

Q16	Stewardship and governance	Like public access and no gated development
Q17	Development coordination	
4.5	Welcoming neighbourhoods	
	<i>Land use and activity</i>	
	Other	Buildings seem too close together: they appear as being on top of each other with very little space between buildings, and overlooking each other. Infrastructure required - schools, doctors, dentists.
W01	General land use and activity	
W02	Land use plan	
W03	Neighbourhood Centre	
W04	Primary school	
W05	Water related uses	Parking required for businesses and water sports in right areas. Need storage and disabled access. Access required for disabled and others.
W06	Housing mix	
W07	Employment opportunities	
W08	Existing uses	
W09	Utilities	
	<i>Water spaces</i>	
W10	Gas Works Place	
W11	Gabriel's Wharf	Broadly agree with proposal.
W12	Clapperbrook Hub	
4.6	Liveable buildings	
	<i>Built form and scale</i>	
	Other	Keep residential properties and commercial development separate (e.g. college and proposed retail development opposite Cotfield Street, Gabriel's Wharf and River Meadows) and existing residential property.
	Other	Include Passivhouse developments.
	Other	Specify environmental standards for construction: Passivhaus; BREEAM system for sustainable homes - no default.
	Other	Infrastructure needs to be delivered in advance.
	Other	We need to create a long-term mixed community.
	Other	Can it be proved that sewers can cope?
	Other	Design code needs to be enforced and developers must maintain quality.

Commented [WP1]: ?? Unless I am mistaken, this is covered under W01 'General land use and activity'

Commented [WP2]: Is this not covered under the seventh bullet point, 'Car parking in the right places for those that bring their own equipment.'?

Commented [WP3]: 'from'?

Commented [WP4]: I think this should be expanded on, possibly with examples (as I was unwell and could not attend the meeting, I am unable to comment further).

L01	Building density	Appropriate homes for the area are required, not an 'overbuild' of bedsits. The density per hectare is too high. Where there are existing residential properties, is it not possible for the proposed new buildings to be 'in keeping' with existing properties in the areas/sites where development is proposed? The height and density (m2) of proposed new housing, along with floor space and parking spaces per property, should not be left to reserved matters; these are important issues that should be agreed in the early stages of planning. Site wide code: Refuse co-living room sizes.
L02	Street ratio	Like: Good daylight levels; people need light.
L03	Building heights	Heights need to be in keeping with existing buildings and should be no more than one storey higher than adjacent (existing) buildings.
L04	Northern canal, height and massing	
L05	Northern canal, frontage	We do not agree that a reduced set back would be acceptable; two people should be able to comfortably pass each other.
L06	Canal basin, height and massing	No mention of the maximum height of the buildings in the area. We suggest a maximum of four storeys.
L07	Canal basin, frontage	Developments should be 8 metres away from the canal rather than just 3 metres, in line with main river allowance. Do not like illustrations 1, 2 and 3 - all look like boxes.
L08	Central zone, height and massing	
L09	Central zone, frontage	Frontages - 'active frontages' is vague. Need to have specified set back (e.g. from canal) Bike lockers for existing streets
L10	Central zone Water Lane frontages and building line	Concern about building heights and massing. Need to be respectful of the city's overall character, particularly in this historic quarter. Exeter should not become a facsimile of other cities and towns in the UK that have undergone regeneration (particularly in respect of waterside areas such as Bristol, Gloucester Docks, Exmouth etc.)
L11	Central zone, Water Lane height	
L12	Southern zone height and massing	
L13	Southern zone, frontage	
	Site wide codes	
L14	Housing space standards	No small hotel style housing attracting transient population rather than community. Housing space standards appear to be only 'guidance' - not enforced.

Commented [WP5]: Again, I think this needs expanding on e.g. reasons for disagreeing with the sizes; suggesting alternatives etc.

Commented [WP6]: Because I was not at the meeting, I cannot edit this with consideration (also, I could not see any illustrations 1-3 within L07).

