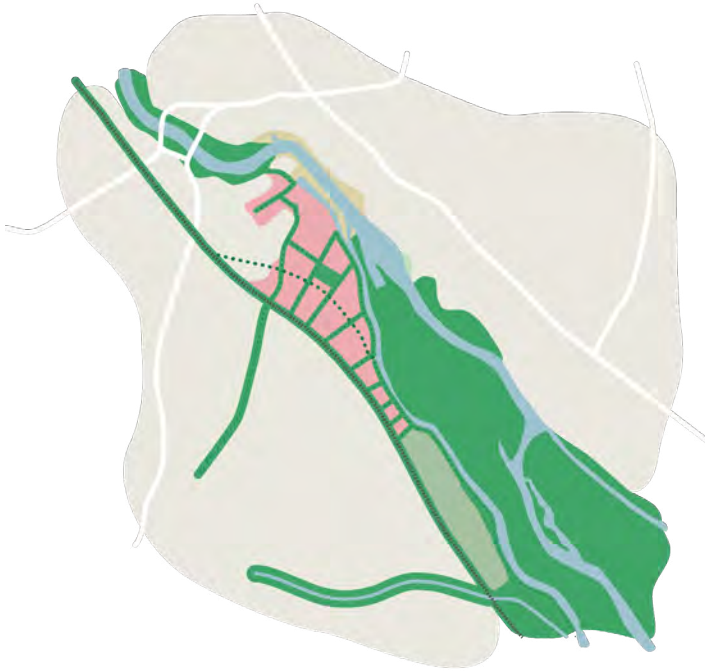
Potential future 'high line' route, refer to strategic flood access and egress A10.

4.6 Spaces for people and 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.

Connecting with the Canal, River & Valley Park

Future Vision for Water Lane: Wherever you are in Water Lane, you will be close to nature. Homes will look out onto native, wildlife friendly, hardy and robust planting and trees and have access to communal green spaces. Green streets and lanes, with an abundance of planting, bees and butterflies, will lead you to the waterfront. By the Canal, one of Exeter's most important natural corridors, you will often spot herons and kingfishers. Bats will thrive thanks to innovative lighting systems in streets and buildings and the provision of plenty of safe spaces for them to forage and shelter. You will be spoilt for choices to explore nature, with the vast Riverside Valley Park and Exeter Green Circle on your doorstep. On the community green space, people will gather for picnics, celebrations or just to sit and read in the sunshine. Water Lane will be a national best practice exemplar for creating climate resilient places, providing cooling spaces during heatwaves and helping to manage heavy rainfalls, with the provision of large raingardens, green walls and roofs and the retention and planting of many new trees.



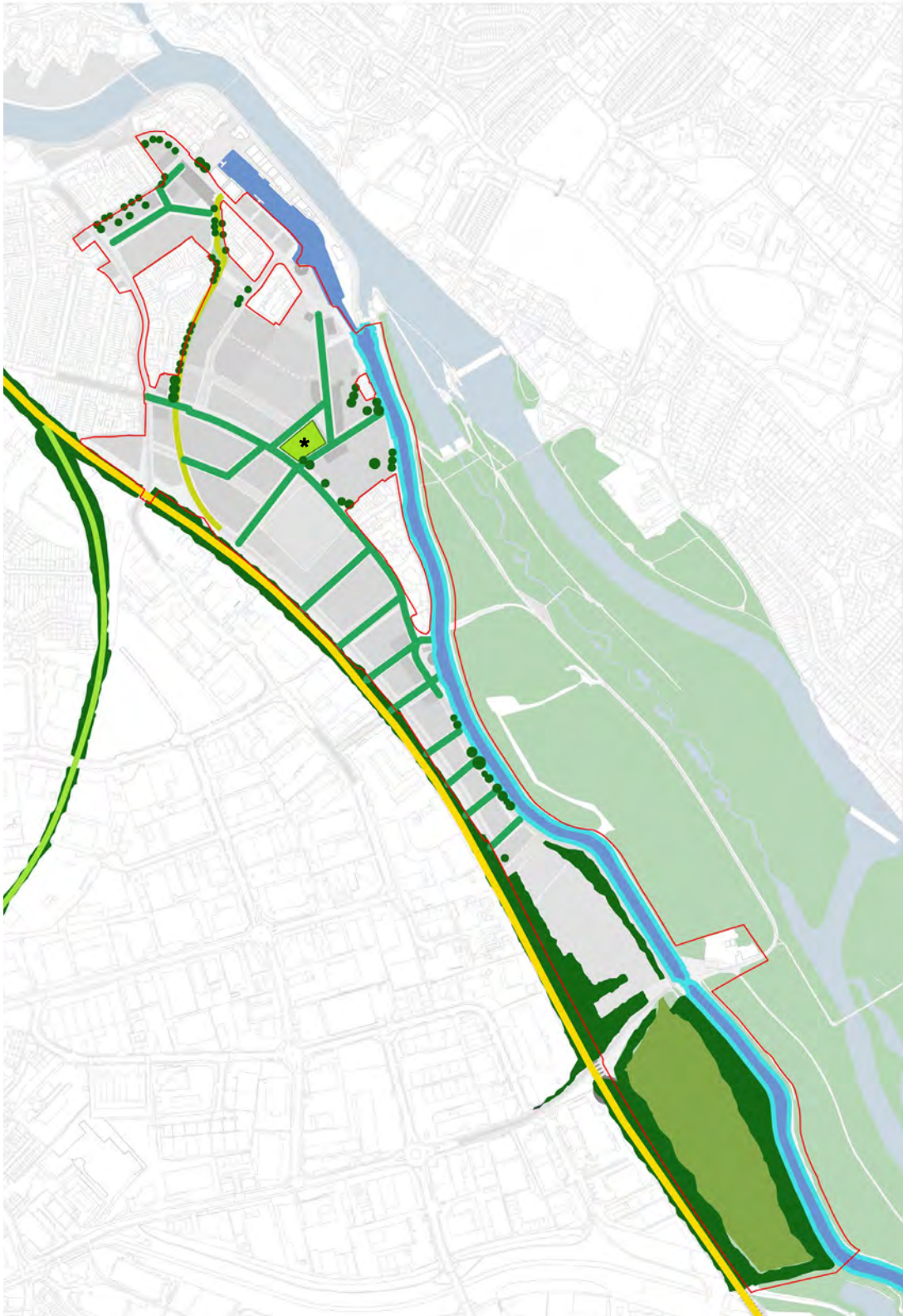
Site wide codes

S01 Green infrastructure plan

Proposals for green infrastructure should follow the green infrastructure plan.

Legend

- Riverside Valley Park
- River
- Existing trees and vegetation (S03, S07)
- * Community green space (S12)
- Canal corridor (S13)
- Railway embankment (S14)
- Grace Road Fields (S15)
- Streets with important green/blue infrastructure role
- Other green corridor
- Disused railway (the High-line, page 99)



Green infrastructure plan

S02 Open space

Proposals for residential development should provide a range of open space in accordance with the Fields in Trust benchmark guidelines.

