8

Delivery

PHASING

8.1 This is a large development and the building phase is likely to take around 10 years. We currently envisage the primary phases will be carried out in the following sequence (some 'phases' are out of sequence):

- Phase 1: Foundry Lane & Enabling Works
  This will include building demolition, Tan Lane/Exton Road realignment, high pressure gas main relocation, drainage and flood mitigation, utilities and energy network and new highways
- Phase 2: Water Square
  Building of plots E1, E2, F2 & D1
- Phase 8 & 9 Tan Lane
  Building of plots K1, M1 & L1
- Phase 3B College Building
  Building of plots H1
- Phase 3A Canalside East
  Building of plots A1 & B1
- Phase 4 Canalside West
  Building of plots C1 & C2
- Phase 7 Water Lane South
  Building of plot F1
- Phase 6 Water Lane North
  Building of plot G1
- Phase 5 Central Avenue West
  Building of plot G2

8.2 All phases will be subject to separate reserved matters planning applications.

Meanwhile Uses

8.3 We know extensive clearance excavations and infrastructure works are likely to be needed over much of the site and so it is unclear if short term "meanwhile" interim uses can be accommodated at this stage.

NEXT STEPS

8.4 Constructive dialogue within the framework of the planning performance agreement is proposed, to assist the timely determination of the outline planning application. In parallel with this detailed design of the first phase of enabling works (access junction, re-routing of the gas main, incoming power infrastructure) will be undertaken to enable the scheme to progress towards delivery.

8.5 Phase 2 of the enabling works design (internal streets and public realm, on-site energy generation infrastructure) will follow, linked to the sequence of detailed design reserved matters submissions and discharge of pre-commencement planning conditions, following issue of an outline approval.

8.6 The potential for 'meanwhile' uses on the site is being considered as part of the delivery strategy. This will take account of health and safety factors and the scope for such uses to help establish a new identity for the area and evidence demand for long-term uses on the site, without impairing delivery of development.

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

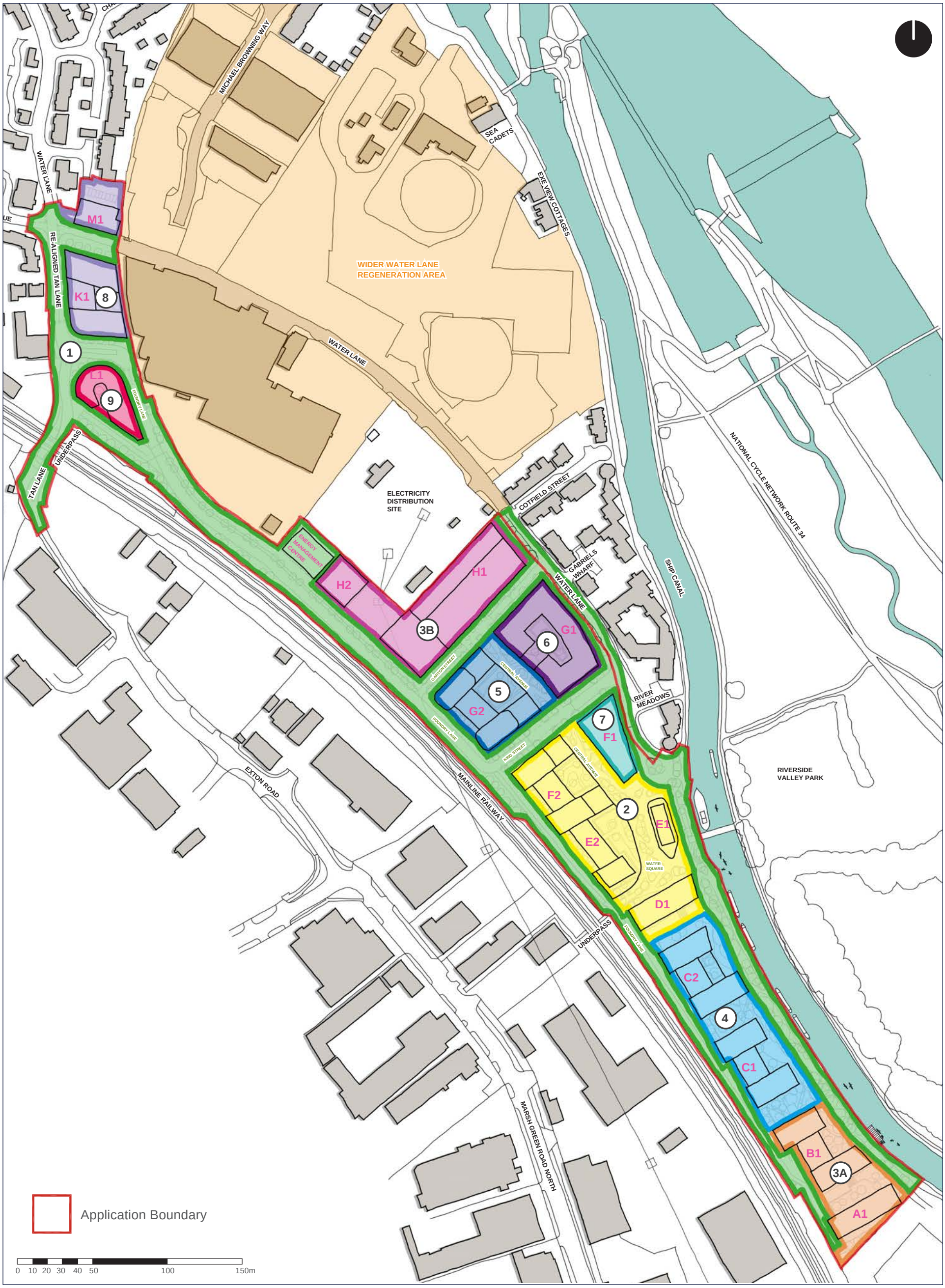

Figure 8.1: Illustrative Phasing Plan

9

Planning Assessment & Conclusions

PRINCIPLE OF DEVELOPMENT & USES

9.1 The outline planning application proposes a residential-led mixed use development of the site to provide new homes and a mix of leisure, community, workspace, hotel and education uses.

9.2 The principle of mixed-use development is established by the adopted Development Plan.

9.3 Saved policy AP2 accords priority to previously developed land and requires a sequential approach to identifying land for development for housing, office, retail and commercial leisure uses. The supporting text explains that in identifying sites through the sequential approach, priority will be given to land within the urban area.

9.4 The site at Water Lane is previously developed land within the urban area and close to Exeter Quay and the city centre. A residential-led mixed use development therefore complies with the provisions of policy AP2.

9.5 Saved policy K6 identifies the site and adjoining land for comprehensive development to provide a mix of tourist, leisure, housing, employment and specialist retailing uses and Core Strategy policy CP17 identifies the land for comprehensive mixed-use development. The application proposal is comprehensive, encompassing an area of 6.38ha, and provides for a mix of uses, in accordance with the provisions of these policies.