Commented [WP7]:
If it helps, an active frontage is a continuous business or retail use that opens directly to the footpath. These uses provide activity on the streets. They enhance public security, and passive surveillance and improve the amenity of the public domain by encouraging pedestrian activity.

Commented [WP8]: L14 states 'Housing designs must adopt the nationally described space standards.'

		Housing space standards - need specific figures not guidance.
L15	Daylight	Not enough consideration (although presumably, the minimum requirement for one habitable room to receive sunlight all day, is dependent upon the layout of each individual liveable units and the amount of windows it contains). Consideration also to be given to the impact on solar panels installed on existing properties affected by the development (currently based on BSS codes set each on the Spring Equinox day.
L16	Ventilation and dual aspect	Outside decks must be only supplementary to open space amenity provision.
L17	Relationship with existing buildings	Considering the importance of sunlight in terms of existing residential properties (not just the proposed newbuilds), it makes sense that the heights of the newbuild properties should be no more than those of the existing neighbouring developments. Shading of Exeter Canal by five- or six-storey buildings has the potential to create a detrimental impact on its ecology.
L18	Noise	Given the potential close proximity of external noise emitters, are the current proposals to mitigate environmental noise pollution really adequate? Mandatory installation of acoustic treatment should be considered, to ensure the maximum of 45dB(A) from(?) adjoining apartments.
L19	Accessible homes	
L20	Flexible homes	
L21	Storage	Good to ensure adequate storage for bikes and kayaks etc.
L22	Raised ground floors	If floor levels are raised, how will the developer ensure flood risk upstream isn't increased, given the current flood risk in existing areas is significant? (NB: No properties in the River Meadows/Water Lane areas are occupied, due to a known surface/pluvial flood risk.)
L23	Public, private thresholds	
L24	Non-residential ground floors	Ensure adequate lighting of public areas (no mention of it anywhere). Water drainage - how is it addressed
4.7	Active streets	
	<i>Movement and connectivity</i>	
	Other	Mandate and enforce LTN (Local Transport Note) 1/20, the government's definitive national standard for cycling infrastructure design in the UK.

Commented [WP9]: Sorry, I saw no 'guidance' or reference thereto, at L14.

Commented [WP10]: Should this be BSC (Balancing and Settlement Code, which I understand from the Elexon website, is a legal document that defines the rules and governance for the balancing mechanism and imbalance settlement processes of electricity in Great Britain)? Also, I could find no reference to the Code being set on each spring equinox – so this bit perhaps needs more elaboration.

Commented [WP11]: I started looking into this, but was unable to come up with a definitive reference. If anyone knows the definitive reference, it might be an idea to quote this.

Commented [WP12]: Not exactly correct. See: the second bullet point in **S02**; the last paragraph, and bullet points, in **S13**; and the first bullet point in **C02**.

Commented [WP13]: **S06** explains the intended drainage use i.e. Sustainable [Urban] Drainage System (SuDS).

