

Exeter City Council
Planning Committee
27 January 2025

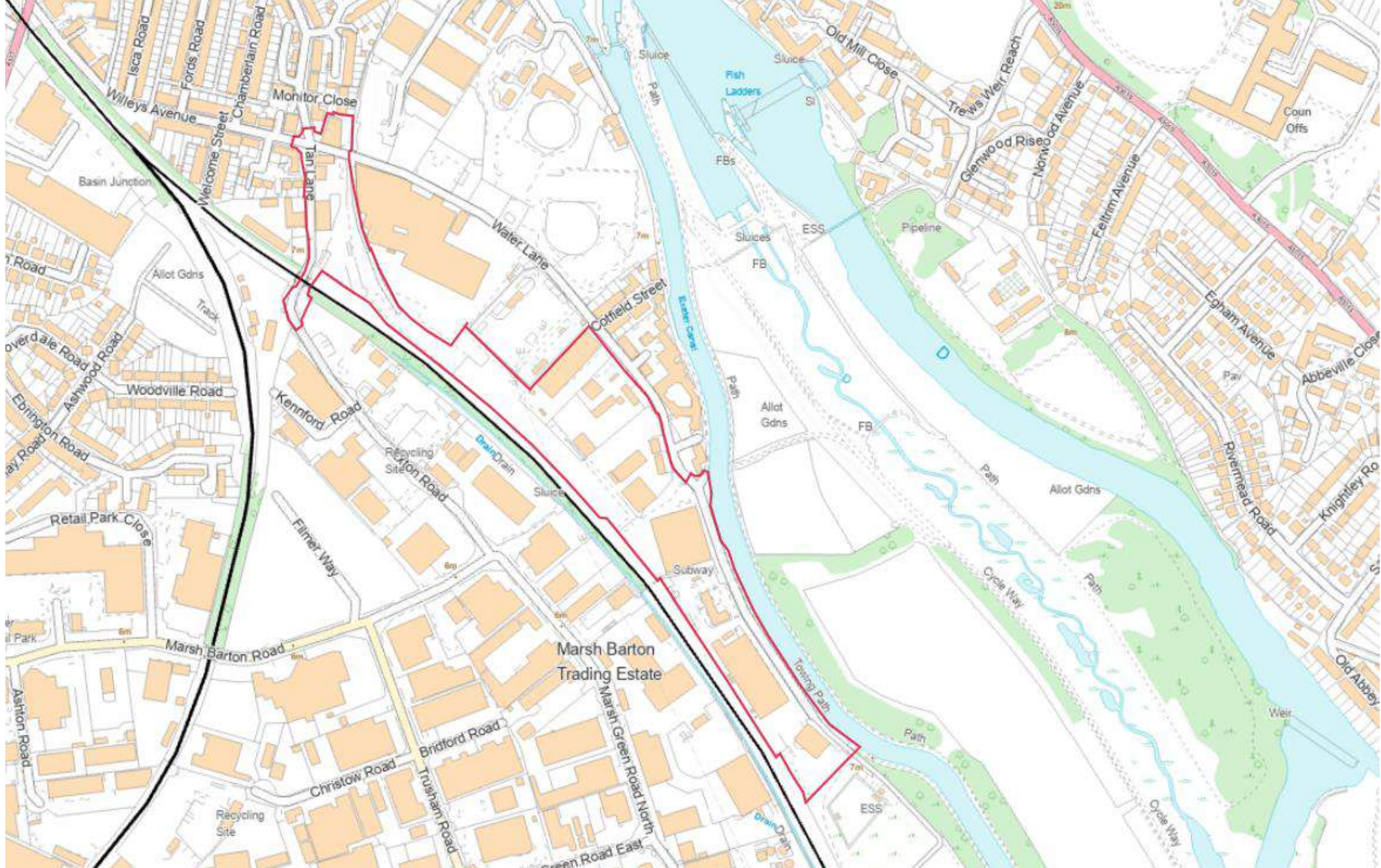
Application 23/1007/OUT

Site: Water Lane (South), Exeter, EX2 8BZ

Applicant: Water Lane Development Management Company

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

Case Officer: Howard Smith



SITE LOCATION PLAN





SITE LOCATION PLAN



AERIAL VIEW



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS



PHOTOS

Liveable Water Lane Supplementary Planning Document

Development Framework and Design Code

July 2024










WATER LANE SPD

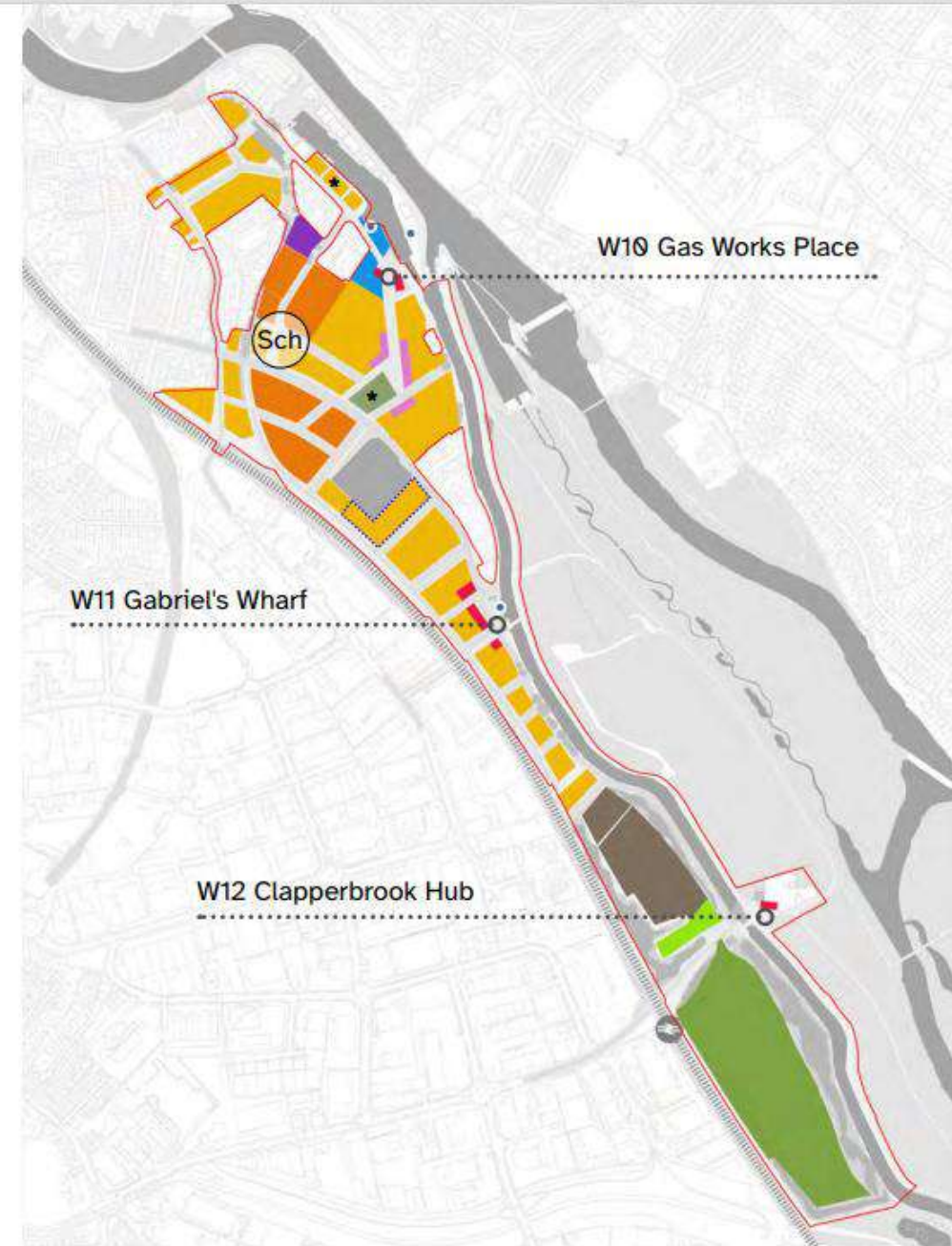
W02 - Land use plan

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

Legend

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













Note: non-residential uses can be incorporated within residential led development particularly on the ground floor. Refer to non-residential ground floors (I.27).

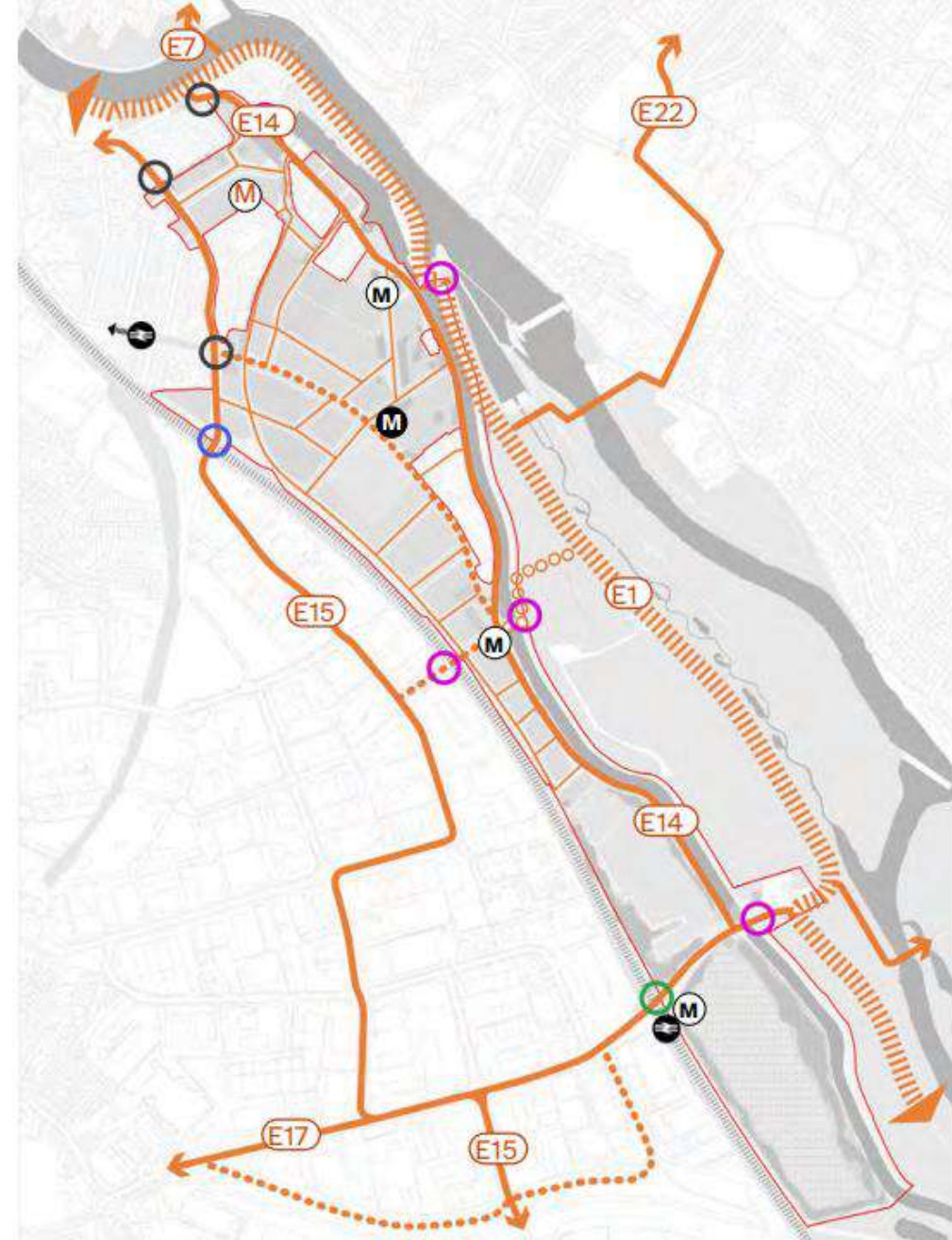


WATER LANE SPD PLANS

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.

'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 |  | 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 |  | General vehicle, cycle and pedestrian access |
|  | Primary mobility hub
A08-09 |  | Bus, cycle and pedestrian access |
|  | Secondary mobility hub
(indicative location) A10 |  | Local vehicle access,
general cycle and
pedestrian access |
|  | Cycle and pedestrian | | |

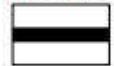


A03 – Vehicle access plan

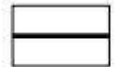
The vehicle access plan sets out the principles for vehicle movement. Proposals should follow the principles of the plan, and **A05-06**, which outline general requirements for the design of streets and junctions. Details of functions and design of streets are set out within **A14**, mobility coding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

Legend

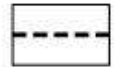
All streets prioritise walking and cycling



General vehicle access



Vehicle access limited to existing properties and facilities

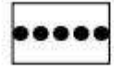


Haven Road: not suitable for general vehicle access for new development. Identified in the LCWIP for reduced traffic speeds and volumes. Access to car park(s) and properties on Michael Browning Way will be via Haven Road until a future connection is made to Water Lane.

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



Option C



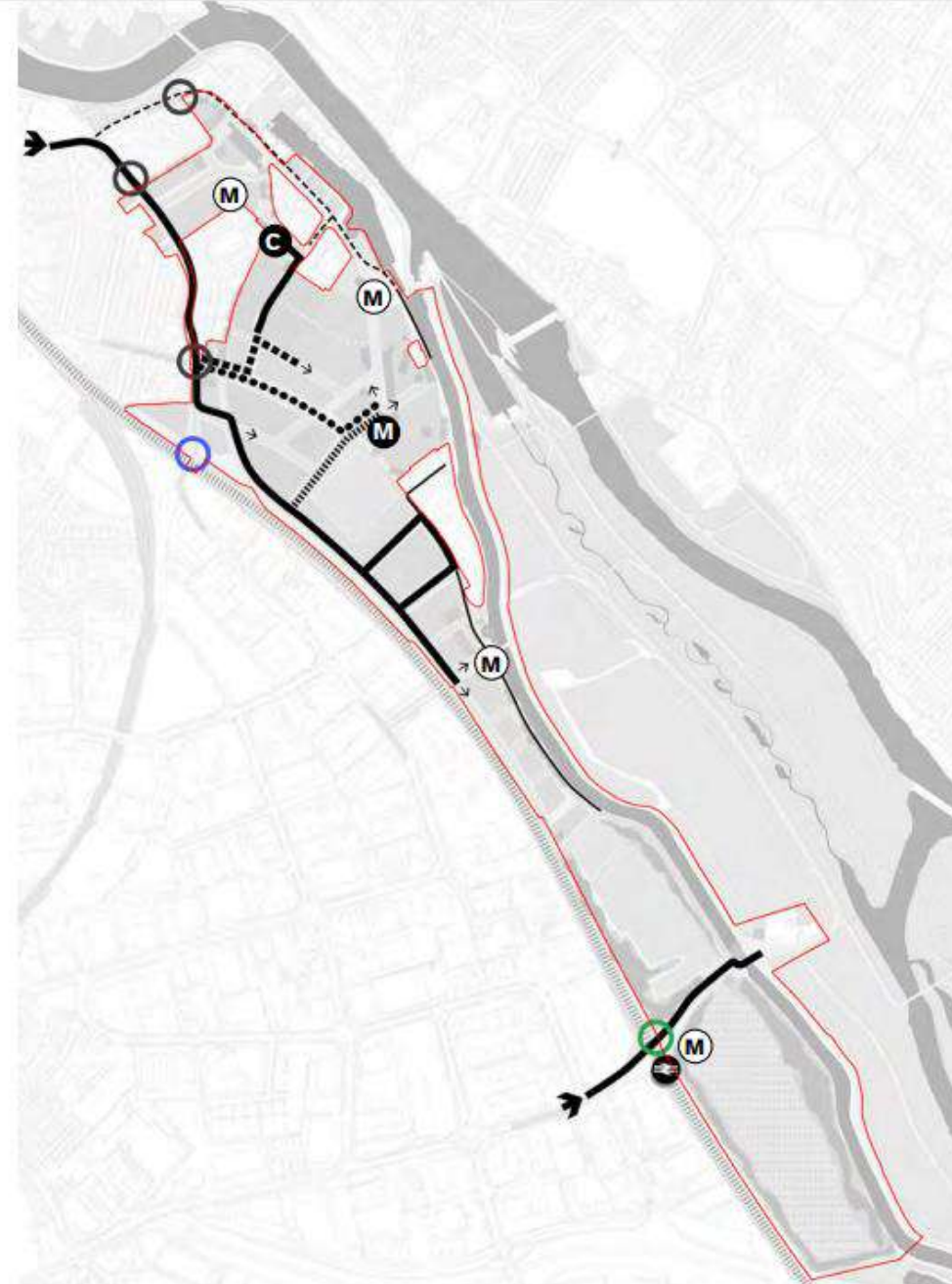
Secondary mobility hub
(indicative location)



Bus, cycle and
pedestrian access



Local vehicle access,
general cycle and



WATER LANE SPD PLANS

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.







