Power Park Exeter
Planning Parameters Design Code

March 2022

Rev P9

OXENWOOD
REAL ESTATE

pHp architects

Contents

01 - PROJECT BACKGROUND

01 Introduction
Brief

Above: View across Site to Airport

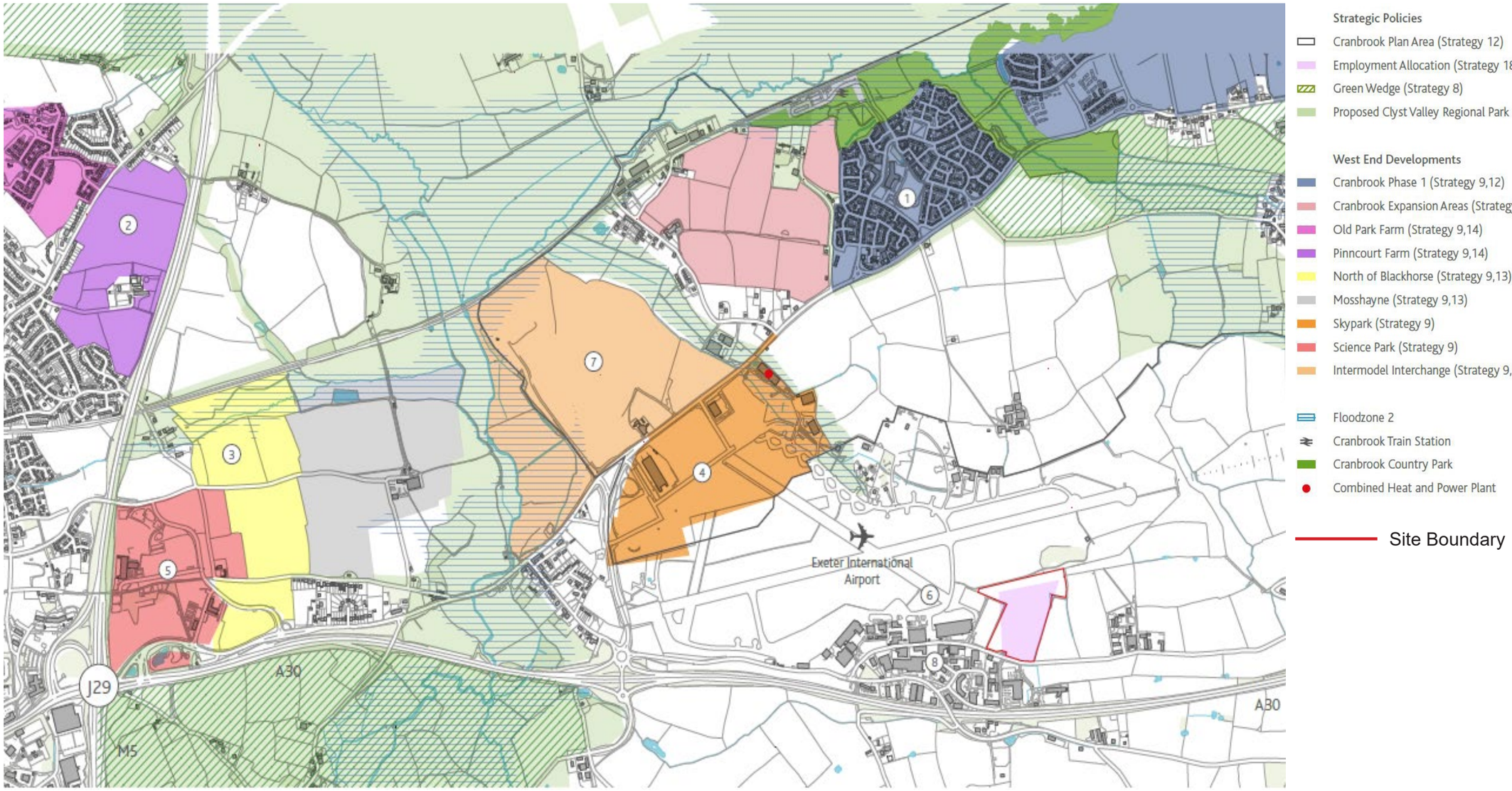
This planning parameters design code has been prepared in collaboration with East Devon District Council, on behalf of Oxenwood Real Estate (the land owner) by pHp architects LLP

The purpose of this document is to set out the vision and parameters that Oxenwood Real Estate has for the Power Park. This documents aims to set out and illustrate how the overall environment, materiality and character of Power Park that can be achieved while providing opportunities for a diverse range of occupiers and businesses that can enhance the local economic growth of the area.

The proposed Power Park development falls within an operational Enterprise Zone. It is designated for employment purposes in the adopted Local Plan.

The document provides an indicative masterplan that showcases the potential development capacity for the site, outlining a series of design guidelines that can be implemented to meet the East Devon District Council's vision for the "West End".

As a result, this document intends to build on this previous work that has been carried out on the site and explore in greater detail the vision that Oxenwood Real Estate have and how this could be implemented. This document has been prepared in collaboration with East Devon District Council and intends to support the preparation of Local Development Orders which will facilitate the development and fast track it through the planning process as part of the Enterprise Zone designated by the EDDC.



Above: West End - New East Devon Local Plan 2013 -2031

Key Local Plan Strategies

Strategy 9 - Major Development at East Devon's West End

High quality development with associated infrastructure, built within a high quality landscape setting, will be provided in East Devon's West End. The overarching strategy for development will need to dovetail with the development strategy for Exeter with the provision of homes close to jobs and other facilities and services. High quality walking and cycling connections; enhanced bus and rail services, and improved highway provision will be integral to the overall development.

Within the West End of East Devon the following schemes will be provided:

1. Cranbrook - Major new East Devon market town;
2. Pinhoe - Mixed use, residential led development;
3. North of Blackhorse/ Redhayes (Tithebarn Green/Mosshayne) – residential development;
4. Skypark - Substantial high quality business park;
5. Exeter Science Park - Research/technology employment site;
6. Exeter International Airport - Provision to be made for airport-related employment uses within operational site area.
7. Multi-modal Interchange - Facility for interchange of goods and distribution centre; and
8. Exeter Airport Business Park - Middle range business park providing for medium to smaller business uses.

Strategy 18 - Future Development of Exeter Airport Business Park

To enable modest expansion of the Exeter Airport Business Park 5 hectares of additional land (over and above the Training Academy and hotel site) is allocated, for business/ employment generating uses as shown on the Proposals Map. Highway improvements will be required in order to access this site and also to enhance general airport access.

Strategy 38 - Sustainable Design and Construction

Encouragement is given for proposals for new development and for refurbishment of, conversion or extensions to, existing buildings to demonstrate through a Design and Access Statement how:

- Sustainable design and construction methods will be incorporated, specifically, through the re-use of material derived from excavation and demolition, use of renewable energy technology, landform, layout, building orientation, massing, use of local materials and landscaping;
- the development will be resilient to the impacts of climate change;
- potential adverse impacts, such as noise, smell, dust, arising from developments, both during and after construction, are to be mitigated.
- biodiversity improvements are to be incorporated. This could include measures such as integrated bat and owl boxes, native planting or green roofs.

Strategy 47 - Nature Conservation and Geology

All development proposals will need to:

1. Conserve the biodiversity and geo- diversity value of land and buildings and minimise fragmentation of habitats.
2. Maximise opportunities for restoration, enhancement and connection of natural habitats.
3. Incorporate beneficial biodiversity conservation features.
4. Development proposals that would cause a direct or indirect adverse effect upon internationally and nationally designated sites will not be permitted unless:

a) They cannot be located on alternative sites that would cause less or no harm.
b) The public benefits of the development clearly outweigh the impacts on the features of the site and the wider network of natural habitats.
c) Prevention, mitigation and compensation measures are provided.
d) In respect of Internationally designated sites, the integrity of the site will be maintained.

Development proposals where the principal objective is to conserve or enhance biodiversity or geo-diversity interests will be supported in principle

Extracts from East Devon Local Plan 2013-2031

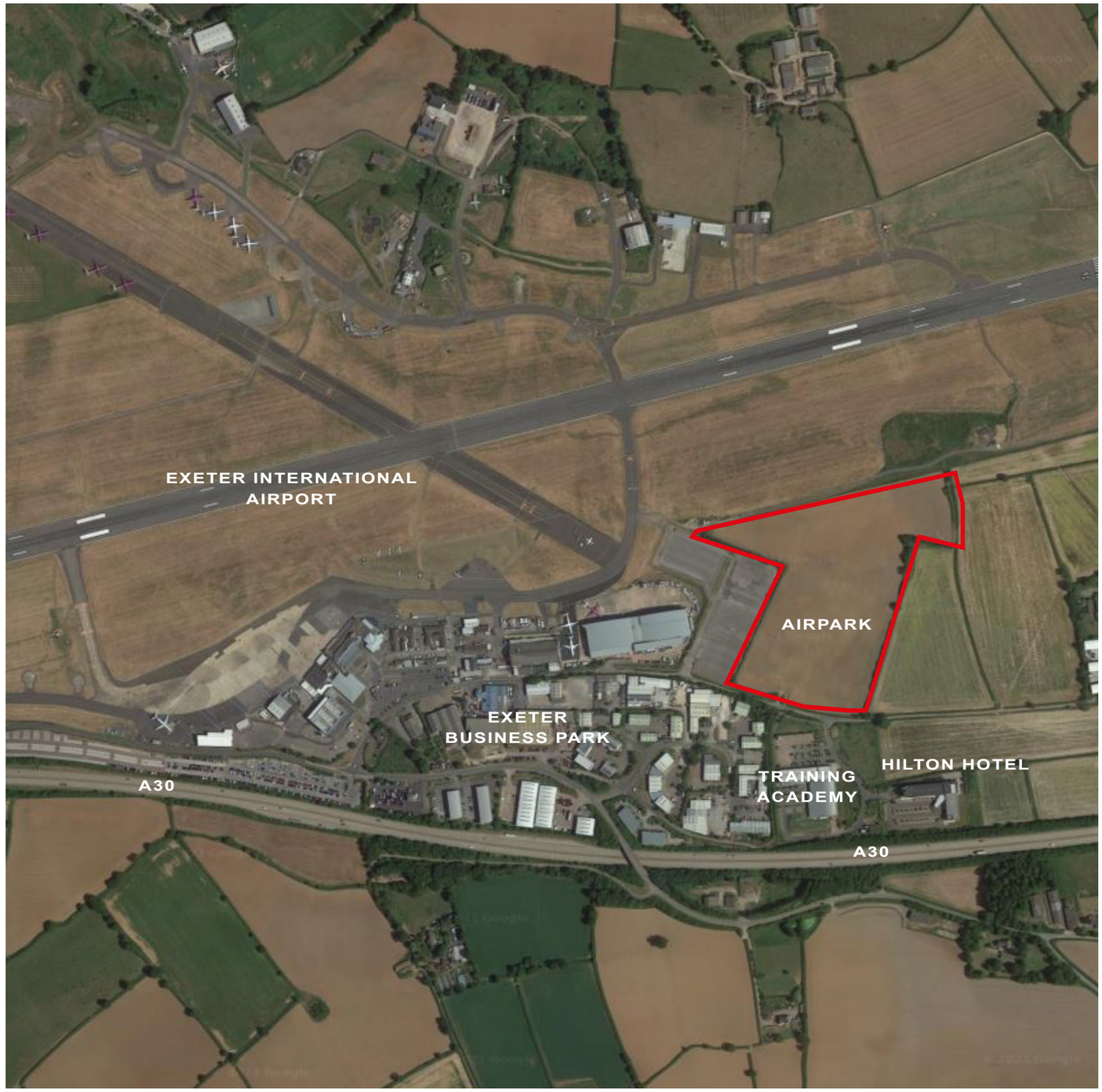
Above: Surrounding development photographs

02 - SITE

02 Site
Context

Above: Aerial View of Exeter

02 Site
Context



Above: Aerial View of Surrounding Area

The Power Park site is located within the administrative boundary of East Devon District Council – in the area identified as the 'West End' of the district adjacent to the eastern boundary of Exeter City Council. It is well served by local, regional, national and international transport connections.

The site is located directly adjacent to the Exeter International Airport. The site makes up an extension to the existing Exeter Airport Business Park, which serves the airport with a variety of business and services. These services vary from light industrial to aviation training facilities such as the Exeter University Academy building and Hilton Hotel found directly south of the Power Park site. The existing business park acts as a hub for the surrounding businesses and has good connections to local and national infrastructure, making it a key location for development. The site has straight forward access to the main A30 roadway, which has connections to the M5 as it serves the rest of the south west and north east of England, towards Bristol and beyond.

Above: Aerial View of Airport

02 Site
Context

Above: Existing Exeter Business Park Architecture

The proposal for the new Power Park will form an extension to the existing Exeter Airport Business Park. One of the main aims of the scheme for Power Park is to enhance the local vernacular and provide new opportunities for businesses of varying sizes.

The current businesses within the existing park have created a positive business culture in the area with the variety of different scale and types of companies working alongside each other. The aim of the new Power Park will be to use this sense of community and work culture to influence the overall design and operation of the scheme. Elements that do require significant enhancements in the existing park include streets that are dominated by parking and a general lack of facilities for users. There is also a significant lack of open green spaces for employees and visitors. This is paired with a generally tired aesthetic through a poor architectural response.

All of these elements are drivers for the new scheme, and should be carefully considered to help elevate the existing park alongside the new development. It is clear that the community feel that is created within the existing Exeter Airport Business park are an important aspect of the proposed scheme.

02 Site
Context







Above: Photographs of existing Exeter Business Park

02 Site
Context

Above: View of Training Academy

Immediate Site Surroundings

While the general aesthetic of the existing business park and the surrounding area is tired and in need of renovation, the immediate setting of the site itself is generally more positive with buildings interspersed with landscape features surrounding. The nearby new developments of the training facility and the Hampton by Hilton Hotel provide a much needed lift to the overall character of the area. This is achieved together with the large and vast amount of wider countryside nearby. They provide a strong green presence to the site that should be taken as inspiration when designing the new Power Park. This will allow the new development to have a positive impact on its surrounding area, enhancing the overall feel and character of the park in a sympathetic way that allows the views and nature to be preserved.

Above: View of Hampton by Hilton Hotel

Above: Panoramic view of site from South-East corner.

