

Climate Change, Environment and Transport

County Hall – Room 120
Topsham Road
Exeter
EX2 4QD

Email: planning@devon.gov.uk

Tel: 01392 383000

VIA EMAIL

05 October 2023

Dear Sir/Madam

RE: 23/1007/OUT Water Lane (South), Exeter Demolition of existing buildings and structures and residential-led mixed use development providing new dwellings and workspace, retail, café / restaurant, community and cultural / leisure / education / hotel uses and associated infrastructure, including vehicular access, 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 at Water Lane (South) Exeter

Thank you for the opportunity to comment on planning application 23/1007/OUT Water Lane (South), Exeter. This response provides the formal views of Devon County Council (DCC) and is separated into sections covering the following topics:

- Highways and transport
- Local education provision (including early years)
- Community facilities for all
- Children's services
- Adult social care
- Waste planning
- Flood risk management
- Health and wellbeing

DCC provides the following view on this revised application:

1. DCC maintains a holding objection with regards to flood risk until sufficient details outlined in the detailed response below have been submitted to and agreed in writing by the Lead Local Flood Authority, to demonstrate that all aspects of the surface water drainage management plan have been considered.

2. DCC maintains a holding objection relating to waste planning until sufficient information has been provided to enable us with confidence to determine that a suitable standard of amenity for residents and other users can be achieved without constraining the various waste sites in the vicinity. We also recommend that a suitable noise assessment, including a list of mitigation measures, is provided to support this requirement.

3. DCC maintains a holding objection relating to Adult Social Care until further clarification on where, if anywhere, housing provision for groups who may not be catered for under conventional housing provision fits into the currently proposed mix of housing. This would also include whether the proposal intends to provide the 70 unit Extra Care Housing

scheme identified within the Water Lane site allocation identified within the Full Draft Exeter Plan. In addition, we would also ask that a description of 'retirement living' is provided and includes what it will consist of and who it will be available to.

4. DCC suggests the imposition of suitably worded planning conditions on matters relating to highways and the waste audit statement.

5. Subject to the provision of appropriate s106 contributions, DCC does not object on matters relating to transport and education.

Highways and transport

Traffic Impact

As part of this planning application the developer has submitted a substantial Transport Assessment (TA). The multi-modal trip generation of the site has been calculated based on TRICS categories for the respective proposed land uses and the scope of the analysis of sites only within England (excluding Greater London). The Highway Authority is satisfied with the category selections within the TA for this development.

When looking at the trip generation of the site for all users of the site there is likely that there will be an increase of movements that the proposed development will generate. It has been established that the development will be a low car development and within the TA the developer has undertaken an analysis of the proposed trip generation of vehicles for the site and also the existing use of the site. This shows that with the site being a low car development, the total number of vehicle movements will be reduced within the site. It should be noted that the site would potentially increase the movements in the PM peak but this is explained with the changing use types within the site. However, this increase could be controlled with a robust Travel Plan and in itself it would not be a severe reason for the Highway Authority to recommend refusal under the National Planning Policy Framework (NPPF). This overall reduction in vehicle movements demonstrated in the AM and PM peaks would not in the opinion of the Highway Authority have a severe impact to the operation of the local highway network.

The types of vehicles that access the site are likely to be similar to the current uses and there would be a mix of cars, vans LGVs and HGVs. It would therefore be likely that there would be a reduction of car movements overall but there may be an increase in van movements for servicing within the development. There will be refuse lorries still accessing the development.

When looking at the total number of movements the site would generate, it is apparent that this will represent an increase of movements of all users. The application proposes that the development will ensure non-motorised users (NMUs) will be accommodated internally within the design of the highway with pedestrian and cycleways, so there would be a wider access to more sustainable methods of transport. NMUs will access the wider city through existing links as well as public transport. The development must therefore improve cycle, pedestrian and public transport links as this development will increase the numbers of NMU movements.

The TA has demonstrated that there has been a total of 9 reported Personal Injury Collisions (PICs) within the latest available data which is consistent with the data checked by the Highway Authority. There was a total of 1 fatality, 3 serious and 5 slight PICs and these, when looking at the details, were not in a cluster or demonstrate a pattern. Therefore, it is the opinion of the Highway Authority that there are no serious highway concerns that might be intensified due to this development.