All new open space should:

- Be located to ensure easy access from all parts of the development and from the wider area.
- Be designed to be safe and secure, with clear sightlines, good, energy-efficient lighting, and appropriate landscaping.
- Be designed to be inclusive and accessible to all, regardless of age, ability, or background.
- Be integrated into the wider pedestrian/cycle network and green/blue infrastructure network.
- Be well overlooked with frequent windows and building entrances onto the spaces.
- Be high-quality, using native, wildlife friendly, hardy and robust planting and materials and furniture that will age and weather well.
- Be multi-functional with a mix of things to see and do, such as play, grow food and socialise, and support other functions such as managing flooding and storing carbon.
- Have acceptable noise levels.

Proposals should make efficient use of space, such as designing low traffic streets as green spaces.

Proposals must demonstrate that open spaces are genuinely usable and suitable in design and size for their function.

Multi-functional spaces with planting and space to sit and move through, London & Oxford. Left image credit, Neil Speakman. Right image credit, Claire Borley.

Streets and spaces should be designed to draw the waterfront character further into the site, including incorporating sustainable urban drainage, wetland planting and raingardens.

The material palette, furniture and planting should be coordinated across the whole of Water Lane to ensure the public realm brings the development together.

A strategy for stewardship and ongoing management of spaces should be developed and agreed with the Council at an early stage. Development proposals should make provision for the on-going management and maintenance of open space to standards that have been agreed with the Council.

Refer to **Q17** for stewardship models.

S03 Green and blue infrastructure

Proposals should provide a nature-rich environment with plenty of opportunities for people to have daily contact with nature, from greening buildings and small doorstep places, to improved connections to the Canal, the Riverside Valley Park and the Green Circle. Hard surfaces should be kept to a minimum and have a clear function such as for movement or space for events.

All development proposals should submit a Green Infrastructure Plan setting out how the development will link to existing green infrastructure (including the Canal, Riverside Valley Park, Exeter Green Circle, the High Line and the railway embankment) and demonstrating how the development will contribute to the delivery of Exeter's Green Infrastructure Strategy. Where necessary, contributions to enhance green infrastructure, sustainable transport links and gateway access points will be sought.

The Green Circle will be protected as an important green infrastructure asset that links communities in a sustainable way whilst providing exercise, recreation and health benefits. Proposals should demonstrate how they will maximise connectivity to and enhancement of the Green Circle.

Development proposals should explore opportunities to support initiatives within the Riverside Valley Park as outlined in 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.

Wildlife and people friendly green corridor, Battersea, London. Image credit, Neil Speakman.

Nature-rich urban high-density environment with plenty of opportunities for daily contact with nature within, Battersea, London. Image credit, Neil Speakman.

High-density development not providing a nature-rich environment will not be acceptable.

S04 Biodiversity

Development proposals must demonstrate a thorough understanding of the ecological baseline and the opportunities for biodiversity enhancement. An ecological survey must be undertaken during early concept stage to inform the biodiversity net gain and open space strategy and shape the overall layout.

Development proposals must, as minimum, deliver biodiversity net gain in accordance with national requirements and the local plan. To support Water Lane as a city flagship project, development proposals are expected to be ambitious in delivering biodiversity net gain and exceed the minimum requirement wherever possible.

All development proposals will be required to follow the mitigation hierarchy and where relevant;

- Take steps to avoid affecting protected species, and, in all cases, ensure that disturbance to wildlife is kept to a minimum.
- Preserve, restore and create wildlife habitats, corridors and networks and any other features of ecological interest including those related to protected and priority species in accordance with the Local Nature Recovery Strategy.
- Contribute towards measures to mitigate against adverse effects on the Exe Estuary SPA and other nearby sites on the UK National Site Network.

Biodiversity enhancement should form an integral part of the green/blue infrastructure and open space provision and provide multiple benefits wherever possible, such as making a street or space more attractive for people and supporting flood management.

It's important development proposals consider all aspects of improving biodiversity from planting and furniture in small spaces to large green/blue infrastructure corridors. Top and right image credits, Neil Speakman.

Development proposals must strengthen existing important habitat corridors along the Canal and the railway embankment and maximise habitat connectivity between these corridors and to the Riverside Valley Park through new east-west green/blue corridors.

Bat and bird boxes should be incorporated within the development in line with best practice guidance.

See **S13** for further requirements for the Canal and **S14** for the railway embankment.

S05 Urban Greening Factor (UGF)

Development proposals are encouraged to include:

- The latest version of Natural England's Urban Greening Factor (UGF) calculator demonstrating how the development will achieve UGF scores of at least:

  a. 0.3 for predominately commercial development.

  b. 0.4 for predominately residential development (or 0.5 for predominantly greenfield residential development).

- An operation and maintenance plan which satisfactorily demonstrates that the green features will be successfully retained throughout the life of the building.

High-density development achieving UGF through green roofs and predominantly green open spaces, International Quarter London

Raingardens incorporated within streets and hard impermeable surfacing kept to a minimum, Leeds Climate Innovation District.

S06 Sustainable Drainage Systems (SuDS)

Nature-based solutions, such as raingardens, shall be used for drainage wherever possible. Green Streets and Green Lanes are expected to accommodate a large proportion of SuDS within the street.

Permeable paving and soft landscaping shall be used wherever possible to slow water runoff.

SuDS must be designed in accordance with best practice guidance, be multi-functional wherever possible and avoid over-engineered solutions. Redevelopment of Water Lane represents an important opportunity to remove surface water from the system and reduce the risks of both water pollution and sewer flooding.

A strategy for stewardship and ongoing management of SuDs should be agreed with the Council at an early stage. See Code **Q17**.

S07 Trees

All new streets must be tree-lined.

Existing trees should generally be retained, and removal of trees must be clearly justified and compensated for by planting new trees. A tree survey must be undertaken during early concept stage to ensure existing trees shape the design proposal from the outset and are well integrated into the design.

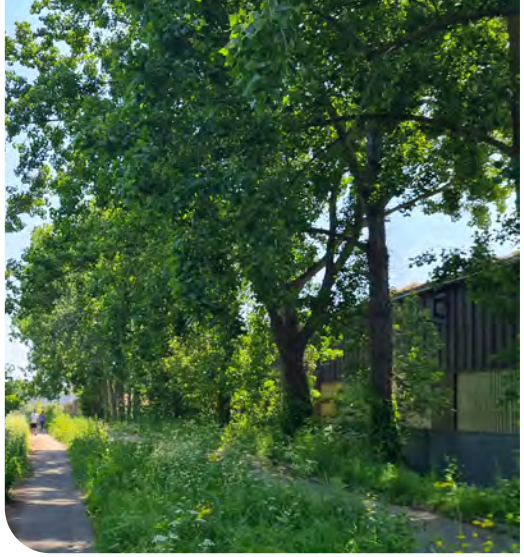
Development proposals are encouraged to increase the tree canopy cover by at least 5.5% when compared with the pre-development baseline.

Tree species should be selected that:

- Are predominantly native.
- Are resilient to an urban environment and future climate change.
- Have biodiversity value supporting native insects and pollinators.
- Have visual interest and a height and canopy spread suitable to their location.

The size of trees and tree pits should be of a suitable size to ensure that they establish well and have future healthy growth.