9.6 The emerging Exeter Plan also supports and proposes mixed use development of the land at Water Lane through draft policies S1, S2, H2, EJ3, IC2 and development requirements set out for Water Lane under Site Reference 15.

9.7 The principle of development and the uses proposed by the outline planning application are therefore in accordance with adopted and emerging development plan policy.

9.8 National policies as set out in the Framework, in relation to sustainable development (7,11), the supply of homes (60), a strong economy (81), healthy and safe communities (92,93) and making effective use of land (120), are material planning considerations in respect of the principle of development and proposed uses. The outline planning application proposal aligns with the requirements of these national policies to achieve sustainable development, boost the supply of homes, enable businesses to expand and adapt, provision of a mix of uses, facilities and services and re-use of brownfield land.

ACCESS

9.9 The main means of access from Tan Lane plus the alterations to the arches under the railway line from Tan Lane to allow for improved bus and separate cycle/ pedestrian access form part of the application. Details of the secondary access and other potential access points will be submitted for approval at a later stage as agreed with ECC and DCC.

LAYOUT, DESIGN, SCALE & MASSING

9.10 The planning application is in outline, with layout, scale, landscape and appearance reserved for future determination. However, it includes parameter plans which are intended to provide the basis for a planning condition to help control and guide design at the reserved matters stage. The application is also accompanied by an Illustrative Layout and illustrative perspective views.

9.11 Design requirements for new development are set out in saved policy DG1 and these are considered in turn below:

Relate to existing urban structure and connect to existing routes

9.12 To the north-west the urban structure is one of relatively tight-knit residential streets. However, the site itself comprises an arrangement of industrial style sheds and associated open ground and yards, between Water Lane and the main railway line, which lacks urban structure. The parameter plans therefore establish the basis for a street structure and this is articulated in greater detail in the Illustrative Masterplan. Both the parameter plans and the Illustrative Layout show the proposed development connecting to Water Lane, the canalside walking and cycle route and to Marsh Barton via an improved Tan Lane and the pedestrian subway under the railway.

9.13 The proposed development will therefore create a new, stronger urban structure which connects to existing routes.

A Development Grain that promotes the urban character of Exeter

9.14 The submitted parameter plans provide the basis for establishing a new urban grain that adds to and enhances the urban character of Exeter and which can integrate with future development on adjoining land.

Integrate landscape within the development and integrate development within the existing landscape of Exeter

9.15 This is considered under the Public Realm, Landscape and Trees heading below.

Achieve a density to promote urban character and support services

9.16 The outline application proposes a gross density of between 144 and 154dph, depending on the final quantum and mix, based on the Disposition of Uses Parameter Plan. The density has been informed by assessment of relevant precedent examples as described in Section 5. It enables creation of a strong sense of urban character and supports a mix of uses in creating a 15 minute neighbourhood where day to day services and facilities are within convenient walking and cycling distance of homes.

Height appropriate to the surrounding townscape and well related to adjoining buildings, spaces and human scale

9.17 The Building Height Parameter Plan provides a mechanism for controlling height at the detailed design stage. This parameter plan has been informed by the views analysis presented in the Landscape and Visual Impact Assessment band the Townscape Heritage Impact Assessment and allows for a range of building heights to create urban density and character, with heights lower close to existing buildings. At detailed design stage set-backs at upper levels, active street frontages and high quality public realm will help create human scale streets.

Massing to relate well to adjoining buildings and townscape

9.18 Massing is a matter to be addressed at the detailed design stage through reserved matters applications. However, the illustrative perspective views, together with the views analysis in the Landscape and Visual Impact Assessment demonstrate that massing well related to adjoining buildings and the wider townscape can be achieved.

Design to promote local distinctiveness

9.19 Detailed design is again a matter reserved for later determination and the intention is to create a high quality new waterside environment that adds to the urban variety and distinctiveness of Exeter.

Materials should relate well to the locality and reinforce local distinctiveness

9.20 As with detailed design, this is a reserved matter and the intention is that materials will draw upon relevant aspects of the local context and contribute to the urban variety and distinctiveness of the city.

9.21 Core Strategy policy CP17 sets out development requirements for the land at Water Lane and requires innovative modern design that respects the form and massing of existing development to enhance the character of the area. Whilst this is largely a matter for the reserved matters stage, the submitted parameter plans provide the basis for achieving this, as shown in the illustrative design material.

9.22 Draft policy D1 of the emerging Exeter Plan sets out design principles that substantially reflect the policy requirements above and which have helped to inform the project vision, submitted parameter plans and the illustrative design material. The intention is that the requirements of these design principles will be met at the reserved matters stage and this is facilitated by the outline application material.

9.23 National policy, at paragraph 130 of the Framework sets out a number of requirements for development to contribute to achieving well-designed places and these are considered in turn below:

LAYOUT, DESIGN, SCALE & MASSING

Development should function well and add to the overall quality of the area over the lifetime of the development

9.24 The Parameter Plans establish the basis for a coherent new neighbourhood providing a legible street pattern and mix of uses which can change over time and function as an integrated part of the city over the long-term.

Development should be visually attractive as a result of good architecture, layout and appropriate and effective landscaping

9.25 Layout, appearance and landscaping are reserved matters. However, the Parameter Plans provide the basis for a layout that is permeable and provides high quality liveable streets and public spaces, incorporating landscaping to create a strong sense of greenness. A number of character areas are proposed to reflect the transition north-south through the site from the urban core to the canalside area overlooking the River Valley Park

Development should be 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)

9.26 There is little local character in terms of the built form on the site currently and on adjoining land, which is predominantly an industrial shed style form. The canal is however an important historic feature which is integral to local character. The outline planning application proposes to enhance the waterside and where possible, to retain and reuse industrial features.

9.27 It also significantly increases density to make good use of sustainably located brownfield land and provide the basis for urban character and mixed use and activity.

Development should 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

9.28 Currently, the major contributor to sense of place is the canal, with the existing utilitarian buildings and closed-off yards on the site contributing little to a sense of place. The proposed development will create a new neighbourhood providing a mix of buildings and uses and people focused streets and spaces as a place to live, work and visit.

Development should 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

9.29 The outline planning application and the Parameter Plans which form part of it seek to optimise the site's development potential, supporting existing and bringing new local services and facilities. It links to existing walking and cycle routes and proposes to bring an electric bus service into the site to serve the new neighbourhood as part of a wider city route.

9.30 The principal areas of open space (public/ publicly accessible) are concentrated along the canalside in the form of a linear park with connections westward, and through the central avenue of the mixed-use streetscape. Two Local Areas of Play (LAP) would be integrated within the canalside park, supported and linked by elements of 'play-on-the-way'; informal playable features following the main route.

Development should 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

9.31 The outline application Parameter Plans set the basis for a new neighbourhood that is safe,inclusive and accessible and which provides an environment to promote health and well-being.