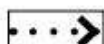
Proposals must create high-quality active travel connections to Marsh Barton and St Thomas train station and explore opportunities for a multi-modal interchange at Marsh Barton Station.

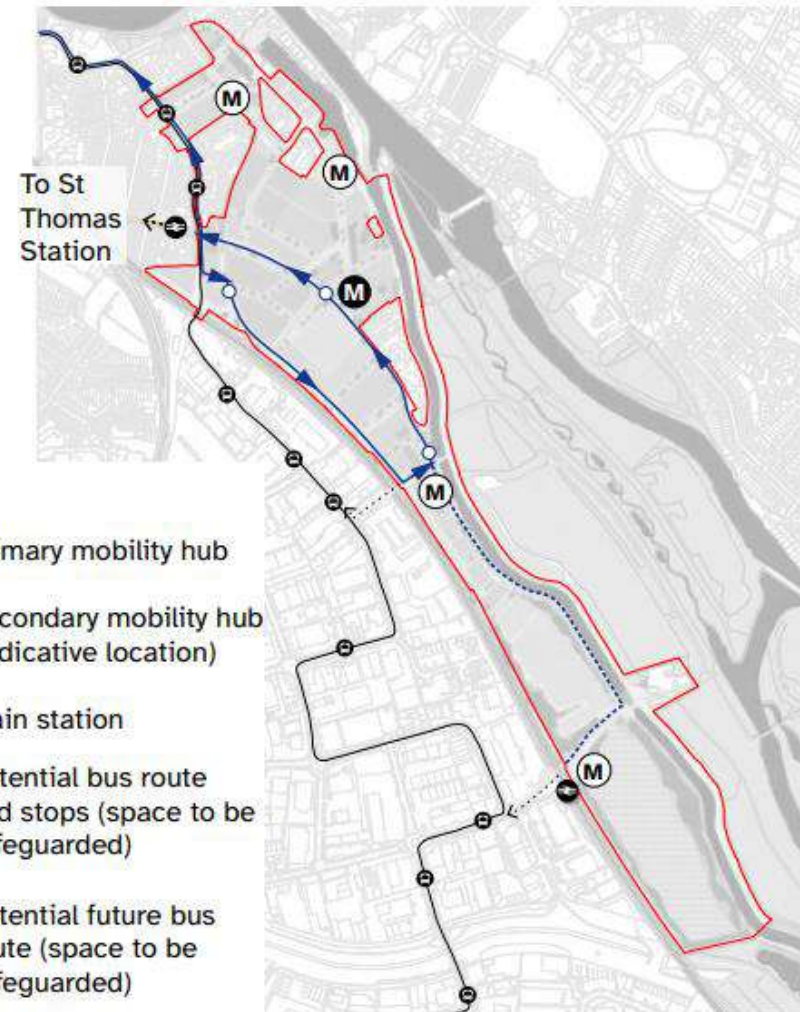
Allowance should be made to accommodate future public transport across Clapperbrook Bridge, noting that whilst upgrading this link may be unviable at present, land to accommodate improvements should be safeguarded.

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.

Legend

-  Primary mobility hub
-  Secondary mobility hub (indicative location)
-  Train station
-  Potential bus route and stops (space to be safeguarded)
-  Potential future bus route (space to be safeguarded)
-  Existing bus stops and route
-  Pedestrian links to existing bus stops



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 storeys may be acceptable within parcels. See 'Northern Canal area' for details

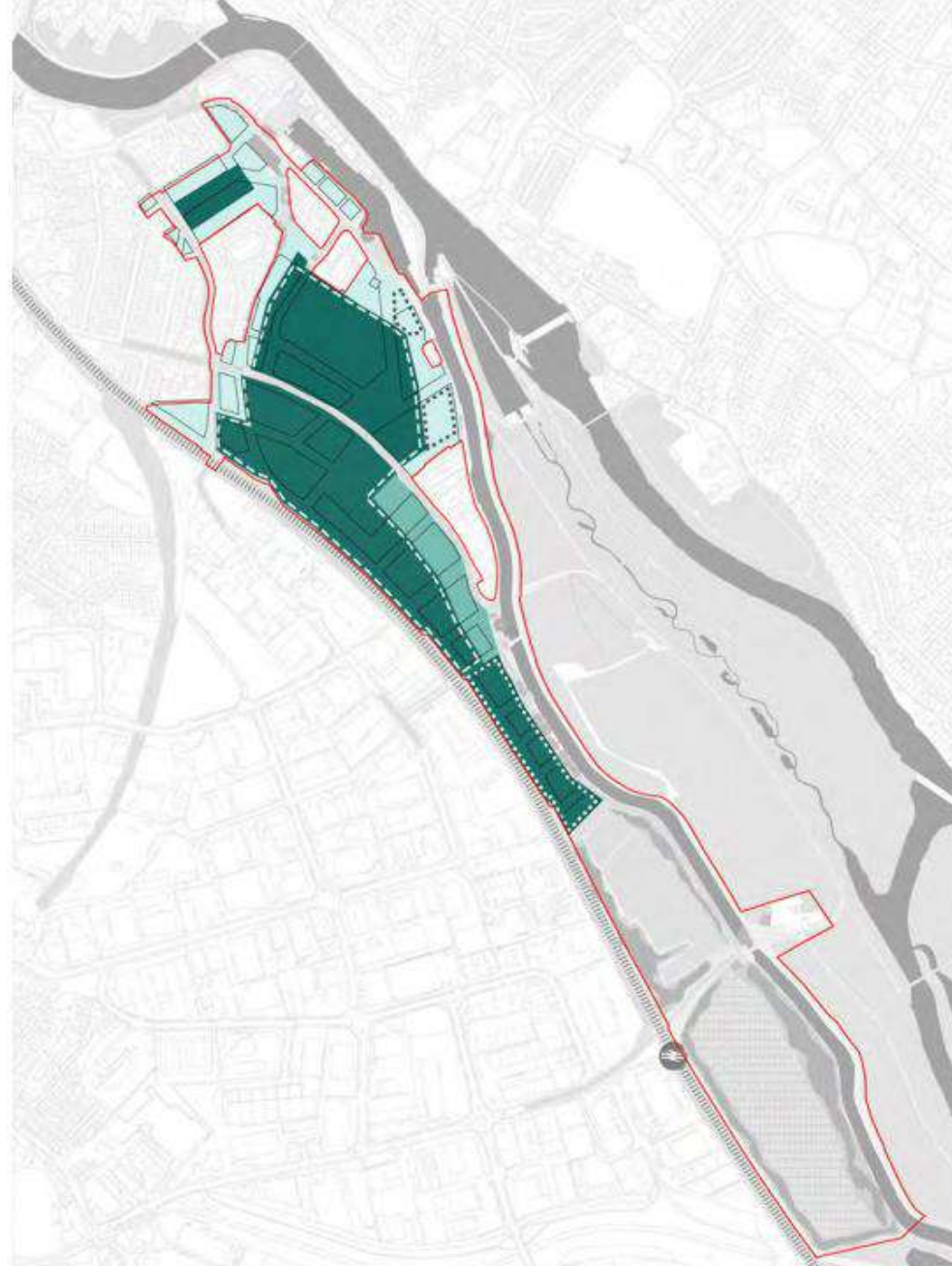


Occasional taller buildings up to 8 storeys, may be acceptable within parcels. See 'Central area' for details.



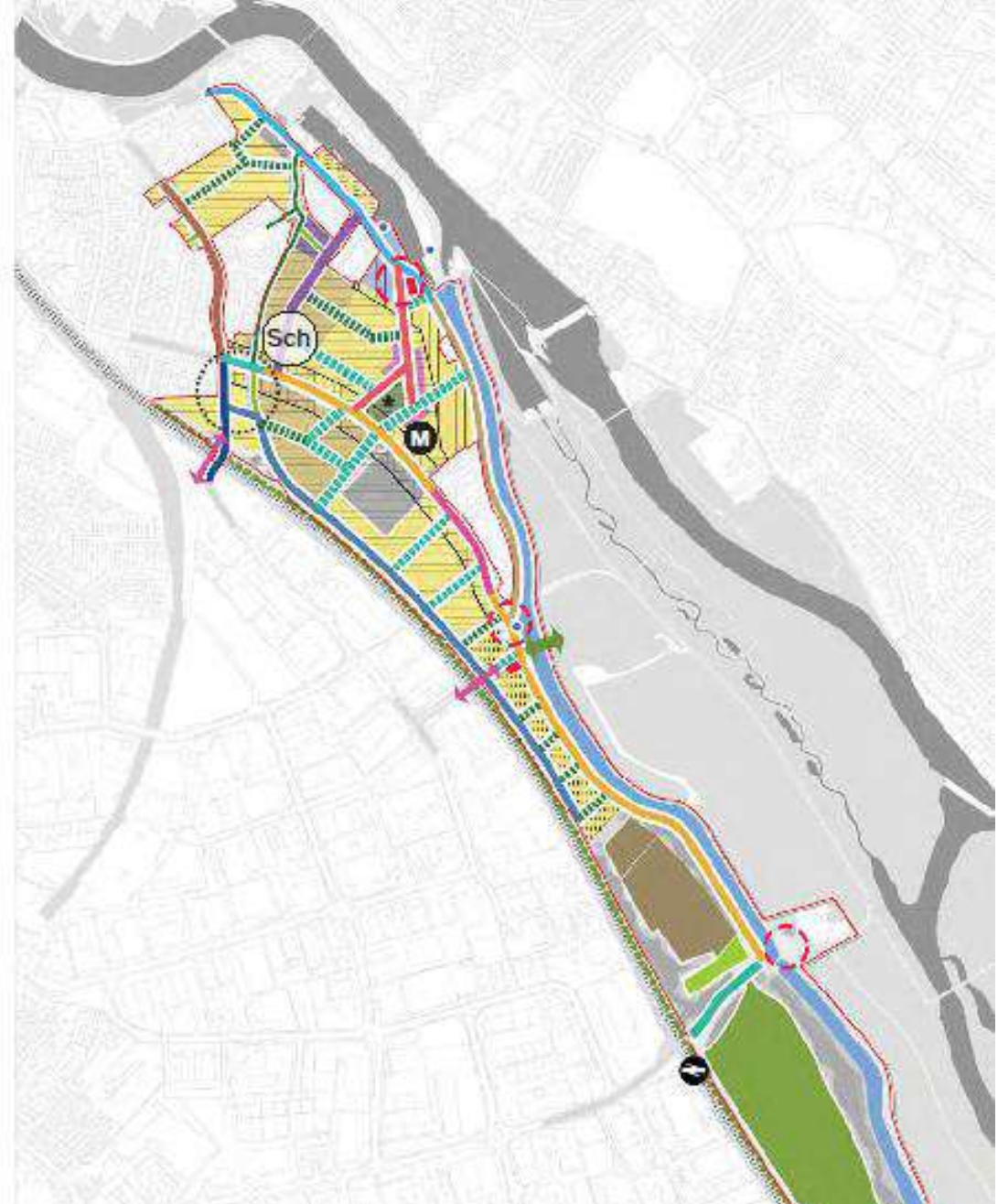
Taller buildings of up to 9 storeys may be acceptable. See 'Southern area' for details.

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.



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.



WATER LANE SPD REGULATING PLANS

This is an outline planning application for demolition and mixed-use residential-led development.

Access is the only matter for which approval is sought at Outline stage.

Matters of massing, layout, appearance and landscaping are Reserved Matters, to be subject of further applications.

Parameters plans are also submitted for approval: Access, Disposition of Uses, Building Height, Green and Blue Infrastructure, Demolition and Retention, Framework Parameter Plan.

The development proposed includes:

- Up to 980 dwellings as flatted development (976 net of demolitions), and
- up to 320 bedspaces in Purpose Built Student Accommodation, and
- and up to 40,000 square meters of commercial, community and hotel floorspace.

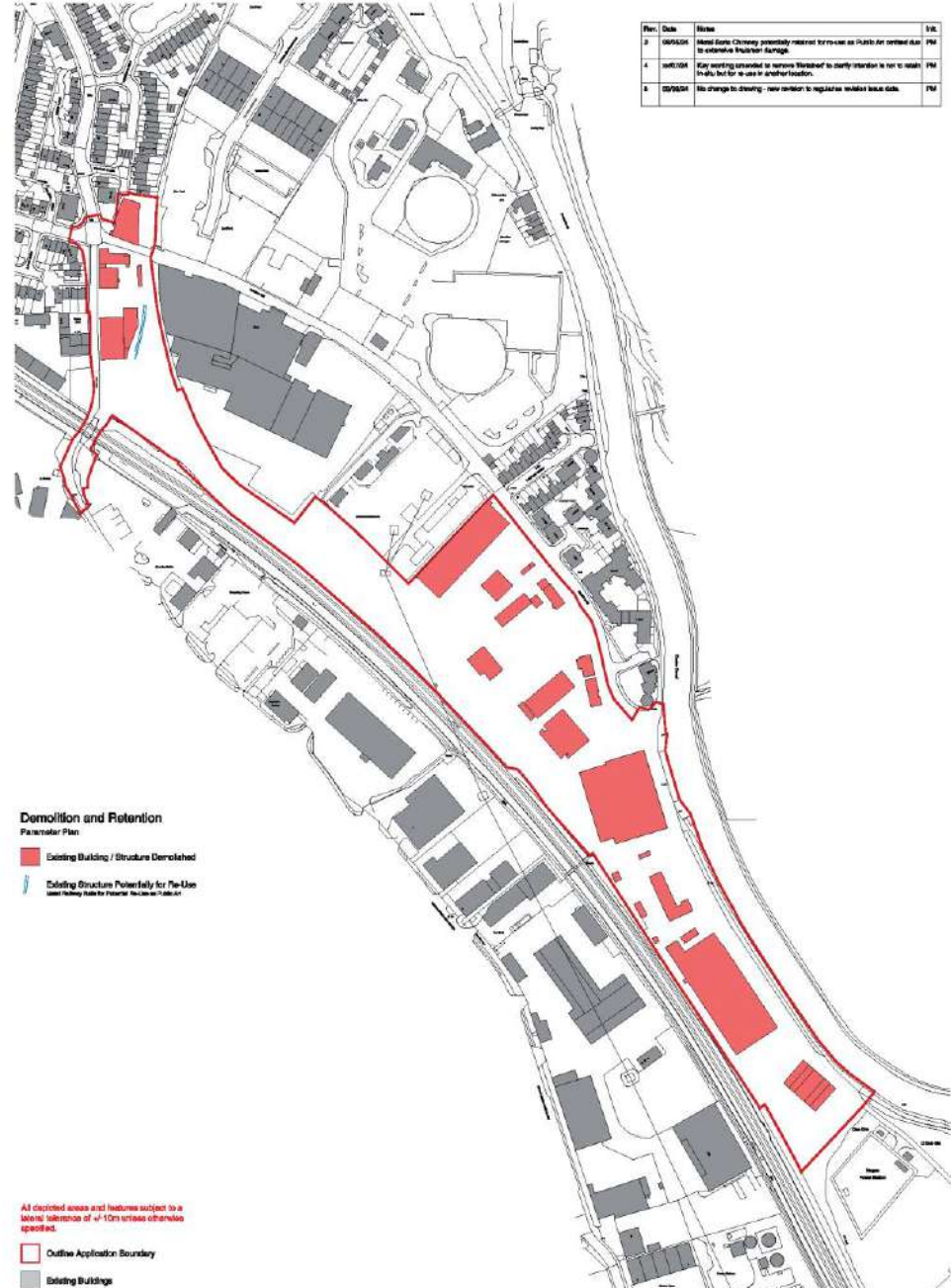
PROPOSAL OVERVIEW

- Planning Design Access Statement
- Sequential Test
- Landscape Townscape Visual Impact Assessment
- Illustrative Masterplan and Visualizations
- Transport Assessment
- Framework Travel Plan
- Sustainability Statement
- Utilities Statement
- Surface Water and Foul Drainage Strategy
- Arboricultural Statement and Tree Survey
- Ecological Impact Assessment Water Lane
- Environmental Statement
- Geo-environmental Interpretative Desk Study Report
- Lighting Strategy & Lux Level Report
- BREEAM
- Air Quality Assessment
- Environmental Statement
- Flood Risk Assessment
- Health Impact Assessment
- Water Lane Waste Audit Statement
- Statement of Community Involvement
- Archaeological Desk Based Assessment (30 August 2023)

