



Figure 6.34: View 19 - At the Water Lane/Tan Lane junction looking south-east



Figure 6.35: View 20 - At the Water Lane/Tan Lane junction looking south

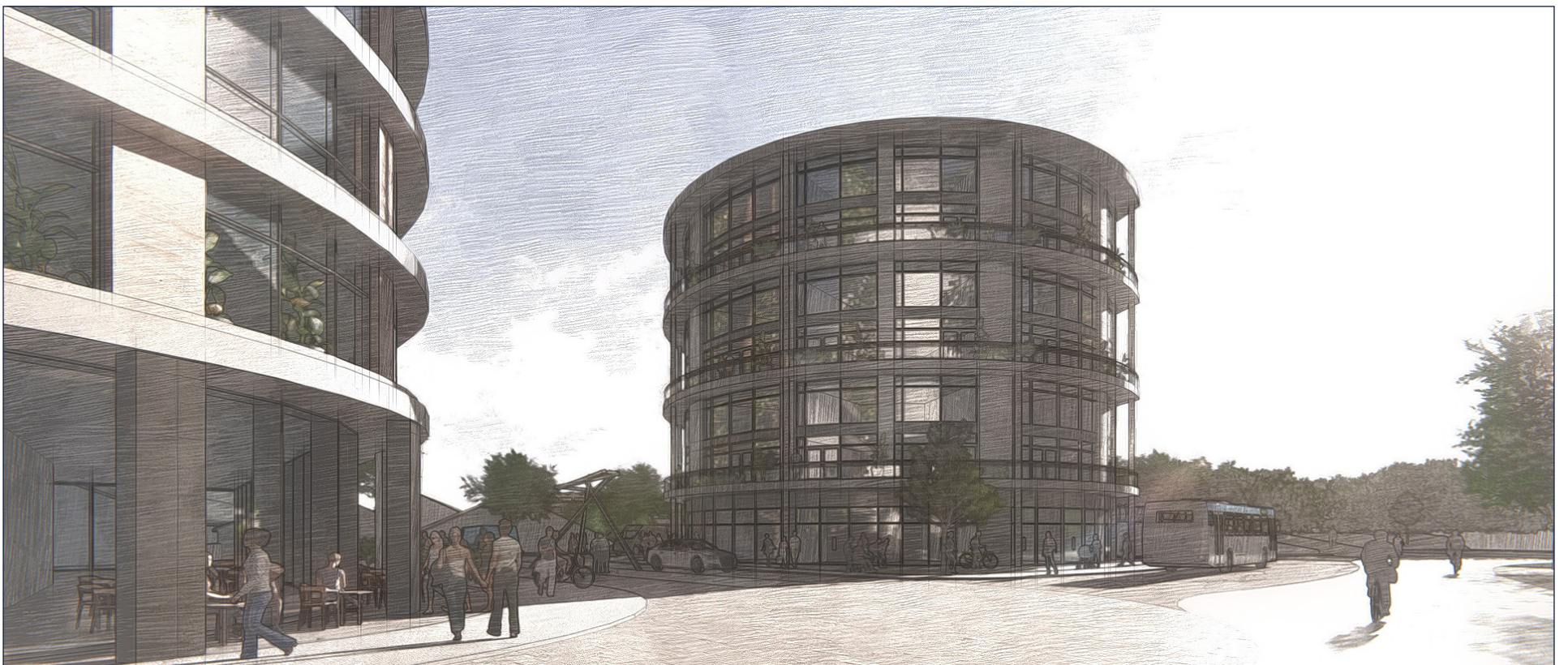


Figure 6.36: View 21 - At the Water Lane/Foundry Lane junction looking south-east

SECURED BY DESIGN

- 6.53 The illustrative design proposals incorporate the key elements of safe and sustainable design.
- 6.54 Reference has been made to the Secured By Design guidance documentation and these principles have been integrated into the placemaking principles.

Access and Movement

- 6.55 The proposals have been designed to provide a clear hierarchy of permeable routes. The local street network provides direct links along desire lines, connecting residents to both existing and new areas. Pedestrian, cycle and vehicular movement will be integrated.
- 6.56 All routes will be overlooked to ensure safety. Landmark features will help people to navigate within the new neighbourhood. The movement network will connect to existing routes to provide an integrated community.