9.32 The Parameter Plans reflect the objective of creating liveable streets and spaces for active travel and community interaction, which are characterized by a sense of greenness and overlooked by active ground level uses and frontage. These Plans also seek to optimize the potential for dual aspect homes, with private as well as public amenity space.

9.33 The proposal for development of the application site has been considered by the Exeter Design Quality Partnership (EDQP) through two design review sessions. Following the second of these, the EDQP advised:

9.34 *We want to help you realise the Liveable Exeter Vision and to bring about what could well prove to be a beacon for urban living in a climate emergency. This scheme offers so many benefits above what the obvious alternative ways for providing 900 homes might have been. A low-rise, car-dependent scheme encroaching further on the countryside is one; a medium-rise scheme with minimal green space and wasteful of land is another. The EDQP Panel sees Water Lane as potentially not only transformative of its site and neighbourhood, but also an exemplar, a model for future schemes close to the City Centre in Exeter and elsewhere.*

9.35 It is considered overall therefore, that the application accords with the provisions of adopted and emerging development plan policy and with the requirements of national planning policy, as far as possible at this outline stage, and provides the basis for detailed design in accordance with policy requirements at the reserved matters stage.

HERITAGE

9.36 Saved policies C2 and C3 require development proposals to consider the desirability of preserving listed buildings and their settings and to avoid harm to the architectural or historic interest of locally listed buildings. Policy HH1 Of the draft Exeter Plan requires development proposals to protect and enhance the city's heritage assets and their setting.

9.37 National policy, as set out at 199-203 of the Framework requires great weight to be given to the conservation of heritage assets and where development would lead to less than substantial harm, for this to be weighed against the public benefits of the proposal. In respect of non-designated heritage assets, the Framework requires a balanced weighing of any harm in relation to the significance of the asset.

9.38 There are no designated or locally listed heritage assets within the application site. However, consideration has been given to the potential for existing structures and installations on the site to have some heritage value. The submitted Demolition and Retention Parameter Plan consequently identifies metal rails and a metal chimney on the site for potential retention/re-use. This aside, the principal consideration is the potential for the proposed development to impact upon buried archaeological remains on the site and the setting of heritage assets outside the site.

9.39 A desk based archaeological assessment by Oakford Archaeology is submitted with the application. This concludes that there is a high potential for the presence of archaeological finds or features dating to the prehistoric and medieval periods, as well as a low potential for the presence of remains of Roman and post-medieval date. The extent of survival of any remains will depend upon the degree of disturbance caused by construction of the existing buildings and surfaces on the site. A staged investigation of the potential for archaeological remains can be secured via a planning condition.

9.40 A Townscape Heritage Assessment by Oakford Archaeology is also submitted with the planning application and from this the following are considered to be the heritage assets most susceptible to impacts upon their significance as a result of the proposed development:

Former gas works manager's house and Welcome PH

9.41 These are locally listed buildings. Their heritage significance is largely derived from their evidential value and association with the former gas works and canal. The primary setting of these buildings is the former gas works site and the canalside. Currently the extensive former gas works site is largely cleared pending redevelopment. Whilst the proposed development on the application site would be visible across the cleared former gas works site, the impact on the setting and the significance of these two buildings would be negligible, both during the construction and completed stages. When the former gas works site is redeveloped, it is likely that visibility of the proposed development on the application site will be very limited.

Riverside Conservation Area and Associated Listed Buildings

9.42 This is the nearest conservation area and takes in Exeter Quay, with a boundary running along Haven Road to the northern end of the former gas works site. Character Zones Areas 1.5 and 1.6 are nearest to the application site. The heritage significance of these areas predominantly relates to the evidential, historic and architectural value of the buildings and Quayside in relation to this important area in Exeter's historic growth and the character and appearance of the conservation area that this produces.

9.43 Views from the Quay and canal basin also contribute to heritage significance, particularly the views outward along the courses of the river and canal, and these won't be affected by the proposed development. There will be some visibility of the upper elements of the proposed development, although this is likely to be significantly reduced when the former gas works site, which formerly accommodated large gas holders, is developed. The visibility of parts of the proposed development would have only a minor impact upon the conservation area and the listed buildings within and adjacent to it. The impact upon heritage significance would be negligible to the lower end of less than substantial harm.

Southernhay and The Friars Conservation Area and Associated Listed Buildings

9.44 The heritage significance of this conservation area again predominantly relates to the evidential, historic and architectural value of its buildings, streets and public spaces in relation to the development of Exeter and the character and appearance of the conservation area that this produces. Similarly, its listed buildings derive their heritage significance primarily from their historic and architectural attributes and their setting within the streets and public spaces of the area. However, the listed Colleton Crescent is in an elevated position, fronted by a large lawned area, overlooking the river and areas beyond. The view is an important element of the setting of these listed buildings and the upper parts of the proposed development would be visible in the views. But, whilst the development would introduce new urban form, this would affect only part of the view panorama and the hills beyond would remain visible. Overall, therefore it is considered that whilst there would be some adverse impact on setting, this would be no more than at the lower end of less than substantial in respect of the heritage significance of Colleton Crescent.

9.45 Generally, other views from the area to the application site are very limited due to the existing built form and as a result visibility of the upper elements of the proposed development will be glimpsed and fleeting with no significant impact on heritage significance.

St Leonard's Conservation Area

9.46 Here also, the heritage significance of the conservation area predominantly relates to the evidential, historic and architectural value of its buildings, streets and public spaces in relation to the development of Exeter and the character and appearance of the conservation area that this produces. Views towards the application site are largely screened by existing buildings and it is not considered that the proposed development would result in any adverse impacts on heritage significance.

Exeter Cathedral

9.47 The heritage significance of the Cathedral lies primarily in its evidential and historic value in relation to the evolution of Exeter and the history of England, and in the architectural value of this imposing building in the centre of the city. Its visibility from numerous parts of the city contributes to the Cathedral's heritage significance.

9.48 The Cathedral is visible from the canalside at the southern end of the application site and this will remain the case with the proposed development. From the outer areas of Exeter to the south/south-west of the application site, there are not clear open views of the Cathedral due to the low-lying topography and existing buildings. The proposed development will not therefore impact on the setting of the Cathedral in terms of its prominent visibility within the city.

9.49 Wide-ranging views are available from the Cathedral roof and towers, which can be accessed as part of guided tours. These views make a modest contribution to the overall heritage significance of Exeter Cathedral. From these vantage points the upper floors of parts of the proposed development will be visible. However, the countryside beyond will also remain visible and the extensive views in other directions will remain unchanged.

9.50 Overall, therefore, it is considered that the proposed development will have a negligible impact on the setting of Exeter Cathedral and its heritage significance.

City Wall at Western Way

9.51 Exeter's City Walls are rare in their degree of completeness and have great heritage significance. This significance derives primarily from the line of the wall and its fabric, as evidential and historic elements in relation to the city's Roman period and evolution since then. Views from the Walls make some contribution to significance but are diluted by modern development and outward expansion of the city.