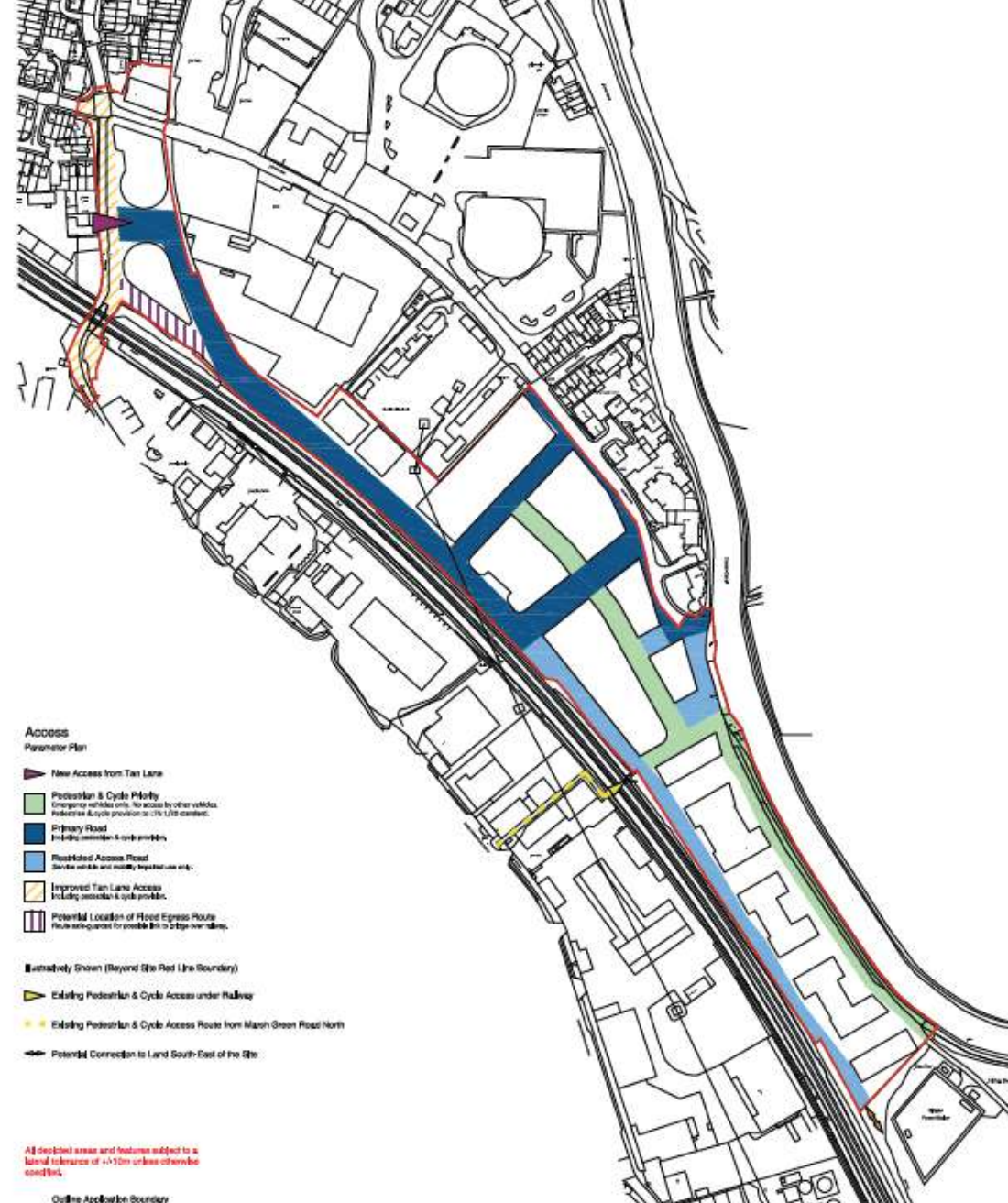
Application supporting documents

- Townscape Heritage Assessment (30 August 2023)
- Environmental Statement (20 August 2023)
- Sustainability Statement (20 August 2023)
- Air Quality Assessment (20 August 2023)
- Health Impact Assessment (20 August 2023)
- External Lighting Strategy Plan (16 May 2024)
- Illustrative Layout May 24 (16 May 2024)
- Viability Assessment May 2024 (7 June 2024)
- Proposed High Pressure Gas Main Diversion (17 July 2024)
- Outline Surface Water & Foul Drainage Strategy (26 July 2024)
- Air Quality Technical Note v4 Rev A (26 July 2024)
- Water Lane Exeter - Acoustics Review (26 July 2024)
- Water Lane Exeter - Acoustics Review - Gas-fuelled Electricity Generation Facility (26 July 2024)
- Design and Access Statement Addendum Appendix (10 September 2024)
- Landscape and Townscape Visual Impact Assessment (LTVIA) Addendum (12 September 2024)
- Landscape and Townscape Visual Impact Assessment (LTVIA) Addendum Appendix A (12 September 2024)
- LTVIA Appendix A Part 2 Dynamic Baseline 196-G501 (12 September 2024)
- Ground Contamination Interpretative Desk Study (9 October 2024)
- Drainage Technical Note (05 December 2024)
- Ground Contamination Site Investigation Interpretative Report Nov 2024 (6 December 2024)
- Acoustic Assessment - Additional Survey, Assessment and Clarifications (9 & 16 January 2025)