02 Site Context

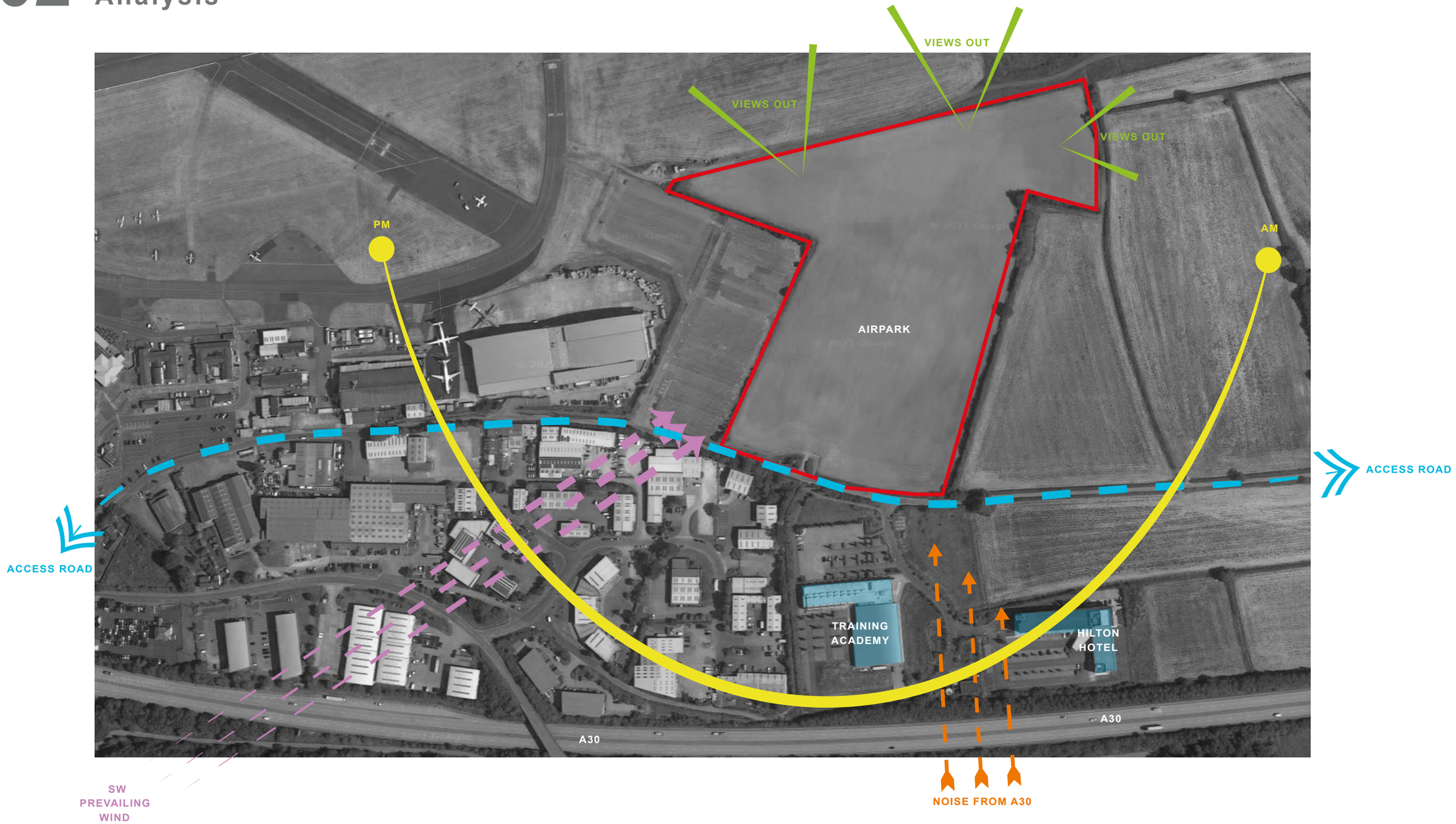
Above: Photographs of existing Skypark development

Immediate Site Surroundings

Within close proximity to the site is a new development called the Skypark. This new development sets a precedent for what new development could look like, and the sort of ideas and design principles which could be utilised as part of Power Park. The mix of different palettes of materials, with open green areas and soft landscaping defines a welcoming and modern appearance.

Above: Skypark Masterplan

02 Site Analysis



The site comprises 7.7 hectares (19 acres) and is currently used for growing crops. The location of the site is found along Long Lane, the main access road of the business park. For the development of this site, additional highway improvement works have commenced and are due for completion in Summer 2022.

The site benefits from long views across the current farm land and across into the airport. The topography of the site is relatively simple, with the land falling away to the north eastern and eastern boundaries.

The site is also open to the south-westerly prevailing winds and has good coverage of the daily sun path. Noise from traffic on the A30 is noticeable and this varies dependent upon the direction of the wind.

Development on the site will be prominent when viewed from the airport and from the east. Likewise, there are views from the site across the airport to the north and countryside to the east.
Sensitivity to operational needs of the airport, wildlife and airport navigational systems will be set out.

02 Site Analysis

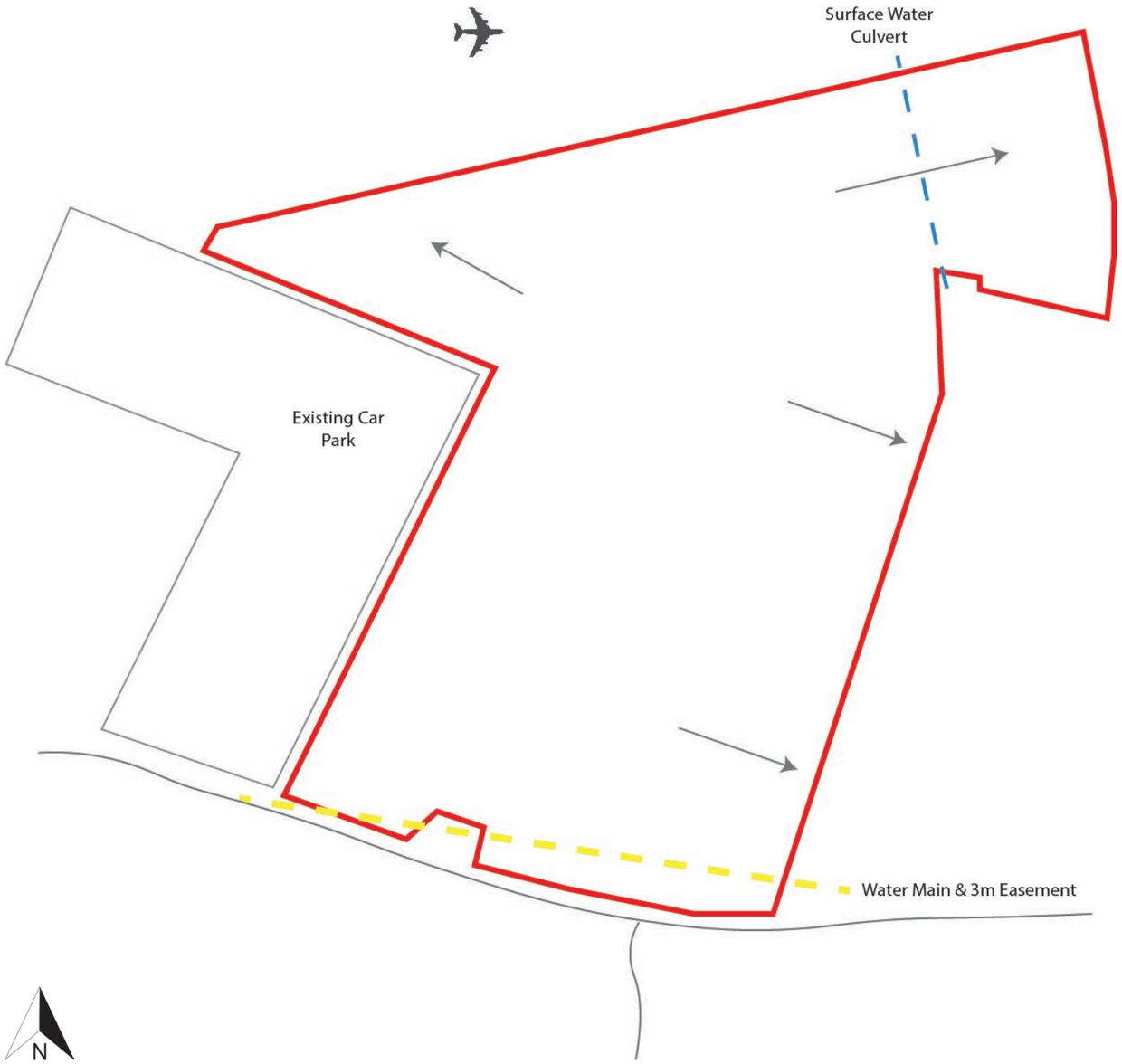
Above: View from Silverdown Link to Site

Above: View from Long Lane to Site

Above: View back to Training Academy

Above: View across to Airport Runway

02 Site Analysis



Above: Site Constraints Plan

Site Constraints

The site has various elements which require consideration when designing the overall masterplan. The site has a South West water main running directly through the southern boundary adjacent to the Long Lane access road. This main has a 3m easement which needs to be clear of any building works.

The site also has an existing surface water culvert that runs towards the airport at the north of the site and through, bisecting the north eastern part of the site. This also needs to be considered when placing buildings and planning landscaping around this area.

The levels on the site slope away from the centre of the site and down to its lowest point on the eastern boundary. This continues to fall away at the north eastern corner as well as in the north western corner when the site borders the airport.

The site is naturally located directly adjacent to the airport site and as such the constant activity and noise from the airport will need to be fully considered as part of the design proposals.

These elements of the site have to be fully considered when outlining the masterplan as they have a direct impact on the preliminary layouts of buildings and access routes. The levels should also be reviewed and considered in detail to achieve the most efficient use of the site.

03- MASTERPLAN

03 Masterplan
Vision

The aim of this indicative masterplan is to set out guidelines and parameters that can be implemented and ultimately guide the overall development through to construction. These also align with the council's goals to create a quality business environment while creating a pleasant public environment for the workers and visitors of Power Park.

These guidelines should allow the development to have a single, coherent design philosophy creating buildings that interconnect with areas of biodiversity and public spaces that contributes to the overall character of Power Park. A strong public realm can then act as a main hub for new businesses, reinforcing the business culture that already appears in the existing business park. To pair this with a connected design language of the architecture and street scenes presents a strong sense of identity and place that will encourage new businesses to the area.

Above: Precedent Images

SPATIAL PLANNING

FLEXIBILITY & EFFICIENT USE OF SPACE

MAINTAINING CONNECTIONS TO LANDSCAPE

BIODIVERSITY GAIN

POSITIVE PUBLIC REALM

ARRIVAL, SENSE OF PLACE & IDENTITY

HUB OF BUSINESS CULTURE & COMMUNITY

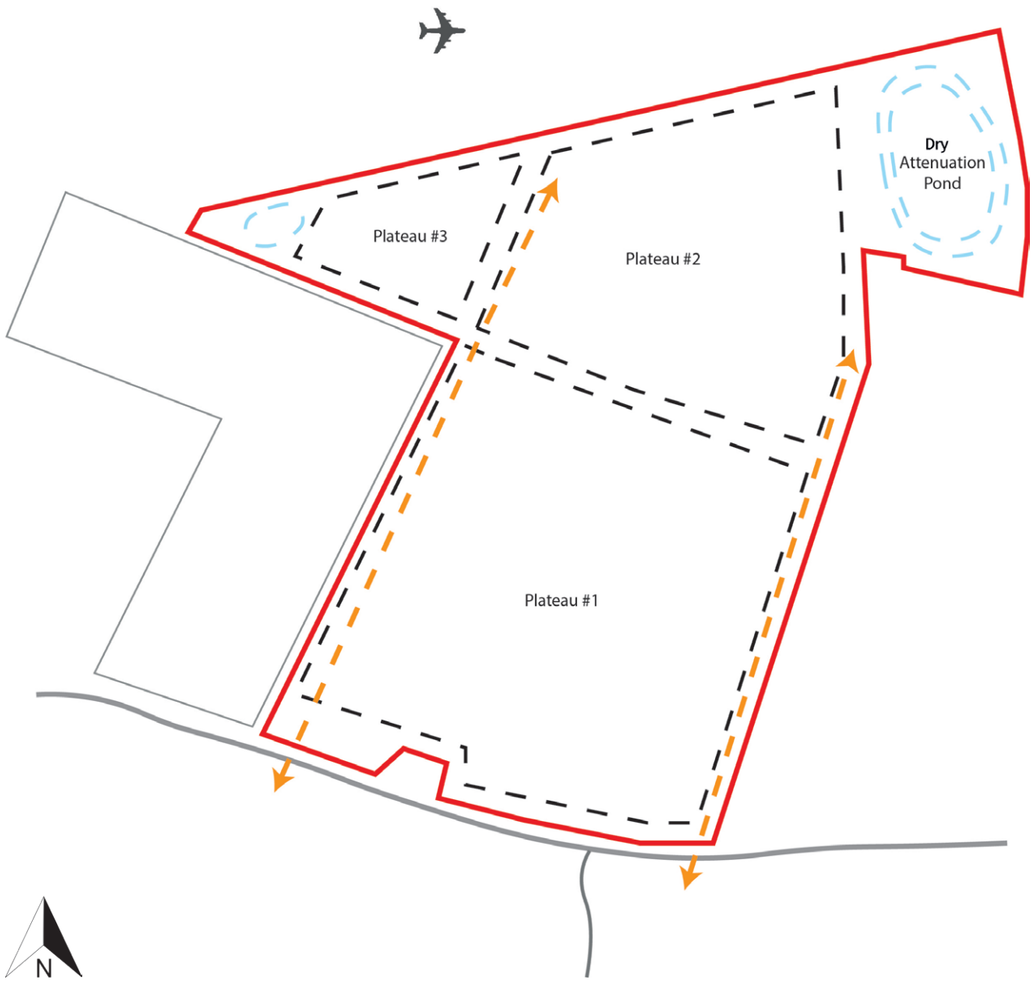
SUSTAINABLE TRANSPORT

COHERENT & CONNECTED DESIGN LANGUAGE

ENERGY EFFICIENT BUILDINGS

MIX OF BUSINESS SIZES & USES

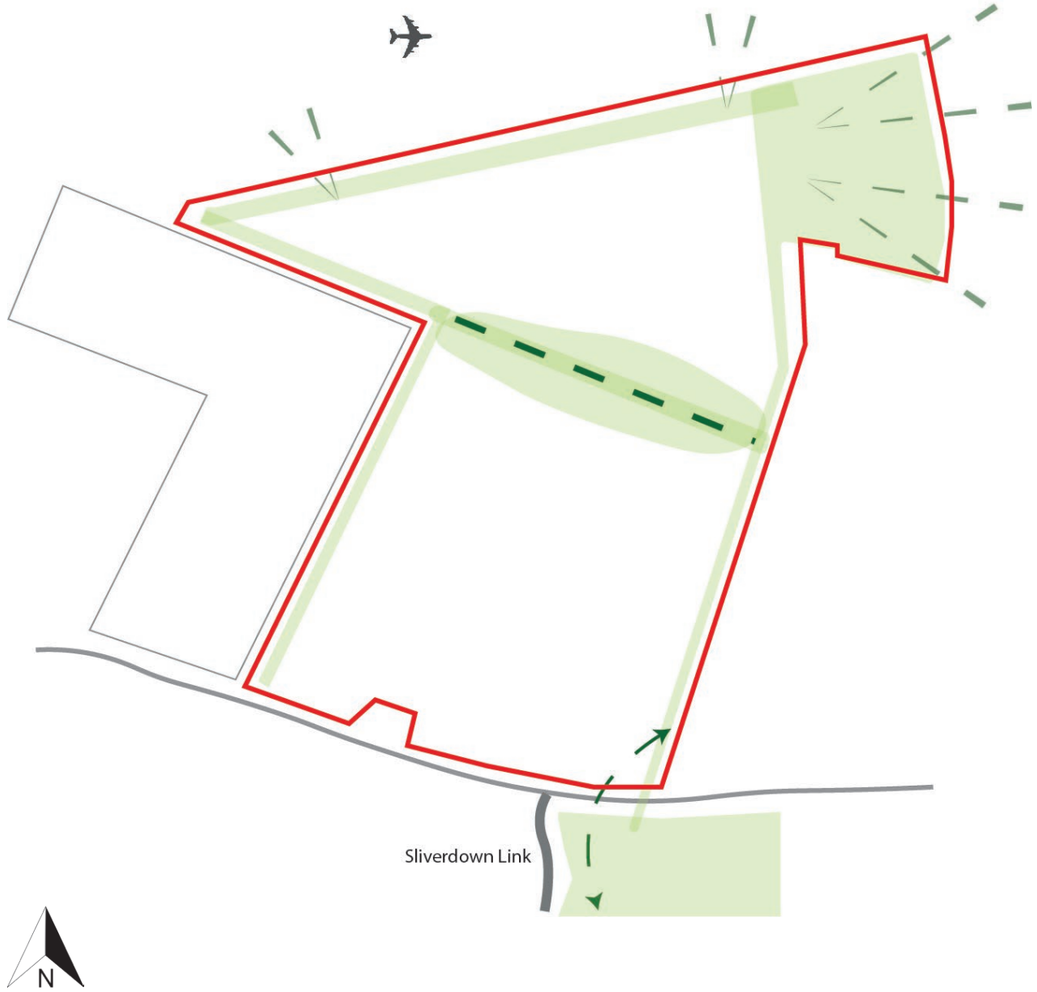
03 Masterplan
Access & Landscape



Above: Indicative Access Diagram

The site can be split into three plateau's in order to combat the sloping levels across the site. It is likely that the northern plateaus can be combined to maximise developable area without having an adverse effect on the landscaping throughout the site. This also leaves a portion of the site at the north eastern corner to be utilised for SuDS attenuation. Variations of this will require further investigation.