9.52 At ground level alongside the city wall in this location, despite the elevated topography, views towards the application site are blocked by existing buildings. However, the City Wall was breached in the 1960s for the construction of the four lane Western Way inner bypass and now has a footbridge spanning the road from the ends of the City Wall on either side. Whilst this footbridge is not in itself a heritage asset it does provide views equivalent to standing on top of the Wall. In these views the top elements of buildings at the northern end of the application site would be visible at a distance. However, in the context of other elements of significance, the intervening expanse of urban development and the broader panorama of view available, it is considered that the impact of the application proposal on the heritage significance of the City Walls in this location is negligible.

City Wall over Exe Island

9.53 As above, the views from the City Wall make a limited contribution to its heritage significance. From this location, there are views towards the application site and some upper elements of the proposed development would be visible at a distance. However, given the limited role played by views in the significance of this asset and the intervening expanse of urban development, it is considered that the impact upon heritage significance would be negligible.

9.54 Overall, therefore it is considered that the proposed development would have a negligible to minor adverse impact on the setting of relevant heritage assets, amounting to no more than harm at the lower end of less than substantial.

PUBLIC REALM, LANDSCAPE & TREES

9.55 Saved policy DG1 requires landscape to be integrated into development proposals and for development to be integrated into its landscape context. Draft policy NE4 in the Draft Exeter Plan requires development to protect and enhance existing green infrastructure and to support the delivery of new green infrastructure. It also requires all large-scale residential proposals to demonstrate sustainable transport links to existing green infrastructure, including the Valley Parks.

9.56 Landscape and the layout and appearance of streets and spaces are matters reserved for later determination. However, the Green and Blue Infrastructure Parameter Plan submitted as part of the application establishes a framework for a high quality public realm comprising open space, an ecology transition zone, a new public space and liveable streets with integrated social spaces, landscaping, street trees and sustainable urban drainage.

9.57 A generous provision of publicly accessible open space is allied to the strategy of a ‘car-free’ environment. Such open space would be multifunctional as recreation and dwelling space in the form of social areas and play spaces for example, alongside its provision for cycling and walking to enable car-less movement.

9.58 The improved canalside and new public square would be truly publicly accessible space and would be part of the development’s aim to capitalise on its waterside location.

9.59 The Trees in Relation to Development Supplementary Planning Document requires a trees survey to be undertaken, the identification of trees for retention and removal and the installation of tree protection measures during construction. National policy set out in the Framework requires new streets to be tree-lined and for trees to be provided elsewhere in new development.

9.60 A tree survey is submitted with the outline planning application and this has informed the tree retention and removal plan. The existing trees of value on the site are the row of poplars along the canalside at the southern end and these are to be retained. Overall, the proposed development will greatly increase tree cover across the site.

9.61 It is considered therefore that the outline application development proposal accords with local and national planning policy and provides the basis for detailed design at the reserved matters stage to create a high quality environment in respect of the public realm landscape and trees.

BIODIVERSITY

9.62 Core Strategy CP16 seeks to protect and enhance the green infrastructure network and to protect the Exe Estuary European Site. Draft policy NE3 of the draft Exeter Plan seeks 10% biodiversity net gain on developments sites, or elsewhere if this is not possible. It also requires development to contribute towards measures to mitigate any adverse impacts on the Exe Estuary Special Protection Area where necessary. At national level, the Framework at 174 requires provision of net gains for biodiversity and the Environment Act requirement for development to achieve 10% biodiversity net gain is due to come into force in November 2023.

9.63 Ecological surveys of the application site, including bat surveys, have been undertaken by Richard Green Ecology and an Ecological Impact Assessment is submitted with the outline planning application. This concludes that the majority of habitats on the site are not of significant ecological value. However, the site is used by roosting, foraging and commuting bats and common reptiles and is likely to support common amphibians, hedgehogs, invertebrates and nesting birds. The Assessment also concludes that the landscaping of the site has the potential to deliver biodiversity net gain and a BNG assessment has been undertaken.

9.64 In order to safeguard bat foraging and commuting, a ecological transition zone, comprising a vegetated buffer of at least 3m wide is proposed along the western boundary as a transition from the dark corridor of the railway to the developed area. A high-level lighting strategy has also been developed and is submitted with the application to provide the basis for detailed design at the reserved matters stage to safeguard the dark corridors along the railway and canal. The provision of bat roosts is also proposed and can be secured by a planning condition along with a requirement for carrying out relevant works under an ecological watching brief.

9.65 Habitat suitable for reptiles is proposed as part of a reptile mitigation strategy and together with a precautionary approach to clearance of potential amphibian refugia and areas of potential hedgehog habitat can again be secured by a planning condition.

9.66 The primary GI corridors would be supported by a wide variety of habitats throughout the scheme including street trees, tree groups, ornamental/ amenity planting, biodiverse swales, and green and blue roofs. The Liveable Streets ethos and what the Placemaking Toolkit defines as ‘Grey to Green’ enables a much greater degree of green infrastructure as an integral part of the development and as a fundamental part of its identity.

9.67 The line of mature and semi-mature hybrid black poplar trees along Water Lane would be retained and sensitively incorporated in the proposed scheme. A considerable number of new trees would be planted across the canalside and throughout the scheme generally to provide a wide-ranging diverse tree stock to maximise amenity interest, ecological value and resilience to pests, disease and climate change.

HEALTH & WELL-BEING

9.68 Core Strategy CP10 requires the provision of community facilities to meet the needs of new development. Within the draft Exeter Plan, policy S2 requires large scale development to apply the Liveable Exeter Principles and draft policy H1 requires development to maximise opportunities for achieving positive physical and mental health outcomes. It also proposes that developments over 30 homes or 1000m2 are required to prepare a Health Impact Assessment (HIA)

9.69 Whilst an HIA is not currently a formal requirement, one has been prepared to support the outline planning application. Detailed design is to follow at the reserved matters stage, but the outline planning application includes a set of parameter plans and supporting illustrative drawings. Both the parameter plans and the illustrative drawings have been developed on the basis of the Liveable Exeter Principles and as a result inherently provide the basis for a new urban quarter that helps to achieve positive physical and mental health outcomes. Principal elements include:

- Streets and spaces that are and feel safe and promote and facilitate active travel and social interaction.
- Good quality, comfortable homes, with for example dual aspect and good levels of thermal comfort and provision of sustainable heat and power supply.
- A mix of uses to provide for day to day needs, job and work opportunities, education and space for community activity.
- Contact with the natural world in planted private amenity spaces, green streets and spaces and an enhanced canalside.

9.70 Healthcare provision is likely to be addressed through input from the health authority and financial contributions.

9.71 Air quality, noise and lighting are addressed below and in the relevant technical reports and Environmental Statement chapters.

9.72 It is considered therefore, that the proposed development will create a new environment that is positive for physical and mental health, in accordance with adopted and emerging local planning policy, with further detail to be developed at the reserved matters stage.