Public Transport

Within the development, there would be access to multiple methods of public transport and also within the rest of Exeter. The newly opened Marsh Barton railway station is accessible from within the development as is St Thomas railway station. This will help to reduce the reliance and need of single occupancy vehicles. This will also provide movement further on and national travel.

Currently there is no regular bus route through the site and this development would extend the areas needed to served by a bus route. Although it is the understanding at the moment there is no desire for a route within the site at this time, this will most likely change in the future. As such links such as under Tan Lane and through the rest of the site must and have been designed to accommodate bus movements.

Consideration will have to be given to ensuring that there is no on street parking where the bus routes run through the site. There is an aspiration that buses in Exeter would be electric buses. The development has made changes to the underpass at Tan Lane to accommodate this but it would be beneficial for there to be a contribution to be made as part of the S106 agreement for monies to be made available for electric buses to be used, which will help ensure that this option would be available to users within the development.

Design Considerations

As previously mentioned, the development will increase the need for non-vehicular movements such as bus movements. The developer has therefore included within the application a series of improvements.

The access to Water Lane will be widened and there would be upgraded pedestrian and cycle routes provided. When looking at Drawing Number 332310057-5503-001 it shows that the junction of Water Lane and Tan Lane will incorporate a raised table at what will be the initial junction to the development which the drawing points out would provide a 'gateway' feature to the site. This new raised table would help reduce vehicle speeds and change the vehicle priority at this junction to the rest of the development. At this point Water Lane would continue eastwards with sufficient width to allow bus movements through the site as well as width for pedestrian and cycle movements. It would therefore be an opportunity to provide LTN1/20 compliant routes with a physical separation between vehicles and NMUs. This new arrangement would also change the movements and alignment with Willeys Avenue and there is no objection to this part of the development.

When looking at the route south, this will provide a footway/cycleway on the western edge of the development site which is welcomed by the Highway Authority. This route then allows access through to Tan Lane and under the railway line and a new link to Foundry Lane would be created which allows NMU access to the rest of the development in the east.

The access to Foundry Lane is from Water Lane to the north, Foundry Lane is not highway maintainable at public expense and there is no formal route through from here. From Tan Lane, there would be a new access and junction created which allow vehicle movements along Foundry Lane. It is clear from Drawing Number 332310057-5503-002 that the alignment of the proposed route would require significant widening to the alignment to allow movements of larger vehicles. This approach is satisfactory to the Highway Authority as there is sufficient forward visibility and due to the new link to Foundry Lane to the south of this new access there would be limited interaction between cyclists which could lead to a potential highway safety concern. This access to Foundry Lane would be part of a raised table which also leads south to Tan Lane. This would require a bus gate which is discussed below.

For the proposed underpass at Tan Lane, the developer is proposing to use the second arch under the railway line for a new bus route. With the design and shape of buses changing, this new arch will allow and future proof the way buses could move through and further on from the development. This new access would require a method of ensuring that this is used by authorised vehicles only and would therefore require a contribution from the developer to ensure that a scheme, for example a bus gate, was provided to ensure this as well as installation of the signals for the one-way system. The existing arch would then become a separate access for NMUs to use which would separate them from the narrow nature of the existing arch. The NMUs would then re-join the adjacent carriageway either side of the arch for onward movements. The developer has provided tracking demonstrating the movements through the arch for the largest vehicle likely to pass through. The developer will likely have to apply to the Highway Authority for licenses for a highway with a structure overhanging.

For the avoidance of doubt, Foundry Lane (and all of the highway elements) would have to be constructed to the specifications of the Highway Authority and early consultation to secure the legal agreements and specifications is advised.

These works would require a legal agreement with the Highway Authority as well as consultation with the relevant railway organisation to be implemented. The developer must ensure that the proposed and existing highway have the relevant Road Safety Audits conducted and the design and construction conforms with the standards set out by DCC as the Local Highway Authority.