Trees must be located and planted to ensure that they are not damaged during construction and can be accommodated in the final development once they are fully mature.



The black poplars along the Canal are important trees for wildlife and the character of the area.

Planting along path with species to support native wildlife and help form ecological network, London

S08 Planting

Development proposals should maximise every opportunity to incorporate planting into streets and spaces to ensure the development overall is nature-rich.

Planting must be resilient to an urban environment and future climate change.

Planting should predominantly be species that directly benefit wildlife e.g. through nectar or berry production, or providing shelter and materials. Planting schemes should form ecological networks through the built environment and include native species which can be used by pollinators and native fauna.

Planting beds must be designed and sized to ensure an adequate growing medium for healthy and robust planting.

A clear maintenance regime for planting should be put in place.

S09 Play

Development proposals should make suitable provision in accordance with the Council's Play Strategy guidance.

Play areas should be easy to access, centrally located and well integrated with the overall design.

Play areas should include multi-sensory features for children and young people of all ages and abilities.

Nature based play features, including water features are encouraged.

Local areas for play (LAP and LEAP) should be provided on site.

Neighbourhood equipped areas for play (NEAP) and playing pitches can be provided off-site through financial contributions where existing play facilities can be upgraded. Bromham's Farm playing pitches and Clapperbrook Hub are opportunities for new and enhanced facilities.

A strategy for ongoing responsibility and maintenance of play spaces should be agreed with the Council.

Small incidental play area incorporated within street, Alfred Place, London. Image credit, Neil Speakman.

S10 Food growing

Smaller community growing areas should be provided within development sites near where people live. This could be in incidental spaces or streets without an important transport function. These areas should encourage community initiatives and resident involvement in shaping the spaces, such as 'Incredible Edible'.

Allotments can be provided through financial contributions towards new allotment sites near Water Lane. The quantum of allotment space should be in accordance with the Fields in Trust Benchmark Guidelines.

A strategy for ongoing responsibility and maintenance of growing areas and allotments should be agreed with the Council.

Play area catering for children of all ages, Islington, London.

S11 Residential open space

All dwellings must have access to a suitable amount and type of open space. The suitable quantum should be agreed with the Council early in the design process.

Most open space should be provided as communal space.

The spaces should be well-designed, pleasant to spend time in, predominantly green, overlooked by the surrounding dwellings, multifunctional, have acceptable noise levels and receive sunlight for a substantial part of the day.

Streets and large roof terraces can count towards the total provision if they are complemented by communal open space, are predominantly green, are of high quality and applicants can demonstrate that this will meet the needs of the residents.

Development proposals must give all residents within a block equal access to open space and not segregate the open space by tenure or introduce private gardens at ground floor level that are not accessible to residents of upper floors.

A strategy for stewardship and ongoing management of spaces should be agreed with the Council at an early stage.

Refer to **Q17** for stewardship models.

Balconies should be provided for all dwellings above ground floor, unless it can be clearly justified that this is not suitable or feasible.

Rear private gardens may be suitable where townhouses are proposed, subject to constraints.

Communal open space which is large enough for children to run around, including a small play area, trees, planting and places to sit, Malmo, Sweden. © La Citta Vita

High quality communal space for residents incorporating planting, seating and water features, Wembley, London. Image credit, Hufton and Crow.

Public spaces codes

S12 The community green space

A local green space should be provided within or near the Neighbourhood Centre on key pedestrian and cycle routes.

The space should:

- Be a predominantly green space for local people to meet which complements the larger hard surfaced city spaces at Piazza Terracina and the Quay.
- Be intimate and community oriented with places to sit and relax which complement the function and character of the larger Riverside Valley Park.
- Incorporate water as a key feature of the space.
- Integrate areas for play.
- Contribute to BNG, UGF and water management.
- Have buildings with active ground floors and community uses fronting onto the space.
- Help connect the waterfront with the Neighbourhood Centre and Water Lane (the street).
- Be of a suitable size to accommodate the above described functions. Suitable local precedents in terms of size include Devonshire Place (St James), Mont Le Grand (Heavitree) and Queens Crescent Gardens (St James).

If a larger space is provided, a small pavilion building within the space may be acceptable if it supports the use of the space.

Play and water features incorporated within multifunctional space, London & Peterborough. Left image credit, Neil Speakman.

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

S13 Canal

Development proposals must protect and maximise enhancement of the Canal which is an important recreational corridor, working industrial structure and a County Wildlife site that connects with the Riverside Valley Park and the Exe Estuary (SPA).

The Canal edge must be predominantly natural to give plenty of space for wildlife and retain the natural character of the Canal. Hard edges should be kept to a minimum and used only where needed to access the water.

The Canal is an important bat corridor which must be protected. Proposals must demonstrate that the movement and roosting of bats is fully understood and has been considered early in the design process. Removal of riverside vegetation and introduction of artificial light must be avoided wherever possible or minimised with impacts fully identified and mitigated.

Lighting along the Canal must be carefully considered early in the design process to avoid impact on bats and other wildlife, whilst providing routes that people feel safe to use. Ecologist and lighting consultants should be included within design teams at an early stage. The main sources of lighting that need to be considered are:

- Lighting from adopted highways close to the Canal, predominantly Water Lane (the Street).
- Lighting of the Canal towpath.
- Lighting of bridges over the Canal.
- Lighting from buildings, both internal and external.

The existing natural edge is an important characteristic of the Canal and supports wildlife.

Potential design solutions to consider include:

- Limiting the amount of artificial light.
- Limiting the time lights are on, both internally and externally, e.g. through timers and motion censors.
- Reducing light intensity including dimming of lighting.
- Directing lighting away from sensitive areas, for example one-side light bollards.
- Using building set-backs, building orientation, balconies, louvres and tinted windows to reduce light spill from internal areas.

Safety measures along the Canal should be considered, including the design of public space and integration of life-saving equipment.

S14 Railway embankment

Development proposals must protect and enhance the railway embankment which is an important wildlife corridor. This could include features such as planting to improve the visual appearance of the embankment and community growing areas. There should be early engagement with Network Rail to ensure proposals support safe operation of the railway and are aligned with their strategy to increase trackside biodiversity.

Proposals must include frequent green corridors between the railway embankment and the Canal that are attractive for both people and wildlife and take account of the potential consequences for noise levels along the Canal.

S15 Grace Road Fields

Grace Road Fields is a wildlife, nature and energy opportunity site and proposals should strengthen its role as an important site connecting Water Lane, the Riverside Valley Park, Marsh Barton and its station, both for people and nature.

Proposals for Grace Road Fields should be developed in collaboration with the Council and other stakeholders including Sport England to ensure a comprehensive strategy for the future use of the site.

Development proposals for other sites in Water Lane should explore opportunities to support proposals for Grace Road Fields.

Proposals should prioritise uses which:

- Enhance nature and biodiversity, particularly along the Canal and the railway embankment.

Wildlife friendly and attractive planting on embankment, London Olympics Park

Nature-based destination play area, Burgess park, London. Image credit, Helena Smith.