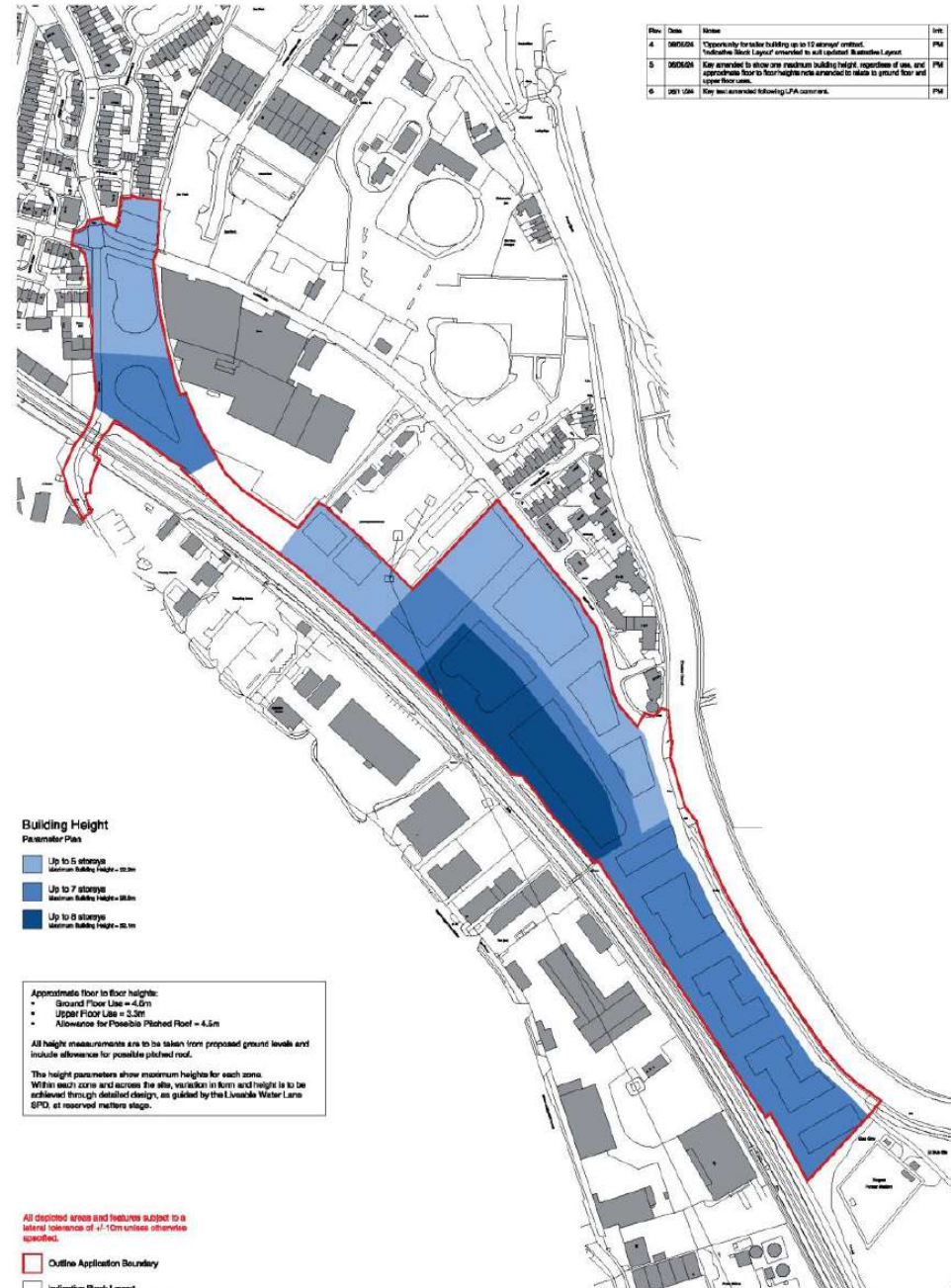
Application supporting documents



DEMOLITION AND RETENTION PARAMETER PLAN

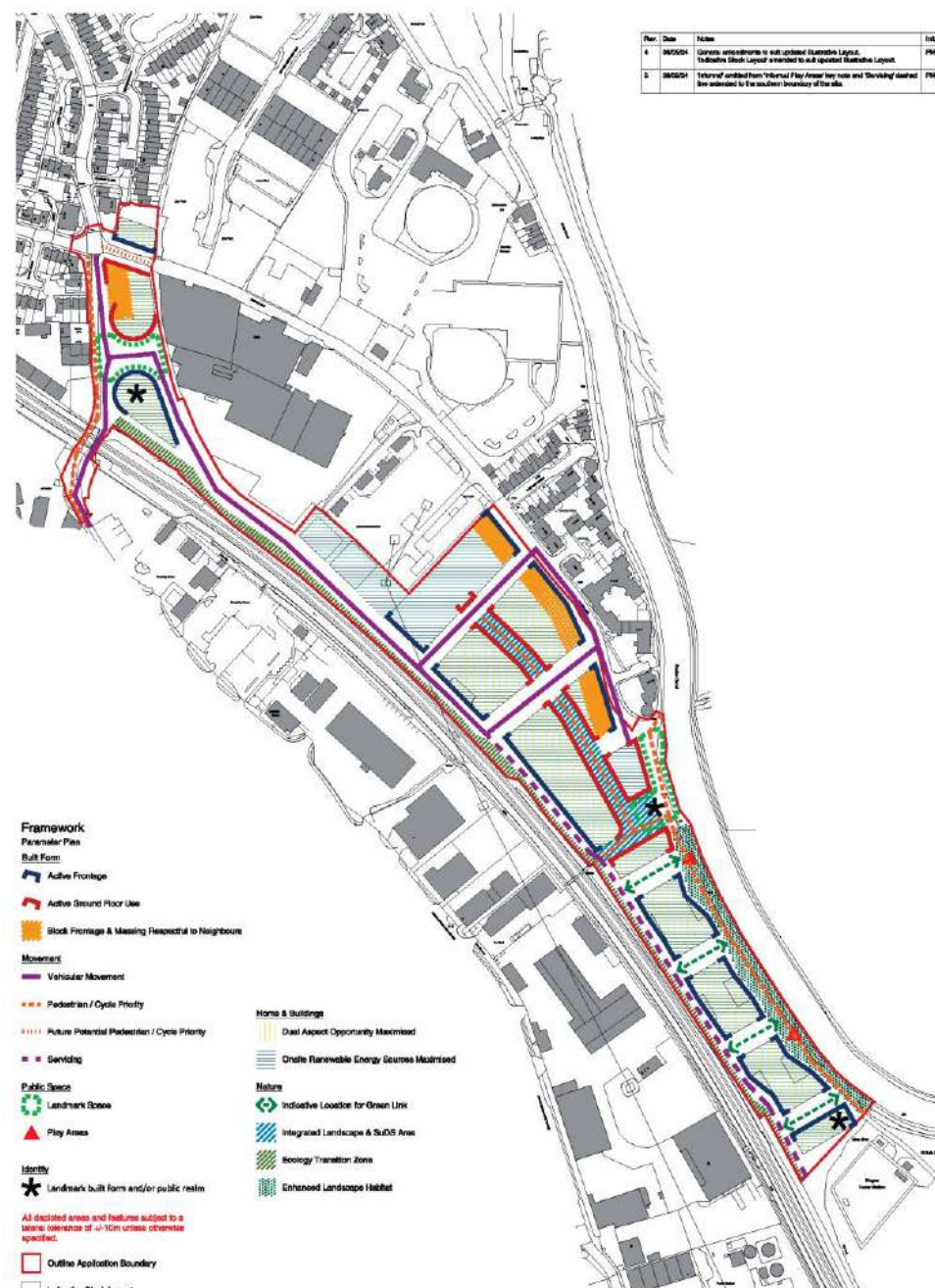


ACCESS PARAMETER PLAN

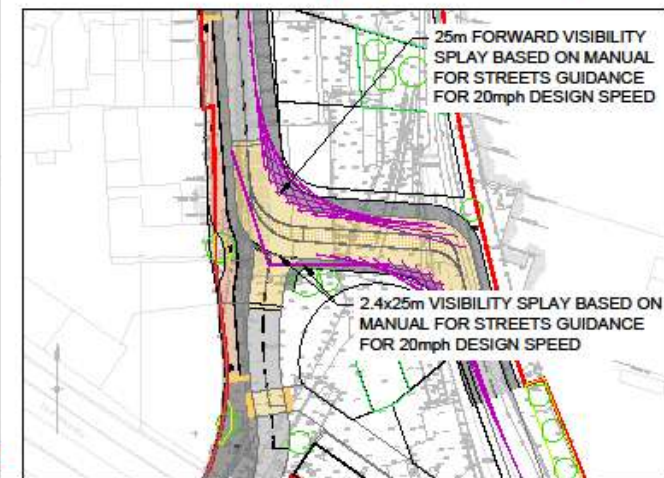
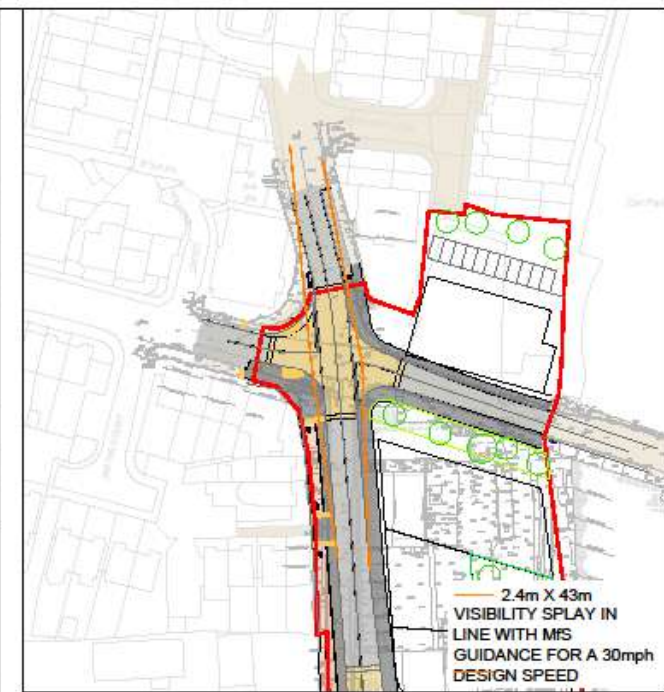
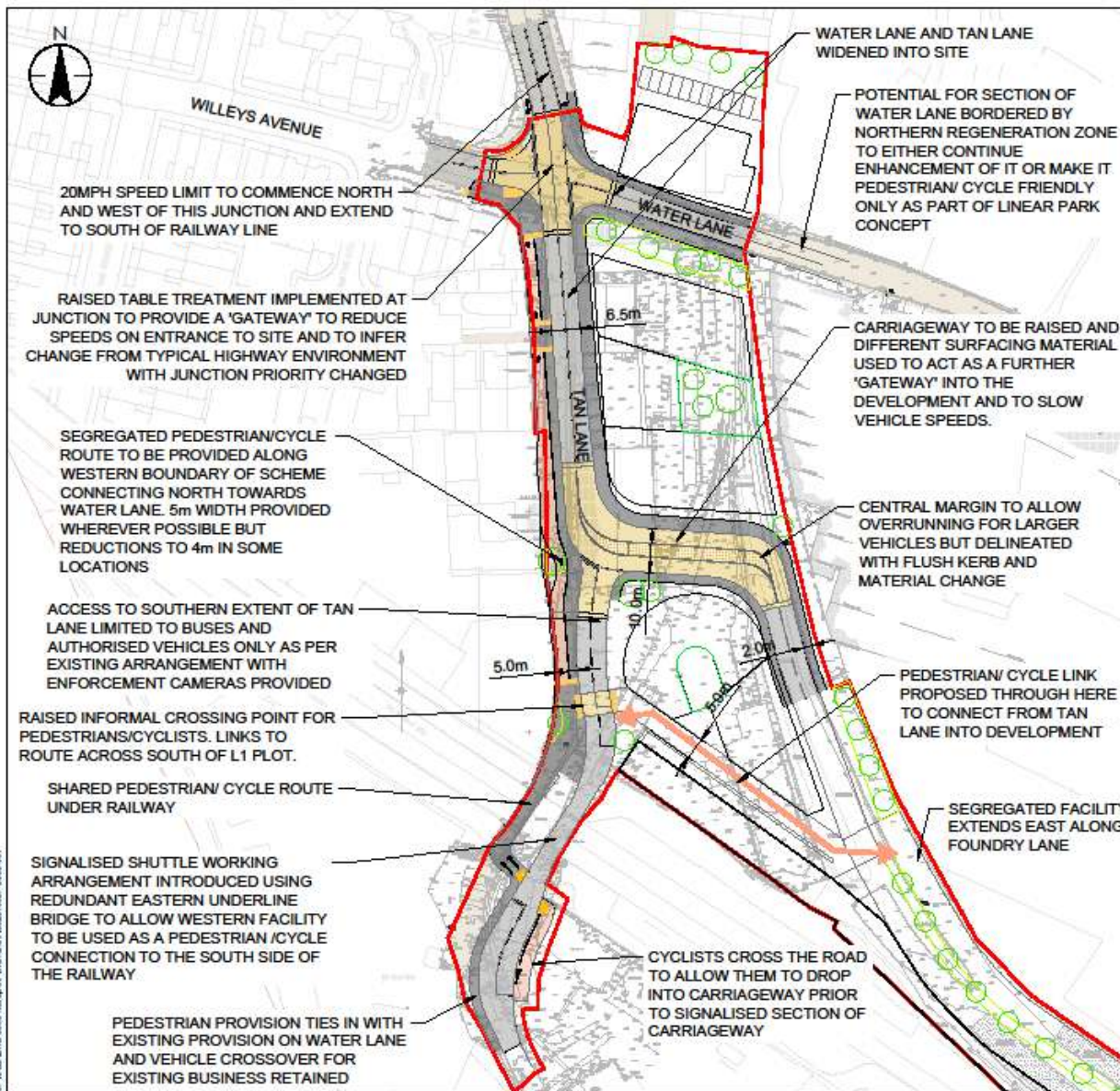


BUILDING HEIGHTS PARAMETER PLAN





FRAMEWORK PARAMETER PLAN



NOTES

1. THE LAYOUT IS SUBJECT TO DETAILED DESIGN, CAPACITY TESTING, GROUND INVESTIGATIONS RESULTS & ENVIRONMENTAL IMPLICATIONS, UTILITIES & SERVICES AND CONSIDERATION OF LAND OWNERSHIP
2. THE DETAILED DESIGN LAYOUT WILL BE DRAWN IN ACCORDANCE WITH ALL RELEVANT DESIGN STANDARDS AND STANDARDS
3. THE LAYOUT HAS BEEN BASED ON THE APPROPRIATE DESIGN SPEED FOR OUR CURRENT PROPOSAL

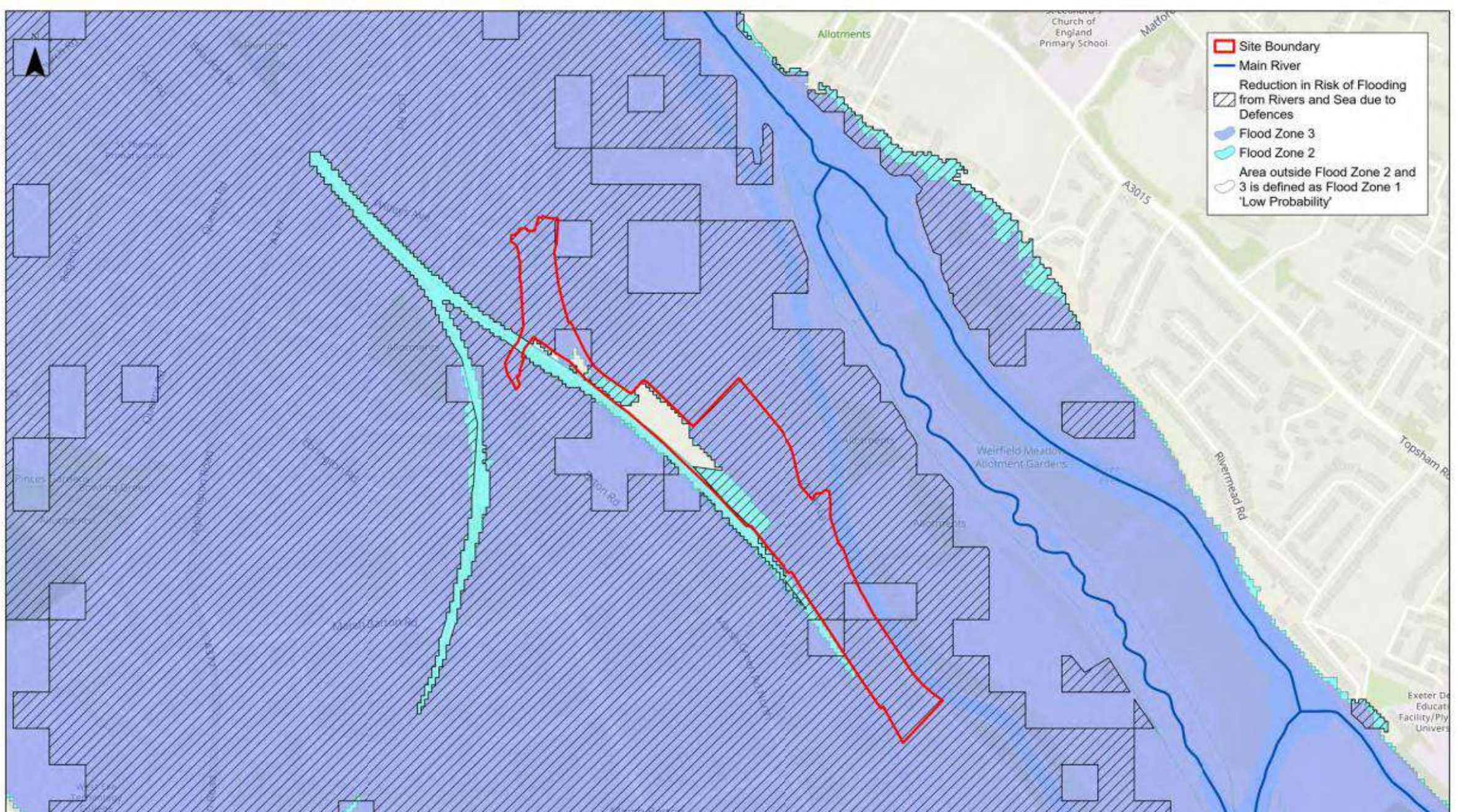
Client/Project:
CILLDARA GROUP (EXETER) LTD
LAND AT WATER LANE

The
PROPOSED TAN LANE
CONCEPT SITE ACCESS

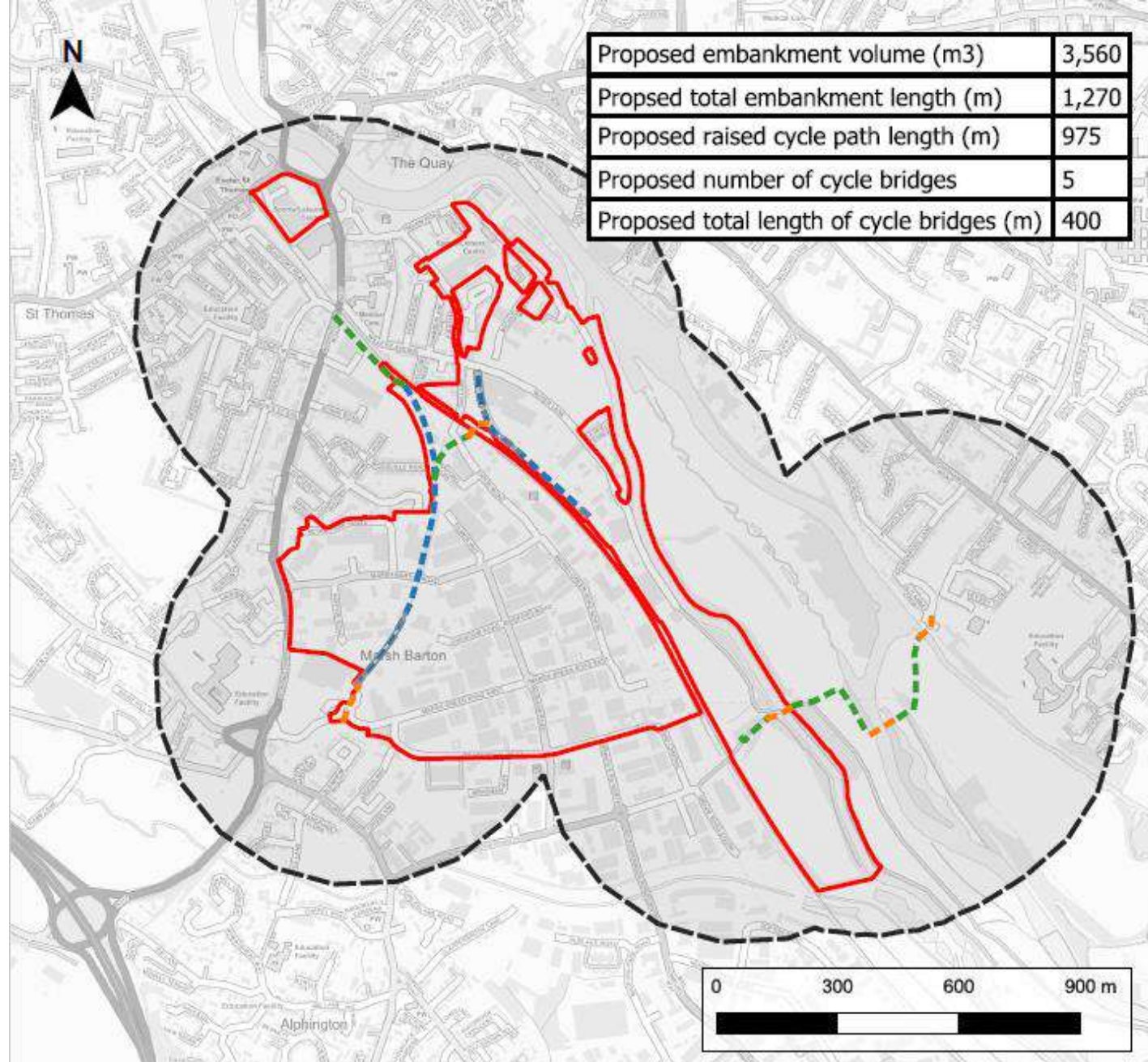
TAN LANE ACCESS PLAN

1. Principle of development
2. Flood Risk
4. Noise, AQ, Land, Substation
5. Gas Infrastructure and risk
6. Access and movement
7. Scale and layout
8. Impact on Heritage Assets
9. Impact on landscape
10. Impact on existing residential amenity
11. Affordable Housing
12. Mixed Communities
13. Impact on Ecology, Trees and Biodiversity
14. Surface Water Management
15. Sustainable Construction and Energy Conservation
16. Economic benefits
17. Housing supply