Wider Design Details

The application has included details of potentially an additional crossing over the canal. This would be welcomed and would help to promote and encourage more sustainable ways of travel though Exeter and further afield. It is noted that there is a brook that runs between the canal and the river which has a crossing. On the 'river side' there is no access to allow movement towards Exeter/Trews Weir Suspension Bridge and there is evidence of a desire line linking to this path. With the inclusion of a canal crossing it is likely that this would be more widely used and as such there would be a requirement for this to be formalised should there be a canal crossing be implemented to help NMu movements.

There is an opportunity to ensure that the cycle routes in proximity to the development and especially in close proximity to the canal are upgraded and the surfacing looked at which will help to encourage more sustainable ways of travel within Exeter.

Cycle Parking

This is an outline application and further details will come forwards in the future with detailed design. This must include cycle parking and as a minimum be in line with the standards that are set out within ECC's Sustainable Transport SPD. It should be noted that there is an opportunity to encourage more cycling within the development by going further than these standards to ensure that there is space for every resident. It would also provide the opportunity for the development to provide communal bicycle servicing areas, for example where bike stands for maintenance and pumps for inflation of tyres could be provided. It may also be technically possible for additional bicycle storage for existing local residents who may not have sufficient space for bicycle storage within their properties and as such would help to encourage a wider take up of more sustainable methods of transportation within Exeter.

Car Parking

There is an element of car parking needed within the site and to encourage this as a low car development must be considered carefully. The TA has demonstrated the number of movements that the development is likely to generate and as such the requirements that would be needed for the total number of car parking within the site. Similar to the cycle parking this would be looked at in the detailed design stage, however it is noted that the parking levels are usually dealt with by ECC and it should be noted that the levels proposed would likely help to reduce the number of car ownership within the development.

There is a need to include charging points for the residents who might own electric vehicles. These charging points should be available and a scheme submitted to demonstrate this with any future submission of a planning application.

Travel Plan

As part of this development and application there has been a Travel Plan (TP) submitted. This TP will help to encourage the use and reliance of vehicles, especially single occupancy vehicles. The TP sets out the ways that this reliance can be limited through both soft and hard measures ranging from (but not limited to) financial contributions to ensuring the residents have a better understanding of the opportunities that could be offered to them within the development. The development will appoint a site wide Travel Plan Coordinator (TPC) to oversee the development. The developer has proposed a £250 per dwelling a green travel voucher for the first occupancies and the details of this must be secured within the S106 agreement.

Traffic Regulation Orders

There will be a requirement for changes to be made to existing highway for this development. Traffic Regulation Orders (TRO) will require a contribution to be made to the Highway Authority to process and secure the TRO for the development. This requires a public consultation and it should be remembered that the cost for the TRO must be borne by the developer rather than the Highway Authority.

With the aspiration of this development to be a low car development it is noted that there are residential streets in close proximity to the development that could be used as an area for residents of this development to park. It is considered that part of the TRO contribution would be towards implementing a residents parking scheme within the vicinity of this development, should there be an appetite for this by local residents. To make sure that parking is also limited within the vicinity of the site there will be a requirement for a scheme of double yellow lines to be installed on existing and proposed public highway.

With a development of this scale there is likely to be issues raised after construction that would need to be dealt with by a TRO and as such an element of monies secured for this to be looked at and dealt with by the Highway Authority.

As there will likely be the need for ongoing monitoring for requirements for TROs then the Highway Authority would require £50,000 to ensure that these can be implemented when needed without cost to the public purse. This is usually dealt with by a contribution where any unspent monies, after an agreed period (5 years or greater) is then returned to the developer.

Other Considerations

Although this is an outline application and the detailed design is yet to show exactly how the layout of the development will look, it is however known what use classes will be within the site. These developments must ensure that they are linked with the appropriate infrastructure within the site. For the avoidance of doubt, any works to existing and proposed highway must be funded by the developer/s to the satisfaction of the Highway Authority.

The developer must ensure that under no circumstance should water or detritus be allowed to be discharged onto existing or proposed highway. The developer must also not make the assumption that they can automatically connect to any existing highway drainage infrastructure. Should there be a requirement for soakaways then these must also be located more than 5.0 metres from any proposed or existing highway.

There is a need for electric vehicle charging within the site for public use and fast chargers must be provided through the site for use by the public within the site. These chargers must be demonstrated within a submitted plan with any future planning application on the site.