- Establish the area around Marsh Barton station as a regional destination for recreation and water-related activities.
- Improve recreational opportunities, particularly along the Canal and near the station.
- Improve access to the Canal, particularly along the Canal and near the station.
- Improve connections for people walking and cycling between Marsh Barton, the station and the Valley Park.

Uses that are being considered for Grace Road Fields include, BNG habitat bank, woodland creation, recreational area, wildlife hub, canal Basin/marina, energy centre, allotments and solar farm. The Riverside and Ludwell Valley Parks Masterplan should be used for ideas and reference.

4.7 Connected culture

Exeter has a diverse and accessible cultural offering, connecting our world leading climate science, arts and literature, heritage, learning and innovation.

A dynamic maker community

Future Vision for Water Lane: Water Lane will be Exeter's creative water quarter. Makers, crafters and artists will establish a strong community within affordable commercial spaces. They will work alongside residents, students and visitors as an integral part of the place.

Water Lane will be a place of change. The enterprising and resourceful spirit of the area will be expressed through temporary uses, with a former industrial unit becoming an indoor skate park, a vacant site hosting a festival and projections lighting up the Gas Works office and sparking visions of what the place can be.

Water Lane will be defined by the water. The cultural heritage of the place will be embedded in the buildings, streets and spaces. The leaf-dappled light on the Canal will be reflected in an ornate decorated metal screen. A weathered steel planter will remind people of the industrial boat building.

Culture-led development

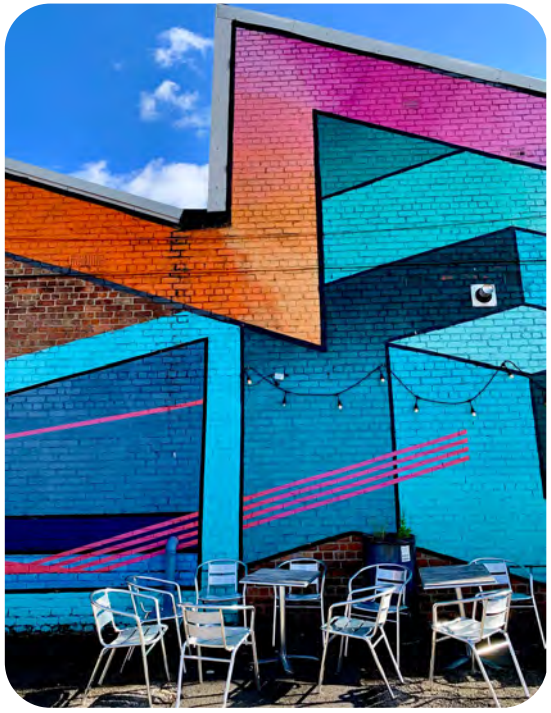
The key creative and scientific sectors, such as climate science and literature, are cultural drivers for development across the city. Exeter City Council is developing ideas for how culture can inform placemaking across the city. Embedding culture within placemaking will support the emerging identity of Water Lane and create a strong base for future investment and success.

C01 – Culture led development

Proposals should:

- Identify opportunities for collaboration and co-creation in building design and operation, with local arts, science and education organisations and groups. Examples could include utilising the construction skills and education opportunities at Exeter College, embedding a deep understanding of the history of the site through collaboration with the Royal Albert Memorial Museum, or co-creating architectural features and public art with local artists.
- Explore opportunities to express local culture through the design of buildings and infrastructure. Refer to **M01-M04** for further details on context analysis, character and cultural identity.
- Identify opportunities to integrate public art within developments.

Water front regeneration, incorporating public art and retained historic features, Gloucester



Street art enlivens former industrial buildings, Liverpool.

Maritime heritage of the Exeter Ship Canal

Brick and steel architectural details responding to the historic context, Manchester

Public realm placemaking

Streets, paths, squares and green spaces offer opportunities to weave-in local influences to support a sense of place and cultural richness.

C02 – Public realm placemaking

Proposals should ensure the design of the public realm considers opportunities for embedding culture. This includes a thorough understanding of local historic and cultural identity as outlined in **M01-M04**. Opportunities to engage with local community and arts groups in the design of spaces should be explored. The opportunities will vary depending on the type and size of space but may include:

- Innovative and practical street furniture, signage and wayfinding, lighting, public art and street art. Refer also to the Public Art Strategy for Exeter.
- Multi-functional spaces and appropriate supporting infrastructure which enable festivals, events, theatre, projection, carnival, pageants and processions.
- Creative interventions within the hard and soft landscape design.
- Temporary art installations may also be appropriate, outlined in **C04**.

Outdoor cinema, Jubilee Square, Leicester. Image credit, Ian Davis/ LCQPB.

Diamond ring light installation, Union Terrace Gardens, Aberdeen

Comedy Carpet artwork, Blackpool

Creative industries

Through the creation of new commercial floorspace and the transition of the area towards an integrated, denser, mixed-use neighbourhood, there is an opportunity to create significant flexible space for the creative industries which does not currently exist in Exeter. This could accommodate studios, workshops, labs and units for makers, artists and researchers, as well as more office-based uses.

C03 – Creative industries

Proposals should accommodate space suitable for creative and digital businesses ensuring there is affordable workspace for the future. Refer also to **W07** employment opportunities and **W02** Land Use Plan for guidance on the most appropriate location for these uses.

A mixed-use district with creative tenants, exhibition space, cafés and residential units, Paintworks Bristol

Temporary market, creative workshops and festivals, Refshaeleoen, Copenhagen

Vacant space bought into positive creative use, Cains Brewery Village, Liverpool

Meanwhile uses

Water Lane currently has several vacant sites which are awaiting development. These sites offer a great opportunity for creative meanwhile uses that can add to the vibrant and diverse identity of the area. Meanwhile uses can be invaluable in giving places an identity through generating local activity and interest and can provide a platform on which to build a future community, very often resulting in permanent or semi-permanent outcomes. On larger industrial sites it may be appropriate for some meanwhile uses to focus on the public facing edges.

C04 – Meanwhile uses

Proposals should consider temporary uses for sites which can contribute positively to the character and vibrancy of the area. Appropriate uses may include events, markets, urban farms, public spaces and public art.

City culture hub

At Water Lane there is an opportunity to provide cultural attractions which benefit from the natural and urban character of the site and its central location.

C05 – City Cultural Hub

Development proposals should consider opportunities for the provision of cultural uses and attractions. Proposals should use the unique character of the area, including the Valley Park, Ship Canal, built heritage and active outdoor community to create a destination for residents, visitors and tourists.

Arnolfini, international contemporary arts centre, Bristol

Playspace, London Olympic Park. Image credit, Robin Forster Photography.

Slimbridge Wetland Centre, Gloucestershire. Image credit, Andrew McArthur Photography

Chapter 5

Appendices

5.1 Glossary of key terms

Several key terms used within the document are defined below.

Active frontages: Building frontages where there is an active visual engagement between those on the street and those on the ground and upper floors of buildings. Refer to street frontage codes **L25**, and **L27** for further details. Refer to code **L23** for ground floor heights.

Active travel: Modes of travel which include a level of activity including walking, wheeling and cycling.

Biodiversity net gain: An approach to the development of land which makes sure the habitat for wildlife is in a measurably better state than it was before development.