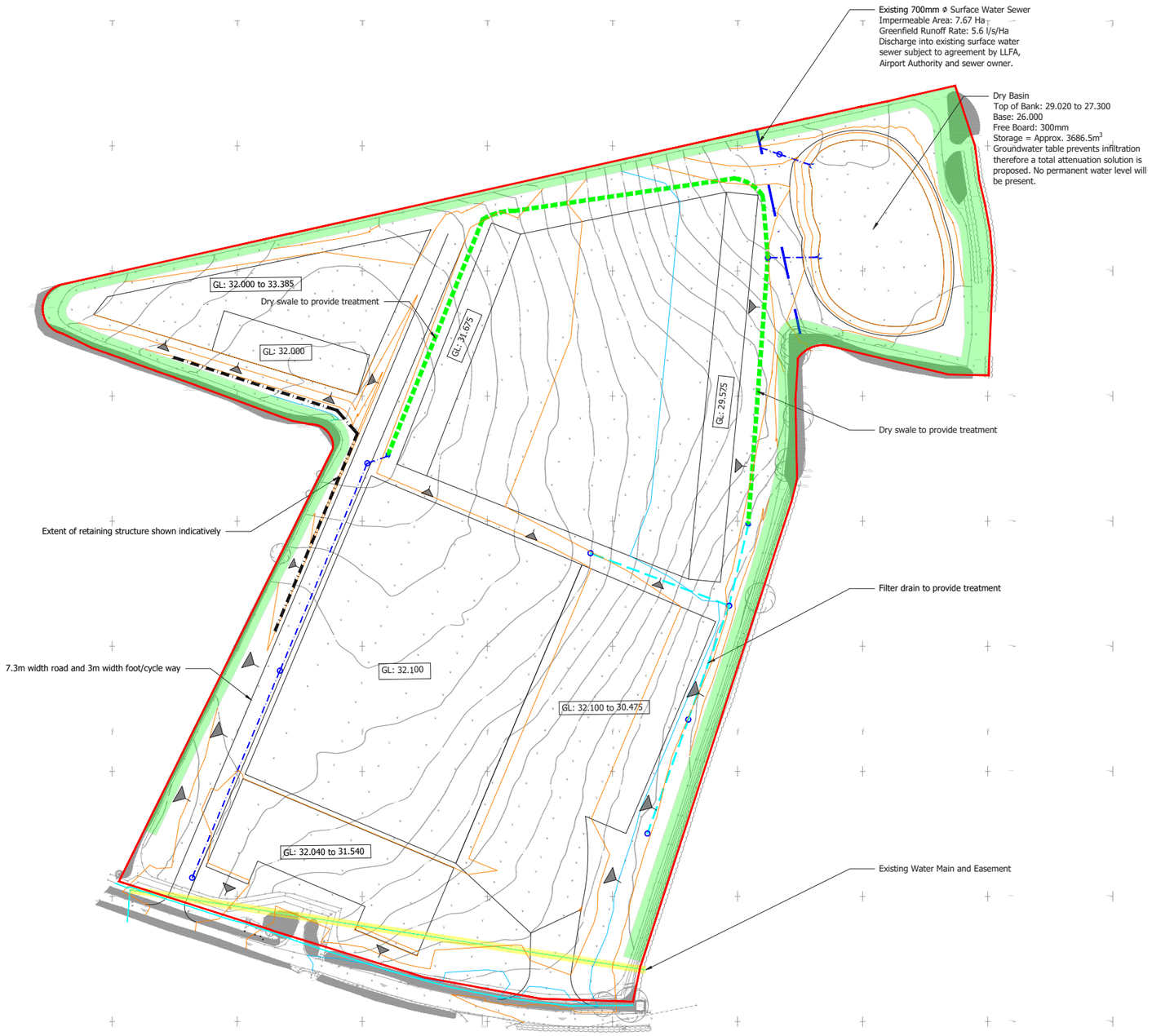
There is also potential for two new access points directly of Long Lane to facilitate different entrances to the site.



Above: Indicative Landscaping Diagram

The areas surrounding the site have great green connections to the countryside and the masterplan will continue this idea and weave the green connection and landscaping throughout the development. This will enhance the overall character of the development, but also ground it within its context allowing views across the countryside. A central avenue where a public space can be created would enhance the overall connectivity of the site. It should also be possible to tie this into the green space near the existing hotel and aviation training facility to connect the development with its surroundings through the Sliverdown link.

03 Masterplan
Civil Engineering Appraisal

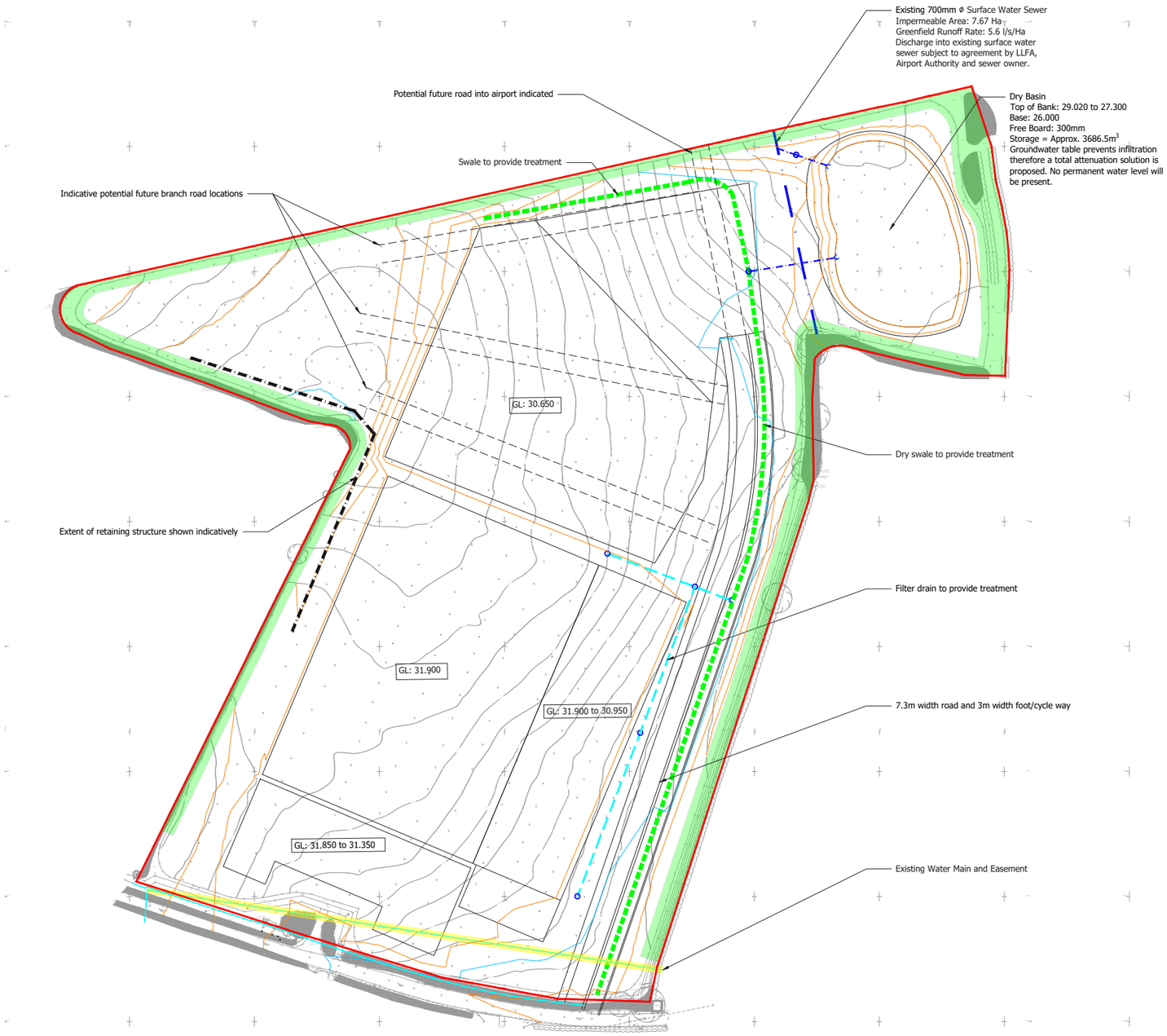


Above: Civil Engineering Design Drawings

Waldeck Consulting have undertaken an extensive exercise to understand and evaluate the site area. This exercise has aided in the production of developable plateaus which have been appraised in the following pages.

The option shown outlines plans for 3 different plateau levels to facilitate plots for development. These areas take into account various site factors, allowing a landscape buffer around the perimeter and suitable attenuation to the north east corner of the site.

03 Masterplan
Civil Engineering Appraisal



Above: Civil Engineering Design Drawings

This option shows a strategy that makes use of an eastern site entrance and roadway. The estate road frames two areas of development, one to the south and one to the north of the site. This access road then leads into the attenuation area to the north east. A continued green corridor on this axis allows for a large portion of diverse landscaping.

03 Masterplan
Civil Engineering Appraisal

Drainage Strategy Constraints

Groundwater levels in the northeast of the proposed development present a barrier to utilising infiltration to the ground for surface water runoff. It is therefore proposed to connect into the 700mm diameter surface water sewer located to the northeast.

As part of the Wildlife Management required, Sustainable Drainage Systems (SUDS) need to have no permanent water level present and the following storm events must drain within specified time frames to avoid the need for bird exclusion measures:

- 1 in 100 year storm event to drain within 14 days
- 1 in 1 year storm event to drain within 1 to 4 days

SUDS will require continual monitoring to ensure water does not persist beyond these requirements. Further engineered bird mitigation measures will be needed if the above cannot be achieved. The current surface water proposals include enough SUDS treatment indices to account for a high risk development but allowance should be made for a full retention interceptor.

South West Water have advised for foul water disposal, that a connection into the Exeter Airport private foul water system is negotiated. However, through liaison with the airport it is understood that their system is already exceeding capacity and cannot accommodate additional flows.

Aerodrome Safeguarding Constraints

As Exeter Airport is subject to “Safeguarding of Aerodromes” and any proposed development located within the vicinity of Exeter Airport will have a number of factors and restrictions to account for in the development.

Of particular concern is any development which could attract birds and other wildlife; Advice Note 3 for Safeguarding of Aerodromes covers Wildlife Hazards around Aerodromes. Various mitigation measures are detailed within Advice Note 3 of Safeguarding of Aerodromes and must be detailed within a Wildlife Hazard Management Plan (WHMP). This must cover both the construction and ongoing development management once the development is in use.

PV’s will require a glint and glare analysis carried out by an aviation specialist to ensure that there are no adverse impacts to the Air Traffic Control Tower and aircraft arriving, departing or circling the airport.

Any lighting including signage and beacons are required to follow the guidance within Airport Operators Association Advice note 2 Lighting near Aerodromes. Generally speaking, all lighting should have no light spill above the horizontal or be directed at aircraft on approach or the Air traffic Control Tower.

Obstacle Limitation Zone Constraints

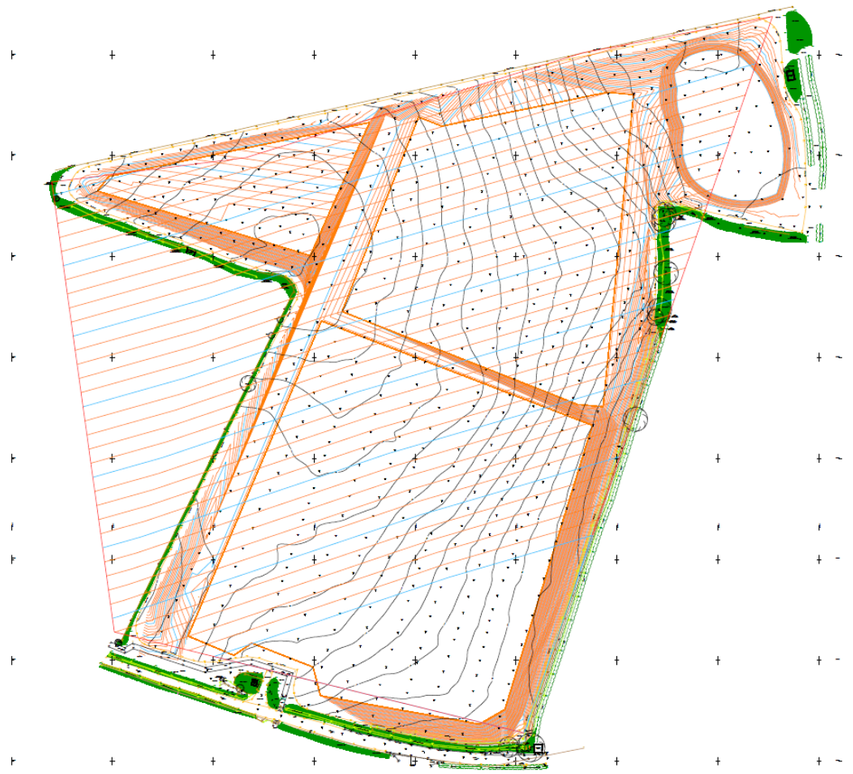
Exeter Airport has an Obstacle Limitation Zone which impacts the Exeter Air Park development and could be a limiting factor in the maximum height of structures proposed for the site. Pre-Application advice from Exeter Airport has been utilised to plot an array of points throughout the proposed development to help inform the limits of the Obstacle Limitation Zone.

Green Corridor

A green corridor has been offset around the edge of the development to retain existing landscaping and habitats.

External Finishes

Access roads and parking areas not regularly trafficked by HGV’s are proposed to be bituminous with a granular sub-base. Heavy Goods Vehicle yards are proposed to be concrete to Technical Report 66 specification.



Above: Object Limitation Zone

03 Masterplan
Indicative Masterplan

Above: Indicative Masterplan V2

03 Masterplan
Indicative Masterplan

Indicative masterplan

The indicative masterplan shows how the new Power Park could be developed in a manner that would create a positive and sustainable environment.

The explanation of the plan's inherent flexibility on the next pages of this document illustrates how delivery can be achieved in different ways and that whilst the plan has a number of key consistent elements it can adapt to the requirements of different sized businesses over time. The masterplan has the following characteristics:

Flexibility

The indicative masterplan shows how the new development could come forward, showcasing a range of unit sizes to accommodate potential occupiers requirements. The overall plateau sizes have been developed through a detailed civil engineering appraisal to enable the most efficient use of the site.

Within each plateau is the flexibility to adapt multiple layouts of development to cater to different occupier requirements. The main core estate road and green landscape will remain the same throughout to provide a base level of zoning. This allows the developable areas to be brought forward at different timings to suit demand.

Parking and Service Yards

Parking and servicing requirements are introduced within the masterplan that comply with local standards. It is important that sufficient parking and appropriate servicing space is integrated within the Power Park in order to avoid the consequences of inadequate provision – as can be experienced in the existing Exeter Airport Business Park where cars dominate the public realm and servicing and deliveries is compromised. Parking is proposed within either dedicated car parking areas adjoining units or within the wider yard zones of the warehouses. Dedicated visitor parking is also located for larger clusters of units were required.

Sustainable Transport

Whilst the flexible masterplan is designed to cater for an appropriate level of car parking to support business, Power Park will be well located to encourage people to use alternative modes of transport to the car. Businesses will be encouraged to develop green travel plans to this effect. Travel plans will include encouraging the use of car sharing, support for use of public transport, cycle storage facilities, showers for cyclists including the creation of a bike user group, and facilities for electric car charging. Public transport users of Power Park will help to support existing transport infrastructure provided in support of the airport.

In support of green travel plan initiatives the Enterprise Park will have a bus stop connecting to the wider network – including other areas of the 'West End', Exeter city centre, and rail links at Exeter St David's, Cranbrook, Pinhoe and Sowton. It is also close to the facilities at Exeter Airport – taxis, car hire, and a wider range of bus services.

A new access – a green corridor

The main vehicle and pedestrian access into Power Park is proposed from the southwest corner of the site onto Long Lane. Improvement works to widen and improve Long Lane are currently on-going, which will provide suitable access for vehicles and pedestrians. The main spine estate road or 'green corridor' provides an opportunity for the surrounding landscape to extend into the site and soften the approach to each of the development zones. The landscaping also plays an important role in protecting sustainable travel routes and increasing biodiversity on the estate creating a more pleasant environment to pass through.