It is noted that recently the shared bicycle and car scheme in Exeter has recently entered administration and currently there is no shared bicycle or car scheme in Exeter. However, this is being looked at and it is entirely possible that there will be a scheme in place prior to first occupation/use of the development. This being the case it would be sensible if within the S106 it was secured there would be places available for this opportunity as well as considering the inclusion of this within the Travel Plan.

The Exeter Local Cycling and Walking Infrastructure Plan (LCWP) has recently been endorsed by DCC and will be subject to a report to our Cabinet on 11 October 2023 with a recommendation for approval. It is therefore imperative that any future application with detailed design takes this into account and aligns with this to ensure the movement of NMUs and encourage the reduction of single occupancy vehicles around Exeter. The Exeter Transport Strategy 2020 - 2030 aims to ensure by 2030 that 50% of work trips originating within the city are made by foot or cycle.

There may be an element of stopping up of highway required as part of this development. It should be noted that any highway land that is stopped up will revert back to the landowner rather than DCC or Exeter City Council.

Construction Traffic Management Plan (CTMP)

This development is going to generate a significant level of construction traffic and associated vehicles to and from the development. The Highway Authority have therefore requested that a suitably worded planning condition be included requiring the submission and approval of a CTMP. It should be noted that as part of the CTMP there will be a requirement for a condition survey of the highway to be undertaken and the extents of this agreed prior to any commencement.

Summary

Taking the above into account and subject to the financial contributions of the TRO, the bus gate (and details of this), the highway works being secured, the Travel Plan, commitment to a shared bicycle/car scheme, and wider obligations for improvements within the S106 the Highway Authority would not raise an objection to the planning application. However, it would be necessary for the following conditions (see Appendix 1) to be attached to any decision notice should members and the LPA be minded to grant planning consent.

For the avoidance of doubt, the following details must be secured within the S106 agreement:

- To secure an appropriate Travel Plan, detail, and delivery to agreed and finalised at S106 stage.
- A contribution towards bus services and bus improvements for integrated public transport when there is a need within the site.
- The timing of the delivery of all consented vehicular access points (including primary connecting internal accesses), NMU access points, all works associated with Tan Lane underpass including the signals and bus gate, access to Foundry Lane and highway works on Water Lane/Tan Lane/ Willeys Avenue junction to be secured through a S106, in a written agreement with the Highway Authority.
- To submit and secure a TRO for the required posted speed limit, the extents, to be agreed in writing with the Highway Authority, residents parking scheme double yellow lines and potential other works. The TRO shall then be advertised and, if successful implemented at the developer's expense prior to first occupation to the satisfaction of the Local Planning Authority prior to commencement of works.
- To secure an appropriate shared bicycle and vehicle scheme, detail, and delivery to be agreed and finalised at S106 stage.
- To secure the bus gate and appropriate highway infrastructure including, but not limited to, cameras, traffic signals and sign & lines, detail and delivery to be agreed and finalised at the S106 stage.

Local education

Based on the details provided with the outline planning application and the proposal for a new waterside community providing 900-980 homes, DCC has identified that a development of up to 976 family type dwellings will generate an additional 244 primary pupils and 146.40 secondary pupils which would have a direct impact on education provision within Exeter.

When factoring in both approved but unimplemented housing development, as well as outstanding Local Plan allocations we have forecast that local early years, primary and special school provision does not have capacity for the number of children likely to be generated by the proposed development. Therefore, in order to make the development acceptable in planning terms, DCC will seek contributions towards additional education infrastructure to serve the address of the proposed development as set out in the [DCC Education Section 106 Infrastructure Approach](#). This is set out below:

Special Education

It is set out in the DCC Education Section 106 Infrastructure Approach that approximately 2.0% of the school population require specific Special Education Needs (SEN) provision; this development is likely to generate 7.81 pupils who will require a specialist place. DCC therefore need to request additional primary and secondary SEN places as a result of the development. The request sought is £634,749 (based on the SEN extension rate of £81,274 per pupil) equivalent to 4.88 primary pupils and 2.93 secondary pupils. This equates to a per dwelling rate for SEN of £650.36.