BREEAM: Building Research Establishment Environmental Assessment Methodology.

Design Code: A set of illustrated design requirements which provide specific, detailed parameters for the physical development of a site or area.

Development Framework: An illustrative spatial overview of development comprising information on mobility, land use and green infrastructure.

Future Homes Standard: Central government residential building standard which aims to reduce carbon emissions from new homes by 75-80% over current building regulations. Currently due to become mandatory in 2025.

Green & blue infrastructure: A planned network of natural and semi-natural areas with other environmental features designed and managed to deliver a wide range of ecosystem services.

Healthy Streets Approach: A human-centred framework for embedding public health in transport, public realm and planning.

High line: Potential future strategic active travel, and flood access and egress route on the disused railway line running through Marsh Barton.

Legible/legibility: The ease with which one can understand and navigate through one's surroundings.

Liveable Exeter 2040 Vision: A commitment made by the Liveable Exeter Place Board to be recognised as a leading sustainable city and global leader in addressing the social, economic and environmental challenges of climate change and urbanisation.

Low-car neighbourhood: Low-car neighbourhoods are residential or mixed-use developments which offer limited car parking and are designed to reduce car use by residents etc. They are instead designed to encourage active travel as the natural choice for everyday journeys and create a low traffic environment in the immediate vicinity. See also code **A07** Target vehicle thresholds.

Local Transport Note 1/20 Cycle infrastructure design: Department for Transport guidance to local authorities on delivering high quality cycle infrastructure.

Meanwhile uses: Meanwhile Uses occupy vacant or underutilised premises, sites or spaces on a temporary basis. These may be on public or private space and brown or greenfield sites.

Micromobility: A range of small, lightweight vehicles operating at speeds typically below 25 kilometres an hour, including bicycles, e-bikes, and scooters.

Mobility hub: Co-location of shared transport with public transport, and active travel facilities. This can include bike share, bus stops and car clubs for example.

National Model Design Code: Ministry of Housing Communities and Local Government guidance on the production of design codes, guides and policies to promote successful design.

Net zero carbon: The amount of carbon added to the atmosphere is no more than the amount removed.

Passivhaus: Rigorous whole building standard for energy efficiency in buildings.

Perimeter block form of development: Where buildings face outwards onto the surrounding streets creating a private space courtyard or gardens in the centre.

Plot ratio: The ratio between the amount of internal floor space of a building and the site area.

Shared carriageway: Where cyclists and motor vehicles share the road.

Slender appearance: The appearance of a small width in proportion to height.

SMART infrastructure: Connected infrastructure which gathers data for performance improvement.

Street ratio: The ratio of street height to width.

SuDS: Sustainable drainage systems.

Supplementary Planning Document: A document to provide more detailed advice or guidance on policies in an adopted local plan.

Urban Greening Factor: A planning tool to improve the provision of Green Infrastructure particularly in urban areas.

Vision and validate: An approach to assessing transport need which focuses on active and sustainable travel.

WELL Building standard: A standard to measure, certify and monitor features of the built environment that impact human health and well-being.

5.2 Regulating plan, A3

The regulating plan describes the specific spatial requirements of the Code within the Water Lane area. It can be used to help identify which spatial codes are relevant to an individual planning application.

Legend

Welcoming neighbourhoods

Neighbourhood Centre
W03

Residential led development
Multiple codes apply

Water spaces
W10-12

Marker building
W10-11

Primary school
W04
Indicative broad location

Employment opportunity area W07

Boat storage
W05, Preferred location

Craning point
W05, Fixed location

Solar farm, biogas plant and green waste
Q09, W08 Fixed location

Car parking for leisure hub
W12, Fixed location

Electricity substation

Retained Haven Banks car park 1

Liveable buildings

Northern Canal area
L04-05

Canal Basin area
L06-07

Central area
L08-09

Central area Water Lane L10-12

Southern area
L13-14

For height requirements refer to L03 building heights coding plan.

For density requirements refer to L01 building density coding plan.