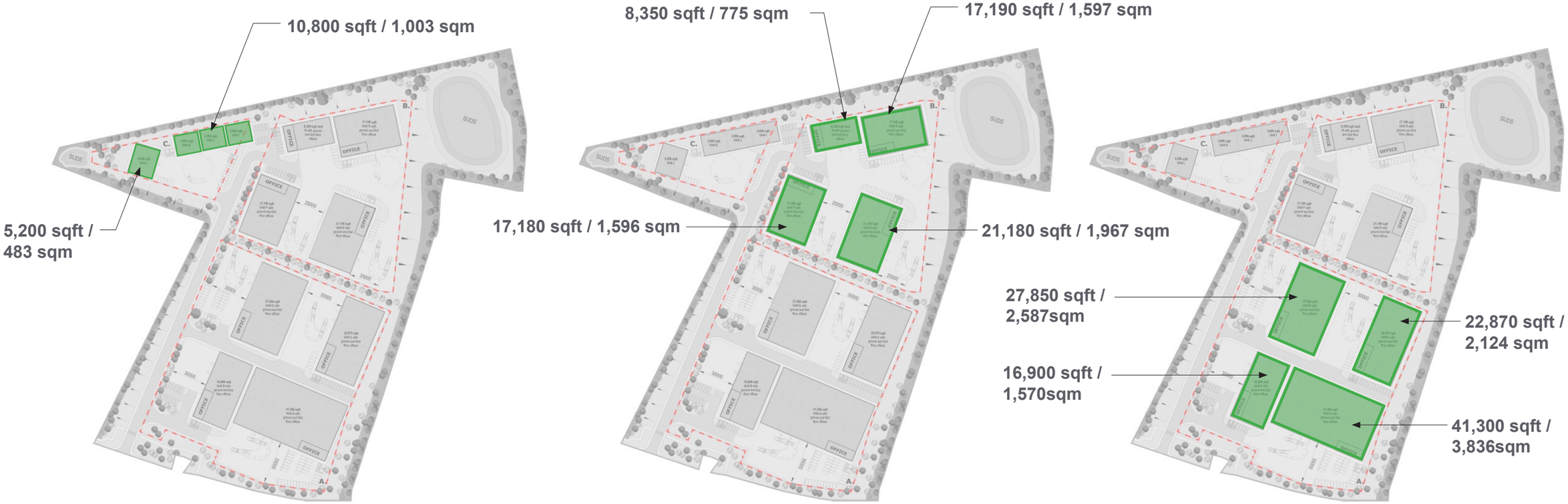
Maximum developable area

Indicative masterplan shown on page 26 describes how the site could be developed. The overall scheme hopes to achieve a maximum developable area of 26,000 sqm (27, 9862 sq ft)

03 Masterplan
Indicative Masterplan

Above: Indicative Masterplan with Local Context

03 Masterplan
Zoning and Density

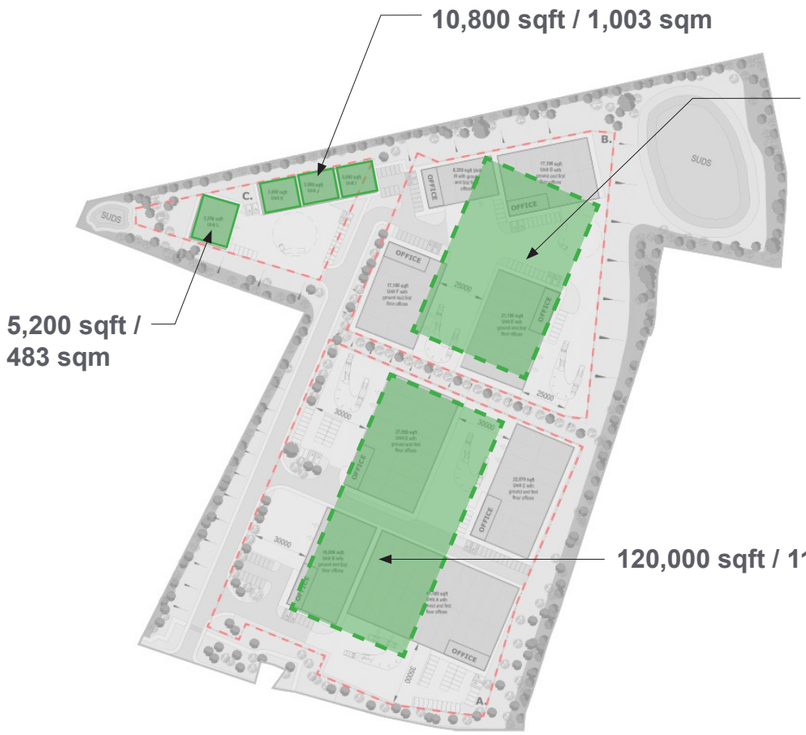


Small starter Units

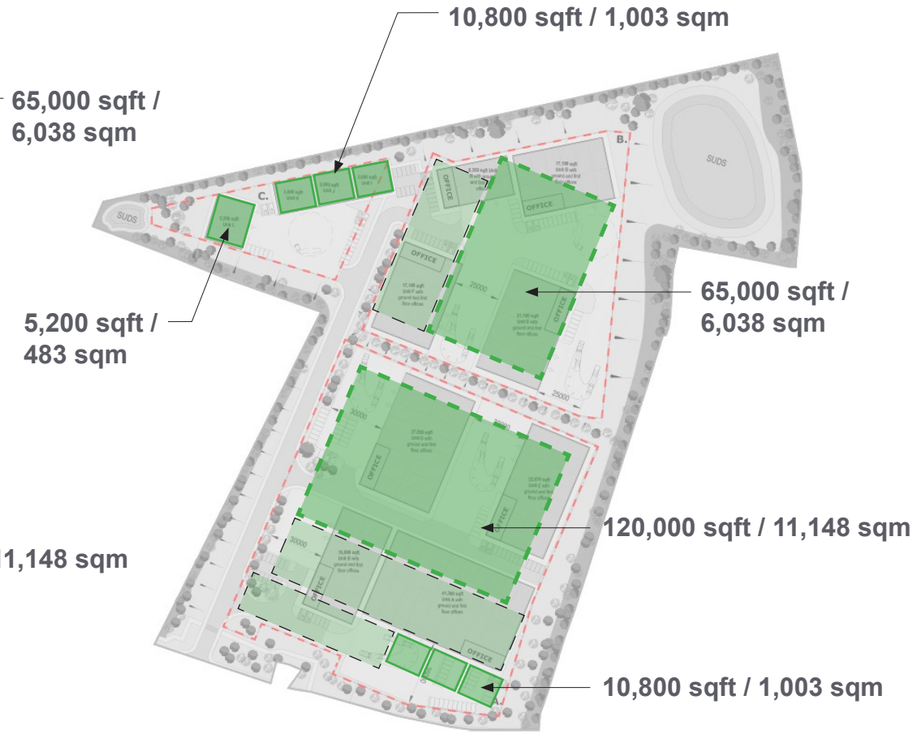
Medium Units

Large Units

03 Masterplan
Zoning and Density



Variation Plan 01 - Large Unit with small quantity of starter units



Variation Plan 02 - Large Unit with a greater mix of starter units distributed accross the Park

A flexible layout

The aim of the civil engineering appraisal was to set out a set of developable plateau areas of which allow for a functional yet flexible development on the site.

The flexibility in the development zones enables delivery that is responsive to changing needs. A modular grid laid over the site provides the opportunity to vary the size and proportion of each building relative to the yard and parking areas required. The estate spine green corridor located to the West of the estate provides an efficient use of developable area and gives the ability to access plots on each side. The plots are able to accommodate different sized businesses – ranging from small start-up to large logistics companies. It is also possible to incorporate building designs that have flexible spaces thus catering for the growing or shrinking needs of an occupier.

The main parameters set out the possibility for large unit variations to be found within the more central and southern areas, due to the maximum building height being greater the further from the northern boundary that aligns the airport. A large unit can provide the main frontage to the site with a build up of smaller units filtering north and deeper into the site. The plateaus also allow for a combination of medium sized units to be populated throughout the site.

04 - GUIDELINES FOR DESIGN

04 Guidelines for Design
Overview

This section of the document illustrates how some of the more detailed aspects of the masterplan will be delivered. The guidelines in this part of the masterplan document are intended to form the basis of parameters that will form the basis of the Local Development Orders for the Power Park.

This section aims to outline how the overall vision for the development will be implemented following key guidelines relating to the space planning, landscaping and arrival spaces, frontages, materiality and character of the whole development.

The guidelines illustrate how Local Development Orders are formed to control the quality of development within the Enterprise Zone and moreover ensure that Power Park is a place where businesses want to be based.

Above: View from Site across the Airport

04 Guidelines for Design
Land Use

The park will look to have a variety of different sized units located in close proximity to the green landscaping areas. This will encourage use of these spaces from employees and visitors.

Larger B8 businesses will make use of the larger southern development zone which will under pin the business community and culture in the Power Park. The potential for a variety of different sized businesses adds to this and makes for a strong sense of community through collaboration.

The split in development zones works together with the overall topography of the site and enables smaller units and businesses to be located deeper into the site and close to the airport boundary. Larger, more established businesses can be located closer to the Long Lane access road and create a frontage to the park.

Above: Precedent images of potential development aesthetic

Above: Indicative Site Development Zones

04 Guidelines for Design
Access & Transport

Above: Indicative sustainable infrastructure map

The main access strategy for the site spurs from the improvement works to Long Lane. These works enable the highway infrastructure to facilitate the volume of both pedestrian and vehicle traffic to and from Power Park.

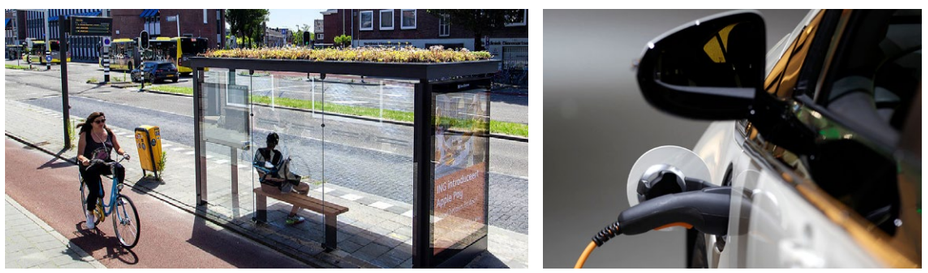
The movement off Long Lane and through the development shall be a green spine road with potential access off this axis to the business units. This allows flexibility in business layouts to accommodate for a variety of different sized units while keeping the core infrastructure the same.

The estate roads and shared footpath / cycleway will be designed to adoptable standards. Pedestrian and cycle routes will be located adjacent to the estate road with a planted verge between to create a more sustainable route providing protection from vehicles.

The site will benefit from an existing bus route serving Long Lane stopping at the airport. A pedestrian / cycleway will then connect to the Power Park site following Long Lane. Recent improvement works to Long Lane will further reinforce this route and better connect the site with transport routes to the West.

The provision of electric charging within the estate will be delivered in accordance with local guidance as set out in the transport strategy supporting this document thus future proofing the development. This will also encourage the use of sustainable transport and adding dedicated on site facilities, paired with the infrastructure to support cycling and walking to Power Park, it will notably enhance the developments sustainable transport ethos.

Development units will have 20% of their total parking capacity for EV charging with the potential for future expansion.



Above: Potential sustainable infrastructure ideas

04 Guidelines for Design
Parking Strategy

The masterplan has been designed so that efficient servicing of business premises underpins the flexible layout and that car parking levels are appropriate to support businesses and their visitors. Parking is incorporated in a number of different ways to ensure it is suitably integrated; generally staff parking is adjacent to office areas of each unit, which form the principal entrances to the buildings. Smaller multi-tenant blocks will be catered by shared parking facilities located off service yard areas to maximise flexibility, while larger units will have dedicated parking zones.

The development will provide car parking across the site at an appropriate range of 1 space per 50sqm GFA to 1 space per 200sqm, dependant on the units use and size. This is detailed further in section 05 L.

Zones for parking are designed to maintain attractive tree lined avenues leading into each development zone to prevent cars dominating the environment of the park as they do in the existing Exeter Airport Business Park.

Power Park will aim to promote cycling with on site storage facilities. Sustainability and green initiatives such as BREEAM will set out further criteria for the development in respect to cyclist facilities and the scheme intends to be developed with this ethos. As a minimum at least one shower facility will be provided to all business units with the provision to increase quantities should future green initiatives be adopted.

1. Dedicated parking zones
2. Parking adjacent to office cores
3. Shared parking zones
4. Dedicated cycle storage

Access and Connections

The access and movement plan is dependent upon improvements to Long Lane and the establishment of a principal access into the site. The position and proposed alignment of the main spine road provides the main movement corridor for a flexible development grid. This gives the possibility of a secondary access from Long Lane in the south-west corner and east-west lateral streets to access development within the core development zone.

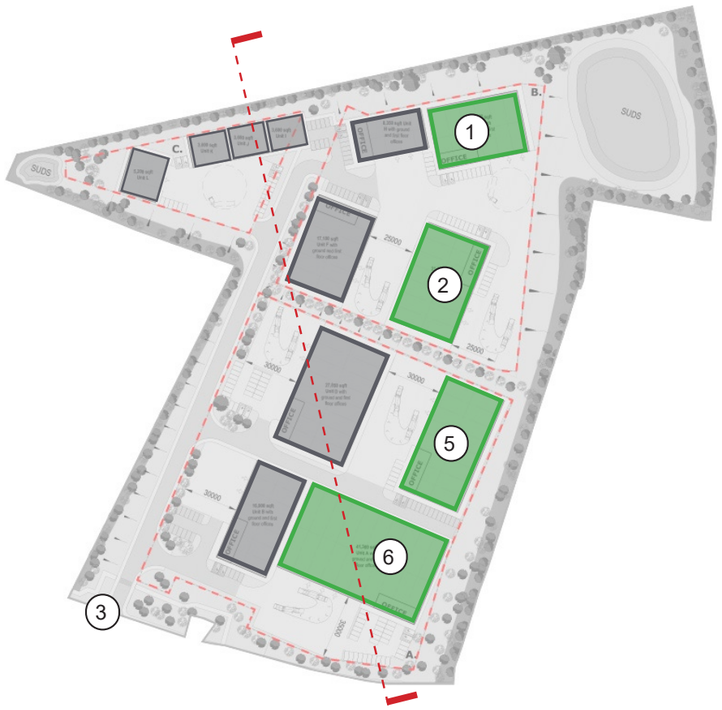
The widening of Long Lane will facilitate improved access, a hub for co-bikes (located outside the Future Skills Academy), a new bus stop and improvements to the existing green lane to the south of the site. This will ensure better pedestrian and cycle links to the existing Exeter Airport Business Park and surrounding area.

1. Highway improvements to Long Lane
2. Priority crossing point for pedestrians
3. Main spine (Green Corridor)
4. Sustainable walking and cycle routes through the estate
5. Connections with green walking routes
6. Plot access roads

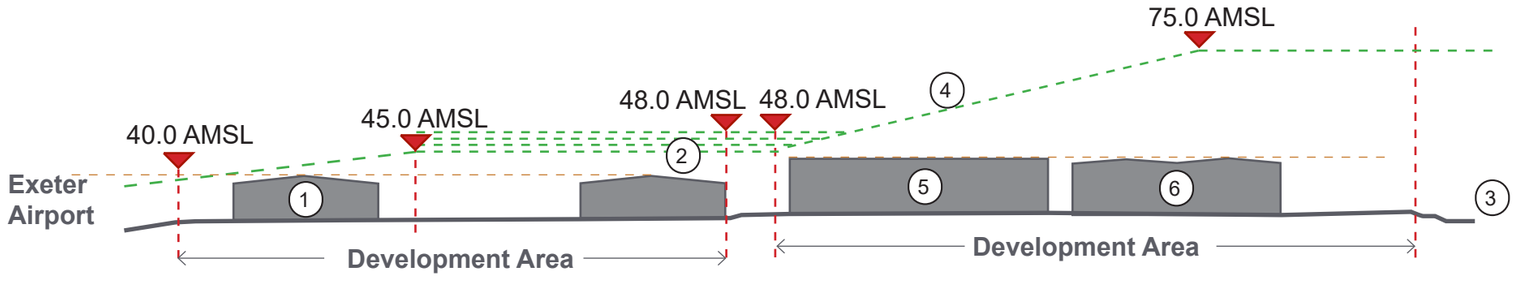
04 Guidelines for Design
Scale

Building heights and scale

The height and scale of buildings makes a significant contribution to the character of the environment. This section of the code provides guidelines for the size of buildings so that they balance the functional requirements of E, B2, and B8 occupiers with the desire to establish an attractive sense of place through appropriate levels of enclosure. Buildings within the Park will generally be up to two storeys high; however the restriction on building heights is set out within the LDO. Buildings at the hub would benefit from more of a presence at the heart of the Park and therefore should be higher. Building heights will need to be designed so that they accord with aviation constraints generated by the adjacent airport. The taller buildings will be positioned towards the southern end of the site, away from the runway.