Primary Education

Under the Core Strategy, Exeter's Infrastructure Delivery Plan states the required provision at Water Lane is for a "new school or enhancements to existing schools". Given that the Water

Lane allocation is expected to deliver 1500 dwellings within the emerging Local Plan, DCC will need to deliver a 2 form entry school (420 places) including nursery provision at Water Lane to specifically mitigate this allocation. Existing primary schools surrounding the development and within the statutory walking distances occupy constrained sites and cannot be expanded further to provide the 244 additional primary places required. Using the primary school pupil

generation multiplier of 0.25 (as stated in the DCC Education Section 106 Infrastructure Approach), the additional primary places required to provide for this development is calculated as $976 \times 0.25 = 244$ primary places.

DCC will therefore need to request primary contributions from this application to deliver new primary provision. Please note that DCC will not seek additional primary contributions on SEN pupils and therefore will only seek a contribution towards the remaining 239.12 pupils expected to be generated from this development. The primary contribution sought would be £4,855,331 (based on the DfE new build rate of £20,305 per pupil). This equates to a per dwelling rate for primary provision of £4,974.72.

We note that this application does not include land to deliver the new primary school site and that this will come forward in subsequent Water Lane applications. As the school land is required to provide key infrastructure, we assume that the required land for the new school, a minimum of 1.4 ha, will be at nil cost to DCC. Therefore, school land contributions are not sought against this application.

Early Years

In addition, a contribution towards Early Years provision is needed to ensure the delivery of statutory provision for 2, 3 and 4 year olds. This is calculated as £244,000 (based on £250 per dwelling). This contribution will be used to provide new early years provision for children generated by the proposed development within the new primary school that will serve Water Lane.

Secondary Education

There is sufficient secondary capacity to accommodate the number of secondary pupils expected to be generated from this development. Therefore, a contribution towards secondary education will not be sought against this development.

All education infrastructure contributions will be subject to indexation using BCIS, it should be noted that education infrastructure contributions are based on June 2020 rates and any indexation applied to these contributions should be applied from this date. For further details please refer to the DCC Education Section 106 Infrastructure Approach.

The amount requested is based on established educational formulae (which related to the number of primary and secondary age children that are likely to be living in this type of accommodation) and is considered that this is an appropriate methodology to ensure that the contribution is fairly and reasonably related in scale to the development proposed which complies with CIL Regulation 122.

In addition to the contribution figures quoted above, DCC would wish to recover legal costs incurred as a result of the preparation and completion of the Agreement.

Summary

DCC, as the Local Education Authority, raises no objection to this application on education matters subject to the provision of contributions toward education infrastructure as detailed above. DCC requires certainty that the development will contribute to education infrastructure to fully mitigate the impact of the housing growth proposed.

Community facilities for all

We understand that the Water Lane site allocation policy in the emerging Full Draft Local Plan includes provision of a community building with hall, meeting rooms and flexible space for potential library provision, youth, adult's services, children's services and cultural activities; within the list of required infrastructure. We also note that this application includes community space. We request that this proposed community space provides a flexible and wholly inclusive environment that can be used for and by children, youth, adult and library services in order to meet the needs of the residents of this new development, and the wider community. We would also ask that it is evidenced at the reserved matters stage how all community facilities and spaces are designed so that disabled children, young people and adults and their families will be made to feel welcome in their own community and not feel excluded because their local environments are not welcoming and/ or accessible.

Additional children's services at primary schools

Children's services are most effective if they are located within the heart of local communities, meaning that it is necessary to provide children's services facilities to accommodate the expected number of children arising from this application. Whilst not an obligation for this development, we would like to highlight that DCC has also requested in responses regarding the emerging Local Plan and the associated Infrastructure Delivery Plan that the new Water Lane primary school includes a communal space and office which can be used as a children's service delivery space.

Adult Social Care

The illustrative layout / uses plan in our view provides what seems to be a narrow mix of living spaces with residential, retirement living and student accommodation only being identified. Overall, it is unclear from this plan and the supporting documentation on where, if anywhere, housing provision for groups who may not be catered for under conventional housing provision fits into the currently proposed mix of housing, such as older people needing specialist housing provisions and younger adults who may have learning or physical disabilities and/ or mental health issues. We would therefore seek further clarification on these matters prior to a decision being made at this outline stage and would also ask that a description of 'retirement living' is provided including what it will consist of and who it will be available to as the site has many positive links to local transport networks and community and local medical facilities.