Active streets

Water Lane zone 1
A15-18, fixed location

Water Lane zone 2
A15-18, fixed location

Water Lane zone 3
A15-18, fixed location

Water Lane zone 4
A15-18, fixed location

Neighbourhood Street
A19, Fixed location

Foundry Lane
A21, Fixed location

Haven Road
A20, Fixed location

Michael Browning Way
A23, Fixed location

Tan Lane
A22, Fixed location

Green Streets
A25, Indicative location

Green Lanes
A26, Indicative location

Canal path
A28, Fixed location

New canal bridge
A26, Indicative location

Railway underpass
A29

Primary mobility hub
A08-09

Main site access
A24

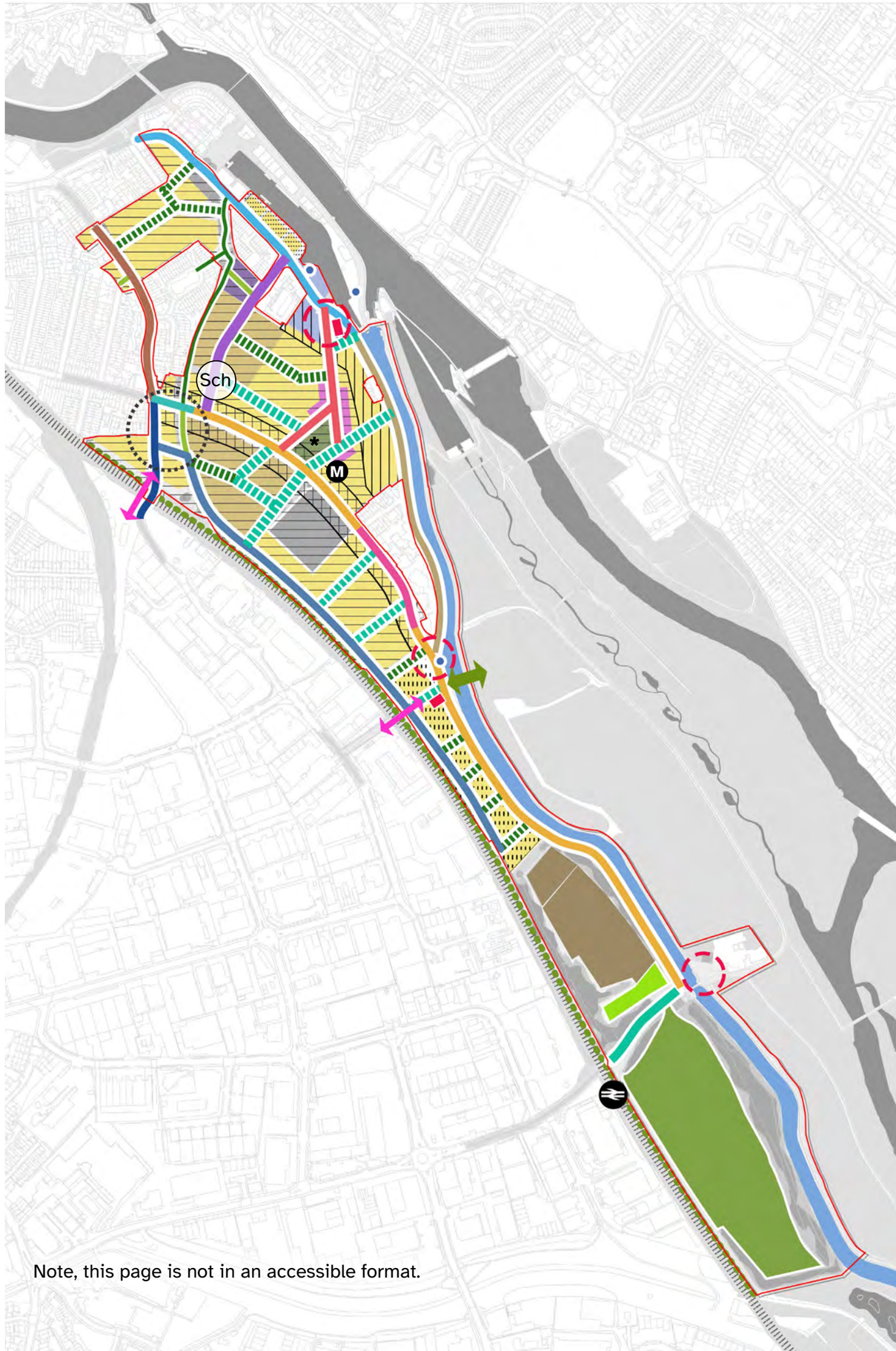
Spaces for people and wildlife

Local green space
S12

Grace Road Fields
S15

Canal
S13

Railway embankment
S14



Note, this page is not in an accessible format.

5.3 Constraints and opportunities plan

This plan shows most of the spatially located constraints and opportunities that were known during the preparation of the Code. It is expected that there will be further constraints identified, such as details of land contamination, through planning applications processes. A legend for the plan is provided on the following page.

Flooding

Flooding is a significant constraint and has been central to the preparation of the Code. Note that the floodmap shown on the constraints and opportunities plan is currently being updated by the Environment Agency. The following key input from the Environment Agency has informed the Code:

- The majority of the Water Lane area lies in floodzone 3.
- Levels vary across the site which influences whether residential and other vulnerable users may or may not be acceptable on the ground floor.
- All dwellings need to have safe access and egress via a publicly accessible dry route.
- Water Lane (the Street) is an important flood flow route and its capacity needs to be safeguarded.

Constraints and opportunities plan legend

5.4 National Model Design Code Topic map

The following list can be used to identify where specific topics within the National Model Design Code (NMDC) are covered within the Water Lane Design Code. Where the Code requirements cover several topics within the NMDC, the requirement has been listed once under the principle topic covered.

National Model Design Code	Water Lane Design Code
Context	
C.1 – Character Studies	M01 – Contextual analysis M03 – Character and cultural identity M05 – Key views
C.2 – Cultural Heritage	M06 – Historic and existing features
Movement	
M.1 – A connected network	A01 – Mobility strategy A02 – Active travel plan A03 – Vehicle access plan A04 – Public transport A24 - Main site access
M.2 – Active Travel	A05 - General requirements for design of streets and junctions A06 - Walking and cycling requirements for design of streets and junctions A07 - Target vehicle thresholds A27 - Canal crossings A28 - Canal tow path A29 - Railway crossings

National Model Design Code	Water Lane Design Code
M.3 – Parking	A30 - Off-site connectivity and improvements A08 – Primary mobility hub A09 – Primary mobility hub functions A10 – Secondary mobility hubs A11 – Car parking A12 – Cycle and mobility parking W09 – Utilities
Nature	
N.1 – Green Infrastructure	S01 – Green infrastructure plan S02 - Open space S03 – Green and blue infrastructure S05 – Urban Greening Factor S09 – Play S10 – Food growing S12 - The community green space S13 - Canal S14 - Railway embankment S15 - Grace Road Fields
N.2 – Water and drainage	Q18 – Flood risk A13 – Safe access and egress S06 – Sustainable Drainage Systems
N.3 – Biodiversity	S04 – Biodiversity S07 – Trees S08 – Planting

National Model Design Code	Water Lane Design Code
Built Form	
B.1 – Compact Development	L01 – Building density
B.2 – Built Form	L03 – Building heights L04 - Northern Canal, height and massing L05 - Northern Canal, frontage L06 - Canal Basin, height and massing L07 - Canal Basin, frontage L08 - Central area, height and massing L09 - Central area, frontages L10 - Central area, Water Lane frontages L11 – Central area, Water Lane building line L12 – Central area, Water Lane height L13 - Southern area, height and massing L14 - Southern area, frontage L18 - Relationship with existing buildings
Identity	
I.1 – A sense of place	M04 – Relationship with the River and Canal C01 – Culture led development
I.2 – The identity of buildings	L29 – Facade Design Guidance on the design of buildings based on local character is also provided within the Liveable Buildings chapter, within the built form areas L04-L13

National Model Design Code	Water Lane Design Code
Public Space	
P.1 – Streets	L02 – Street Ratio A14 – Mobility coding plan A15 – Water Lane, role and function A16 – Water Lane, managing level change A17 – Water Lane, access and movement A18 – Water Lane, access options A19 – Neighbourhood Street A20 - Haven Road A21 - Foundry Lane A22 - Tan Lane A23 - Michael Browning Way
P.2 – Social Interaction	A25 - Green Streets A26 - Green Lanes C03 - Public realm placemaking
P.3 – Security and public spaces	L28 – Designing out crime Guidance on security within the public realm is also provided within the following sections. • Regarding private spaces, ownership and activity within the Liveable Buildings chapter under L25-27. • Regarding management and maintenance under Q17 Stewardship and governance. • Regarding lighting, safe routes, surveillance, and management and maintenance of public spaces under S02 - Open space.

National Model Design Code	Water Lane Design Code
Use	
U.1 – Variety and Activity	W01 – General land use and activity W02 – Land use plan W05 – Water related uses W07 – Employment opportunities W08 – Existing uses W10 - Gas Works Place W11 - Gabriel's Wharf W12 - Clapperbrook Hub L25 - Raised ground floors L26 - Public, private thresholds L27 - Non-residential ground floors L23 - Ground floor heights C02 – Creative industries C05 - City culture hub
U.2 – Housing Mix	W06 – Housing mix L21 - Townhouses
U.3 – Community	W03 – Neighbourhood Centre W04 – Primary school

National Model Design Code	Water Lane Design Code
Homes and Buildings	
H.1 – Housing Quality	L15 - Housing space standards L20 - Accessible homes L22 - Flexible homes L24 - Storage
H.2 – Health and wellbeing	S11 – Residential open space L16 - Daylight L17 - Ventilation and dual aspect L19 - Noise
Resources	
R.1 – Energy	Q02 – Zero Carbon Q03 – Site analysis and community engagement Q04 – Energy hierarchy Q05 – Passive and climate responsive design Q06 – Local clean energy networks Q07 – SMART grid and infrastructure Q08 – Renewable energy Q09 – Air quality and pollution Q11 – Materials and waste hierarchy
R.2 – Sustainable Construction	Q01 - Global city qualities Q10 – Water hierarchy Q12 – Embodied carbon Q13 – Resilience Q14 – Building performance standards

National Model Design Code	Water Lane Design Code
Lifespan	
L.1 – Stewardship	M02 – Local engagement Q16 – Development coordination Q17 – Stewardship and governance

5.5 Early engagement summary

Purpose

In advance of being subject to statutory public consultation in late 2023, the draft Water Lane Supplementary Planning Document (SPD) was developed with input from the community and stakeholders through multiple engagement methods. The purpose of the engagement was to:

- Enable positive collaboration with landowners, developers, community groups, residents, local businesses, the local authorities and other stakeholders to help shape the SPD from the outset.
- Get meaningful input from a broad range of perspectives early in the process and ahead of formal consultation on the SPD.
- Enable the community and stakeholders to be engaged in the future of Water Lane and become custodians of the Vision.
- As far as possible, align stakeholders and the SPD to help accelerate subsequent planning decisions and delivery.