KEY ISSUES



FLOOD RISK ASSESSMENT



FUTURE FLOOD ACCESS OPTIONS

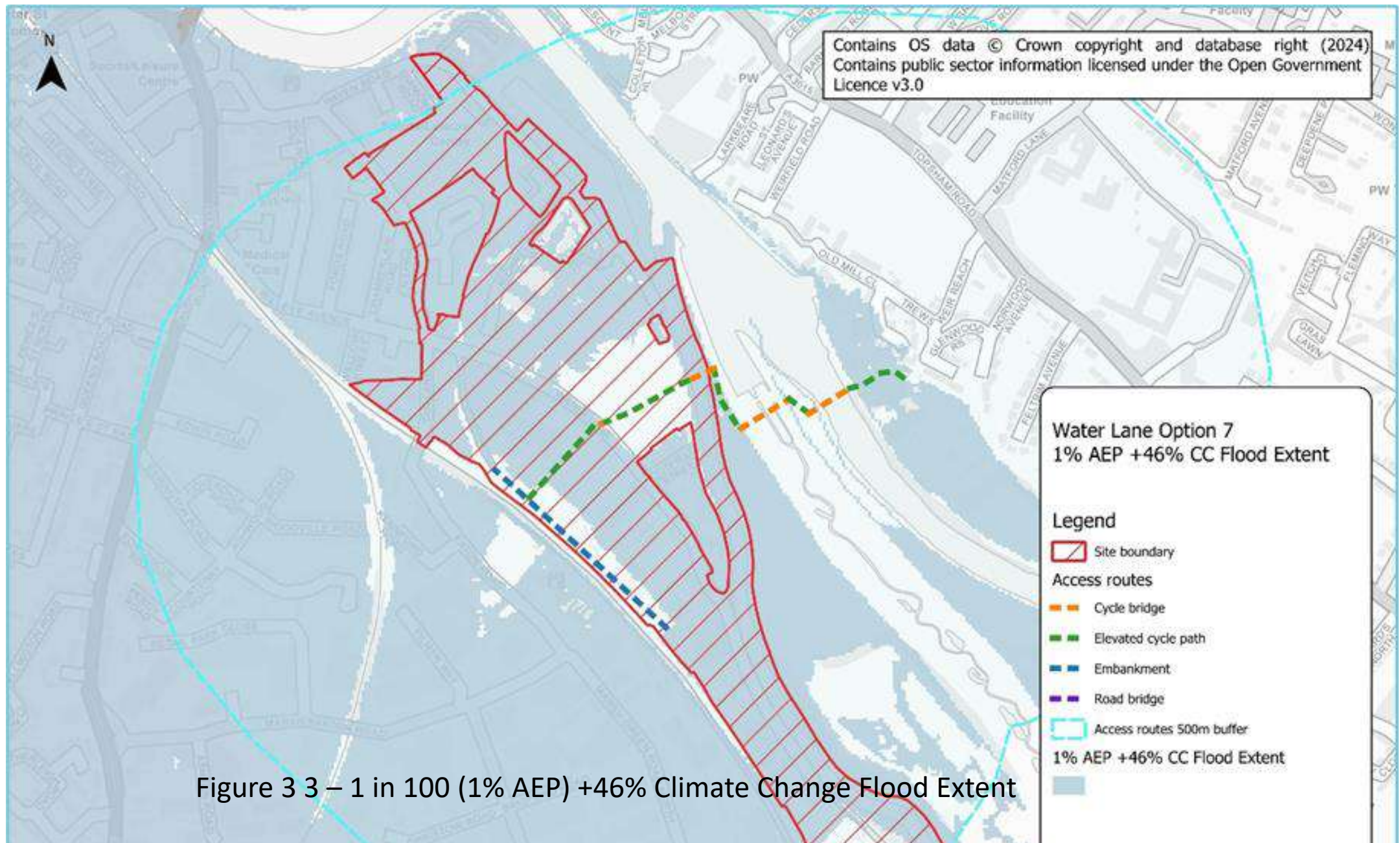
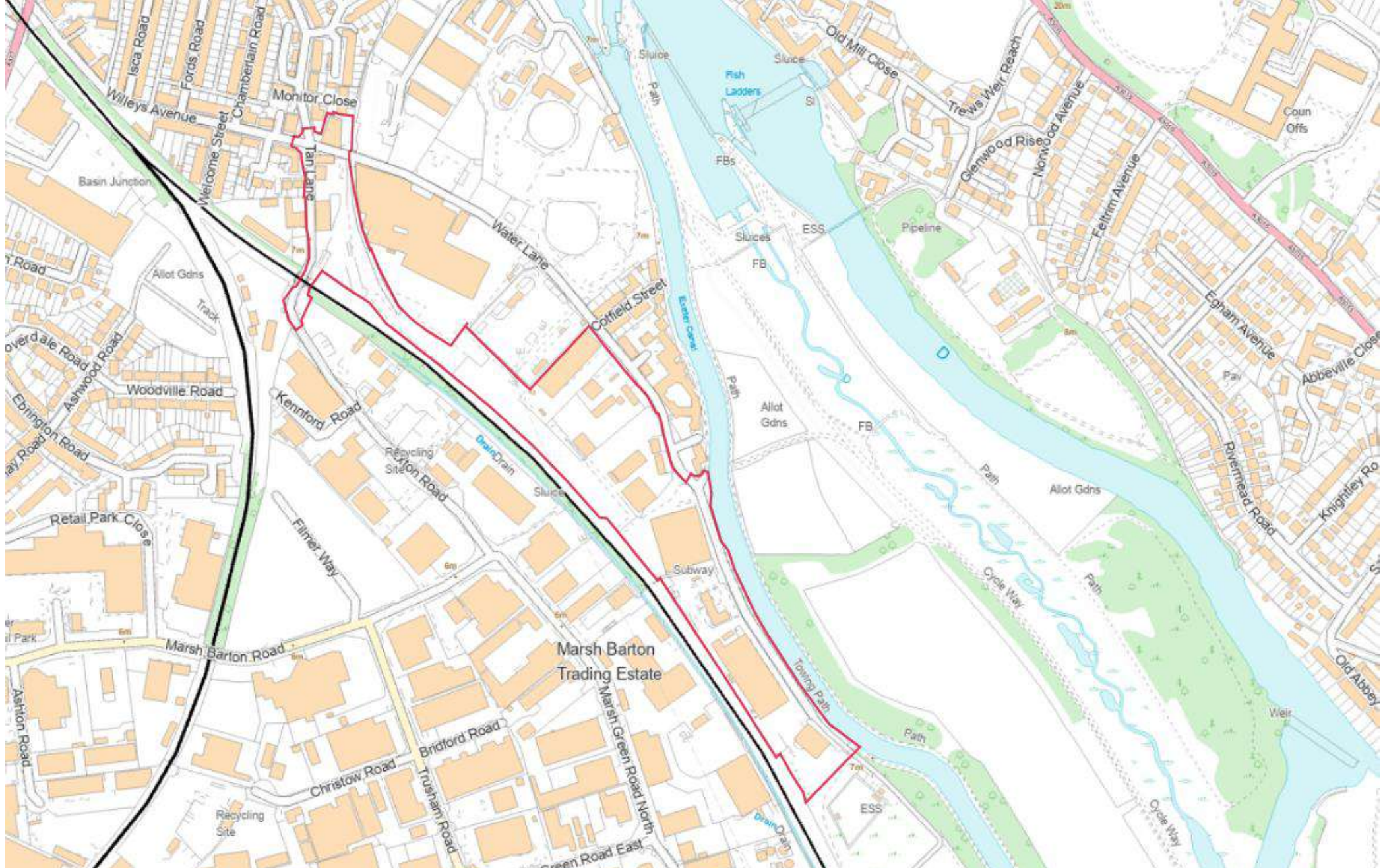
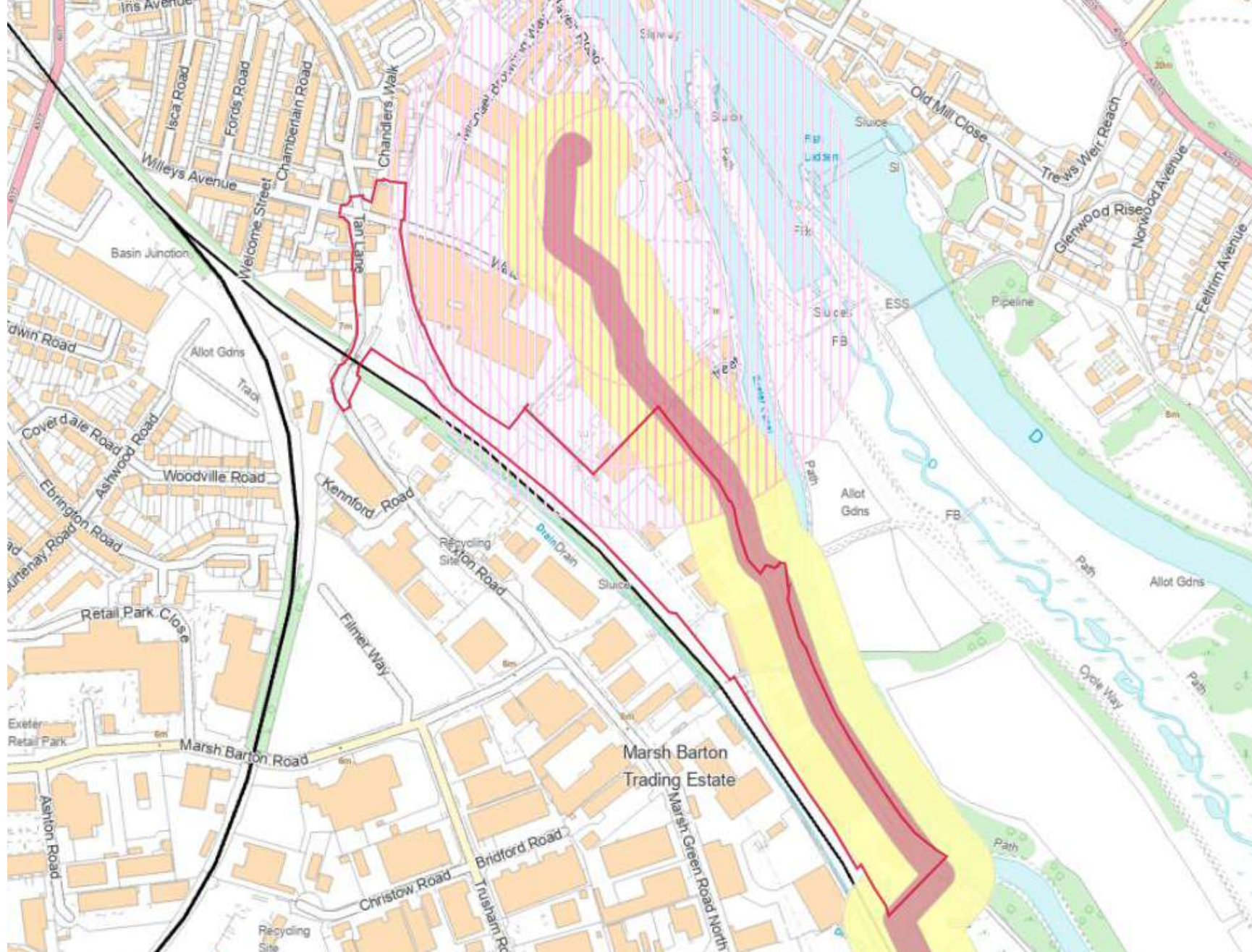


Figure 3 3 – 1 in 100 (1% AEP) +46% Climate Change Flood Extent

FUTURE FLOOD ACCESS OPTIONS



CONTAMINATED LAND, AIR QUALITY, NOISE



HIGH PRESURE GAS MAIN REROUTING



Downloaded At: 11:53 11 September 2009

11-6

- BEFORE EXCAVATING OR GROUND WORK**

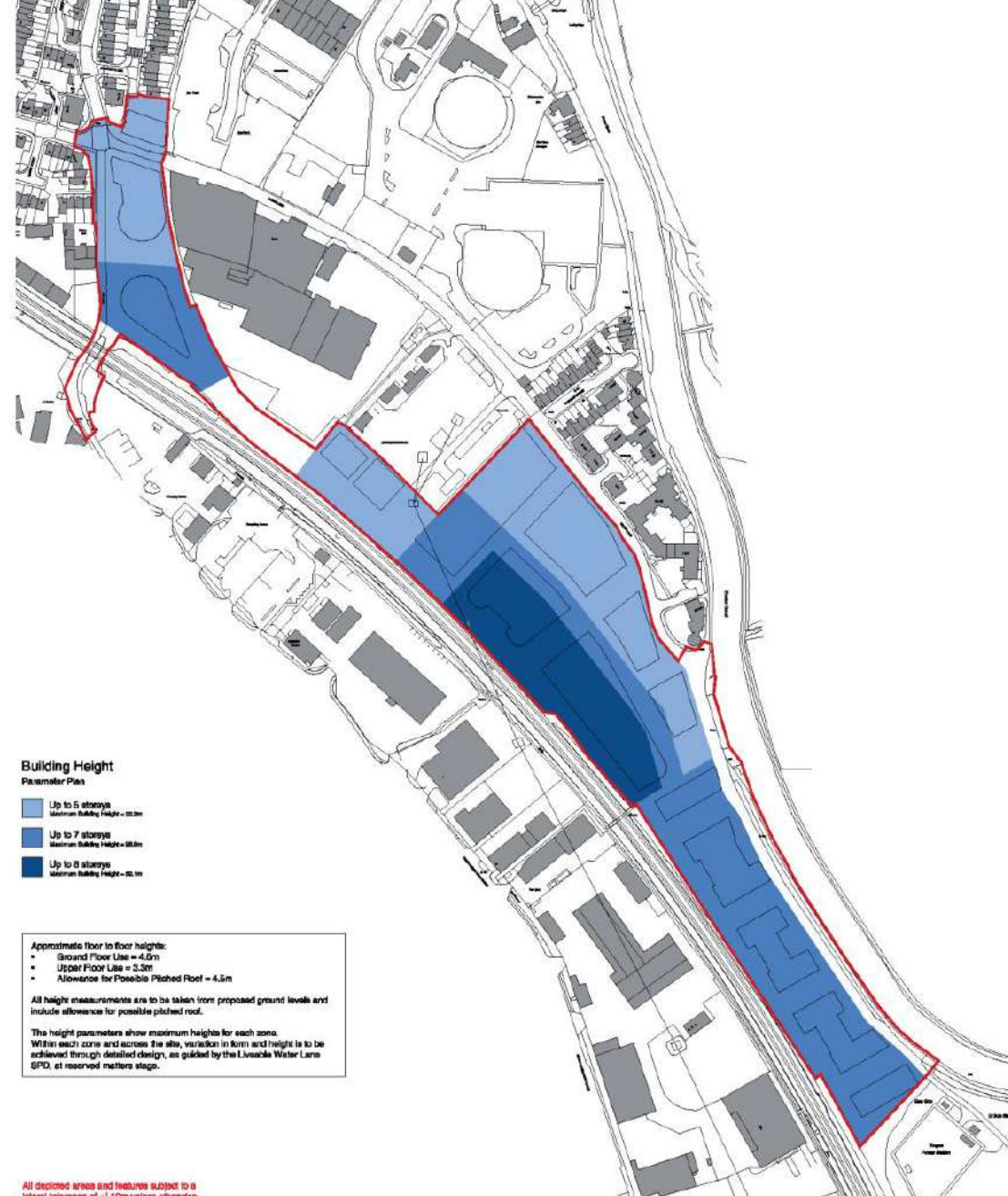
- KEY

1. **EXERCISE WITH LOW PRESSURE GAS BATH**
 2. **EXERCISE WITH MEDIUM PRESSURE GAS BATH**
 3. **EXERCISE WITH HIGH-PRESSURE GAS BATH**
 4. **PROPOSED WITH HIGH-PRESSURE GAS BATH**
 5. **TO BE ASSESSMENT**

[illegible]

FOR INFORMATION

HIGH PRESSURE GAS MAIN REROUTING



PARAMETER PLAN



LANDSCAPE TOWNSCPE VISUAL IMPACT VISUALISATIONS



LANDSCAPE TOWNSCPE VISUAL IMPACT VISUALISATIONS



LANDSCAPE TOWNSCPE VISUAL IMPACT VISUALISATIONS



Viewpoint 10a: View from junction of multiple footpaths and cycle routes close to Trews Weir and the suspension bridge.

Key: Previously submitted scheme

LANDSCAPE TOWNSCPE VISUAL IMPACT VISUALISATIONS



LANDSCAPE TOWNSCPE VISUAL IMPACT VISUALISATIONS



Fig. 1-6: Landscape Townscape Visualisation (Current Situation)



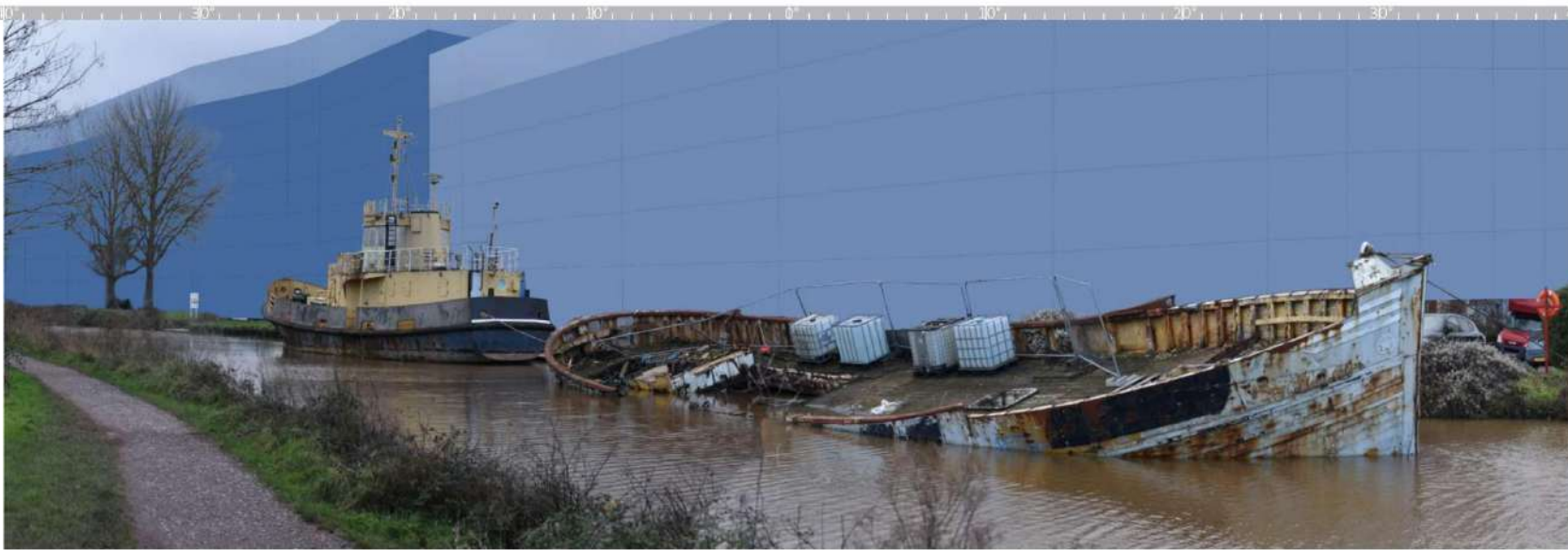
LANDSCAPE TOWNSCPE VISUAL IMPACT VISUALISATIONS