TRANSPORT AND MOVEMENT

Location and Sustainable Travel

9.73 Saved policies T1, T2, T3 and policies STC 1, STC 2 and STC 3 of the emerging Exeter Plan support development in sustainable locations and require development in its layout, design, uses and facilities to prioritise active travel, public transport and shared mobility modes. Where there is a need for private vehicular travel, the proposed policies in the emerging Exeter Plan require a focus on provision for low and zero emissions vehicles.

9.74 National policy set out within the Framework (104 and 110) seeks to promote sustainable transport modes.

9.75 A Transport Assessment is submitted with the outline planning application and this concludes that the site is well located with access to a range of services, facilities and amenities, the majority within 30 minutes by foot and all within a maximum 17 minute cycle journey. Public transport services are also in close proximity, including the new Marsh Barton railway station.

9.76 The application proposal itself will create a mixed-use new environment with dedicated cycle routes and pedestrian and cycle priority streets, linking to existing routes according priority to walking and cycling. Whilst layout is a reserved matter, the main components of the movement network are set out in the Access Parameter Plan and can be secured by a planning condition.

9.77 The proposed main means of vehicular access off Tan Lane forms part of the application together with the proposed alterations to the existing arches under the railway to improve pedestrian and cycle access and separate bus access. At the reserved matters stage, the layout and design of the new route within the site will limit vehicular penetration within the site to support the focus on active travel and to provide a route for a bus service to run through the site. At this stage, details of potential secondary access points will also be submitted.

9.78 A mobility hub is also proposed providing shared electric cars and bikes and fast electric charging points, to support low car ownership and use of zero emission vehicles.

9.79 The proposed development is therefore considered to align with local and national policy in respect of its location, access and focus on active travel and public transport provision.

Parking Provision

9.80 Saved policy T10 sets out maximum parking standards.

9.81 Whilst the detail of parking provision will be determined at the reserved matters stage, as set out in the Transport Assessment, the outline proposals provide the basis for a low car community with limited levels of parking, broadly based on 1 space per 5 dwellings, with this ratio applied proportionately to other uses. This level of provision has had regard to the maximum standards in current policy, the trip credit exercise and changing travel patterns described in the Transport Assessment, together with the increased focus of emerging policy on low car use,

in favour of active travel and public transport. Excluding spaces within the mobility hub, on-street disabled and electric vehicle charging bays and five disabled/drop-off bays, a total of up to 276 shared spaces in building undercrofts is proposed to serve occupiers and visitors.

9.82 In order to avoid overspill parking in Cotfield Street adjoining the development, it is proposed that the development funds a residential parking zone, restricted to existing residents. Car parking currently occurs on Water Lane next to the existing residential development at Gabriels Wharf/River Meadows and it is proposed that engagement is undertaken with existing residents to explore the options for managing this on street parking as set out in the Transport Assessment.

9.83 Cycle parking, in addition to the shared electric bikes within the mobility hub, will be provided in accordance with current standards.

9.84 The proposed parking provision is therefore considered to accord with local and national policy, supporting policy objectives of prioritising and encouraging active and sustainable travel.

People with Disabilities

9.85 Saved policy T9 requires inclusive access for people with disabilities and this will be incorporated across the development through the detailed design process at the reserved matters stage to comply with this policy.

Highway Network

9.86 National policy in the Framework (111) states that development should only be prevented on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Trip generation and impacts on the local network are assessed within the Transport Assessment which concludes that trip generation from the proposed development will not materially exceed the level that would be generated by full use of the current permitted uses on the site.

9.87 Overall, therefore, it is considered that in transport terms, the outline application proposal is in accordance with local and national policy with its emphasis on active and sustainable modes of travel and avoiding severe impacts on the existing highway network.

9 ENERGY & SUSTAINABLE CONSTRUCTION

9.88 The Sustainability Statement has been produced by 3Adapt. National legislation requires the government to reduce the UK's net emissions of greenhouse gases by 100% relative to 1990 levels by 2050. This was the first Net Zero commitment by a major economy and is now a key driver behind policy proposals.

9.89 The Building Research Establishment Environmental Assessment Method (BREEAM) is a nationally recognised independent method for evaluating the sustainability of new development. It considers many aspects of sustainable design and each issue is assessed against performance targets and benchmarks to contribute towards an overall percentage score which rates the development as 'Good', 'Very Good', 'Excellent' or 'Outstanding'.

9.90 In line with the ECC Core Strategy (2012-2026) policy CP15 'Sustainable Construction', the Council has stated that 'All development must be resilient to climate change (particularly summer overheating) and optimise energy and water efficiency through appropriate design, insulation, layout, orientation, landscaping and materials, and by using technologies that reduce carbon emissions', and 'All non-domestic development will be required to achieve BREEAM 'Excellent' standards' from 2013.

Nature and Biodiversity Strategy

9.91 Through progressing opportunities and measures identified in the Ecological Impact Assessment (EcIA) is expected to deliver biodiversity enhancements through opportunities including native landscaping; sensitively timed works; retaining and enhancing existing features of value, installing bat and bird roosting/nesting features; sensitive lighting and incorporating a reptile mitigation strategy.

Energy and Carbon Emissions Strategy

9.92 A 'Lean, Clean, Green' hierarchical approach is proposed which aims to minimise energy demand and consumption from the outset through the use of low energy, passive measures and efficient systems before the deployment of low and zero-carbon (LZC) technologies.

9.93 Lean energy measures will include optimised orientation, massing and form and optimising glazing ratios to create a highly insulated building envelope whilst supporting high levels of natural daylight. Clean energy strategies will incorporate SMART grid and building infrastructure including metering, controls, appliances, energy storage and electric vehicle charging systems where viable. Green measures include deployment of low carbon (LZC) technology to further reduce CO2 emissions.

9.94 Policy CP14 of the ECC Adopted Core Strategy requires all major development to 'use decentralised and renewable or low carbon energy sources, to cut predicted CO2 emissions by the equivalent of at least 10% over and above those required to meet the then current building regulations'. Policy CP15 also requires 'all new homes to be Zero Carbon from 2016' and 'All non-domestic developments to be Zero Carbon from 2019'.

ENERGY & SUSTAINABLE CONSTRUCTION

9.95 The Sustainability Assessment of the outline application includes compliance with Building Regs Parts L2A and L1A; meetings policies CP14 and 15, delivering 10% on site renewable energy, targeting a BREEAM Excellent performance, connecting to low carbon District Energy Network, incorporating Air Source Heat Pumps and solar PVs. The detailed proposals to establish and deliver a Pathway to Net Zero Carbon will be explored in future design stages.

Materials and Waste Management

9.96 Measures to support efficient use of materials will be employed across all aspects of the Water Lane development. Measures may include off site prefabrication processes and use of recycled, renewably sourced and robust ecologically inert materials where viable to help reduce the whole life environmental impacts of the development. Material generated through demolition of existing on-site buildings is expected to be reused on-site where possible.