Stakeholder engagement

Stakeholder engagement started in May 2023. It involved initial engagement to gather early input before drafting the SPD and, later in the process, engagement to test and confirm specific code requirements. The list of stakeholders engaged include:

- Landowner/developer teams for sites across Water Lane.
- Exeter City Council officers.
- Exeter City Council members: Planning Member Working Group, Ward Members and Members of the Exeter Quay and Canal Trust.
- Devon County Council officers.
- Devon County Council members for Water Lane and the immediately adjoining area.
- Other public bodies including the Environment Agency, Homes England and National Grid.
- Key institutions including Exeter College, University of Exeter and the RDUH Hospital.

Early community engagement

Prior to the work on the SPD, a large number of community groups, ward members, local residents and local businesses came together in a series of engagement events and produced a ‘Prospectus for the redevelopment of the wider Water Lane area’. The work was led by Exeter Civic Society. The Prospectus provided a starting point for early community engagement on the SPD, as it helped to establish an in-depth understanding of local people’s priorities.

Early engagement with the local community on the SPD took place between May and July 2023. The strategy for community engagement utilised multiple channels and methods to get the best possible reach and meaningful input within the time frame of the SPD program.

Citizens' Panel

A Citizens' Panel was set up to enable people with different perspectives to input and help shape the SPD from an early stage. This panel was key in complementing the technical and specific input from formal stakeholders and developer teams. Engagement with the Citizens’ Panel took the form of workshops and a separate drop-in session to capture a broad range of views and allow differing levels of engagement.

The Citizens' Panel conversations were based on the questions and direction:

- What type of place do you want Water Lane to be in the future?
- What is important to you and special about the Water Lane area now, and what do you think will be important in the future?

Details of the workshops and the drop-in session and the input gathered from the Citizens' Panel are summarised on the following pages. The input should be read alongside the contents of the Prospectus, which also reflects the views of Panel Members that attended the workshops.

Workshops

A long list of community organisations and representatives from the local community were invited to join the Citizens' Panel workshops. A small group of people were able to join these workshops. Other people who expressed interest in the Citizens' Panel but were not able to commit to the workshop timings were invited to the drop-in session as well as notified of the future formal public consultation. The workshops were spaced one week apart to maintain momentum whilst allowing participants to reflect between sessions.

Workshop 1:

The first workshop took place on the 19th June 2023 outside in the Riverside Valley Park directly adjacent to Water Lane. The outdoor location was chosen to enable a strong focus on the place and relationships between Water Lane, the Canal and the River. The focused theme of the workshop was “The essence of Water Lane” and activities included:

- An opportunity for Panel members to explain their interest in joining the Panel.
- An introduction to the purpose and process of preparing the SPD, followed by questions by participants.
- Capturing a collective essence of Water Lane and the adjacent Canal and River through collecting items from the area.
- Exploring participants' aspirations for Water Lane and their priorities for the SPD.
- Discussion on what the next workshop should include.
- Homework for next session: to write a short poem about your wishes for Water Lane.

Workshop 2:

The second workshop took place on the 26th June 2023, the first part at Exeter Canoe Club on Haven Road and the second part as a site walk through the Water Lane area. The focused themes of the workshop were “A true waterside community”, “Social infrastructure” and “Fostering a living community” and activities included:

- An introduction to the focused themes.
- An introduction to potential topics for the SPD and an example of an existing Design Code, following a request from participants at the first workshop.
- Key opportunities and challenges to discuss at workshops 2 and 3, based on the key topics in the Civic Society’s Prospectus.
- Site walk along the Canal discussing the focused themes.
- An exercise visioning Water Lane in 2040.
- Homework: to discuss with a young person what they would like Water Lane to be in the future.

Workshop 3:

The third workshop took place on the 4th July 2023 at Exeter Canoe Club. A site walk was planned but cancelled due to heavy rain. Instead, the discussion took place inside the Canoe Club with large scale maps to identify particular places. The focussed themes for the workshop were “Access and movement”, Character and architecture” and “Nature, water and energy” and activities included:

- Conversation around homework from previous workshops.
- Scene setting for the focussed themes, with an introduction to Net Zero carbon and transport as national/global drivers for change.
- Discussion of the focussed themes using post-it notes, maps and pens for marking maps.

Drop-in session

This session took place on the 12th July 2023 between 12 and 7:30pm. A long list of community organisations and representatives from the local community were invited to book a 30 min slot for a 1-1 conversation with a person from the SPD consultant team. 15 people attended this drop-in session including local residents and people from local community groups and businesses.

Input from the Citizens' Panel

The input from the Citizens' Panel helped shape the drafting of the SPD during July and August. The Panel has had a particularly strong influence on the Vision for Water Lane as well as helping to identify what is needed to achieve a true waterside community. Key inputs from the Panel have been categorised and are set out on the following pages. Some input has not been incorporated in the SPD for various reasons e.g. where there have been conflicting aspirations, conflicts with policy or aspects that are beyond the scope of the SPD.

Workshop 1: Participants collecting items from the area to describe the essence of the place.

Workshop 2 site walk: Participants sharing what's important to them within the area.

Input from the Citizens' Panel

We want this place to be a trail blazer, a flagship neighbourhood, a progressive example of waterside living

It would be wonderful if it was beautiful, not just people crammed in to maximise profits

Streets with considerate views of Canal, green space gaps, natural wayfinding

Vision

Needs soul

Wellbeing, Passive heating, affordable housing, flourishing biodiversity, renewable energy on site, don't allow large areas of concrete

A positive forward looking example of waterside living that shows what can be done and inspires other places

Citizens' Panel input relating to the Vision for Water Lane

Input from the Citizens' Panel

Character

- Waterscape as a defining feature of place
- Retain suburban feel - light, spacious and attractive
- If we’re not careful we will destroy the Quay and waterfront, one of the primary reasons people live here
- I don’t feel like we live in the city - live in the Valley Park in nature
- View of Haldon, lit up like a lighthouse
- Industrial heritage integrated into site
- Views of St Leonard's Church spire
- Shaping one of the key areas of the city
- Retain the feel of paddling along a lovely canal in nature
- People are here for contact with nature, space, water access
- I don’t want to feel trapped between the Canal and a block of flats
- Maritime past is the golden thread between life, character and commerce
- Different clusters with different characters
- Most people have lived here for a long time
- Crane should be preserved
- Part of a continuum of heritage buildings and industrial history of Exeter
- A legacy for generations to come
- Gas Works has to be retained
- Things are being built quickly with little consideration
- Not keen on uniformity of proposed
- Protect existing heritage