In particular, we understand that the Water Lane site allocation policy within the emerging Full Draft Local Plan will include provision of a 70 unit Extra Care Housing scheme on a 0.8ha site. We would therefore request that the LPA ensures that this development provides an Extra Care Housing scheme of the size specified in the Local Plan and which provides a sufficient proportion of affordable rented units to allow DCC to meet its statutory obligations to place eligible people with assessed care needs into appropriate housing. We would also ask that the applicant engages with the DCC at the earliest possible opportunity to discuss the design and delivery of this Extra Care Housing scheme and would be interested to discuss the development of Care Home facilities within the development.

Reference to Water Lane and Specialist Accommodation is made in the Full Draft Exeter Plan at Paragraph 5.39 where it states that “Devon County Council has advised that around

250 units of extra care housing are required in the city by 2033. To help meet this identified need, the proposed site allocations at Marsh Barton and Water Lane include a requirement to provide an extra care housing scheme.” And this is supported by Policy H7: Specialist accommodation and Policy H3: Affordable housing (Strategic policy) and Water Lane – Reference 15 (Strategic policy).

In further support, paragraph 48 of the NPPF which states that Local planning authorities may give weight to relevant policies in emerging plans according to their stage of preparation, the extent to which there are unresolved objections to relevant policies, and their degree of consistency with policies in the National Planning Policy Framework. In addition, NPPF paragraphs 60 and 62 require that the needs of groups with specific housing requirements are addressed and that the size, type and tenure of housing needed for different groups in the community, including older people and people with disabilities should be reflected in planning policies.

Lastly, we are also concerned that appropriate affordable housing is made available for essential local workers, in particular Social Care staff who live and work within the city and we are pleased to see that an appropriate mix of affordable housing forms part of the proposal.

In summary DCC maintains a holding objection relating to Adult Social Care until further clarification on where, if anywhere, housing provision for groups who may not be catered for under conventional housing provision fits into the currently proposed mix of housing, such as older people needing specialist housing provisions and younger adults who may have learning or physical disabilities and/ or mental health issues. In addition, we would also ask that a description of ‘retirement living’ is provided and includes what it will consist of and who it will be available to, and whether it provides the 70 unit Extra Care Housing scheme identified within the Water Lane site allocation in the Full Draft Exeter Plan.

Waste planning

At present insufficient information has been provided to enable DCC to determine with confidence that a suitable standard of amenity for residents and other users can be achieved without constraining the various waste sites in the vicinity, including the Exton Road recycling centre and the Exeter Energy recovery facility. We therefore object to the outline application as is and recommend that a suitable noise assessment, including a list of mitigation measures, is provided to support this requirement. This position is supported by Policy W10: Protection of Waste Management Capacity, of the Devon Waste Plan. Please do not hesitate in contacting the Waste and Minerals Planning team if you would like to discuss this further.

Waste audit statement

Paragraph 8 of the National Planning Policy for Waste and Policy W4 of the Devon Waste Plan requires major development proposals to be accompanied by a Waste Audit Statement. This ensures that waste generated by the development during both its construction and operational phases is managed in accordance with the waste hierarchy, with a clear focus on waste prevention in the first instance.

A key part of this will be to consider the potential for on-site reuse of inert material which reduces the generation of waste and subsequent need to export waste off-site for management. It is recommended that these principles are considered by the applicant when finalising the layout, design and levels.

It is noted that a Waste Audit Statement has been submitted and within this details of the management of demolition, earthwork/excavation and construction waste have been provided. It is noted that the type of demolition waste to be re-used has been provided, as well as the estimated type and amounts of construction waste. It is also noted that the estimated amount and type of operational residential waste has also been provided.