9.97 Waste segregation at source will also enable the proposed development to divert from landfill, reusing both within, and if appropriate outside of the site boundary, if there is a need to transfer waste off-site. For operational waste, the Water Lane development will employ a waste hierarchy, with the aim of first reducing waste, before considering reuse and recycling where appropriate.

Water Resources

9.98 The proposed water strategy will follow a hierarchical approach to support the conservation of water supplies and resources. This approach looks to minimise water demand as a priority, before considering the later steps of the hierarchy ie. alternative sources and recycling of grey and black water.

Community Connectivity

9.99 The community connectivity strategy will ensure that the Water Lane development will provide social value to local communities through increased opportunities for social interaction in high quality, attractive settings that encourage gathering, play, recreation and rest. Opportunities include creation of liveable streets and spaces for active travel and community interaction; a neighbourhood centre; provision of informal play opportunities; local areas of play, ‘activity zones’, play areas in residents private amenity space; pocket social spaces and a key public open space in the Canalside Park. This strategy will improve social inclusion and recreational activities for local communities, also contributing to improved physical health, mental health and well-being.

Quality, Accessible and Safe Places

9.100 This strategy will ensure that accessibility and safety is maximised for everyone, and all residents, workers and visitors feel welcomed and included through intelligent design of public realm and internal and external spaces. Opportunities include the provision of green space by the towpath, safe and high quality footpath and cycle connections; overlooking of access routes; landmark features to aid navigation and good design of urban fabric with active frontages. This will enhance feelings of belonging and safety and reduce obstacles to the ability to carry out daily activities, also contributing to health and well-being.

Skills, Jobs and Economy

9.101 The development will create a significant number of jobs (direct, indirect and induced) when fully operational, depending on the uses that occupy the development. Further jobs will also be supported during development construction, and opportunities to support apprenticeships will be considered. The development will also be a key generator of investment and deliver a range of economic benefits throughout the development lifecycle for the local community and region.

Health and Well-being

9.102 The development will create an environment that promotes optimal health and well-being for residents, workers and visitors. Infrastructure will be in place to support healthy active travel to, from and through the site such as pedestrian walkways, cycle paths and cycling facilities, and sites users will have access to natural, peaceful green space, landscaping proposals and dedicated play areas across the site. Internal environment measures will be considered such as natural daylighting, mitigating summer overheating risk and optimising indoor air quality parameters, ensuring occupancy comfort.

Resilient Assets Strategy

9.103 The infrastructure and buildings of the Water Lane development are designed for the future climate, including storm, flood risk and temperature rise. This strategy will also support resilience for changing social and personal needs.

9.104 The FRA, Outline Surface Water and Foul Drainage Strategy (SWFDS) demonstrates that the proposed Water Lane development is safe, does not increase flood risk, and does not detrimentally affect third parties..

Sustainable Transport

9.105 The Transport Assessment (TA) confirms that the site is accessible by a range of travel modes, and that a range of services and facilities are readily accessible from the site. The TA concludes that the proposed development is reflective of current and emerging policies and guidance and can be accommodated without materially exceeding the current permissions for the extant use of the site.

BREEAM

9.106 An initial BREEAM pre-assessment has been produced by Sol Environment. This together with the Sustainability highlight an approach and pathway for the Water Lane development to achieve an ‘Excellent’ BREEAM rating or better, subject to design development and further analysis in the next stages, and meeting the ECC Core Strategy Policy CP15 requirements.

9

FLOOD RISK AND DRAINAGE

Flood Risk

9.107 Saved policy EN4 resists development that would increase the likelihood of flooding and/or would itself be at risk from flooding. Core Strategy policy CP12 relates primarily to the spatial strategy and use of the sequential and exception tests in relation to allocation of sites for development. Policy CP17 of the Core Strategy provides design requirements for development at Water Lane, including the need to address flood issues through design and layout.

9.108 Policy CE3 of the emerging Exeter Plan requires a site-specific flood risk assessment and application of the sequential test and, where appropriate, the exception test for development proposals in areas of flood risk. Residential development is to be permitted only where it meets these tests and contributes to reducing overall risks from flooding.

9.109 National policy within the Framework (159-167) sets out the purpose of the sequential and exception tests in steering development away from areas with the highest risk of flooding and requiring that where development is necessary in such areas, it is safe for its lifetime without increasing flood risk elsewhere. The Framework requires a site-specific flood risk assessment for all development in Flood Zones 2 and 3.

9.110 The application site is largely within Flood Zone 3, with a strip on the western boundary alongside the railway line within Flood Zones 1 and 2. A Flood Risk Assessment prepared by Stantec is consequently submitted in support of the application. This concludes that the main source of flood risk for the site is fluvial flooding from the River Exe.

9.111 Flood alleviation and defence schemes have been undertaken in relation to the River Exe and as a result, in the present day, the site is not at risk of flooding in the 1 in 100 year event, although there is a residual risk of a breach of the flood defences. When the impacts of climate change are taken into account the site is forecast to flood due to overtopping of the flood defences.

9.112 A sequential site and exception test assessment has been undertaken by Nash Partnership and is submitted with the outline planning application. This concludes that there are no alternative suitable and available sites in areas at lower risk of flooding

9.113 The proposed development will mitigate flood risk through a vertical sequential approach, with Water Compatible and Less Vulnerable uses at ground floor level and residential accommodation and sleeping accommodation (e.g. hotel) above ground floor level. The exception is a proposal for education use, currently envisaged as a new construction faculty building for Exeter College and development to accommodate such use is to have a ground floor level set at 300mm above the design flood level. For Less Vulnerable uses ground floors would be set no lower than 500mm below the design flood level.

9.114 At the detailed design stage flood resistance and resilience measures will be incorporated into the design of buildings. Such measures are likely to include demountable barriers, water resistant rendering, sockets at a suitable freeboard above floor level etc.

9.115 The FRA concludes that the proposed development is not anticipated to increase flood risk elsewhere and this will be confirmed once the full model files are available from the EA. Flood plain storage will improve compared to the existing situation as a result of a reduction in impermeable area and flow and conveyance routes, primarily north-south along Water Lane and alongside the railway line, will be retained.

9.116 Because of the flood risk, taking into account climate change, a strategic emergency access and egress route is required to serve the application site, other developments sites and the existing neighbourhood. The outline application proposal will facilitate a key component of such a route by providing a safe route on the higher land alongside the railway, to a point where a crossing of the railway line can be provided to connect with a dry route on the edge of Marsh Barton, using the disused railway line. Consequently, the proposed development will reduce risks from flooding in the area.

9.117 It is therefore considered that the outline application proposal is in compliance with local and national policy in respect of flood risk, subject to appropriate planning conditions to secure necessary mitigation.

Drainage

9.118 Saved policy ENV4 seeks to resist development if it would increase the likelihood of flooding through the discharge of additional surface water and Core Strategy policy CE3 requires all development to mitigate flood risk through use of sustainable urban drainage (SuDS), unless this is clearly not appropriate. National policy in the Framework similarly requires use of SuDS unless this would be inappropriate.