Indicative section through site in context of OLS



3. Long Lane access
4. Object Limitation Surface parameter

Materials - buildings

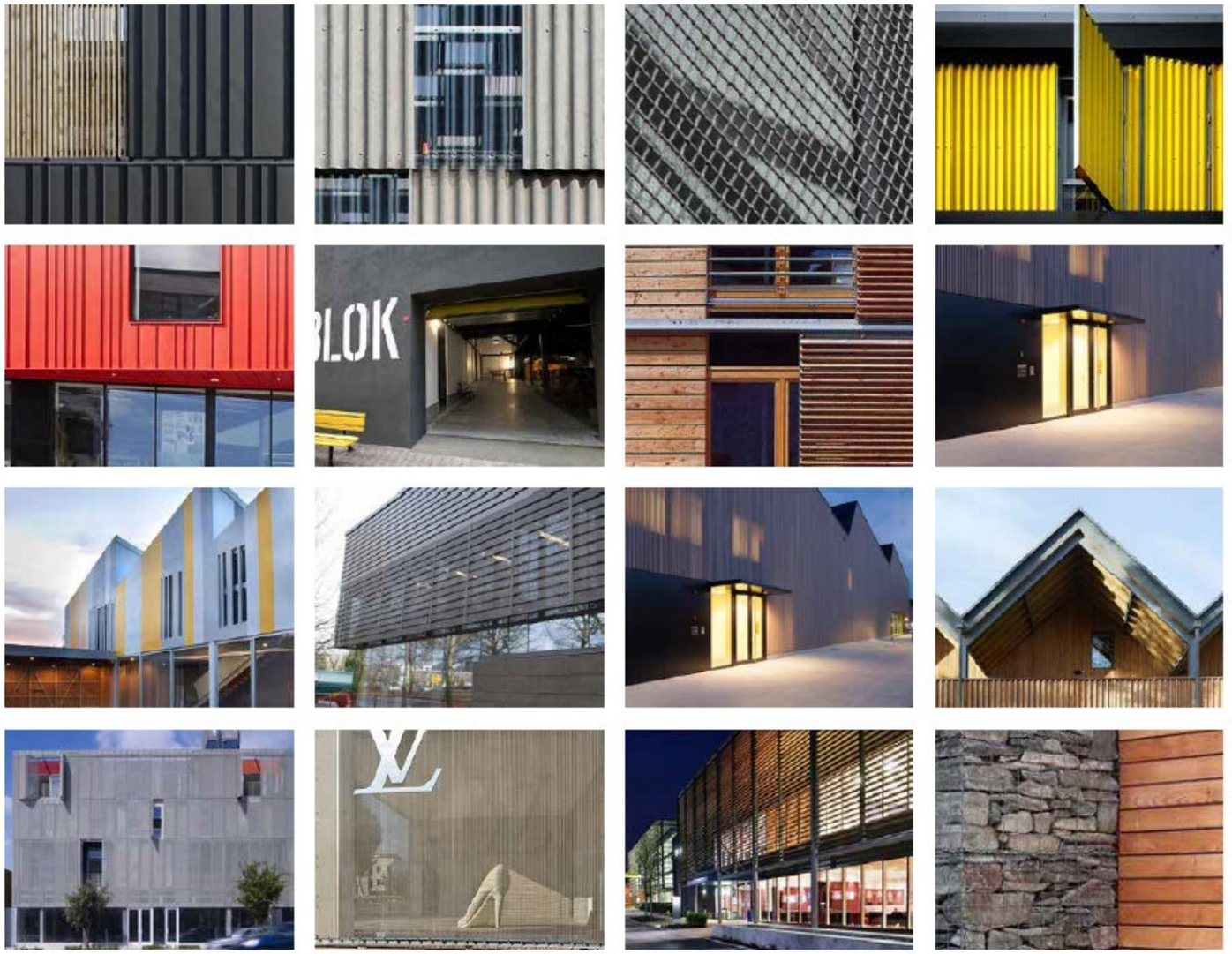
In order to reinforce the structuring elements of the Power Park and to establish an attractive, well defined development, some continuity in the use of building materials will be an important consideration. Whilst some variety and innovation should be encouraged, a palette of building materials used in a contemporary manner and taking references from the local agricultural buildings and traditional vernacular in East Devon could help to establish a strong sense of place that is locally distinctive. The palette of materials may not be restricted to the building facade but give an opportunity to use soften materials and accent colours that take inspiration from the surrounding context and compliment the buildings on the site.

The use of varying metal cladding orientations and colours will help to create a contemporary aesthetic that can be implemented throughout the development to give a continued sense of identity for the site. The use of a cohesive palette of materials allows the buildings to fit within the overall surroundings of the existing Business Park and the wider location within the Airport area but allow a more modern look and feel to the site.

Units within the development are to use a dark grey coloured roof cladding in line with recommendations from Exeter Airport.

Recommendations for the appearance and specification of photovoltaic panels are to be reviewed and approved by Exeter Airport to ensure that the appearance and maintenance are in accordance with Airport safeguarding measures.

Refer to Supporting Document ‘M’ for a detailed breakdown on material selection and proposed elevational treatments.

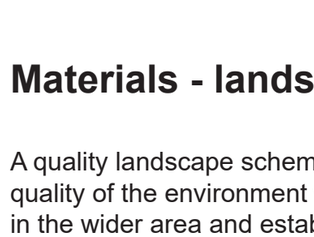
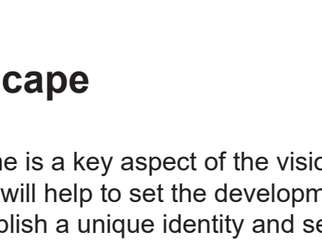
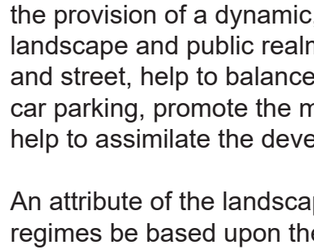
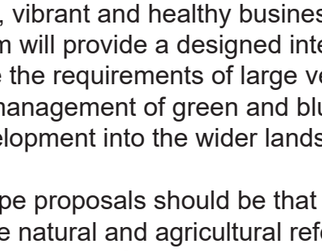


Materials - landscape

A quality landscape scheme is a key aspect of the vision for Power park. The quality of the environment will help to set the development apart from others in the wider area and establish a unique identity and sense of place based on the provision of a dynamic, vibrant and healthy business environment. The landscape and public realm will provide a designed interface between building and street, help to balance the requirements of large vehicles, servicing and car parking, promote the management of green and blue resources on site and help to assimilate the development into the wider landscape.

An attribute of the landscape proposals should be that materials and planting regimes be based upon the natural and agricultural references found adjacent to the site and in the local area. This foundation provides an opportunity for interesting mix of naturalistic planting and refined urban finishes. The landscape scheme will need to meet the requirements of the Civil Aviation Authority and others with particular reference to nesting birds and aircraft safety.

Estate wide landscaping is to be implemented upon completion of the estate earthworks and infrastructure. This will define each of the development zones and allow the landscaping to reach a level of maturity prior to completion of the building plots. Estate roads and paths will also be completed as part of the estate infrastructure works prior to the start of construction of each development zone. There is aspirations to produce amenity areas for building occupiers to breakout and utilise. This is discussed within the Strategic Landscape Proposals later in the document.

1. Development zone A
2. Development zone B
3. Development zone C
4. Sustainable Urban Drainage
5. Green Estate Road

04 Guidelines for Design

Design Language

As part of the overall strategy for the development it will be key to create a design language that can be implemented across the variety of different buildings on the site.

In an effort to establish this level of identity for the development, the selection of materials and coloured accents will highlight the continuity of architecture and create a level of identity within Power Park. This will help create a community culture across the various businesses. The idea will be to create a brand & style to the buildings that can be directly implemented across all buildings.

The use of vertical and horizontal metal cladding creates a clean visual style to the building with green accent additions to add a sense of identity to the buildings.

A key aspect of the language of Power Park will also be part of the landscaping scheme. As well as the material language utilised on the architecture, the same detail should be investigated for the landscaping of the development. The coherent design response of the landscaping and green space will enhance the overall feel and character of the development.

Above: Indicative street scene diagram

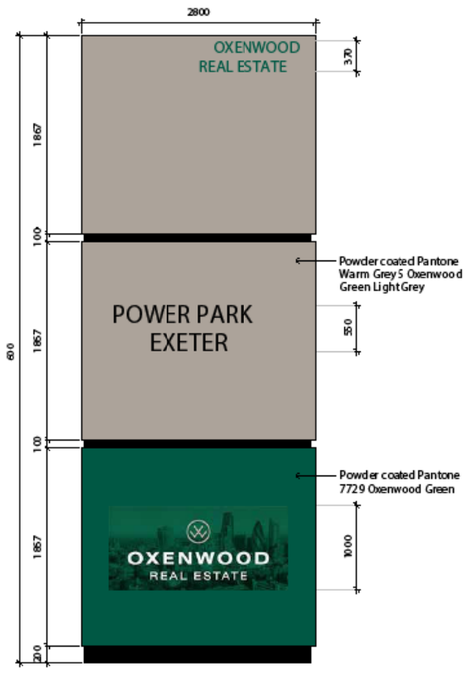
Above: Indicative materials and visual identity ideas

04 Guidelines for Design
Estate Signage Strategy

To create an identify to the estate and improve way finding there will be a series of different sized totem/monument signs strategically placed throughout the site.

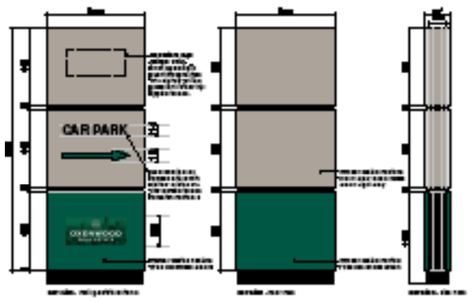
A single, large totem sign will be placed at the entrance to the site and provide visitors and users of the park a clear sign announcing their arrival and denotes the entrance to the estate.

Throughout the site there will be other, smaller totem signs which will be used for way finding to HGV access areas and car parks of the various different units. All totem signage will be limited to a maximum of 6m tall above FFL.

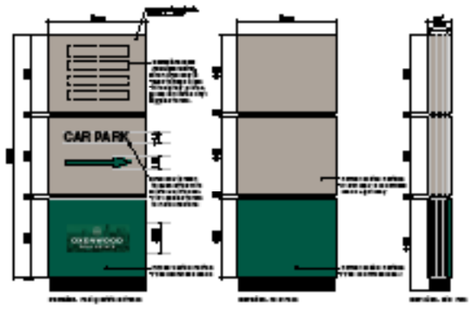


1 **Estate monument sign**

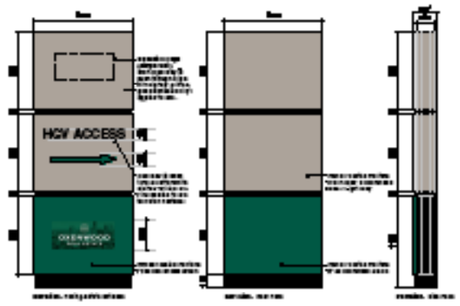
Above: Indicative Masterplan with Signage Locations



2 **Unit Car park directional totem sign**



3 **Unit locator directional totem sign**



2 **Unit yard entrance directional totem sign**

Above: Potential Signage Designs

04 Guidelines for Design
Building Signage Strategy

Paired with the overall estate signage strategy will be a single, coherent building frontage strategy that includes signage on the building elevations, typically mounted at principal entrances. This will help outline the identity of the park and also signify the entrance to each unit while creating a strong sense of place for the occupier.

By setting out a precedent for signage and building identity within the planning parameters this allows for the buildings being built out across the park to be able to all be connected in one coherent language and design parameter to abide by.

Use of the same frontage, with accent colours to highlight entrances allows visitors to navigate more easily around the estate. This is in contrast to the existing Exeter Airport business park which has been built and expanded over time with no coherent identity or strategic thought to signage.

This strategy allows to build on this lesson and implement a thorough, clean and modern aesthetic at the outset.

Above: Indicative Elevation of Buildings

Above: Indicative CGI images of building signage locations at entrances

05 - TECHNICAL PARAMETERS

Appendices List

Additional documents associated with Planning Parameters

A	Ecology Assessments & Biodiversity Strategy
B	Contamination Reports
C	Flood Risk Assessment
D	Drainage Strategy Including SUDS
E	Transport Assessment
F	Heritage Statement including archaeology
G	Landscape & Visual Appraisal
H	Green Infrastructure Strategy
I	Lighting Assessment & Strategy
J	Noise & Air Quality Assessments
K	Sustainability Strategy
L	Framework Travel Plan & Parking Strategy
M	Elevational Treatment Strategy
N	Waste Storage and Facilities

05 TECHNICAL PARAMETERS
Supporting Documents

A Ecology Assessments & Biodiversity Strategy

Further surveys for protected species have also taken place in respect of the Proposed Development. These include;

- Bat emergence/re-entry surveys,
- Breeding bird surveys,
- GCN presence/ absence surveys,
- Reptile surveys,
- Water vole surveys, and
- Hazel dormouse surveys.

A CEMP will be produced and implemented during the clearance and construction phases of the Proposed Development and will include detailed measures necessary to avoid and control adverse impacts to Exeter Airport OSWI.

To achieve a net gain for biodiversity, an area will be set aside within the layout of the Site for habitat creation. The most appropriate habitat creation will be determined following further protected species surveys at the Site so that the data collected can inform the design of the area set aside for biodiversity.

In order to appropriately address matters of Ecology and Biodiversity the development will:

- Implement specific mitigation measures for the low population of grass snake identified on site, to ensure there is no break in legislation for reptiles during site clearance and construction works.

- Implement specific mitigation measures for bats, to ensure there is no breach in legislation due to disturbance of the proposed development.

- Implement specific licensing and mitigation measures for hazel dormice, to ensure there is no breach in legislation during site clearance and construction works. Specific compensation will be required to ensure the hazel dormice have suitable habitat available within the site, post development.

- Ensure the removal of any existing hedgerows is outside of the bird nesting season to ensure there is no breach of legislation. Or otherwise ensure the trees are check by the ECoW immediately prior (24hrs) to any clearance works.

- Regularly review the baseline surveys. The ecological baseline shall be kept up-to-date by a by a professionally qualified ecologist not less than every two calendar years from the date of adoption of the LDO. The survey updates shall be submitted in writing to the Local Planning Authority.

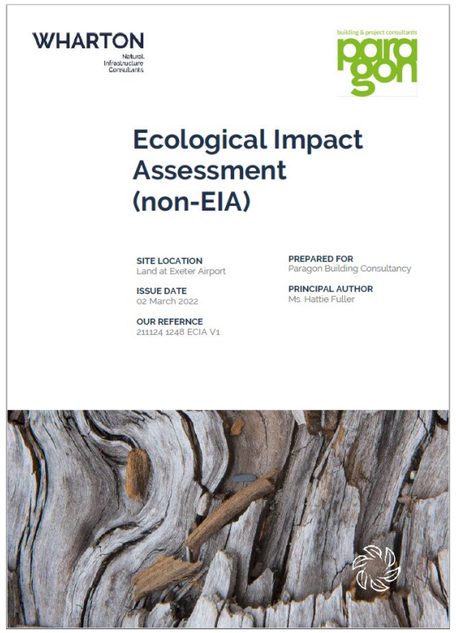
  Should the updated surveys identify significant changes in the baseline conditions, the relevant ecological assessment shall be undertaken by a professionally qualified ecologist and submitted for approval by the Local Planning Authority. Any approved recommendations shall be implemented in full in accordance with agreed timescale. No development shall take place whilst ecological surveys are outstanding.

- Be implemented in accordance with a CEMP that will be produced as set out above.

- Create habitat to enhance biodiversity on the site in accordance with the recommendations of the outstanding ecological surveys. Any such habitat created will be maintained in perpetuity.