It is noted that some details are limited at this outline stage. However, we would request that the following points are addressed within the waste audit statement at the reserved matters stage and request that a condition is attached to any consent requiring the submission of an updated statement:

- The amount of demolition waste produced on site, in tonnes.
- The amount of earthworks waste to be produced on site.
- The targets for re-use, recycling and recovery of the earthworks/excavation waste.
- The targets for re-use, recycling and recovery of the construction waste.
- The method of auditing the waste. This should include a monitoring scheme and corrective measures if failure to meet the targets occurs.
- Identify the predicted annual amount of waste (in tonnes) that will be generated once the commercial developments are occupied. It is noted that this detail is not available at this outline stage.
- Identify the main types of waste generated when the commercial developments are occupied (If possible)
- For any waste materials that are unsuitable for reuse, recycling or recovery, confirmation of the location for their disposal; including the name and location of the waste disposal site.

In summary, DCC maintains a holding objection relating to waste planning until sufficient information has been provided to enable us with confidence to determine that a suitable standard of amenity for residents and other users can be achieved without constraining the various waste sites in the vicinity, including the Exton Road recycling centre and the Exeter Energy recovery facility. We also recommend that a suitable noise assessment, including a list of mitigation measures, is provided to support this requirement. In addition, DCC requests the imposition of a planning condition requiring the submission of an updated waste audit statement at reserved matters stage.

Flood Risk Management

At this stage, DCC object to the above planning application because the applicant has not submitted sufficient information in order to demonstrate that all aspects of the surface water drainage management plan have been considered. In order to overcome our objection, the applicant will be required to submit some additional information, as outlined below.

The applicant has proposed to manage water via blue roofs, green roofs, attenuation tanks, permeable paving and rain gardens. Some of the proposed buildings will manage their own flows (such as within a blue roof) and some buildings will flow into a communal feature (such as an attenuation tank).

It is not clear where the surface water from the site will be discharged. The Design & Access Statement refers to discharge into the canal. If this is the proposal, then the applicant will need to gain permission from Exeter City Council (owners of the canal).

A screenshot of the FEH Catchment Descriptors should be submitted.

The greenfield runoff rates and long-term storage volumes have been calculated using 6.50ha as the site area. However, the greenfield runoff rates have also been calculated per hectare. The discharge rates within the model outputs for the surface water drainage systems should not exceed the relevant rates for the impermeable areas.

The discharge rates from the roads and footpaths are above the greenfield runoff rates. The applicant should reduce these discharge rates.

Whilst we appreciate the applicant assessing the lowest discharge rates they can achieve, the flow controls are very small. The applicant should include appropriate overflows within the flow control chambers. The applicant should also ensure that sediment and debris cannot enter the system.

The access roads and footpaths do not seem to be included within the model outputs. Permeable paving is referred to within the Design & Access Statement as well as the Outline Surface Water & Foul Drainage Strategy. Further details of the road and footpath drainage are required at this stage.

The bioretention areas are difficult to identify on the Proposed Surface Water Drainage Infrastructure Sheet.

South West Water (SWW) are unlikely to adopt the bioretention areas. The applicant should confirm alternative maintenance bodies for these areas if SWW will not adopt them.

The applicant has noted that geo-cellular crates would need to drain through another feature for treatment.

These treatment features should be depicted on a plan at this stage.

The Interpretive Desk Study Report, by G&J Geoenvironmental Consultants, refers to likely contamination at the site. An intrusive Ground Investigation might be required. If that investigation identifies areas of natural, uncontaminated soil, then it might be appropriate to test infiltration.

Within the Flood Risk Assessment, the applicant has noted that a temporary surface water discharge to an unnamed watercourse might be needed during the construction stage. The applicant should confirm where this watercourse is located.

The applicant will need to manage existing surface water flood risk within and adjacent to the site.

Exceedance flows should be demonstrated at this stage.

In summary, DCC maintains a holding objection with regards to flood risk until sufficient details, outlined in detail above have been submitted to and agreed in writing by the Lead Local Flood Authority, to demonstrate that all aspects of the surface water drainage management plan have been considered.

Health and wellbeing

We welcome the applicant's approach to promoting health and wellbeing within this development as outlined in the submitted Health Impact Assessment (HIA) and in Chapter 9 of the Planning, Design and Access Statement. It is pleasing to see the development provides

a basis for an urban quarter that facilitates active travel, provides education and space for community activity, and green streets and spaces.

If you have any queries, please do not hesitate in contacting me.