Structure

- 6.57 The urban fabric is made up of perimeter blocks that provide ‘active frontages’ of overlooked streets. The proposal have been arranged to provide activity and natural surveillance and avoid areas to loiter.

Surveillance

- 6.58 Whilst respecting and responding to the existing constraints of the site, the proposals have been designed to create usable spaces with good surveillance. Public spaces, SuDS and canal paths will be overlooked to maximise safety and create a safe and attractive setting for homes.

Ownership

- 6.59 There will be a clear definition between public and private spaces with a variety of treatments such as planting or fencing. Shared gardens will provide high-quality intimate environments and can foster local ownership.

Physical Protection

- 6.60 Features and fittings across the scheme can be designed in accordance with the advice given by Secured By Design and further detail will be provided at reserved matters stages.

Activity

- 6.61 Communal spaces, squares and public realm will create focus points for the development and concentrate activity in these specific areas.

Management and Maintenance

- 6.62 A detailed design and management plan for public open spaces should be under taken and further detail will be provided at reserved matters stages.

EMERGENCY VEHICLE ACCESS

- 6.63 The requirements for emergency vehicles will be dictated by fire service requirements, because the fire service has the largest vehicles. The detailed design of streets and spaces will need to comply with the requirements of relevant regulations, including the provision of:
 - Minimum carriageway widths of 3.7m;
 - Vehicle access for a pump appliance within 45m of each dwelling;
 - Vehicle access routes (not necessarily a road);
 - Provision so that fire trucks do not need to reverse more than 20m.

CYCLE PARKING & STORAGE

- 6.64 Cycle parking will be provided throughout the development in line with adopted standards.
- 6.65 For apartments it is envisaged that secure, communal stores will be located on the ground floor of the block accessed from the residential stair cores.
- 6.66 For commercial uses it is envisaged that storage will be also located on the ground floor.
- 6.67 Informal parking for visitors will be provided in the form of Sheffield stands at various locations around the site including next to play areas, carefully positioned to ensure convenience and security.
- 6.68 The detailed location and nature of cycle parking will be considered at the reserved matters stage.

WASTE & RECYCLING STRATEGY

- 6.69 The illustrative layout has also been assessed using swept path analysis to demonstrate that suitable refuse vehicle access is capable of being accommodated during subsequent detailed design.
- 6.70 Refuse storage for non-residential uses is to be accommodated within each demise and separate arrangements made for collection.
- 6.71 Secure and convenient refuse stores will be provided for the apartment blocks either within the buildings themselves, or in covered external stores located conveniently for access and collection.

CHARACTER AREA APPROACH

- 6.72 Six character areas are proposed as part of the illustrative masterplan, which are named as follows; Canalside, Water Square, Mixed-Use Core, Railway Green Corridor, Water Lane Liner Park and Tan Square.
- 6.73 Each character area has its own set of definable characteristics which are based on four of the National Design Guide Characteristics which are applicable to outline planning application stages namely; Movement, Nature, Public Realm and Identity.
- 6.74 The character area approach has been prepared to guide future reserved matters applications to ensure that Water Lane will be an engaging and varied place with a distinctive range of streets and spaces within a coherent whole.

CANALSIDE

Characterised by extensive landscaping and walking and cycling routes, the area promotes leisure uses and activities, and offers a place for nature, wildlife and people to interact.

WATER SQUARE

Water Square is the area’s local centre, showcasing landmark buildings, spaces for socialising and opportunities to connect to the water.

MIXED-USE CORE

As the key point of local activity, a range of building uses and a varied street scene promotes interaction between residents, businesses and visitors.

RAILWAY GREEN CORRIDOR

Running parallel to the railway, the route provides a habitat corridor, main vehicular access to the district, and spaces for community to connect to nature.

WATER LANE LINEAR PARK

The existing route into the district aspires to provide a landscape corridor and park for pedestrians and cyclists, and a valuable habitat for local wildlife, for the community to enjoy.

TAN SQUARE

As the key arrival point from the city centre, Tan Square suggests a new, distinct identity for Exeter, inspiring new ways of living, fit for the future.