- Obtain relevant licenses and produce the required method statements prior to construction works, e.g. Hazel Dormouse Mitigation Licence, a separate precautionary reptile method statement and an arboricultural method statement.

- Produce a landscape and ecological management plan covering a minimum period of ten years, to ensure the recommended ecological compensation features are implemented and maintained properly.



Ecological Assessment Document Cover

B Contamination Reports

A Phase 2 Ground Investigation has been completed on site. The investigation included an intrusive investigation, laboratory analysis and risk assessment. These works have been completed in connection with the redevelopment of the site.

The results of the chemical analysis of the Made Ground and natural soils identified that the concentration of the contaminants tested were below the GAC for a commercial land use. As such, the risks to human health are considered to be low. Furthermore, the risk to Controlled Waters was considered to be low due to the low concentration of contaminants identified. Overall, it is considered that there is a low risk associated with the site in respect of land contamination and the site is considered suitable for development for a commercial end use. No ground remediation is considered to be necessary.

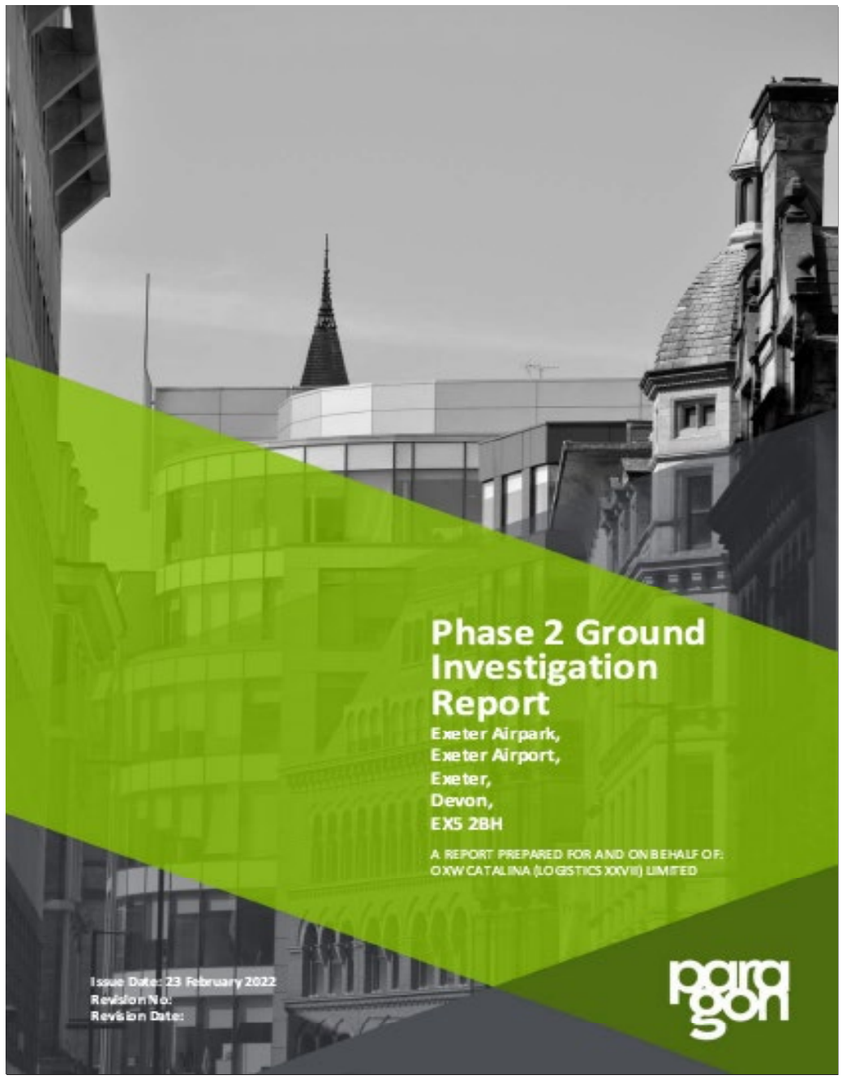
A minor exceedance of the thresholds for barrier pipework was identified, and as such barrier pipework may be required as part of the redevelopment. However, as the exceedance was minor this will be discussed with the water provider and appropriate mitigation will be implemented as required.

No gas protection systems are necessary as there are not considered to be intolerable risks to the development for future site users. In addition, the site is not situated within a Radon Affected Area and as such, radon gas protection is not considered to be required. As such, the risk from ground gas is low.

In order that the proposals for the Site are not adversely affected by or result in contamination the development will:

- Discuss with the water provider appropriate mitigation with regard to the minor exceedance of the thresholds for barrier pipework. Any necessary mitigation will be implemented as required.
- If, during any stage of development, contamination and/or unexploded objects are found to be present at the site, then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until an approved scheme of remediation has been fully implemented in accordance with a remediation scheme which has been submitted and approved and approved in writing by the local planning authority.
- Install barrier pipe for water supplyas required

The CEMP will cover best practice measures to reduce any potential risk to the wider area through ground contamination, polluted water run off etc. There is a non-statutorily designated wildlife site adjacent to the northern boundary of the Site which needs to be protected.

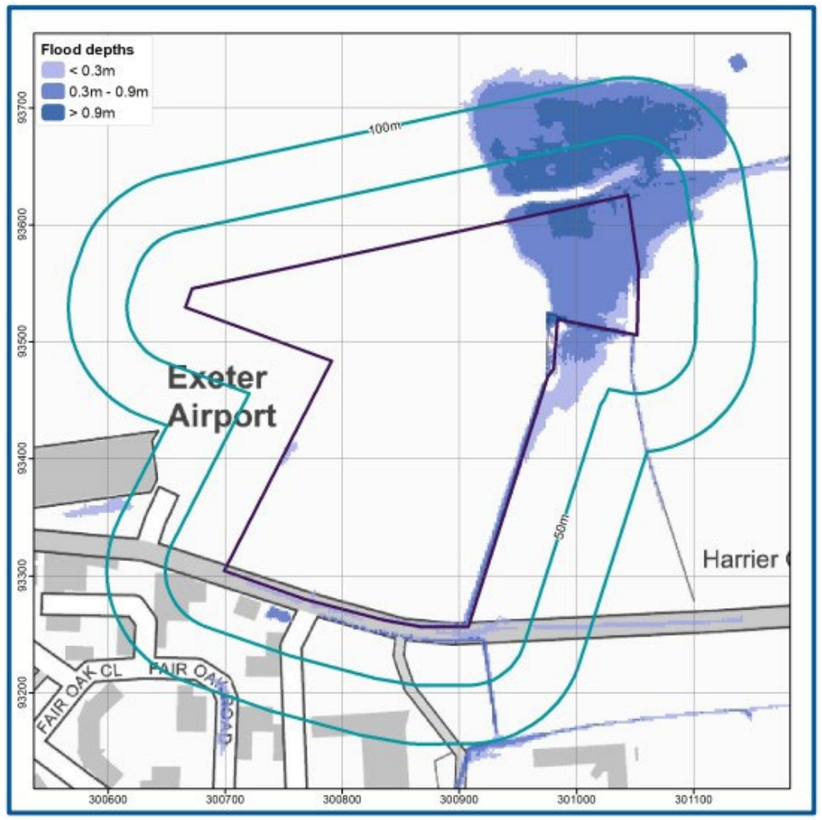


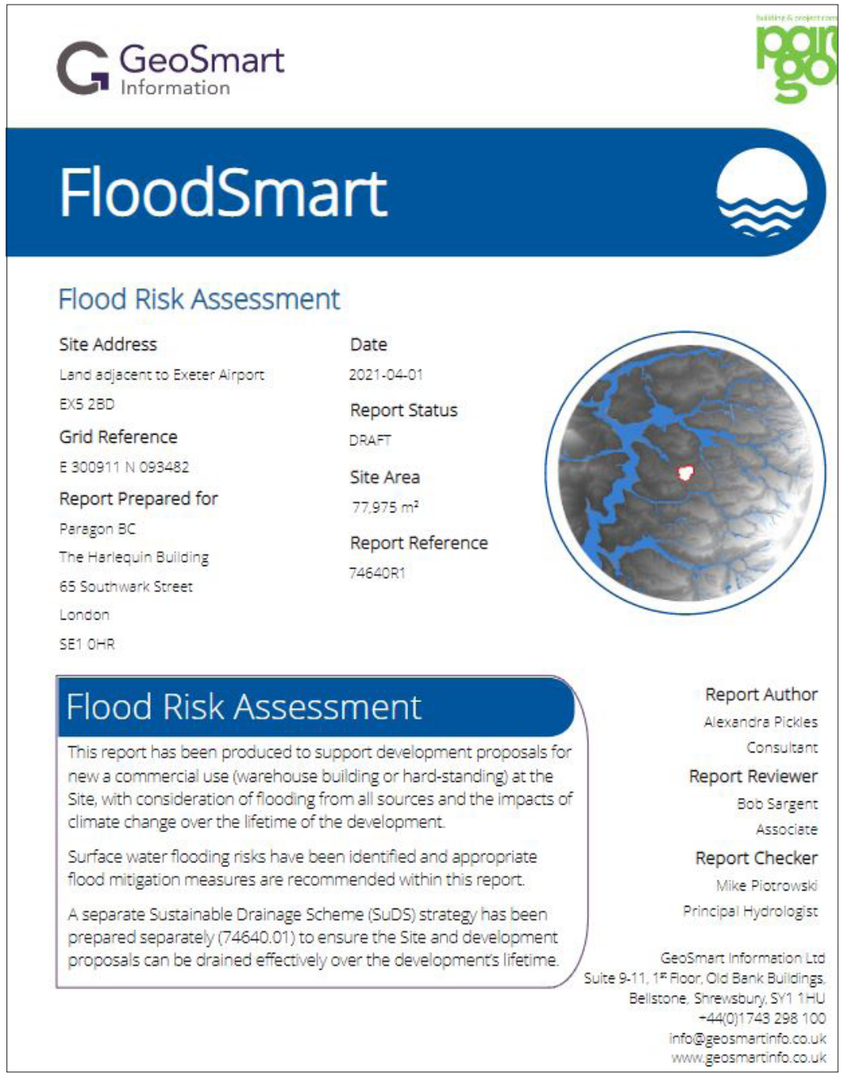
Contamination Report Document Cover

C Flood Risk Assessment

The site is located within a Flood Zone 1 and therefore the proposed development is considered acceptable. It has been identified from the Flood Risk Assessment that the risk of flooding from all sources is negligible to very low with the exception of surface water flooding which is considered very high in the north east corner. It has been advised not to develop in this area or to only place the least vulnerable developments in this area. The recommendations in the FRA is to avoid development in the north eastern corner or otherwise introduce mitigation measures to reduce the risk of flooding or increase the finished floor levels. This is reflected in the development zone boundaries as the area in question will be utilised to provide SUDS features.

Surrounding ground levels will slope away from buildings and ground levels will be designed to channel any overland flows from off-site away from the development and site drainage system.




GeoSmart Information

FloodSmart

Flood Risk Assessment

Site Address
Land adjacent to Exeter Airport
EX5 2BD

Grid Reference
E 300911 N 093482

Report Prepared for
Paragon BC
The Harlequin Building
65 Southwark Street
London
SE1 0HR

Date
2021-04-01

Report Status
DRAFT

Site Area
77,975 m²

Report Reference
74640R1

Flood Risk Assessment

This report has been produced to support development proposals for new a commercial use (warehouse building or hard-standing) at the Site, with consideration of flooding from all sources and the impacts of climate change over the lifetime of the development.

Surface water flooding risks have been identified and appropriate flood mitigation measures are recommended within this report.

A separate Sustainable Drainage Scheme (SuDS) strategy has been prepared separately (74640.01) to ensure the Site and development proposals can be drained effectively over the development's lifetime.

Report Author
Alexandra Pickles
Consultant

Report Reviewer
Bob Sargent
Associate

Report Checker
Mike Piotrowski
Principal Hydrologist

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info@geosmartinfo.co.uk
www.geosmartinfo.co.uk

Flood Risk Assessment Document Cover

D Drainage Strategy Including SUDS

Foul Water
Pre-development enquiries with South West Water revealed no public foul water connection within the vicinity of the proposed development and the private foul system owned by the airport has been noted to be exceeding capacity already.

It is therefore proposed to utilise package treatment works to capture and treat foul water drainage on site, treated water will then be discharged to the watercourse in the north east corner of the site. This will be a free flowing discharged of 0.5l/s/ha (estimated total 2.27l/s).

Foul Water Maintenance Requirements
Maintenance requirements of package treatment plants will vary dependent on the type of package treatment plant and size; typical maintenance will include:

- Cleaning of pipework, air diffusers (for aerated treatment systems), air blower inlet (for aerated systems) on a 6 to 12 monthly basis (dependent on use and flows received).
- Regular emptying as required by certified waste carriers.
- Serviced annually as a minimum.

Surface Water
Following the surface water drainage hierarchy; infiltration to ground was discounted as groundwater was encountered too close to the surface during investigations. However, a 700mm diameter culvert is located within the north east corner and it is proposed to discharge to this culvert under assumed riparian rights.

The design has had to accommodate the restrictions made by Exeter Airport and the safeguarding of aerodromes so that there is no permanent water level in the SuDS features and storm events drain from the system in; 14 days for 1 in 100 year events and 1-4 days in 1 in 1 year events.

Flows are currently assumed to be restricted to greenfield run off rate and the drainage design has incorporated an attenuation basin to accommodate 1 in 100 year plus 40% climate change, the discharge rate is proposed to be restricted to 5l/s. Further storage is provided by swales and filter drains throughout the site.

The proposed development is predominantly at very low risk of flooding from surface water run off however; a small area of low to medium risk areas are present in the central southern area and an area of medium to high risk exist in the north eastern corner of the development.

SuDS Proposals and Maintenance
The SuDS features mentioned above will require continual monitoring to ensure water does not persist beyond the requirements highlighted from the safeguarding of aerodromes notes. Further engineered bird mitigation measures will be needed if this is not achieved; SuDS features on the development are designed to be dry and comply with the required drain down times stated above.

Sustainable drainage features ensure water quality for surface water flows from the development, package treatment works will treat effluent to agreed Environment Agency standards prior to discharge to the watercourse.

The drainage system including the detention basin, filter strips/drains, pipework, manhole chambers/catch pits, Hydrobrake and associated inlet/outlet headwalls will be subject to a routine monitoring and maintenance schedule as part of the general site management. Surface water drainage systems will be maintained in accordance with guidance and recommendations from CIRIA 753 – The SuDS Manual and where applicable any relevant manufacturer information (e.g. Hydrobrake).

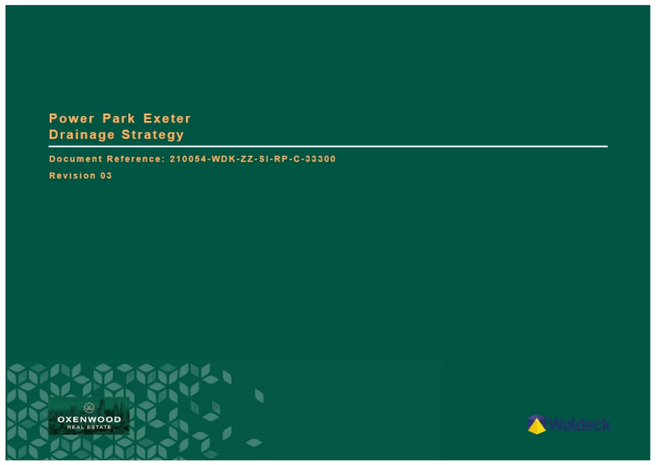
Foul water treatment systems will be maintained in accordance with manufacturer instructions and recommendations.

The drainage for the site infrastructure will be constructed at the time of the commencement of site works/earthworks.

The drainage for unit infrastructure will be constructed at the time each unit is developed for the occupier.

In order that the proposals for the Site are not adversely affected by or result in flood risk the development will:

- Survey the condition of the existing watercourse to ensure that the development will have no adverse impact on the function of the culvert and demonstrate that there will be no increase to flood risk downstream prior to construction.
- Implement the proposed foul and surface drainage strategies which accompany this Design Code, including:
- Utilising package treatment works to capture and treat foul water drainage on site.
- No permanent water level in the SuDS features (as required by Exeter Airport and the safeguarding of aerodromes). This will be continually monitored and if necessary, further engineered bird mitigation measures will be implemented as agreed in advance with the LPA.