9.119 The proposed approach to drainage to manage runoff from the site and manage water quality is described in the Drainage Strategy submitted with the outline application. The proposed development will reduce the extent of impermeable area across the site and runoff rates will be managed to reduce to between greenfield QBAR and Q10 rates to provide betterment compared to the current, largely unattenuated situation. This will be achieved through podium decks with a combination of green landscaping and below surface cellular tanks, blue roofs on some buildings and geocellular storage for some buildings which have pitched roofs.

9.120 Southwest Water has confirmed that there is sufficient capacity within the local network to serve the proposed development in terms of surface water and foul drainage.

9.121 The proposed development is therefore considered to be able to accord with local and national policy requirements in respect of drainage, with further detail for drainage provision to be developed at the reserved matters stage.

UTILITIES

9.122 A Utilities Appraisal is submitted with the outline planning application.

9.123 In respect of electricity the Appraisal confirms that a new Bulk Supply Point is to be constructed at Matford and would be the likely supply point for the new development. In addition to cabling into the site, a primary new substation plus a number of smaller sub-stations will be required within the site and these will be incorporated at the detailed design stage.

9.124 No gas use is proposed within the new development, but gas diversions will be required to enable the development of the application site and also the former gas works site adjacent. Provision is made within the Illustrative Layout for a pressure reduction station to enable this.

9.125 Policy STC 5 of the emerging Exeter Plan proposes to require major developments to provide digital infrastructure, including open access ducting for full-fibre connections to all buildings. The Utilities appraisal confirms that a telecommunications infrastructure from a range of providers is available and includes potential for the provision of Utrafast Full-Fibre Broadband to serve all buildings within the development.

9.126 With regard to Water and Drainage, South West Water has confirmed that there is sufficient capacity in water supply and for foul and surface water drainage.

9.127 The proposed development is therefore able to accord with the requirements of proposed policy ST5 at the detailed design stage and it is considered that appropriate infrastructure exists and is planned to support the development.

POLLUTION CONTROL

Contamination

9.128 Saved local policy EN2 requires the investigation of potential contamination and implementation of any required remediation prior to occupation of development. Core Strategy CP11 requires that development to be located and designed to minimise and, if necessary, mitigate environmental impacts. At national level, the Framework (183) requires decisions to ensure that sites are suitable for the proposed use, taking account of ground conditions, any instability and contamination and any related remediation measures.

9.129 An Interpretive Desk Study Report has been prepared by G&J Environmental and is submitted with the outline planning application. This report concludes that there is likely to be significant contamination present on the site due to past and current industrial uses.

9.130 An intrusive ground investigation will therefore be required and the report recommends that this considers the specific site uses of each plot and recommends that the investigation includes a geotechnical element to allow collection of data relating to the physical properties of the ground in order to inform foundation design, pavement construction etc. The intrusive investigation will provide the basis for producing and implementing a remediation strategy. Both the investigation and remediation strategy can be secured by planning conditions.

Noise and Vibration

9.131 Core Strategy policy CP11, as above, applies to noise and vibration impacts. National policy set out in the Framework (185) requires development to be appropriate for its location and to mitigate and reduce to a minimum potential adverse effects resulting from noise.

9.132 A Noise and Vibration Assessment has been undertaken by Stantec to inform and support the outline application. This identifies potential for noise impacts arising from the railway line, the electricity step-down station fronting Water Lane, the materials reclamation facility on the western side of the railway line and the peaking generator adjacent to the southern boundary of the application site.

9.133 Mitigation in respect of the railway line will include the set back of buildings from the boundary with the railway, as shown in the Illustrative Layout, the internal layout design of buildings, consideration of appropriate specifications for windows and ventilation and the detailed design and positioning of external amenity areas.

9.134 In relation to the electricity step-down station, mitigation is based on non-residential use on this part of the site to act as an acoustic barrier. The Illustrative Layout shows the intention for an education building in this location. Acoustic mitigation for this facility would be achieved by avoiding any classrooms on the façade facing the step-down station and appropriate specifications for wall construction and any openings.

9.135 For residential development opposite the material recycling facility on the other side of the railway line,

mitigation will involve setting back development from the boundary, consideration of internal layout and specifications for wall construction, glazing, doors and ventilation, and the detailed design and positioning of external amenity areas.

9.136 To mitigate noise impacts at the boundary closest to the recycling facility on the other side of the railway line, the intention is to place the energy centre serving the development here, together with the principal access. A student accommodation building is also proposed at the top end of the site and this is shown in the Illustrative Layout set back from the western boundary. Additional mitigation will include consideration of internal layout and specifications for wall construction, glazing, doors and ventilation, and the detailed design and positioning of external amenity areas.

9.137 For residential development close to the southern boundary of the site mitigation will also include consideration of internal layout and specifications for wall construction, glazing, doors and ventilation, and the detailed design and positioning of external amenity areas. However, the generator currently does not currently have an Environmental Permit but will require one under the Environmental Permitting Regulations. Further work will therefore be undertaken, taking account of requirements arising from the permitting process, to establish a full mitigation strategy.

Air Quality

9.138 Saved local policy EN3 provides that development that would harm air quality will not be permitted unless adequate mitigation is achieved. Again, Core Strategy policy CP11 as above applies to air quality impacts.

9.139 In addition to the general requirement to ensure that development is appropriate for its location, taking into account potential pollution impacts, national policy set out in the Framework requires opportunities for mitigating or improving air quality to be identified (186) and that planning decisions do not duplicate other pollution control regimes (188).

9.140 The principal potential sources of air quality impacts from the application proposal arise from the construction phase, transport and energy generation.

9.141 Potential air quality impacts from construction activities, such as dust, can be controlled through best practice measures in a Demolition and Construction Environmental Management Plan secured by a planning condition. The focus for access and movement is on active travel and public transport to create a low car/low emissions environment. The development incorporates a mobility hub that will provide shared electric cars and bikes to encourage use of zero emission vehicles for journeys not undertaken by walking, cycling and public transport. To facilitate a bus service into the site it is proposed that the second railway arch on Tan Lane under the railway is opened up to enable use of an electric bus.

9.142 Energy and heating are proposed to be provided by on-site solar PV panels and ground source heat pumps, with residual requirements met via renewables-based grid supply.

9.143 In view of these proposals and given the fall-back position of intensified industrial use across the site, it is not considered that the proposed development will give rise to adverse air quality impacts.

9.144 The principal potential off-site sources of air quality impacts on proposed residential and other receptors within the application site are the White Tower Energy plant to the southwest and the peaking generator adjacent to the southern boundary of the application site.

9.145 The White Tower plant has an Environmental Permit and is subject to associated controls in respect of emissions. The peaking generator does not currently have a permit but will require one under the Environmental Permitting Regulations. Further work will therefore be undertaken, taking account of requirements arising from the permitting process, to establish a full mitigation strategy.

Lighting

9.146 National policy articulated in the Framework requires development to limit the impact of light pollution on local amenity, intrinsically dark landscapes and nature conservation.