Yours faithfully,



Mike Deaton
Chief Planner

Appendix 1: Highways and transport conditions

1. Prior to commencement of any part of the site the Planning Authority shall have received and approved a Construction Management Plan (CMP) including:

- (a) the timetable of the works;
- (b) daily hours of construction;
- (c) any road closure;
- (d) hours during which delivery and construction traffic will travel to and from the site, with such vehicular movements being restricted to between 8:00am and 6pm Mondays to Fridays inc.; 9.00am to 1.00pm Saturdays, and no such vehicular movements taking place on Sundays and Bank/Public Holidays unless agreed by the Planning Authority in advance;
- (e) the number and sizes of vehicles visiting the site in connection with the development and the frequency of their visits;
- (f) the compound/location where all building materials, finished or unfinished products, parts, crates, packing materials and waste will be stored during the demolition and construction phases;
- (g) areas on-site where delivery vehicles and construction traffic will load or unload building materials, finished or unfinished products, parts, crates, packing materials and waste with confirmation that no construction traffic or delivery vehicles will park on the County highway for loading or unloading purposes, unless prior written agreement has been given by the Local Planning Authority;
- (h) hours during which no construction traffic will be present at the site;
- (i) the means of enclosure of the site during construction works; and
- (j) details of proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site
- (k) details of wheel washing facilities and obligations
- (l) The proposed route of all construction traffic exceeding 7.5 tonnes.
- (m) Details of the amount and location of construction worker parking.
- (n) Photographic evidence of the condition of adjacent public highway prior to commencement of any work;

2. In accordance with details that shall previously have been submitted to, and approved by, the Local Planning Authority, provision shall be made within the site for the disposal of surface water so that none drains on to any County Highway

REASON: In the interest of public safety and to prevent damage to the highway.

3. Before the new development is brought into use, the new pedestrian and cycle arrangements to include cycling and walking accesses through the boundary of the site where deemed necessary shall be laid out, constructed and drained in accordance with a detailed scheme to be submitted to and approved in writing by the Local Planning Authority, once constructed they shall remain in perpetuity.

4. The site access shall be constructed, laid out and maintained thereafter in accordance with drawing number 332310057-5503-001.

REASON: To provide a satisfactory access to the site and to protect the pedestrian priority on the footway.

5. No development shall take place until detailed plans for the Tan Lane, Water Lane and Foundry Lane improvements have been submitted to and approved in writing by the Local Planning Authority (in conjunction with the Local Highway Authority) relating to line, level and layout.

The approved access and crossing shall be laid out and constructed in accordance with the requirements of a Section 278 Agreement under the provisions of the Highway Act 1980.

REASON: To ensure that the improvements are secured and completed to the satisfaction of the Highways Authority.

Notes:

1. The applicant will be required to secure a suitable legal agreement or licence with the Highway Authority to secure the construction of the highway works necessary as part of this development. Please ensure that an advisory note is attached requesting that the developer contact the Highway Authority to progress this agreement or licence well in advance of commencement of development.

2. The Highway observations and comments are based on the information provided by/on behalf of the applicant as verified by the Local Planning Authority, and such information is deemed true and accurate at the time of assessment . Should any element of the supporting detail, including red and blue line landownership or control details, subsequently prove to be inaccurate, this may partially or wholly change the view of the Highway Authority for this (or any associated) application. As such the Highway Authority reserves the right to revisit our previously submitted comments and re address where deemed necessary. Where planning permission has already been granted, any inaccuracies which come to light may seriously affect the deliverability of the permission. If this includes highway works either on or adjacent to the existing public highway that may be the subject of a specific planning condition and/or legal agreement attached to the aforementioned consent, it may result in a situation whereby that condition and/or legal agreement cannot then be discharged/secured.

3. It is unclear from the submitted drawings whether the proposed works impact upon any existing services and utility apparatus. If any services are to be diverted, lowered or protected as a result of the works, the works themselves will have to meet the requirements of both the relevant Statutory Undertaker and the Highway Authority. The developer will also have to provide drawings at the detailed design stage showing the location and depth of all public and private services affected by the works. No works will be allowed to commence until such a time as the Highway Authority are satisfied that all necessary works have been secured.