Water

- We want a clean Canal and a clean River
- Sea Scouts worried about swallowing sewage
- Water bills are the highest bill here - we use a lot of water to clean our canoes - it would be great if we could use harvested rainwater for this
- Potential for wetland restoration
- As Canal is a defining place feature, it should be included in site boundary for Design Code
- Not just for yuppies drinking fine wine by the water, we want to see more activities and enjoyment of the water
- Lots of dead fish
- Where can we invite the soft edges in? Bird families nestle in the soft sides of the Canal not the hard manicured side
- If the weir fails, there is no water in the Canal. One has already failed
- Make space for water
- Flood risk is important
- We’re short of water. How will the development improve water supply?
- What does the River and wildlife need from us?
- Need better access to the water for children and families
- Return to tidal estuary
- Return of Salmon in their numbers and celebration
- Making a wetland filtered lido for clean, safe swimming, with community saunas
- We need a new slipway - the existing one isn't usable
- We need to retain craning points for large ships
- In the future I'm imagining the Canal busy with water taxis and boats delivering fresh fish for sale.
- Enable more heritage ships to come into Exeter
- Scared of a privatised waterfront

Nature

- Seating surrounded by nature and wild gardens
- Don’t want it to look too hard, it should blend with nature
- Concerned proposals will spoil wildlife
- A really great environmental landscaping opportunity
- Put things in soil not planters
- BNG is an opportunity for development to be green
- Waterside needs public space so you don’t feel you’re sitting in someone’s private area
- Want to be able to see the trees and hills
- Preserve owls, bats, trees already there
- Green buffers between buildings and Canal

Resilience

- Quality, should last longer than 100 years
- Heat risk is crucial with extended heat waves. How will buildings handle this?
- Food resilience - use available space for growing
- Refurbish not demolish
- Everything should balance the carbon emissions
- How do we prepare for future pandemics?
- Charitable sector is important to city resilience, heading into a state of permanent crisis, can’t afford commercial rates on space
- Needs a charitable sector strategy to amplify social impact
- Ride On cycle hub needs a minimum 400 sqm for workshop, storage, testing bikes
- Focus on adaption and mitigation

Leisure and tourism

- A regional destination, not just a housing estate
- An urban campsite at Grace Road Playing Fields by Marsh Barton station would be a great attraction
- Currently difficult for visiting boaters to come to Exeter
- A little wilderness playground by the city
- A place for rowing regatta with parking
- Give space to sea cadets/scouts/outdoor education
- Access to water activities and leisure facilities like climbing

Gabriel's Wharf

- The operational bones of the harbour
- A space to break up and maintain ships
- It’s the only space for larger ships and strong crane. Weight is the limiting factor
- Provides parallel access to slip way for launching visiting boats plus road access
- Opportunity site for small boat builders and maintenance
- It’s the only space for larger ships and strong crane. Weight is the limiting factor
- Potential to be a busy active location
- What’s the positive picture of light industry and living along side it?
- No space left in the Basin by Quay
- Think about boat storage, access, boat builder economy

Mobility

- Like it to be a traffic free area
- Build the houses around the cycle lanes
- People travel differently when in a dense urban area
- Most people I know here cycle to work
- Lots of conflict on shared paths: need to separate fast commuters from others
- Two different transport problems here. Short distance travel for residents and then visitors. Need links to park and ride/change
- River path
- Need secure place to put bikes
- Design the car out. Give choices. Show people it can be done, communicate examples
- Space for children to run around - currently car priority
- Free cycles for residents?
- Paths should be improved up front
- Paths and crossings over Canal and River too narrow
- A lot of people use Michael Browning Way for turning
- Traffic detracts from tranquillity
- Lack of car parking is a problem. You need to have a car to access Devon
- Accessibility for all people young and old
- Needs space for trailer with minibus to access waters edge
- Only one road in and out - needs another
- A lot of deliveries need to be managed
- Cars use the pavement as a second lane on Haven Road
- Alphington Road is horrible. Access down Tan Lane would help
- Important that there is car parking for people wanting to access Haven Banks and get onto the water - it's a regional destination and many people from Devon can only come by car.

Infrastructure

- Needs cafés and event space
- Seating and social spaces
- Primary school
- Start with investing in walking/cycling routes
- Infrastructure in place ready for houses
- Existing buildings could become club houses / for socially minded organisations
- Local GP and dentists all filled up
- Local food shop with local produce
- Local recycling hub
- Social facilities on the water

Height and density

- Existing house heights need to be taken into account
- Height can be higher in the centre of the site and dropping in height towards the River
- Buildings shouldn’t be closer than 40 yards from the water
- Height is my biggest concern
- 5-6 storeys high would be okay
- Apartments mean more emphasis on public spaces
- A 12 storey building that looks great would be fine
- Put dense parts near Marsh Barton station, low buildings at the front of the development, higher buildings hidden with trees tucked into the site, where adjacent to existing residential buildings should not be more than one or two storeys higher
- Not against apartments and density, but needs to be done respectfully
- My house is currently dark in daylight and I am worried I will get impacted

Community

- Don’t sacrifice the city’s qualities for developer profits
- Allotments where people can come together
- Cotfield Street is family orientated
- A lot more exciting if it was family friendly homes
- Avoid privatisation of development like Haven Banks and Piazza Terracina
- We have people living on boats and vans in this community, how do we include not exclude our own community members?
- Should be young people friendly, involving truly affordable accommodation for 1 or 2 bed houses
- Development doesn’t have to mean gentrification
- Better social housing proposals
- No transient populations: co-living/student - no regard for residents. Minimum tenancy?
- Children short changed by car priorities
- Rent controls

Stewardship

- How to invite future residents as custodians?
- Needs an explicit maintenance plan
- The management of the Canal path is not done properly
- Members of public to have a say in Section 106 spend

Young people

- Need accessible opportunities for youngsters to enjoy outdoor activities themselves at their own pace, remove the barriers to participate
- At the canoe club, the profile of youngsters has changed from lower class to middle class due to safety/bureaucracy/ accessibility
- Canals are not a toy, not as safe as it looks. Can’t get in/out easily. There is a drowning risk
- Cheap or free accessible water / adventure activities
- My children love the flood relief channel, see the seasonal realities of wildlife, swans protecting their young, they like being very close to the water, they climb on everything and want more informal/playable spaces. They try to run across the roads. Less traffic please
- My daughter is 17. Wants to hang out with friends, having nice public open space. Teenagers don’t feel welcome anywhere. Where are they meant to go?
- Would love to be able to live on this site
- Daughter 11, cycle mad, animal lover, make sure the animals have somewhere to go, to grow food locally. School nearby so I don’t have to sit in car traffic everyday
- My nephew is 17 doing his apprenticeship in Marsh Barton. He wants to keep a job in the city he grew up in, he's a proper home body, he’d love to live here if he could afford it

Liveable Water Lane Supplementary Planning Document

Development Framework and Design Code