9.147 The principal considerations with regard to lighting at the application site are impacts on ecology, amenity and the overall character of the area.

9.148 A Lighting Strategy is submitted with the outline planning application and this includes a survey of existing lighting conditions. The survey found high lux levels on the southern part of the site due to wall-mounted luminaires and LED lamp posts. It also found high lux levels near the canal due to wall mounted luminaires and LED lamp posts both within and outside the site boundary. To the north of the site, external luminaires were identified within private property but were not in operation. The survey therefore assumes these work off timeclock and photocell controls and are already configured to suit a light sensitive arrangement.

9.149 As the planning application is in outline, lighting design and specification will be determined at the reserved matters stage. The Lighting Strategy therefore sets out high level proposals for internal and external lighting to minimize light spill and enable dark habitat corridors along the railway line and canalside, including removal of existing luminaires and lamp posts that are resulting in high lux levels in parts of these areas.

9.150 Overall, therefore subject to detailed design and appropriate mitigation to be secured by planning conditions, plus further work on mitigation measures in relation to the peaking generator, it is considered that the outline application is in accordance with local and national policy in respect of pollution.

WASTE

9.151 Policy W4 of the Devon Waste Plan requires a Waste Audit Statement for major developments to ensure minimisation of waste during the construction and operational phases of major developments. Policy W5 aims for higher levels of recycling and policy W21 requires adequate provision for the management of waste arising and that existing waste management infrastructure is adequate.

9.152 The Residential Design Guide Supplementary Planning Document requires construction methods to minimise waste and energy use and the provision of a Site Waste Management Plan for all projects valued at over £300,000. It also provides guidance on the location and dimensions of bin storage for residential properties.

9.153 The construction of the development will follow the eliminate, reduce, reuse, recycle, other disposal and recovery principles of the waste hierarchy as set out in the Waste Audit submitted with the outline planning application. The Waste audit also includes a Site Management Plan which sets out the process for the construction waste management process, the roles and responsibilities within this process, and how this would be monitored and reviewed as the project progresses.

9.154 Appropriate provision for waste and recycling storage and collection will be incorporated in the development at the detailed design stage through reserved matters applications, in accordance with prevailing standards.

9.155 It is considered therefore, that the proposed development complies with policy requirements at this outline stage and will do so as detailed design is developed at the reserved matters stage, with waste requirements secure by planning condition as necessary.

PLANNING OBLIGATIONS

9.156 Core Strategy policy CP7 requires the provision of 35% affordable housing within residential developments of 3 or more dwellings, subject to considerations of viability and Core Strategy policy CP18 requires contributions to necessary social, economic and green infrastructure to facilitate development and to mitigate any adverse impacts from development. The draft Exeter Plan, in policy IC1 proposes similar requirements and in IC2 proposes to require large scale development to provide community facilities required to support any additional demand.

9.157 National policy articulated in the Framework, at paragraph 57, recites the tests set out in the Community Infrastructure Regulations, requiring that planning obligations must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind.

9.158 Exeter City Council has adopted a charging schedule for the Community Infrastructure Levy, which provides funding for a range of infrastructure. Obligations specific to the development and in compliance with the tests above will be secured through a S106 Agreement and draft headings for this are set out below:

Affordable Housing

9.159 Percentage, mix and tenure split – subject to agreement on viability.

Transport

9.160 To include highway works, financial contribution to bus service, provision and maintenance/management of mobility hub, financial contribution to pedestrian/cycle bridge over the canal, travel plan measures.

Education

9.161 Financial contribution to new primary school.

Open Space and the Public Realm

9.162 Management and maintenance arrangements. Potential contribution towards improvement/main of Riverside Valley Park.

Energy Infrastructure

9.163 Design brief and specification, provision, management and maintenance of energy centre and related infrastructure.

9.164 Subject to completion of a satisfactory S106 Agreement, the proposed development will therefore comply with local and national policy in respect of planning obligations.

CONCLUSIONS & OVERALL PLANNING BALANCE

9.165 The land at Water Lane has been identified for comprehensive development and regeneration for many years. It is a large area of brownfield land that is currently under utilised and fails to optimise its contribution to meeting the needs of Exeter and its community. The application site and the wider area can play an important role in the future sustainable growth of the city and high quality, high density mixed-use development is supported by both adopted and emerging policy. That is what is proposed by the current planning application.

9.166 The outline planning application puts forward a proposal that will create a sustainable new neighbourhood of quality, character and vitality. It will squarely fulfil the purpose of the planning system in contributing to the achievement of sustainable development (Framework 7 and 8), addressing its economic, social and environmental objectives:

Economic

9.167 By providing residential accommodation to meet the needs of a growing population, including the working population and retention of graduates. The development will create a substantial number of jobs, training and supply chain opportunities through its construction phases. When operational it will provide modern, flexible workspace and a range of uses to contribute to development of the local economy, including retail, leisure and education.

Social

9.168 By providing a significant number of new homes of a variety of types, sizes and tenures, creating an environment that facilitates social interaction, community and cultural activity and which enables active lifestyles. The proposed accessible services, green infrastructure and emphasis on walking and cycling also support equality and health and well-being.

Environmental

9.169 By optimising the use of scarce brownfield land in such a central location, enhancing bio-diversity, enabling walking and cycling and public transport modes to be the travel option of choice as often as possible, minimising energy and resource use as far as feasible and providing renewable energy generation.

9.170 The proposed Water Lane development will deliver on the allocation made in the ECC Adopted Core Strategy 2012-2026 (Policy CP17) and The Exeter Plan (Outline Draft Plan) (Policy H2) and aims to meet the needs identified in these policies. This site is allocated as a mixed-use redevelopment site in both local plan documents and helps to deliver employment growth and sustainable residential development on underutilised brownfield land.

9.171 Whilst the application is in outline, it puts forward a set of Parameter Plans as the basis for future detailed design at the reserved matters stage. These and the related Illustrative Layout have been drawn up to support and integrate with future development of adjacent land, including the former gas works site.

9.172 The mix of uses, the Parameter Plans and focus on movement by active travel and public transport, supported by a mobility hub, together with on-site energy generation, provide the basis for a high quality, sustainable new waterside community in accordance with the Liveable Exeter Principles.

9.173 Planning conditions can secure future detailed design in accordance with the parameter plans and, together with appropriate planning obligations through a S106 Agreement, provision of necessary controls and requirements in respect of affordable housing, mitigation of environmental effects and provision of necessary infrastructure.

9.174 The assessment above demonstrates how the outline application proposal accords with planning policy at national and local level. It concludes that the development proposal will achieve delivery of sustainable development to fulfil the central purpose of the planning system set out in the Framework. In balancing the variety of planning issues that need to be assessed, it is considered that there is a very strong weight in favour of approval of the outline planning application to enable this key brownfield opportunity to contribute to planning policy objectives and requirements for the sustainable growth of Exeter.


CN71 VVS