LANDSCAPE TOWNSCPE VISUAL IMPACT VISUALISATIONS



LANDSCAPE TOWNSCPE VISUAL IMPACT VISUALISATIONS



LANDSCAPE TOWNSCPE VISUAL IMPACT VISUALISATIONS



LANDSCAPE TOWNSCPE VISUAL IMPACT VISUALISATIONS

EXISTING VIEW



VISUALISATION - OPA BUILDING HEIGHT PARAMETERS



LANDSCAPE TOWNSCPE VISUAL IMPACT VISUALISATIONS

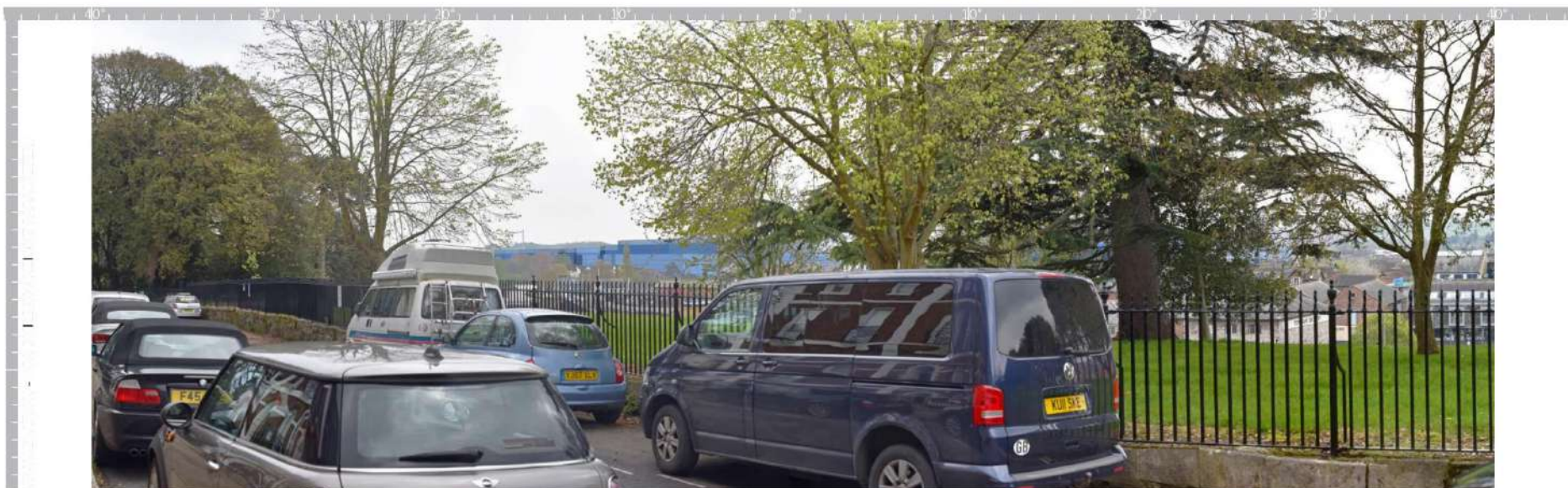
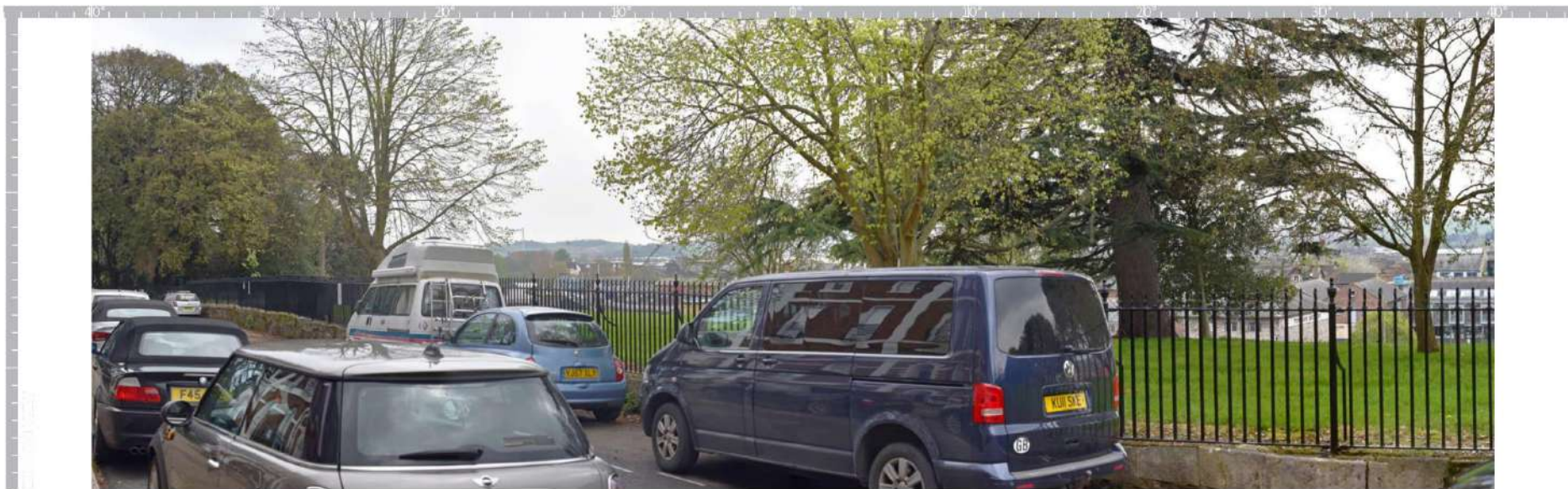
VISUALISATION - OPA BUILDING HEIGHT PARAMETERS
OVERLAID WITH ILLUSTRATIVE PROPOSALS



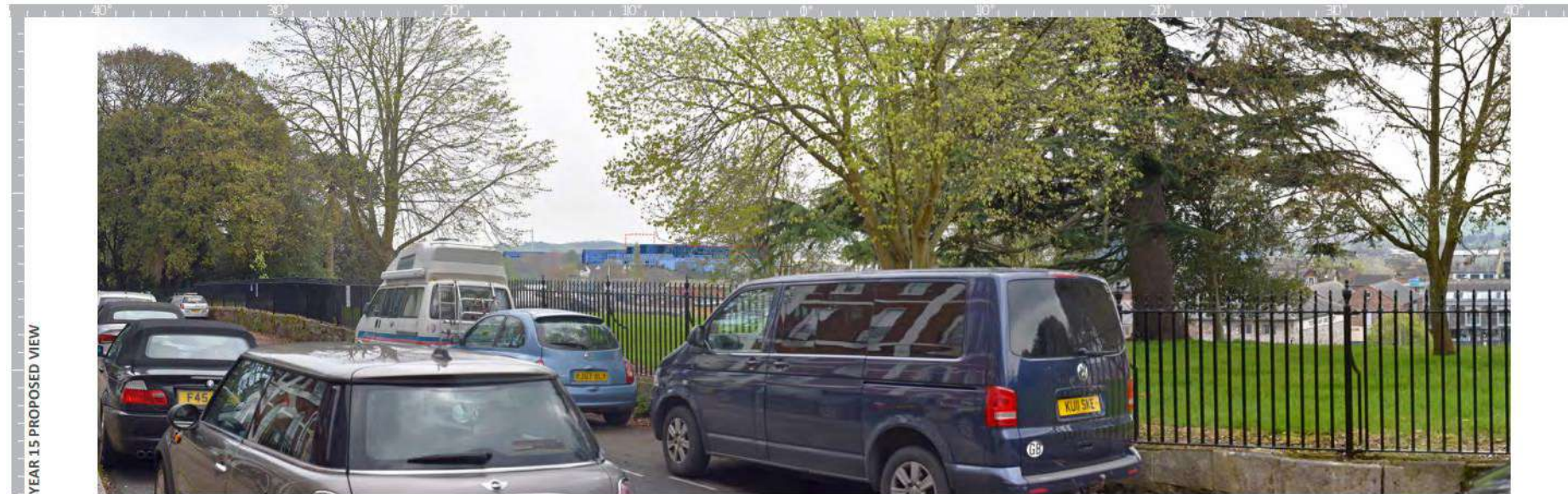
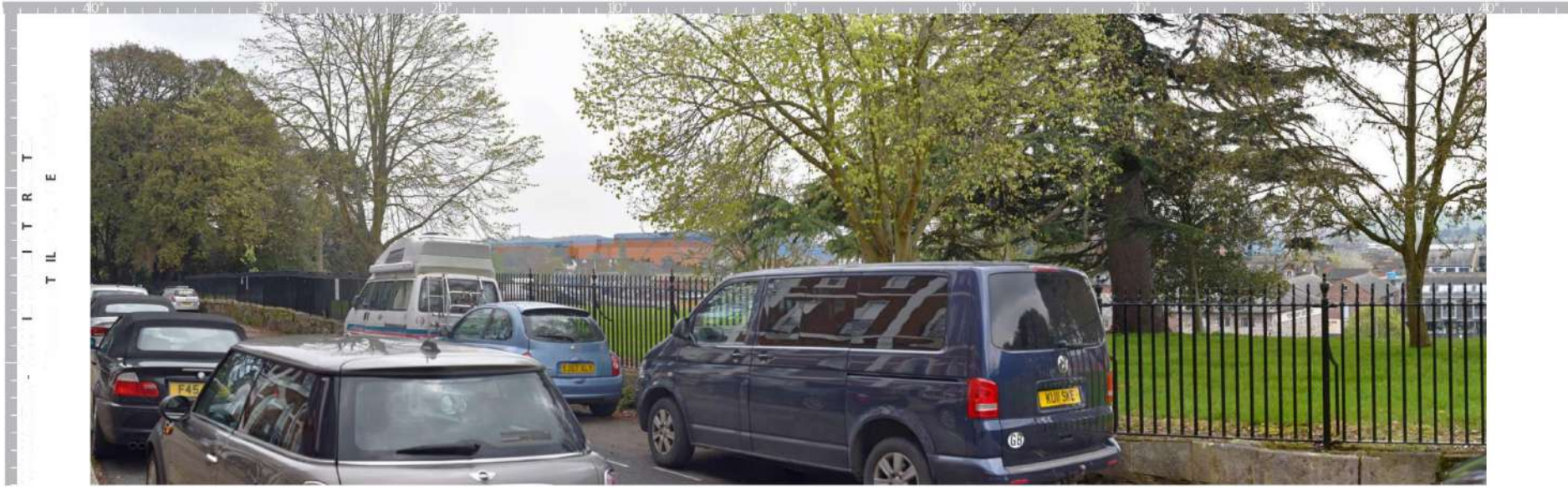
YEAR 15 PROPOSED VIEW



LANDSCAPE TOWNSCPE VISUAL IMPACT VISUALISATIONS



LANDSCAPE TOWNSCPE VISUAL IMPACT VISUALISATIONS



LANDSCAPE TOWNSCPE VISUAL IMPACT VISUALISATIONS

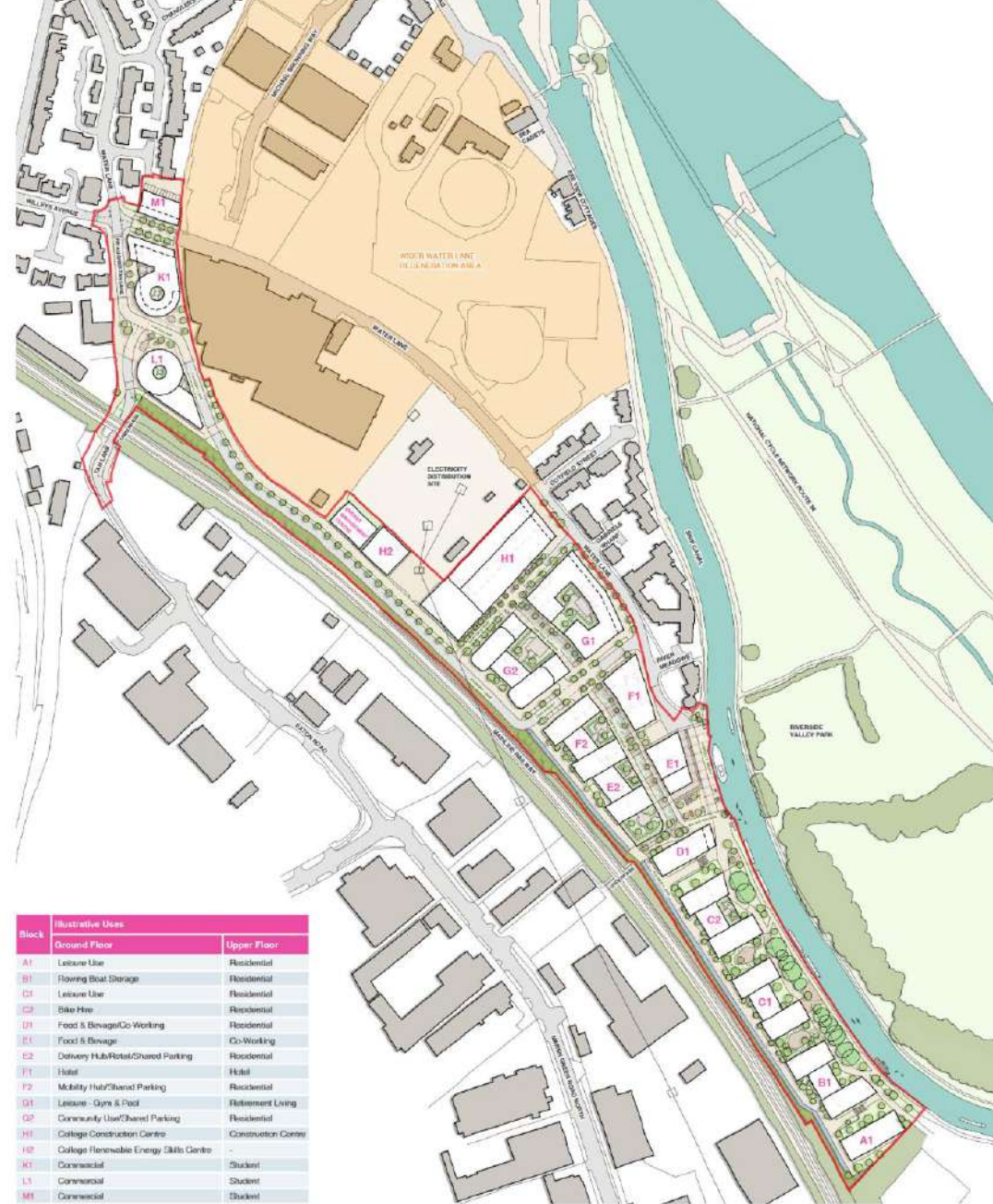


LANDSCAPE TOWNSCPE VISUAL IMPACT VISUALISATIONS



Viewpoint 17: View from field gateway on Polehouse Lane adjacent to public footpath (ide Footpath 5a).