Figure 6.37: Character Area Overlay on Illustrative Masterplan

CHARACTER AREA APPROACH

CANALSIDE

- 6.75 The Canalside Character Area is located along the edge of the canal where it abuts the red line.
- 6.76 It is characterised by extensive landscaping and walking and cycling routes, the area promotes leisure uses and activities, and offers a place for nature, wildlife and people to interact.
- 6.77 Its set of definable characteristics, based on four of the National Design Guide Characteristics, are set out below.



Figure 6.38: Canalside Character Area Location

MOVEMENT

- **Public Transport** : Car free zone with access for emergency access only.
- **Walking & Cycling** : Clearly defined segregated linear pedestrian and cycle route winds around green spaces.
- **Junction & Crossings** : Change in ground surface (texture / colour) indicates key crossing points / junctions.
- **Accessibility / Inclusive Streets** : Level finish along track and ramped access to Railway Green Corridor ensures accessibility. Inclusive streets with places to rest, spaced at walk-able distances. Sign posts indicate distances to local landmarks and destinations beyond.
- **Car / Cycle Parking**: No car parking. External bike parking located along cycle route.

NATURE

- **Network of Spaces** : A series of informal pocket parks weave between buildings.
- **Boundary Treatment** : Dark corridor created through heavy scrub planting along railway.
- **Working with Water** : Public access to waters edge enhanced and created through informal pontoons.
- **Design** : Landscape guides users to building entrances.
- **SuDS** : To include green roofs where flat, swales, retention tanks, rain gardens, basins & ponds, reedbeds and wetlands.
- **Biodiversity** : Habitats enhanced and created in a nature rich area. Water specific planting.
- **Street Trees** : Mature, deciduous street trees.

PUBLIC REALM

- **Meeting Places / Social Interaction** : Social interaction and activity encouraged through landscaping, street furniture and connection to water. Local area of play with informal, playable public realm and pocket parks.
- **Accessibility** : Ramps to deal with level changes through site. Low level lighting along track improve visibility.
- **Multi-functional** : Cycle, foot and emergency access only

IDENTITY

- **Local Character** : Informal character with references to local materials in the form of mixed brick and detailing.
- **Base of Building** : Base of building treated differently to upper floors to define public use.
- **Boundaries** : Small set-backs along boundaries with set-back from waterside to allow public realm to extend in this zone.
- **Roofscape** : Roofscape with variation in eaves height and forms including flat, pitched and double pitched.
- **Legibility** : Street rhythm created from an undulating roofscape.
- **Design of buildings**: Cohesive design of buildings with common forms / features.