Drainage Strategy Document Cover

E Transport Assessment

Vehicle turning, circulation & manoeuvrability
The site has been designed with road widths and junctions to cater for HGV vehicles from Long Lane and to the relevant yard areas of each unit. It should be noted that smaller units may be restricted to vans only as opposed to HGV's, but this is assumed to be acceptable on the basis that smaller units would only require lighter vehicles for their operations.

Although the illustrative plans only show a western access to the site, there is feasibility to introduce an additional eastern access dependant on the final unit layout. This would be subject to a S278 agreement.

Pedestrian access – foot way widths etc
A priority pedestrian crossing will be provided at the site entrance as depicted in the external finishes drawing and layout drawings throughout the design code document.

In order ensure safe and appropriate Site access, parking, turning and manoeuvring the development will:

- Provide a spine road of 7.3m wide with a 3m wide foot way/cycleway.
- Ensure roads are designed and constructed to the appropriate adoptable standard.
- Adequate turning & manoeuvring areas will be provided and maintained to ensure all vehicles enter/exit the estate roads & highway in a forward gear.
- Measures will be put in place to prevent unauthorised parking on the access roads within the site.
- The use of any building on the site shall not commence until a vehicle junction onto Long Lane and priority pedestrian crossing has been provided in accordance with details which have been agreed under a S278 agreement.
- All visibility splays for accesses onto Long Lane shall be retained free of any obstruction at all times thereafter.
- The use of each unit shall not commence until properly consolidated and surfaced parking and turning spaces for all associated vehicles in connection with that unit have been provided and constructed within the site in accordance with the plan submitted and approved in the Compliance Notice. Such parking and turning spaces shall be kept clear of obstruction at all times and shall not be used other than for the parking and turning of vehicles in connection with the development permitted.

Transport Assessment Document Cover

F Heritage Statement including archaeology

This study has identified no overriding cultural heritage constraints which are likely to prohibit development.

A previous unexploded ordnance (UXO) assessment report (Entec 2008) has concluded that there is a risk of UXO within the Site based on the SAA stores and anti-aircraft hub buildings within the Site, along with the possibility of UXO from enemy action; possible bomb craters have been identified to the south-west, south and south-east of the Site.

A site specific UXO survey has been undertaken which identified a number of targets but noted that the data in the central area of the Site was 'very noisy' and a watching brief will take place during intrusive works in this area (Brimstone Site Investigation 2021).

The presence, location and significance of any buried archaeological remains within the Site cannot currently be confirmed on the basis of the available information. As such the following recommendations by the County Archaeologist will be carried out;

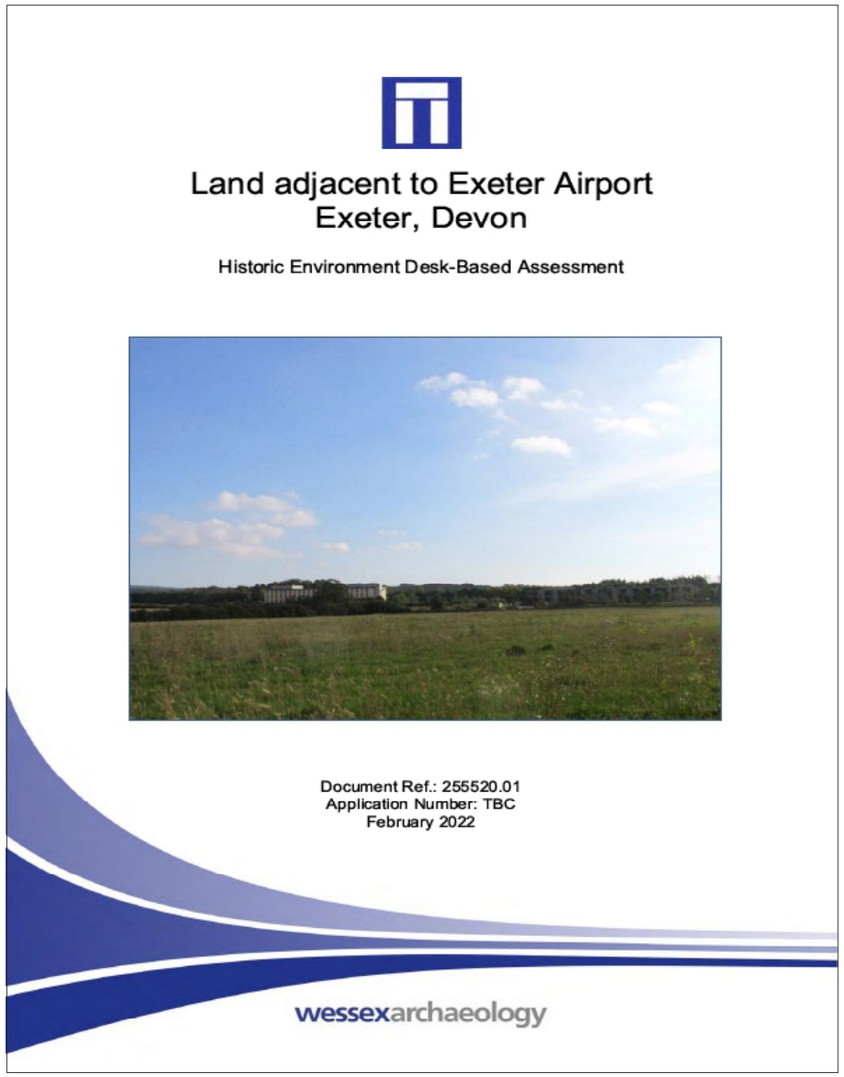
- An archaeological geophysical survey to be completed, followed if required by
- Archaeological field evaluation of the site, to investigate any anomalies identified by the survey and any 'blank' areas to test the efficacy of the survey itself.

Any further mitigation - if required - will take the form of preservation in situ through appropriate design/layout of the development, or through the archaeological investigation and recording of any archaeological deposits affected prior to development.

The presence, location and significance of any buried archaeological remains within the Site cannot currently be confirmed on the basis of the available information.

In order to safeguard heritage assets and archaeology, in accord with the recommendations of the County Archaeologist the following will be undertaken:

- An archaeological geophysical survey, followed if required by
- Archaeological field evaluation of the site, to investigate any anomalies identified by the survey and any 'blank' areas to test the efficacy of the survey itself.
- Any further mitigation - if required – will take the form of preservation in situ through appropriate design/layout of the development, or through the archaeological investigation and recording of any archaeological deposits affected prior to development.



Heritage Statement Document Cover

G Landscape & Visual Assessment

The combined effects of the development on local landscape character have been appraised and the design parameters designed to consider the key areas of sensitivity.

The appraisal found that as with any development of a greenfield site the receiving landscape and visual amenity of receptors will in the majority, likely be adversely affected by the proposed development. However, the effects on the characteristics of the Site on its landscape setting are varied and the extent of the urban character of the existing Airport/Business Park developments surrounding the Sites western, southern and south-eastern boundaries together with retention and enhancement of boundary vegetation will go some way to retaining the structure of views of the wider landscape.

The developments built form will be set back from all boundaries and be assisted by a comprehensive landscaping scheme. This will act to preserve as much of the Sites rural setting as is possible.

Existing and proposed screening vegetation will help to minimise and visual impacts and overtime, following the establishment of landscaping the development will appear as simply an expected extension to the existing Airport/Business Park complex.

In order to minimise the landscape and visual impact of the proposals the development will:

- Adhere to the proposed landscape design as set out in the Strategic Landscape Plan appended for Section 05 H of this Design Code.
- The height of the proposed structures will not exceed those set out in Table 1 of the LDO (AoD).
- Artificial lighting will be minimised in accordance with the specifications of the Airport as set out in Section 05 I of this Design Code.
- The designs, architectural styles, massing, layout and materials will, as set out through this Design Code, be of high quality and reflective of the vernacular.
- Ecological enhancement and biodiversity net gain will be maximised as far as practical in accord with the requirements of the airport and as set out in Section 05 A of this Design Code.
- Green and blue infrastructure will be maximised as far as practical in accord with the requirements of the airport and as set out in Section 05 H of this Design Code.

Implement the appropriate use of glazing and façade as identified in Section M of this Design Code, so that the southern elevation is not an eyesore. This is in addition to the 3m vegetation screen identified within the Landscape Proposals Drawing

Landscape & Visual Assessment Document Cover

H Green Infrastructure Strategy

Soft landscaping & boundary treatments will be used across the Site to define zones & create sense of place which will enhance the natural environment in terms of visual amenity for future employees and visitors. It will also serve to create green networks and corridors to link the urban areas and wider countryside.

Strategic Landscape Proposals and proposed planting palette are provided in the Landscape Plan drawing appended for this section of the report.

The planting palette has been carefully coordinated and selected in consultation with the Councils Landscape Architect and an Aerodrome Wildlife Safeguarding specialist who will develop a Wildlife Hazard Management Plan (WHMP). An agreed monitoring/maintenance plan will be put in place for the site/units who will have to make regular wildlife hazard safeguarding reports to the Airport, with the relevant records available for inspection as and when required/requested by EDDC, the airport, the CAA and/or AAIB.

Local and national aspirations to achieve Biodiversity net gain are recognised and will be prioritised whilst having regard to the constraints on such matters arising form the limitations of the proximity of the Site to the airport.

The layout and design of roads parking, footpaths and boundary treatments will make a positive contribution to the street scene and the integration of the development with its surroundings and setting.

The development will support health and well-being needs of users of the Site through the provision of safe and accessible green spaces that encourage walking and cycling.

In order to maximise Green Infrastructure opportunities, the development will:

- Protect and enhance the Sites natural environment of boundary hedgerows and trees, including the implementation of a tree protection plan in accordance with BS5837: 2012
- Protect and enhance the built and historic environment through implementation of the parameters set out in the Section 05 G of this Design Code on Landscape and Visual Impact.
- Minimise waste and pollution and mitigate and adapting to climate change through the use of locally sourced hard and soft landscape materials, recycled materials, responsibly sourced materials, permeable materials and the selection of species future proofed to cope with climate change.
- Provide enhancement of bio-diversity and ecology through beneficial and native planting and use of hibernacula, hedgehog and bumblebee boxes.
- Implement hard & soft landscaping within zones in the 1st planting season following commencement of development within that zone - all areas not subject to further earthworks or disturbance will be planted within the first planting season.
- Provide a Landscape Environmental Management Plan (LEMP) that will be implemented through the appointment of a management company to ensure that long term, landscape and ecological management is provided. This will include habitat monitoring and establishment of landscaping for a minimum of 15 years. After which annual regimes should be adopted in perpetuity by the appointed management company/ contractor.
- Any trees or other plants which die during the aforementioned 15 years shall be replaced during the next planting/seeding season with specimens of the same size and species unless otherwise agreed in writing by the Local Planning Authority.
- Ensure the landscaping of the site will be completed as detailed in the submitted Green Infrastructure Plan, provided as an appendix to this document.

Green Infrastructure Strategy Document Cover

05 TECHNICAL PARAMETERS
Supporting Documents

I Lighting Assessment & Strategy

The new lighting which will be installed as part of this development will have:
Used 3000K colour temperature to ensure the impact on the night sky, the identified receptors, ecology and the surrounding area is minimised & also to comply with Advice Notes 2 ‘Lighting Near Aerodromes’ which advises against white light.

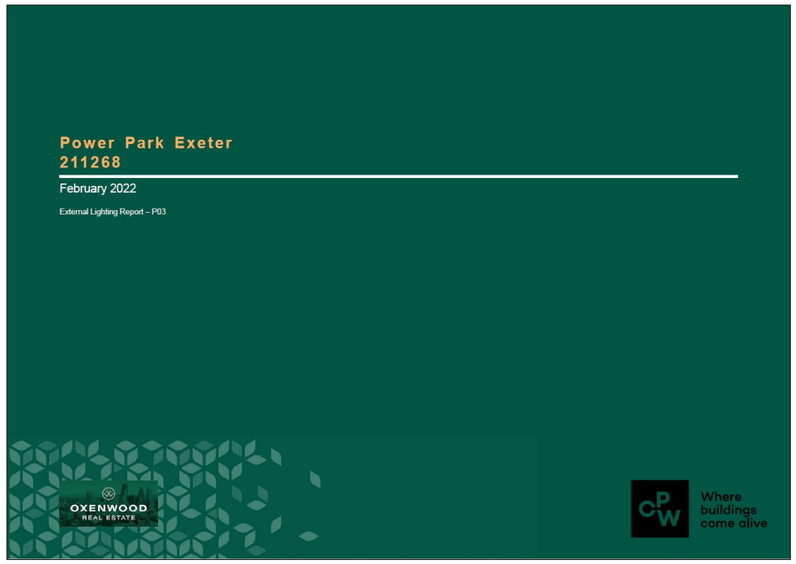
Luminaries will have tight optical control and emit light in the downwards direction only to meet the requirements of Environmental Zone E3. Backwards light shields will also be used wherever reasonable to minimise the light spill. Backwards light shields will be added to reduce light spill onto sensitive areas. High efficiency long lasting LED luminaries, which have a high colour rendering index to provide the required visual clarity.

Zero upward light ratio (URL will be calculated to ensure impacts on local levels of sky glow are within those stipulated in GN01:21 for an E3 environmental zone). Zero Upwards light reduces any impedance to operations and local runway lighting & also omits the risk of dazzling pilots. Glare will be calculated to prevent dazzling or distracting lights in consideration of the local airport.

Optional light sensor and photocell specifications will be provided in areas where lower footfall or infrequent traffic is likely. This provides an energy saving and also increases the security for the site and the respective units. Due to the site layout being of several small to medium building, straight continuous runs of lights can and will be avoided. This is also to protect operations at the adjacent airport .

In order to provide a safe and secure high-quality environment and to safeguard local ecology and the airport the development will:

- Use high efficiency long lasting LED 3000K colour temperature lighting.
- Use luminaries with tight optical control and emit light in the downwards direction only.
- Provide zero upward light ratio.
- Use backwards light shields wherever necessary to minimise the light spill.
- Prepare at detailed design stage a lighting plan to ensure that the retained hedgerows are suitable for foraging and commuting bats and dormice.
- Lighting design will ensure minimal light spill to the retained hedgerows surrounding the site, in line with ecologist requirements. (i.e. commuting routes and foraging areas for bats and dormice)
- Ensure glare is assessed to prevent dazzling or distracting lights in consideration of the local airport.



Lighting Assessment Document Cover

J Noise & Air Quality Assessments

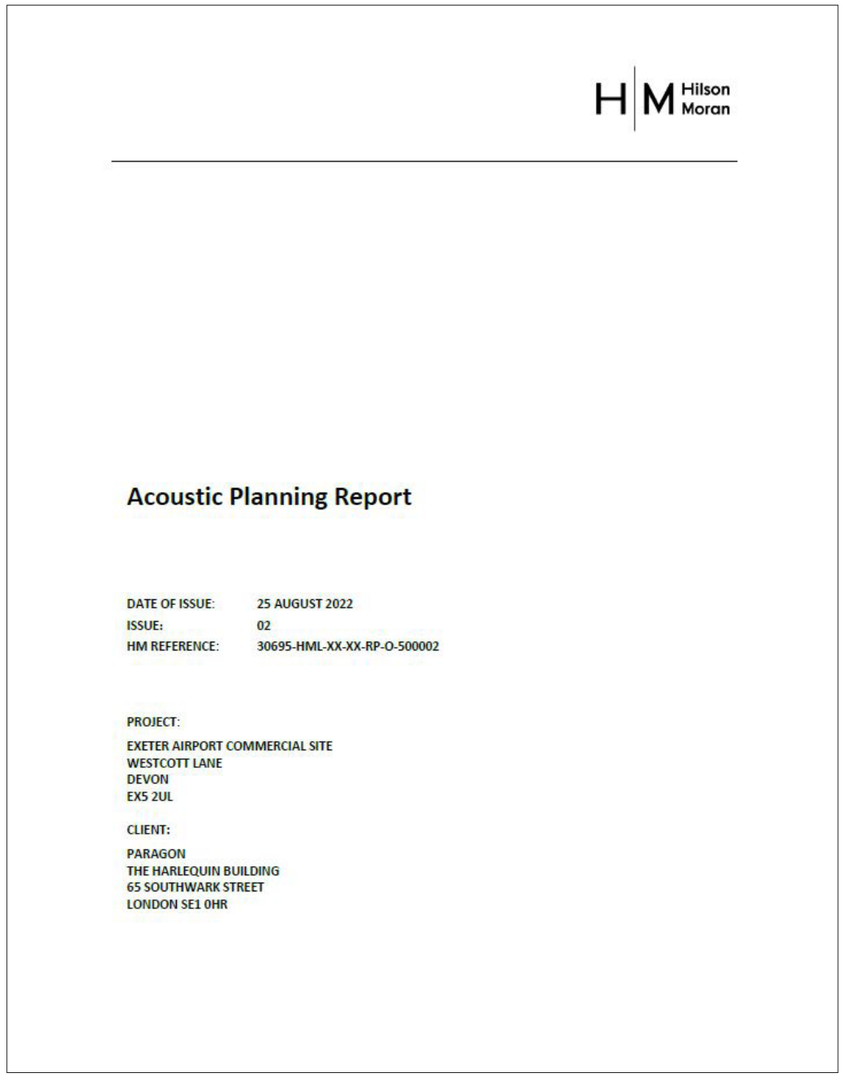
Noise
At this stage of the process, the scheme is not sufficiently developed to allow for a detailed assessment of noise impact. That said, it is deemed the design of new plant is flexible and will incorporate the necessary measures in order to meet the Council's requirements.