A01	Mobility strategy	<p>Not feasible in the short or medium term. Additional access/egress is required, not just the Haven Road/Alphington Road junction.</p> <p>Quality, connected walking and cycling routes required to support active travel (in accordance with LTN 1/20).</p> <p>Separate cycle routes from pedestrian ones.</p> <p>Bus stop locations need to be specified.</p> <p>Bus shelters need to be specified - rather than just stops.</p>
A02	Mobility strategy plan	<p>A16 contradicts A02: Haven Road must not be a primary route.</p> <p>Cycle infrastructure must be built in tandem with development phases.</p> <p>Change location of main 'through route road' to railway side (not canal).</p> <p>Keep major roads away from residential zones.</p> <p>Consideration needs to be made to locations outside of Exeter.</p> <p>How will visitors get to and park in the new developments (and existing facilities such as the Quay)?</p> <p>We are concerned about the impact on traffic flows at the Alphington Road/Haven Road junction - especially regarding access to businesses, and access by emergency vehicles.</p>
	<i>Site Wide codes</i>	
A03	General requirements for design of streets and junctions	<p>Compulsory purchase of large areas of land (e.g. Water Lane) means that roads can be moved.</p> <p>The plans do not clearly differentiate between primary and secondary routes (same colour).</p> <p>Haven Road must not be a primary route, as multiple leisure and hospitality venues will result in pedestrian crossings.</p> <p>Cycle routes must be updated in advance or at least in tandem with development phases as current infrastructure cannot cope.</p> <p>Another route into Marsh Barton needs to be considered.</p>
A04	Public transport	<p>Train connections from Marsh Barton and St Thomas stations but no mention of links to the City Centre, St David's station, RD&E Hospital and other major employment sites e.g. Exeter Science Park, Sowton Industrial Estate etc.</p>
A05	Primary mobility hub	
A06	Primary mobility hub functions	A new car club provider needs to be found, and guaranteed.
A07	Secondary and tertiary mobility hubs	
A08	Car parking	<p>DCC parking controls need to continue to be carried out in both existing and new Residents' Parking areas.</p> <p>How will this cope with electric cars?</p> <p>Existing residents should be given a guarantee that they can continue to park in the current parking zones.</p>

Commented [WP14]: HERE 20-11-23

Commented [WP15]: Second, fourth and fifth paragraphs of A03 deal with this, I think.

Commented [WP16]: First and second paragraphs of A04 reference these points.

Commented [WP17]: I don't understand this comment – again, probably because I was not at the meeting. Perhaps it could be expanded upon/more readily explained?

Commented [WP18]: Looking on trainline.com, Marsh Barton station links directly with Central and St David's. Perhaps that's why those stations aren't mentioned?

Commented [WP19]: My own little bit!

A09	Cycle and mobility parking	Cycle storage provision needs to be adequate for e-bikes, cargo bikes, child carriers and include electric charging points.
A10	Safe access and egress	Good approach. Thumbs up! Access and egress need to be approved prior to planning consent.
	Street codes	
A11	Mobility coding plan	
A12	Water Lane, role and function	
A13	Water Lane, managing level change	
A14	Water Lane, access and movement	
A15	Neighbourhood Street	
A16	Haven Road/Maritime Court	
A17	Foundry Lane	
A18	Tan Lane	
A19	Michael Browning Way	
A20	Northern site access	
A21	Green Streets	
A22	Green Lanes	
	<i>Site connections</i>	
A23	Canal crossings	
A24	Canal tow path	
A25	Railway crossings	
A26	Off-site connectivity and improvements	
4.8	Spaces for people and wildlife	
	<i>Site wide codes</i>	
	Other	ECC to ensure biodiversity 'net gain' on all planning application and ensure it is delivered.
S01	Green infrastructure plan	A green corridor to be created along the canal to protect biodiversity and net gain, providing a continuous protected green lung into the centre of the city.
S02	Open space	
S03	Green and blue infrastructure	
S04	Biodiversity	
S05	Urban Greening Factor	
S06	Sustainable drainage systems	

S07	Trees	For the health and wellbeing of each and every existing and potential resident of the area, all trees must be retained – with no trees to be cut down. We need to know the ratio of trees to people.
S08	Planting	
S09	Play	
S10	Food growing	
S11	Residential open space	
	Public spaces codes	
S12	The community green space	
S13	Canal	
S14	Railway embankment	
S15	Grace Road Fields	
4.9	Connected culture	
C01	Culture led development	
C02	Public realm placemaking	
C03	Creative industries	
C04	Meanwhile uses	
C05	City Cultural Hub	
	Other	Need to consider people's abilities (e.g. disability and age).
	Other	CIL / Section 106 funds need to be spent in the local area for the benefit of the local community.
	Other	Heat & Power: Connect to incinerator.