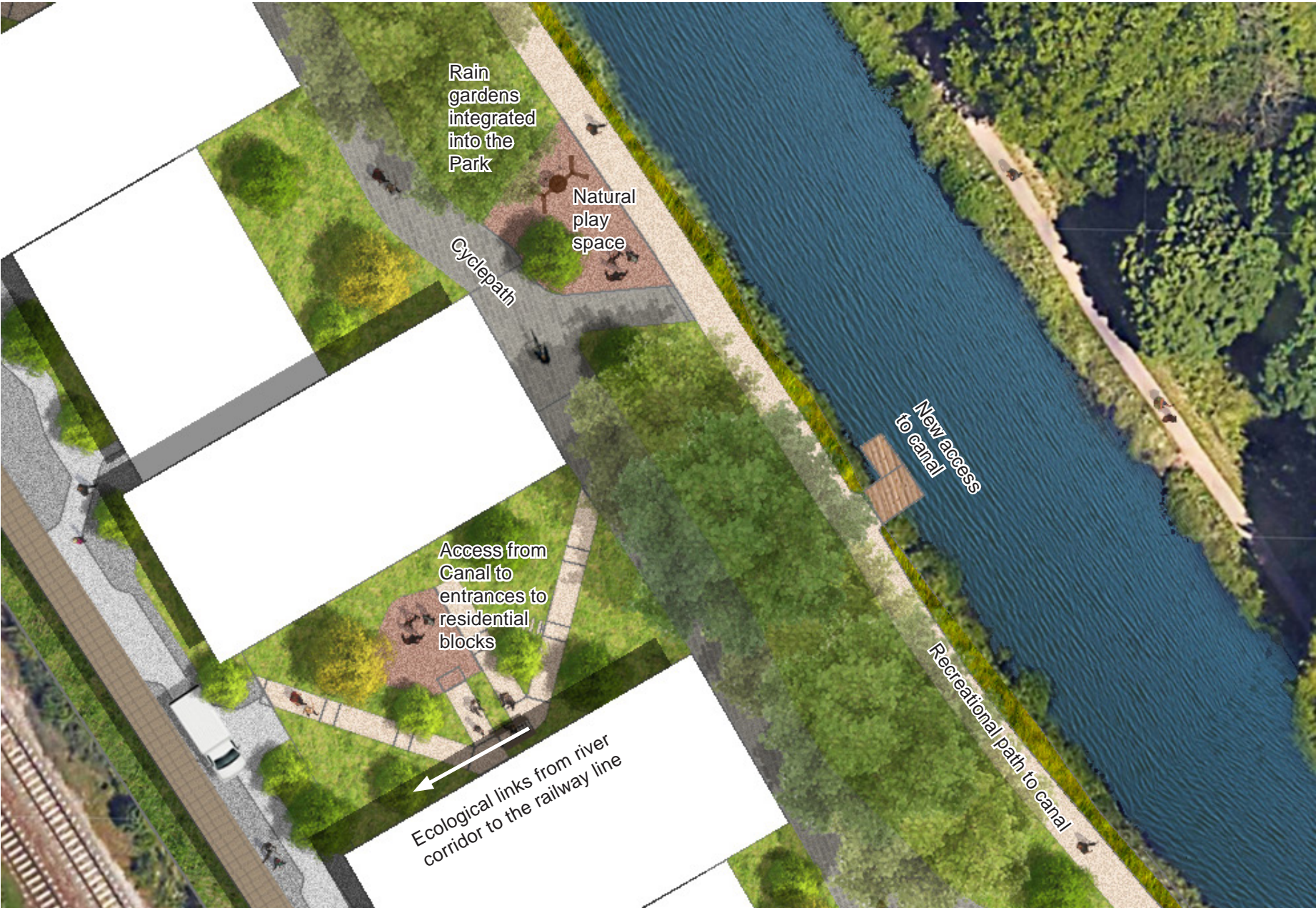


Figure 6.39: Canalside Character Area Illustrative Plan

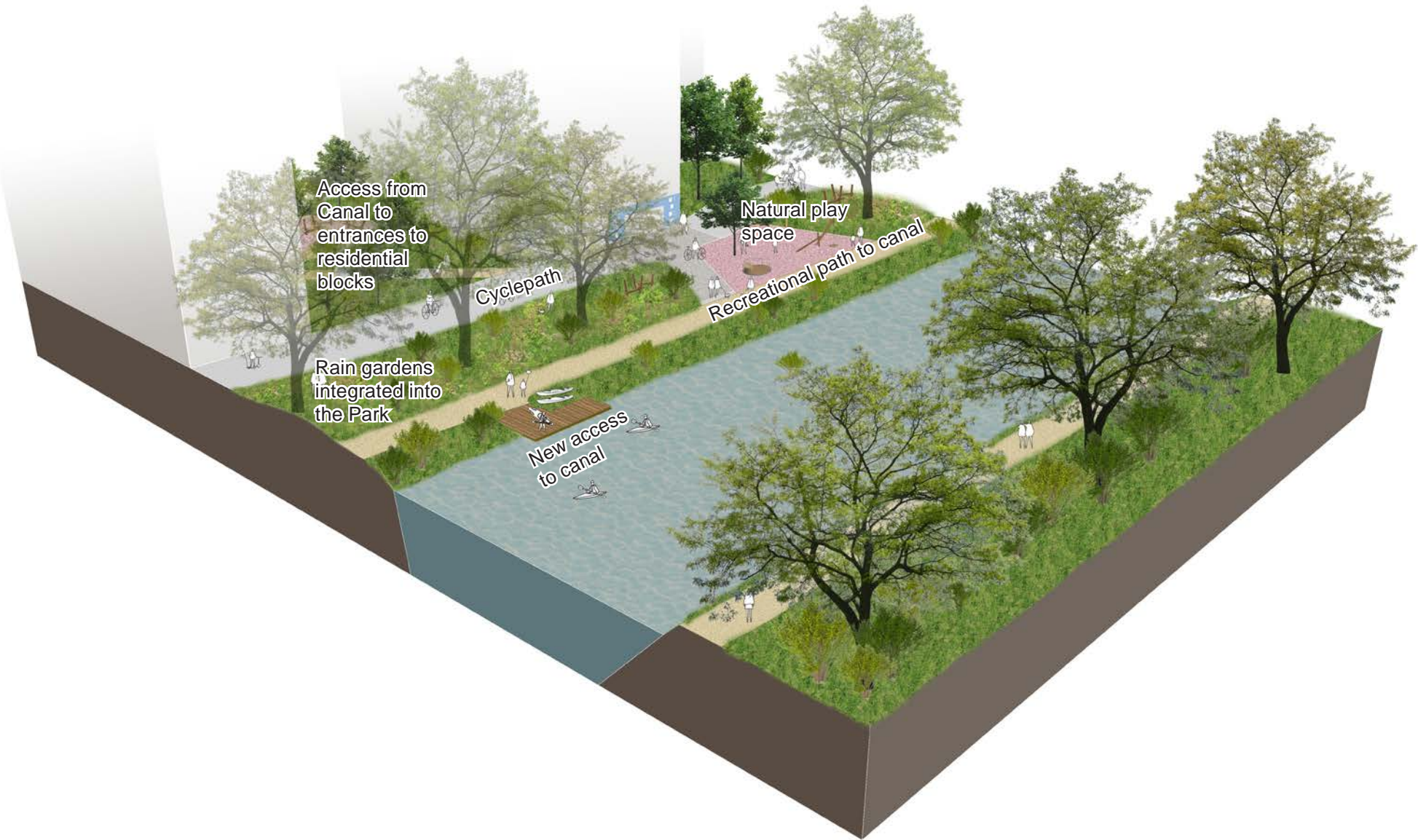


Figure 6.40: Canalside Character Area Illustrative Perspective View

CHARACTER AREA APPROACH

WATER SQUARE

- 6.78 The Water Square Character Area is located at the heart of the proposals where Water Lane meets the canal and links to the railway underpass.
- 6.79 Water Square is the district's local centre, showcasing landmark buildings, spaces for socialising and opportunities to connect to the water.
- 6.80 Its set of definable characteristics, based on four of the National Design Guide Characteristics, are set out below.



Figure 6.41: Water Square Character Area Location

MOVEMENT

- **Street Hierarchy** : Generous street widths with variation of enclosure ratios.
- **Public Transport** : Car free zone with bus drop-off within walking distance.
- **Walking & Cycling** : Shared surface indicates pedestrian zone with informal cycle route.
- **Junction & Crossings** : Change in ground surface (texture / colour) indicates key crossing points / junctions.
- **Accessibility / Inclusive Streets** : Level ground and access to green link through ramped access points from Canalside.
- **Car / Cycle Parking**: No car parking. External bike parking located centrally in square.

NATURE

- **Network of Spaces** : Buildings laid out in response to central square/ space.
- **Boundary Treatment** : Boundary treatment is light touch with lower level planting emphasising the connection to water.
- **Working with Water** : Public access to waters edge created through cascading steps, an informal pontoon and a potential new bridge.
- **Activity** : Shops, cafés, community and commercial spaces activate the square.
- **SuDS** : SuDS include permeable surfacing, soakaways and filter drains, swales and rain gardens.
- **Street Trees** : Street trees with 5m – 10m tree canopies.

PUBLIC REALM

- **Meeting Places / Social Interaction** : Social activity encouraged through layout of street furniture and landscaping.
- **Accessibility** : Street lighting to ensure increased security and accessibility. Signposts signal local destinations for those on foot. Level entrances achieved through ramped site landscaping.
- **Multi-functional** : Cycle, travel by foot encouraged.

IDENTITY

- **Local Character** : Informal character with a sense of a high street through animated ground floor uses.
- **Sense of Place** : The local centre is clearly identifiable, with a strong identity.
- **Base of Building** : Different treatment on ground floor to define public use - lightweight / translucent.
- **Roofscape** : Variation in eaves heights and forms including flat, pitched and double pitched.
- **Legibility** : Rhythm created as buildings build in scale from Canalside to Railway Green Corridor.
- **Design of buildings**: Distinct landmark buildings with a mix of characters including both linear and curvilinear forms.