LANDSCAPE TOWNSCPE VISUAL IMPACT VISUALISATIONS



Block	Illustrative Uses	
	Ground Floor	Upper Floor
A1	Leisure Use	Residential
B1	Floating Boat Storage	Residential
C1	Leisure Use	Residential
C2	Bike Hire	Residential
D1	Food & Beverage/Co-Working	Residential
E1	Food & Beverage	Co-Working
E2	Delivery Hub/Retail/Shared Parking	Residential
F1	Hotel	Hotel
F2	Mobility Hub/Shared Parking	Residential
G1	Leisure - Gym & Pool	Retirement Living
G2	Community Use/Shared Parking	Residential
H1	College Construction Centre	Construction Centre
H2	College Renewable Energy Skills Centre	-
I1	Commercial	Student
I2	Commercial	Student
J1	Commercial	Student
J2	Commercial	Student

ILLUSTRATIVE LAYOUT



ILLUSTRATIVE PLAN



Figure 1.20: Diagram showing Illustrative Key Uses and Public Routes around Water Square Area

Drawing Key - Illustrative Ground Floor Uses

- 01 Commercial TBC**
Could include facilities for users of the canal under D1
- 02 F & B**
With terraces fronting Gabriel's Wharf & Water Square
- 03 Delivery Hub**
Centralised point for deliveries to the development
- 04 Mobility Hub**
Electric vehicle and cycle hire serving development & wider area
- 05 Co Working**
Employment space under D1 - could link with space above E1
- 06 Retail**
Small local supermarket at key nodal point
- 07 Shared Parking**
Parking for residents and commercial uses
- 08 Gym/Pool**
For use by residents of the development and wider area
- 09 Hotel**
For use by visitors to Exeter and the local area

Drawing Key - Illustrative Public Routes

- Primary Vehicular Route**
All vehicles and potential redirected bus route
- Secondary Vehicular Route**
Vehicles serving existing homes & Gabriel's Wharf/Water Square
- Shared Pedestrian & Cycle Route**
Shared surface, with cycles at reduced speeds
- Pedestrian Priority Route**
Routes with limited vehicular access
- Cycle Priority Route**
Routes with limited vehicular access
- Service Vehicle Route**
Routes for service, delivery and accessible vehicles only

ILLUSTRATIVE PLAN



ILLUSTRATIVE VIEWS



ILLUSTRATIVE VIEWS



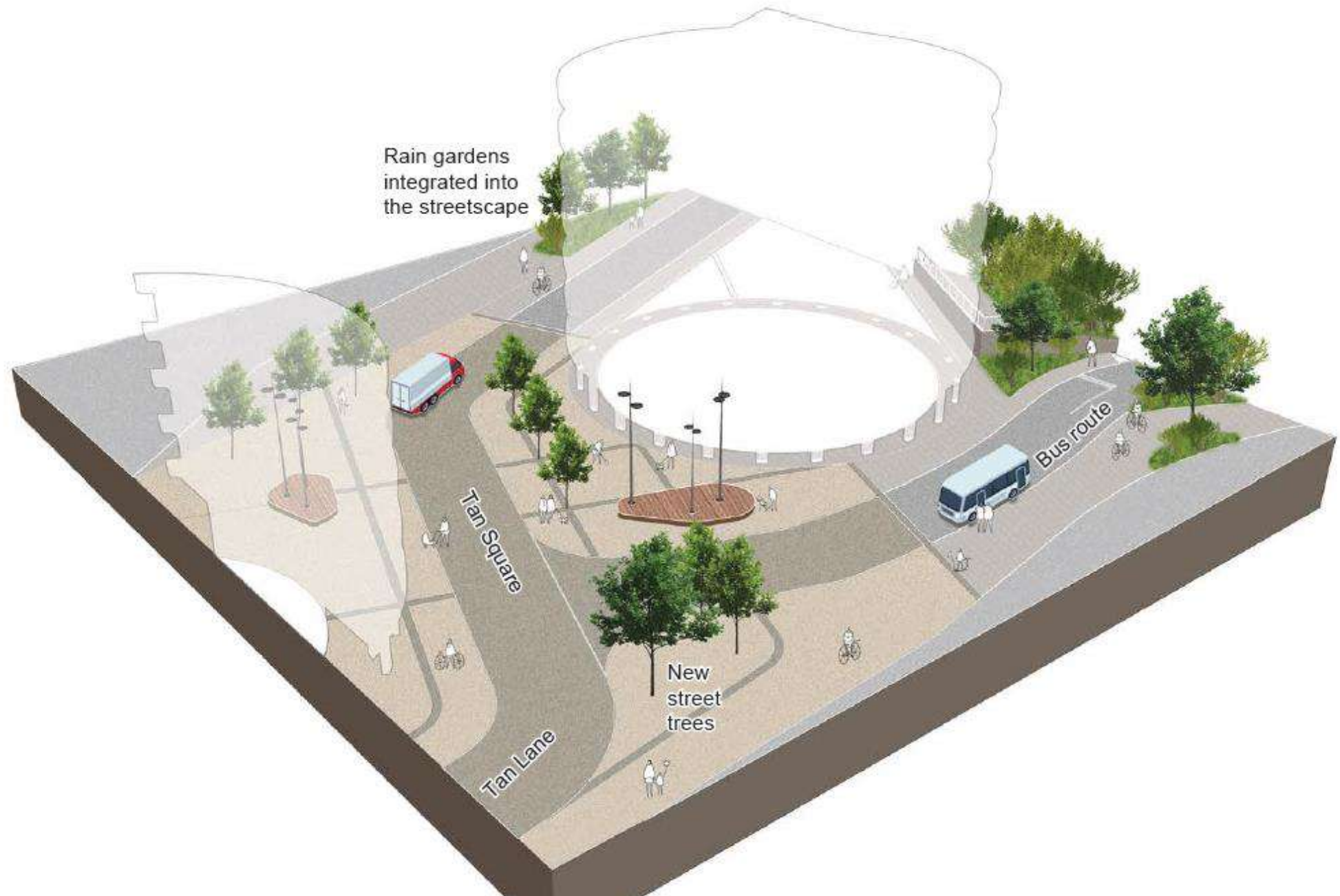
ILLUSTRATIVE VIEWS



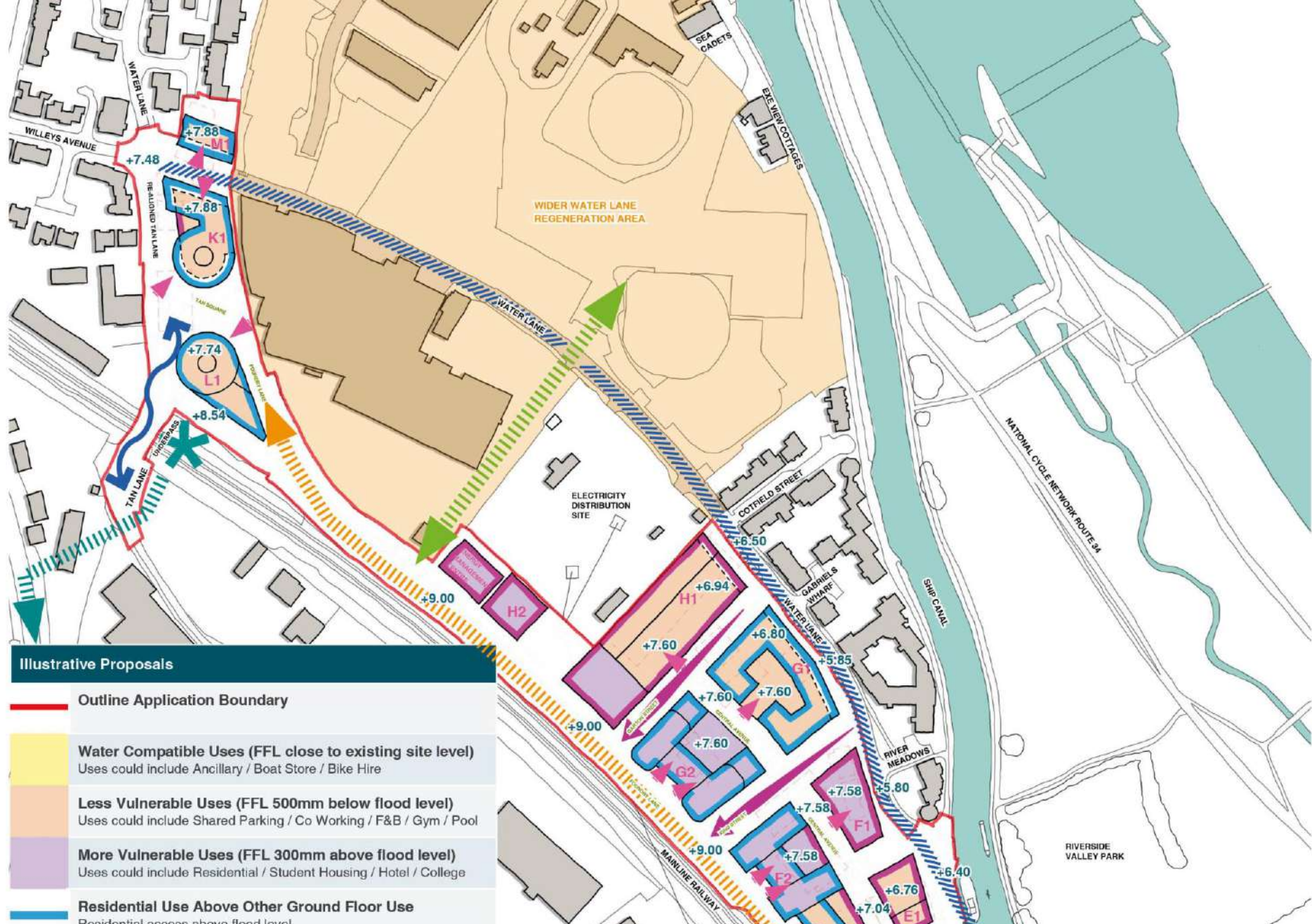
ILLUSTRATIVE VIEWS



ILLUSTRATIVE VIEWS



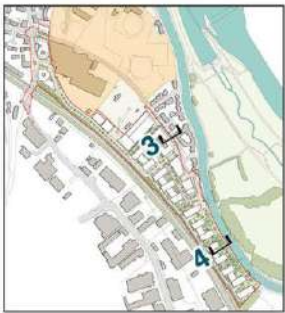
ILLUSTRATIVE VIEWS



ILLUSTRATIVE PLANS



ILLUSTRATIVE PLANS

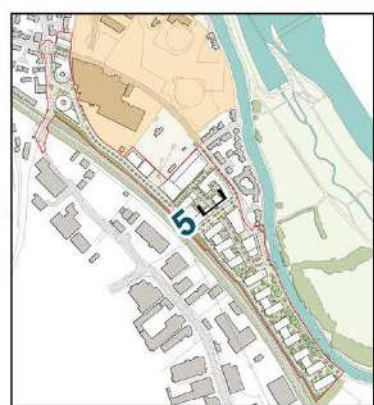


Section Key Plan (NTS)

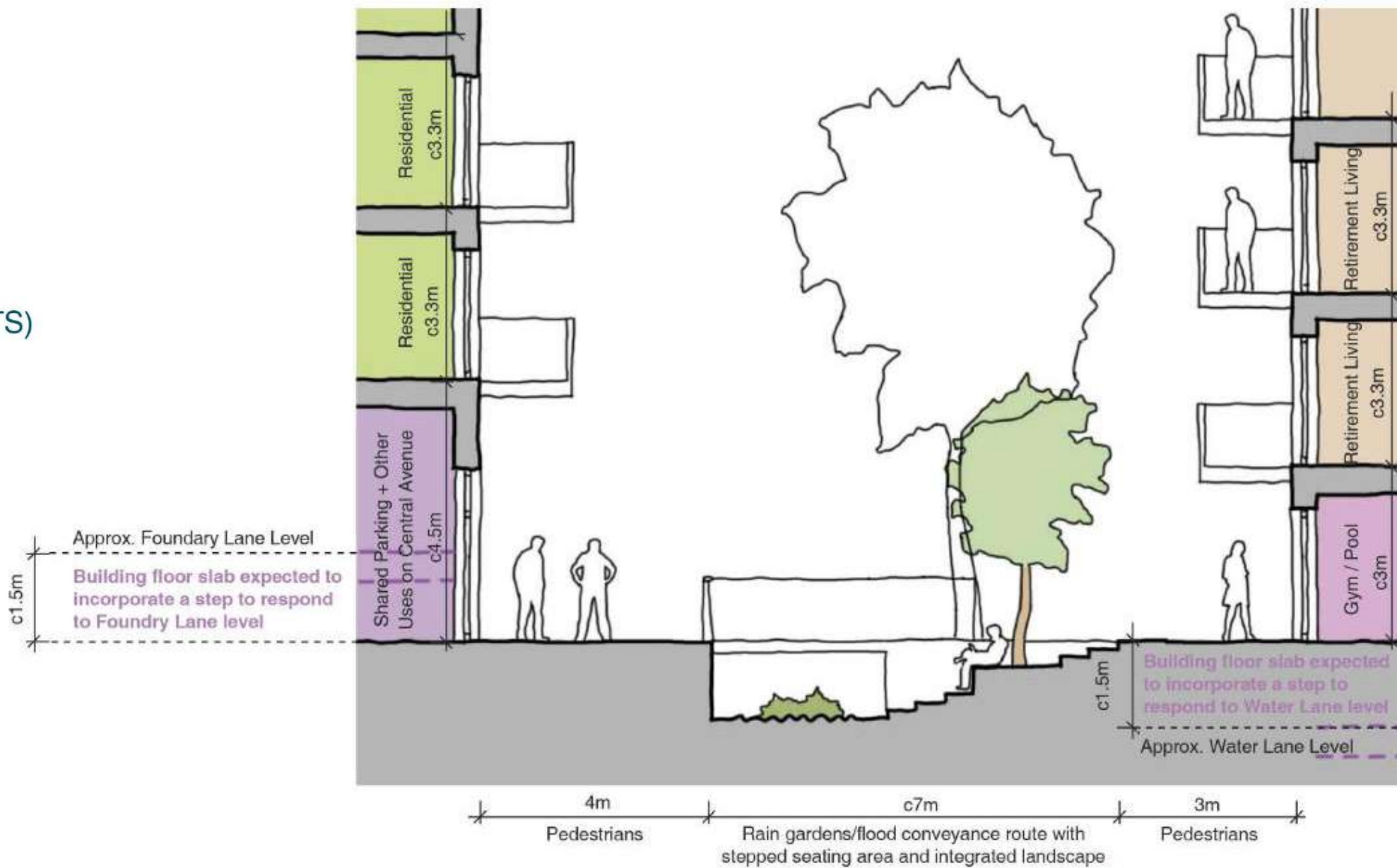


Section 3 - Water Lane West

ILLUSTRATIVE PLANS

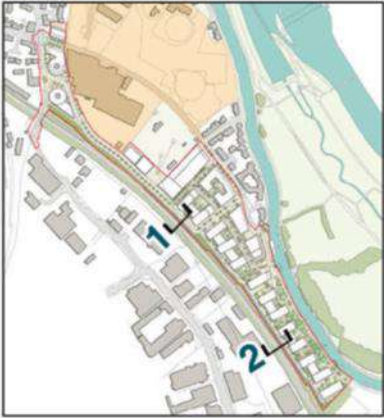


Section Key Plan (NTS)

