



Active
Travel
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Your Ref: 23/1007/OUT
Our Ref: ATE/23/00546/OUT
Date: 06 January 2025

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Howard Smith, Exeter City Council

Application Ref: 23/1007/OUT
Site Address: Water Lane (South), Exeter

Description of development: 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.

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- b. **Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.

1.0 Background

Active Travel England (ATE) welcomes the opportunity to provide further recommendations for the residential-led mixed-use regeneration proposals at Water Lane. As previously advised, the site offers a significant potential for accessible and sustainable development due to its relationship with the city centre and nearby employment areas and public transport connections, in addition to its proximity to healthcare and education sites. However, a modal shift towards active travel modes and the associated health benefits of this will only be realised where the linkages to and from these destinations are safe, attractive and inclusive.

Over recent months and following constructive collaboration between the applicant and Exeter City Council (ECC), Devon County Council (DCC), and ATE, a trip distribution and assignment exercise has prioritised a number of necessary improvements to the quality and accessibility of local walking and cycling routes in alignment with the aspirations and policies of both the *Exeter Local Cycling and Walking Infrastructure Plan (LCWIP)*, and the *National Planning Policy Framework (NPPF)* both of which were published in 2024.

2.0 Section 106 Contributions

Further dialogue with ECC and DCC confirms that the applicant has agreed in principle to the following financial contributions totalling **£3.43m** towards local infrastructure:

£1.32m - improved linkage to Exeter St David's and University - **LCWIP Route E7**

£0.85m – access to Marsh Barton, P&R site and new school site - **LCWIP - E15**

£0.52m - linkage to the city centre and employment to the east - **LCWIP - E22**

£0.50m - upgrade connection from Marsh Barton Station - City Centre - **LCWIP - E14**

£0.15m – improve linkage to Isca Academy and Sowton – **LCWIP - E12**

£0.05m - towards Public Transport improvements / enhancements

£0.04m - towards linkage with Exeter St Thomas Railway Station

The above requirements are broadly in accordance with the recommendations set out in ATE's previous formal recommendations of 20 June 2024 in respect of routes E12, E14, E15 and E22, while the importance of improving linkages to the university relative to the level of student accommodation proposed on site (E7), together with providing convenient access to the national rail network were highlighted in more recent ATE correspondence.

ATE supports these requirements and recommends that a payment trigger mechanism is agreed that provides DCC with sufficient time to design, consult on and implement the above improvements so that they are open and usable as early in the development as practicable to fully realise a shift towards sustainable modes of travel from the outset in line with the aspirations of the applicant's Travel Plan and the requirements of the NPPF.

3.0 Section 278 (developer-delivered) Works

ATE acknowledges and supports the extent of developer-delivered highway works within and around the red line boundary of the site which include extensive improvements and public realm / placemaking enhancements along **Tan Lane, Foundry Lane and Water Lane**, in addition to formulating strong and legible linkages through the site and along the waterside frontage.

It is recommended that these works are conditioned to be completed in advance of first occupation of the development or where relevant phasing proposals deem them necessary. However, and in order for these improvements to be completed in sufficient time for occupation and avoid costly delays, ATE recommends that General Arrangement (GA) drawings of sufficient detail are submitted and approved in writing prior to material commencement (i.e. excluding demolition, preparation and groundworks), detailing the location of above and underground structures / chambers, utilities apparatus, drainage infrastructure, kerblines, street furniture, vegetation, topography and other potentially unknown features that may lead to potential delays and costs at a later date where such constraints are not shown on planning-stage drawings.

Bringing this work forward protects both the council and the applicant from future liability and potential disagreement at a later date that may not be satisfactorily resolvable in the event that such detail is delayed.

4.0 Conditions

ATE recommends that the following conditions are attached to any future outline consent for this application:

4.1 Highway Works

No development shall commence until general arrangement plan(s) to a scale of 1:200 showing works to Water Lane, Tan Lane and Foundry Lane have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Local Highway Authority. The details shall be submitted in accordance with the approved drawings (insert dwg reference number) and guidance contained in LTN 1/20 on Cycle Infrastructure Design and Manual for Streets and where applicable indicate proposals for:

- Existing levels of the finished highway tying into building threshold levels
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable works
- Signing, street furniture, street trees and pits
- Structures on or adjacent to the highway
- Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

The development or any relevant phase of the development, whichever is the sooner, shall not be occupied until the above infrastructure has been constructed and completed in accordance with the approved details.

4.2 Signage & Wayfinding

Prior to any above ground development, details of wayfinding signage to support routing to and from the following destinations - including, but not limited to: - Exeter City Centre, Exeter Quay, Exeter St David's railway station, Marsh Barton Industrial estate and rail station, Royal Devon & Exeter Hospital, County Hall and St Thomas Railway Station shall be submitted to and approved in writing by the local planning authority. The signage shall be constructed in accordance with the approved details prior to first occupation and shall be permanently retained as such thereafter.

4.3 Cycle Parking (not shown)

No development shall commence until [or other relevant timescale] details of the cycle parking have been submitted to and approved in writing by the Local Planning Authority. The cycle parking provision shall accord with the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum unless local cycle parking standards are greater. The development or any phase of the development, whichever is the sooner, shall not be occupied until the cycle parking has been constructed and completed in accordance with the approved details and shall thereafter be kept free of obstruction and permanently available for the parking of cycles only.

4.4 Travel Plan

No development shall commence until [or Prior to first occupation of the development], a Travel Plan comprising immediate, continuing and long-term measures to promote and prioritise alternatives to private vehicular use, which shall include clear objectives and modal share targets, together with a time-bound programme of implementation,

monitoring, regular review and physical / financial interventions (in the event of a failure to meet modal share targets) shall be submitted to and approved in writing by the Local Planning Authority. The approved Travel Plan shall be implemented, monitored and reviewed in accordance with the agreed Travel Plan measures and targets to the satisfaction of the council.