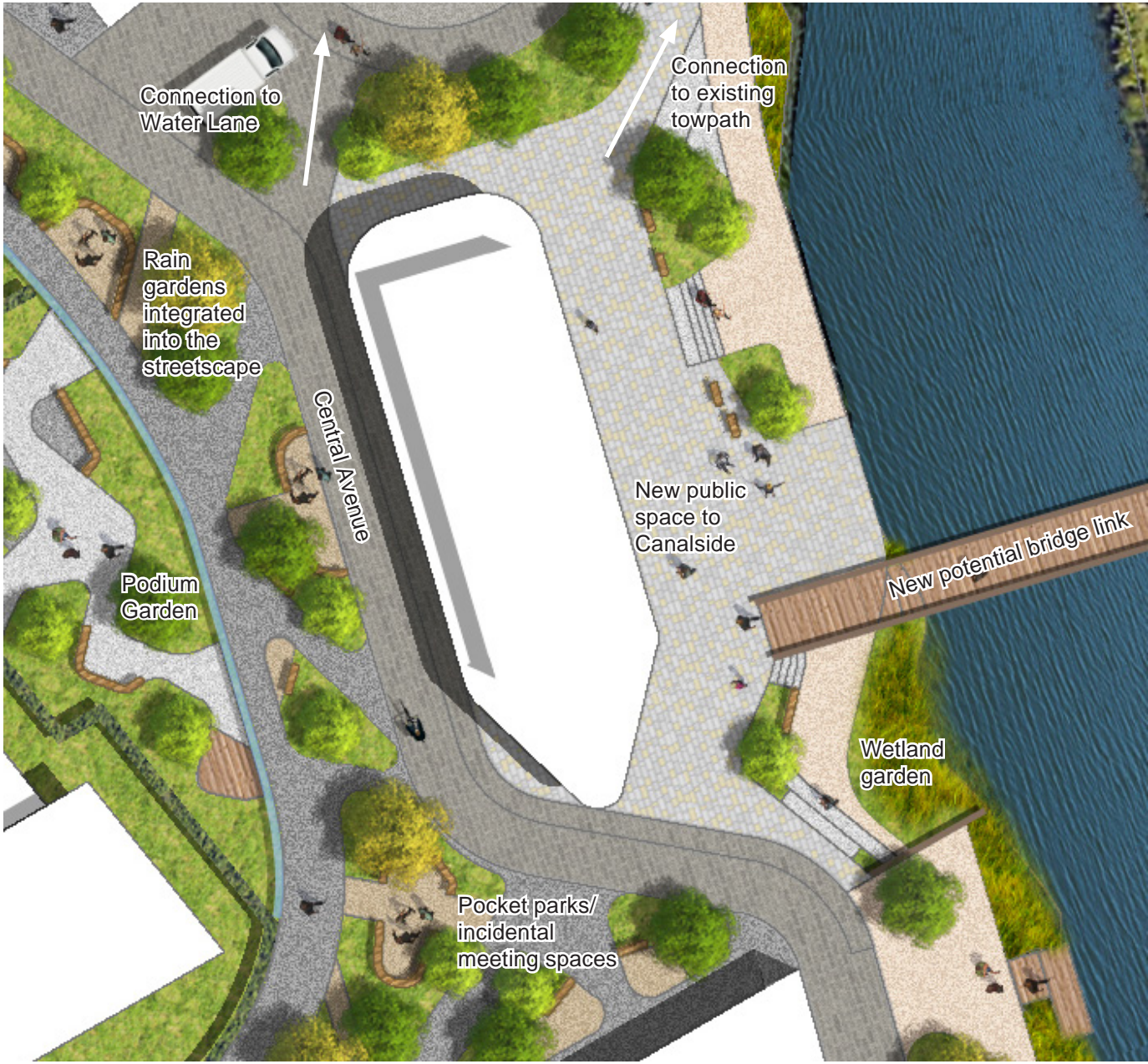


Figure 6.42: Water Square Character Area Illustrative Plan



Figure 6.43: Water Square Character Area Illustrative Perspective View