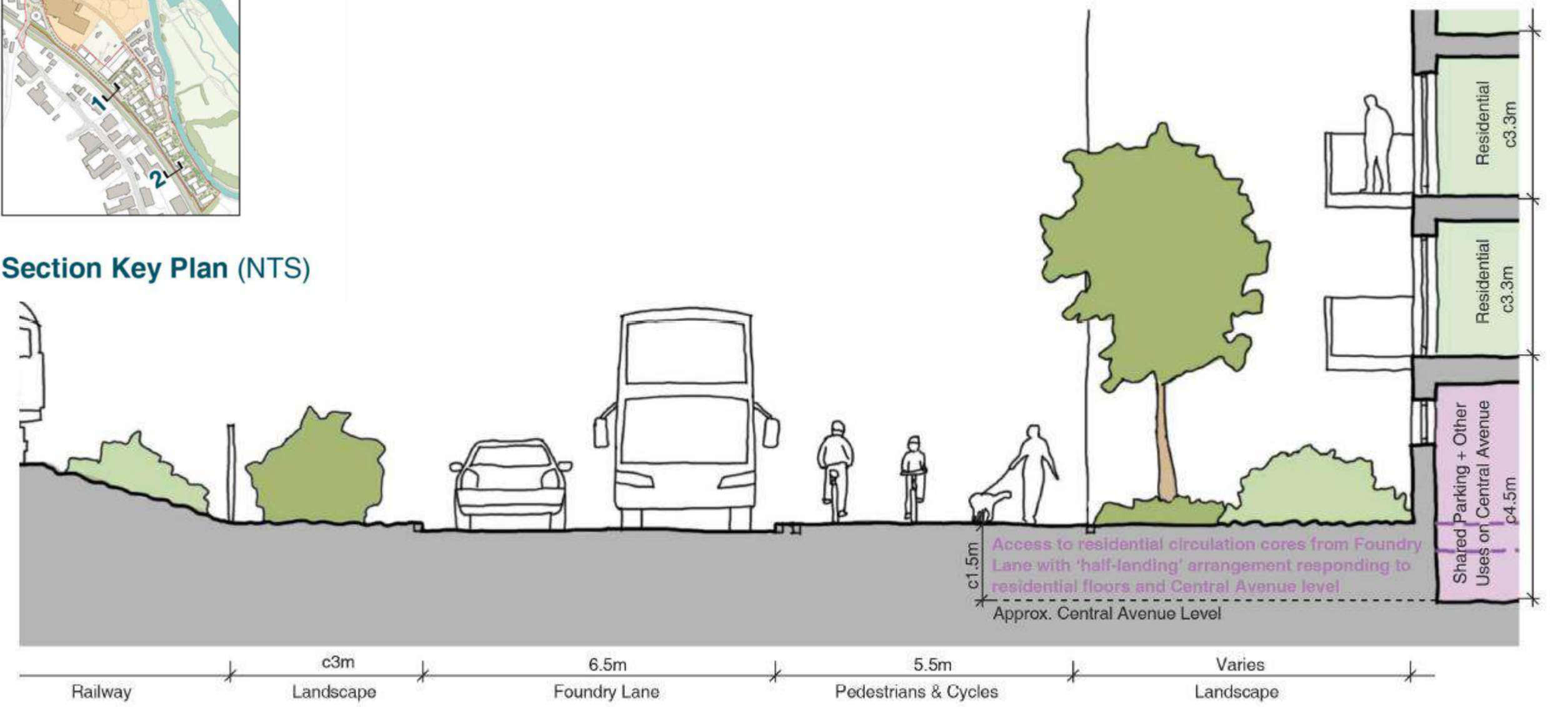


Section 5 - Central Avenue

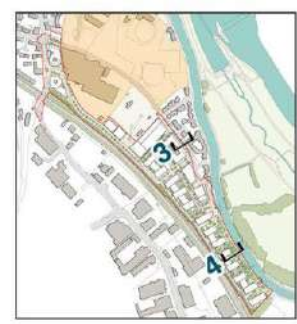
ILLUSTRATIVE PLANS



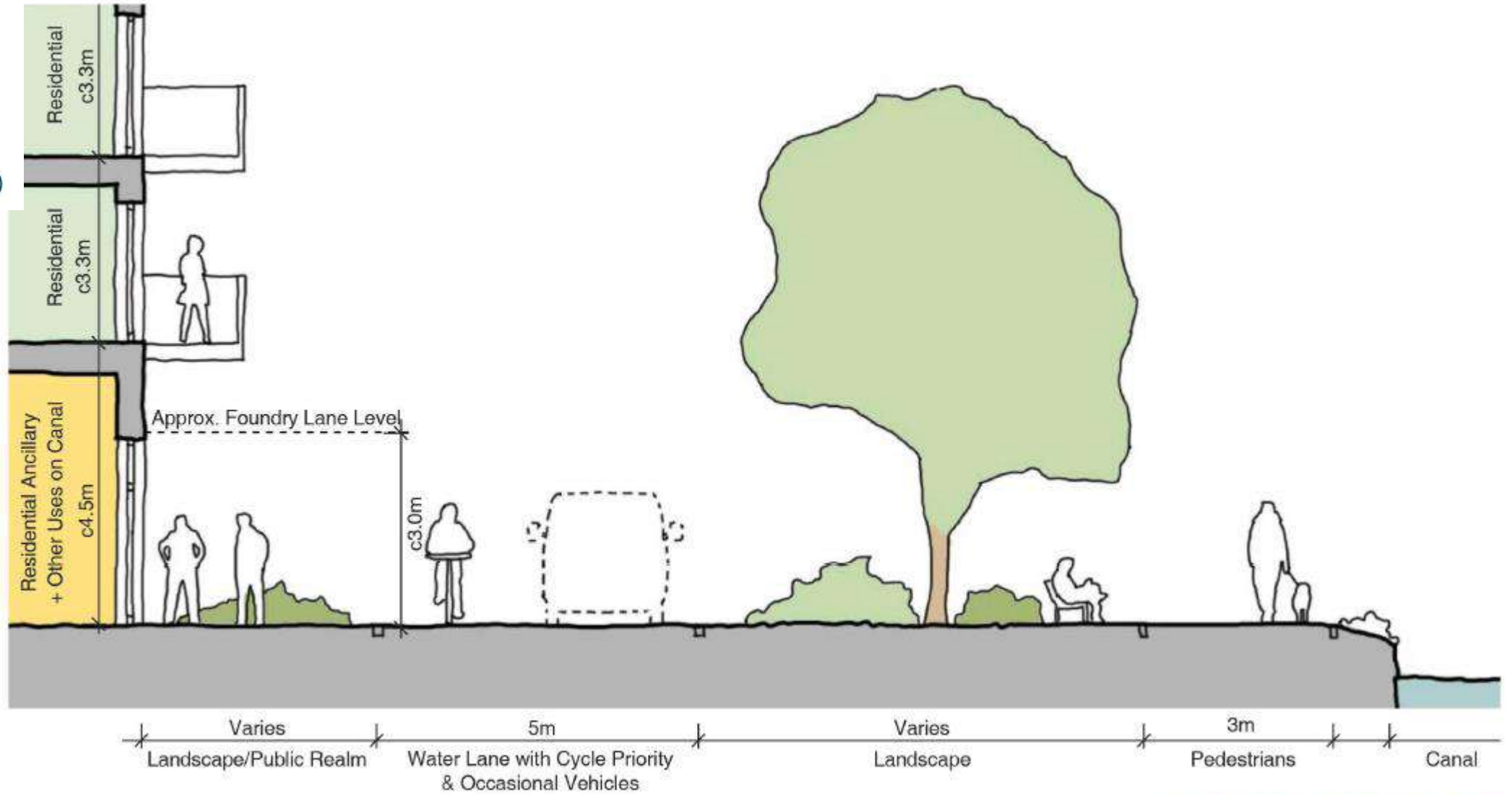
Section Key Plan (NTS)



Section 1 - Foundry Lane West

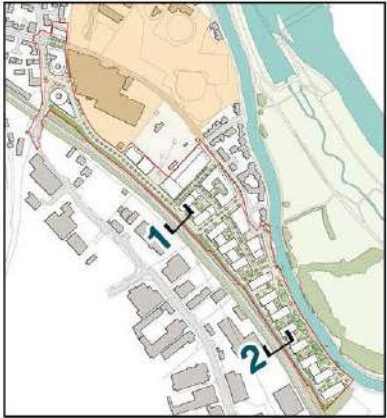


Section Key Plan (NTS)

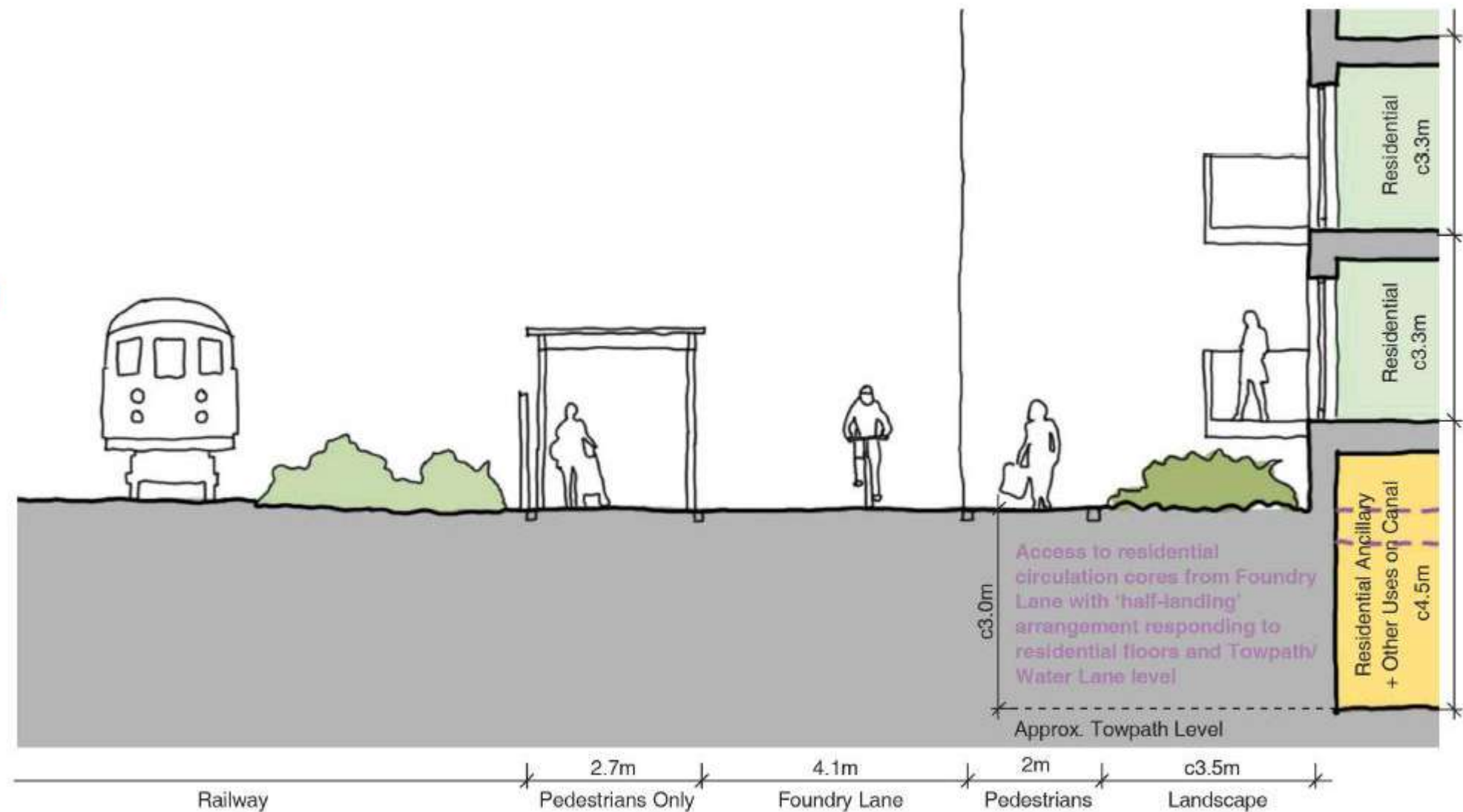


Section 4 - Water Lane East

ILLUSTRATIVE PLANS

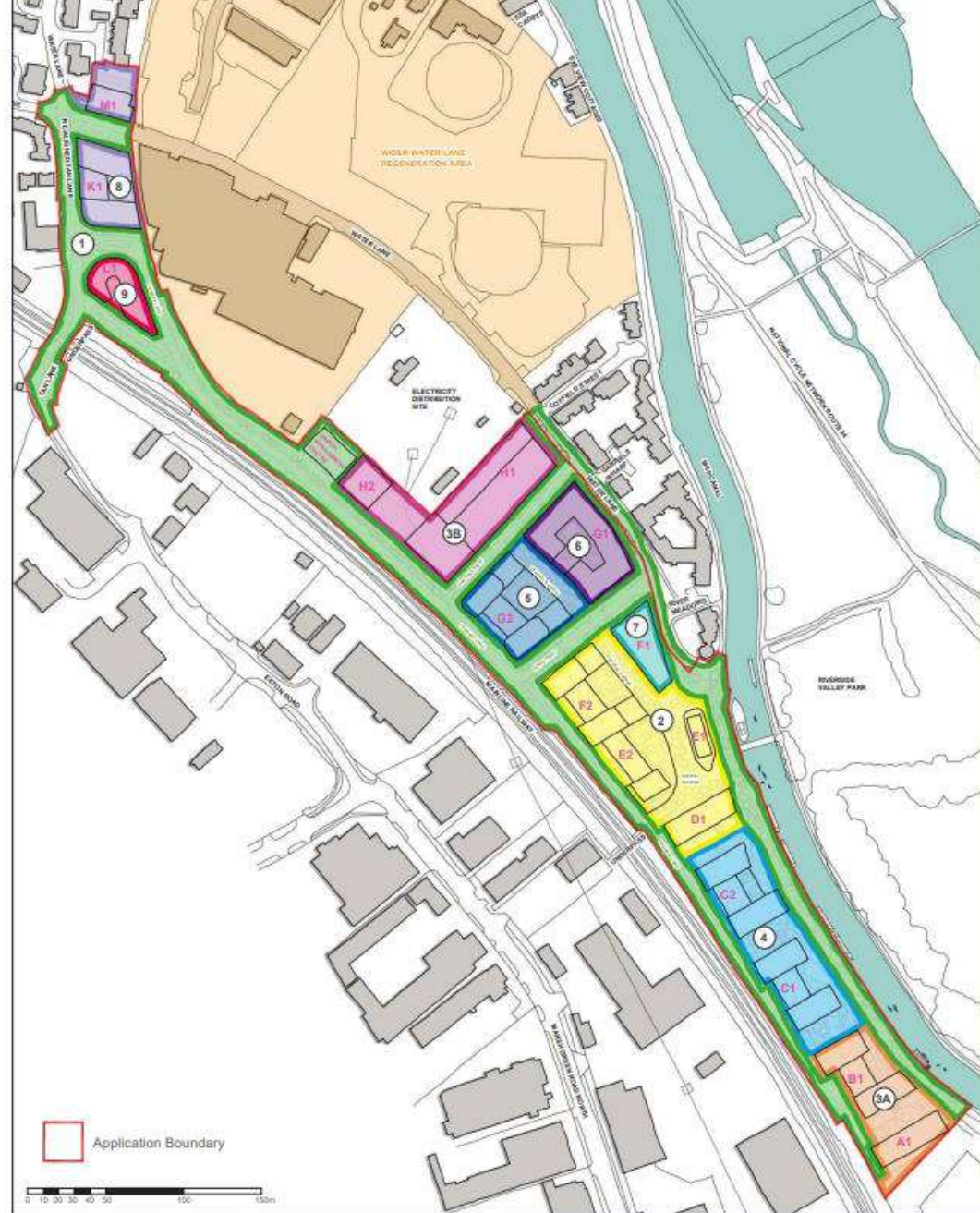


Section Key Plan (NTS)



Section 2 - Foundry Lane East

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



ILLUSTRATIVE PHASING PLAN

Viability

CIL and S106 contributions

Five Year Housing Land Supply

Planning Balance

Conclusion

CONCLUSION

Dual recommendation to APPROVE subject to conditions and a Legal Agreement, or REFUSE if the Legal Agreement is not finalised in timely manner.

A. DELEGATE TO THE SERVICE LEAD (CITY DEVELOPMENT) TO GRANT PERMISSION SUBJECT TO; THE CONFIRMATION OF THE HAZARDDOUS SUSBTANCES REVOCATION ORDER BY THE SECRETARY OF STATE AND COMPLETION OF A LEGAL AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) TO SECURE THE FOLLOWING:

All S106 contributions should be index linked from the date of resolution.

And the conditions set out in the Planning Committee Report, and Additional Information Sheet and their reasons, the wording of which may be varied.

OFFICER RECOMMENDATION

Section 106 to secure the following:

- £599,434 (£612 per dwelling) for local GP surgeries expansion or the provision of healthcare facilities within the Water Lane Area.
- £4,855,331 (£4974.32 per dwelling) to Devon County Council Education towards the provision of primary school infrastructure
- £634,749 (£650.36 per dwelling) to Devon County Council Education towards SEN provision
- £244,000 (£250 per dwelling) to Devon County Council Education towards Early Years education to ensure delivery of provision for 2, 3 and 4-year olds
- £3,430,000 to Devon County Council towards the provision of off-site sustainable travel infrastructure and public transport improvements
- £250 per dwelling to Devon County Council towards the provision of towards a Travel Plan
- £50,000 to Devon County Council towards the making of Traffic Orders
- £634 per dwelling to Exeter City Council towards the provision of sports pitches and supporting infrastructure
- £747 per dwelling to Exeter City Council towards the provision of community facility (if facility not provided on site)
- Contributions to Exeter City Council towards the provision of £799 for NEAP and £217 for MUGA per additional bedroom (if not provided on site).

OFFICER RECOMMENDATION (CONT.)

Section 106 to secure the following:

- Contribution (in combination with other developments in the Water Lane Area) to the delivery of a Strategic Flood Egress Route for Water Lane Area in a timely manner or other flood risk reduction measures. Sum to be confirmed.
- Mobility Hub delivered on site with provision of 15 electric car club vehicles with parking spaces and charging infrastructure, and provision of 100 electric hire cycles (including cargo bikes), parking and charging infrastructure
- Management Plan (sui generis residential)
- Pedestrian rights of way through development.
- Habitats Mitigation for dwellings where CIL is not payable (currently £1035.23 per dwelling)
- On-site Affordable Housing - subject to viability being demonstrated.
- Access to the site for a District Energy provider to connect buildings to a wider energy network.
- Best endeavours to connect an on-site energy network to a supply of heat from the Energy from Waste Facility at Marsh Green Road.

B. DELEGATE TO THE SERVICE LEAD (CITY DEVELOPMENT) TO REFUSE PERMISSION IF THE LEGAL AGREEMENT UNDER SECTION 106 OF THE TOWN AND COUNTRY PLANNING ACT 1990 (AS AMENDED) IS NOT COMPLETED BY (12 MONTHS FROM THE DATE OF COMMITTEE OR SUCH EXTENDED TIME AS AGREED IN WRITING BY THE SERVICE LEAD (CITY DEVELOPMENT) AS THE DEVELOPMENT WOULD BE UNACCEPTABLE IN THE ABSENCE OF THE MATTERS LISTED.