Air
Local air quality data shows compliance with AQS objectives for NO2 with only 1 exceedance out of 54 monitoring sites across East Devon in the most recent reporting year, 2019. Air quality is gradually improving year on year with the majority of monitoring sites recording a decrease in nitrogen dioxide concentration when compared to 2018 results. There are also no Air Quality Management Areas currently declared.

On this basis it is evident that air quality is not typically an issue in the vicinity of the Site and within the wider East Devon District Council area.

In order to provide high-quality environment, the development will incorporate the following measures in acoustic design:

- Use low noise equipment.
- House noise generating equipment internally within a plant room/area wherever practicable.
- Where this is not possible plant will be strategically zoned with consideration of the most favourable orientation, natural screening, distance, etc.
- The external building fabric throughout the development will be designed and constructed so that external noise generated from the adjacent airport do not have an adverse effect on noise levels in office spaces. The maximum values as set out in the acoustic report by Hilson Moran represent a min. sound reduction of 34db in office areas if the maximum surveyed noise on site is subtracted from the acceptable maximum office noise limit.


H M Hilson Moran

Acoustic Planning Report

DATE OF ISSUE: 25 AUGUST 2022
ISSUE: 02
HM REFERENCE: 30695-HML-XX-XX-RP-O-500002

PROJECT:
EXETER AIRPORT COMMERCIAL SITE
WESTCOTT LANE
DEVON
EX5 2UL

CLIENT:
PARAGON
THE HARLEQUIN BUILDING
65 SOUTHWARK STREET
LONDON SE1 0HR

Noise & Air Quality Assessment Document Cover

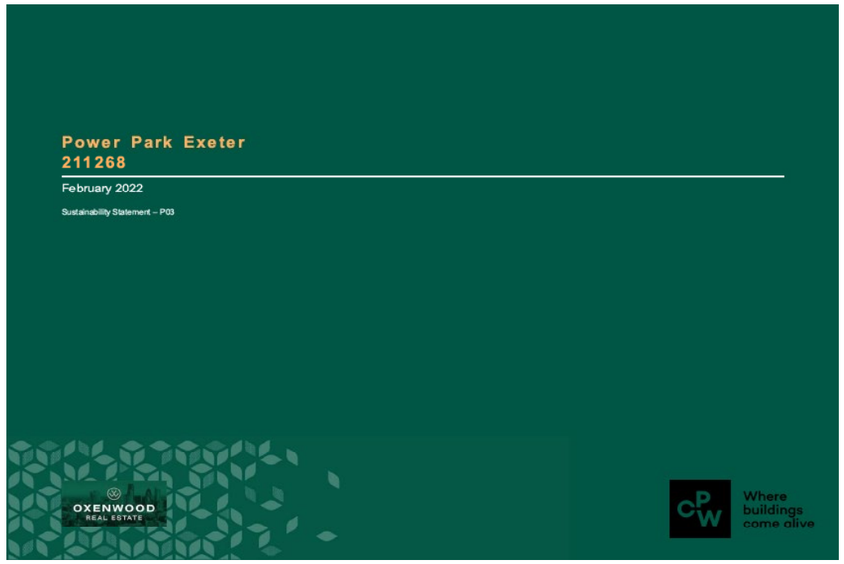
05 TECHNICAL PARAMETERS
Supporting Documents

K Sustainability Strategy

BREEAM Excellent
The BREEAM currently targets an Excellent rating for the units at Power Park, Exeter. In reality, moving forward, there will be a number of challenges which are likely to result in the units achieving a minimum Very Good rating, especially the smaller elements across the site. The site can be developed up to a total of 26,000 sqm (27, 9862 sq ft) of Gross Internal Area (GIA) and consists of warehouse developments with associated offices. The development will target a BREEAM 'Excellent' rating where practically possible. Where BREEAM 'Excellent' is impractical, such as on the smaller units, 'Very Good' will be achieved as a minimum and a sustainability appraisal submitted.

In order to provide meet the aims of objectives of sustainability across the Site the development will:

- achieve BREEAM Excellent accreditation in all building over 500qsm (GIA).
- achieve BREEAM Very Good accreditation in all other buildings.
- Submit a Sustainability Appraisal to show how the above will be achieved.
- Provide Solar PV panels on each building.
- Use construction design standards that exceed the requirements of the current (2013 Edition) Part L Building Regulations which stipulate an improvement on the CO2 emissions of an aggregated 9% against 2010 standards.



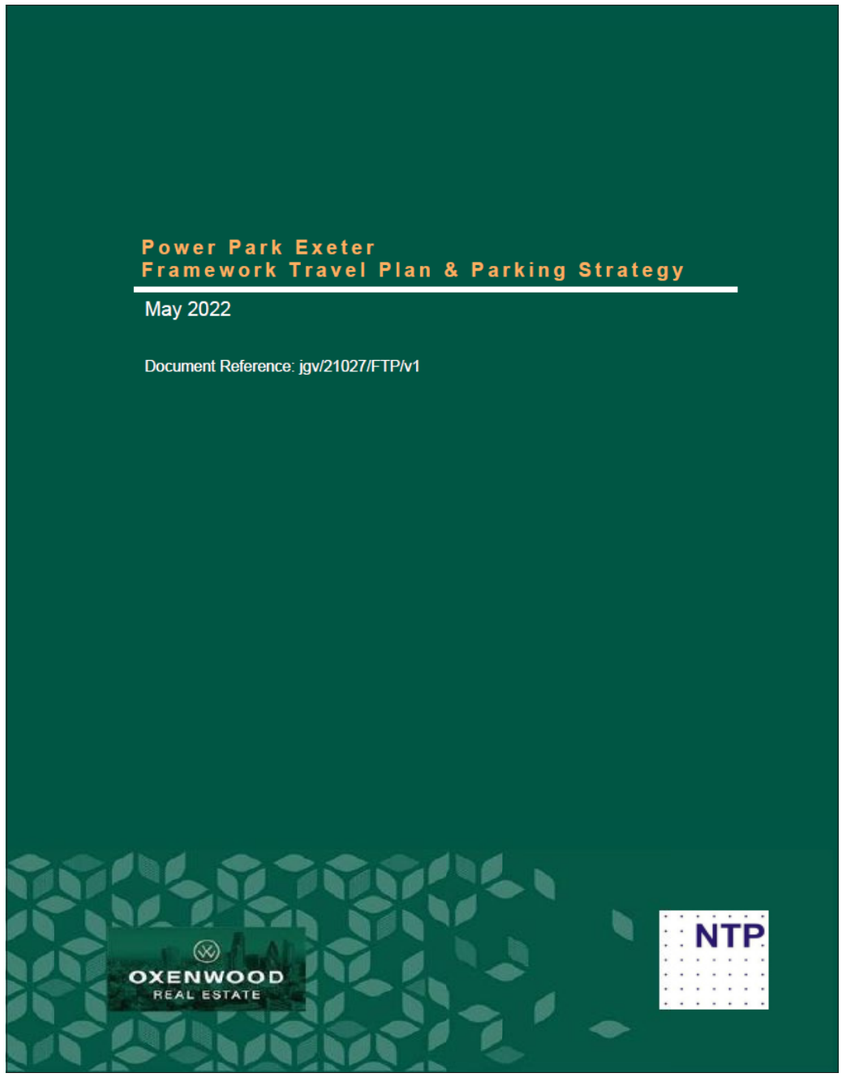
Sustainability Strategy Document Cover

05 TECHNICAL PARAMETERS
Supporting Documents

L Framework Travel Plan & Parking Strategy

In order ensure appropriate levels of onsite car, motorcycle and secure cycle parking the development will:

- Provide car parking spaces for all B2/B8 uses in the range of 1 space per 100sq.m GFA to 1 space per 200sq.m GFA
- Including a range of 1 parking space per 50sq/m to 200sq/m for all other development uses.
- Locate disabled parking spaces as close to the entrances to buildings as possible at 5% of the total.
- Locate car share parking spaces, in more favourable locations at 5% of the total.
- Provide 20% of the total car parking spaces with Electric vehicle (EV) charging points.
- Install ducting to be to enable the straightforward future provision of charging points to additional parking spaces.
- Provide motorcycle parking in the range of 1 space per 1,000sq.m. GFA to 1 space per 2,000sq.m. GFA.
- Provide covered and secure cycle parking as close to the entrances to buildings as possible in the range of 1 space per 250sq.m GFA to 1 space per 500sq.m GFA
- The parking provision, for cars, motorcycles and cycles, along with appropriate turning & manoeuvring areas will be provided for each building prior to the use of that building commencing. Thereafter at all times the parking and turning areas shall be kept free of obstruction and available for use for these purposes.



Travel Plan & Parking Strategy Document Cover

05 TECHNICAL PARAMETERS
Supporting Documents

Framework Travel Plan

Measures to encourage sustainable travel patterns (may include cycle schemes, car sharing, car clubs, as appropriate);
Covered and secure cycle parking with public tyre pumps located close to building entrances will be provided as part of the proposed development. The development will also offer a minimum of one shower facility to all business units which encourages cycling and walking to work.

Car sharing will be encouraged by priority parking, as will other sustainable methods of travel such as cycle and EV vehicles – as presented within the parking strategy section.

EV charging facilities will be provided within the site at 20% of the total parking allocation.

A scheme for the management and implementation of the Travel Plan;

It will be the responsibility of each unit occupier to complete a baseline employee travel survey within 3 months of occupation of the unit. A site-wide Travel Plan Coordinator will assist the Unit Travel Plan Coordinator with a template staff travel survey, however it will be up to individual employers to administer the survey with their staff. Results from the baseline travel surveys will be made available to the UTPC, the site-wide TPC and DCC. The site-wide TPC will aggregate all of the initial travel survey data to provide a baseline for the site which can be monitored annually over a 5 year period.

Appendix E of the Travel Plan sets out the Action plan to implement the Travel Plan.

Targets for modal shift;
As noted within the Travel Plan, there is an opportunity to decrease single car occupancy car trips by around 5% in the first 5 years. This will be targeted by the encouragement of sustainable factors such as walking, cycling, public transport and car sharing.

Other specific targets relating to modal shift will be established and agreed with DCC once detailed baseline travel surveys have been undertaken. It is anticipated that once an appropriate modal shift target is identified the target would be achieved within 5 years following 1 st occupation to allow the Travel Plan measures to take effect. This provides an appropriate timescale against which to measure progress against targets. Once achieved the target mode split will be maintained at that level and reviewed as part of the annual monitoring programme for 5 years.

Marketing and incentives; and
Walking and cycling will be marketed via a Travel Pack. In particular this marketing material would include: Promotion of benefits in terms of health, finances, social interaction, etc.; and Promotion of national and local walking schemes and initiatives. Cycle parking will be monitored to ensure sufficient spaces are available for each unit.

The provision of public transport information systems in publicly accessible areas of each unit will be provided; such as within an entrance, canteens, or other similar areas.

A Bike User Group (BUG) would be created and promoted.

Arrangements for monitoring and review.
The Travel Plan monitoring period will be from first occupation and for the next five years. The progress of the Travel Plan will be reviewed against the Travel Plan targets annually.

Following the completion of a baseline survey, an annual employee travel survey will be carried out with all occupiers on the site to assess travel behaviour change. For ease this will be carried out as an online survey. The survey will be standardised across all employer occupiers so that, if desired, travel to work comparisons can be made within the site.

The monitoring data collected via staff travel surveys will be the primary mechanism for assessing travel to work patterns and will be assessed at both a site-wide and unit level. By assessing the travel to work data at a unit level it is possible to identify if businesses are achieving their individual Travel Plan targets.

If a business is not achieving its Travel Plan targets, and therefore impacting on the achievement of the site-wide Travel Plan targets, fallback measures will be introduced wholly dependent on the specific requirements of that organisation

Details of on-site facilities (changing rooms / showers)
As a minimum at least one shower facility will be provided to all business units with the provision to increase quantities should future green initiatives be adopted.

In order encourage use of sustainable modes of transport the development will:

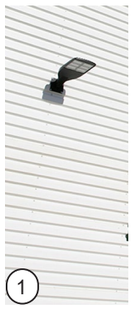
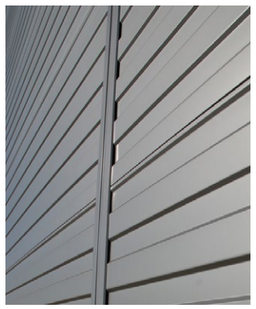
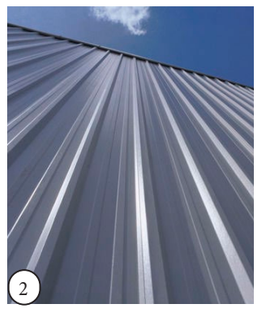
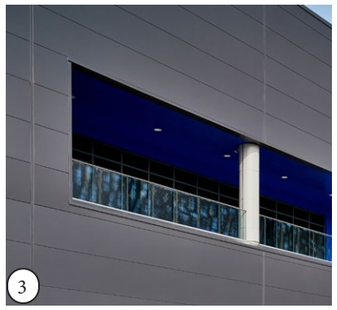
- Prepare and implement a Travel Plan in accord with the framework set out above.
- Monitor the Travel Plan from first occupation for a period of five years.
- Review the progress of the Travel Plan against the Travel Plan targets annually.
- Provide at least one shower facility to all business units.

05 TECHNICAL PARAMETERS
Supporting Documents

M Elevational Treatment Strategy

The publicly facing building elevations fronting Long Lane shall have the appearance of a principal elevation and be treated with equivalent materials and colour palettes."

External Walls

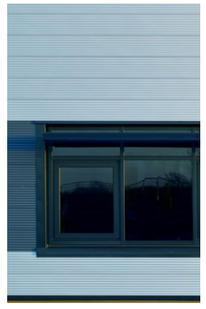






1. Horizontal Trapezoidal Profile Cladding
2. Flat Panel Composite Cladding
3. Feature Projection and Glazed Canopy over Entrance

Colour Palette
White
Light Grey
Dark Grey
Green Accent (for Feature Projection)

Windows/Doors/Glazing

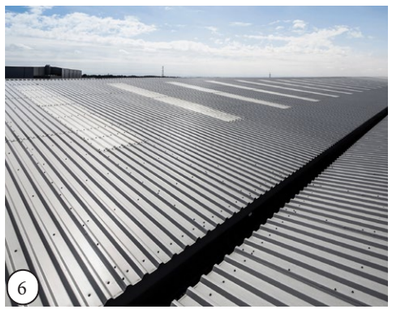


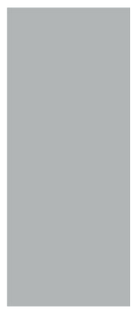



4. Aluminium Curtain Walling System with Grey Tinted Glazing
5. External Doors/Overhead Sectional & Personnel Doors
(South elevational treatment will include a 3-5m visibility screening by planting identified in the green infrastructure strategy.)

Colour Palette
Dark Grey

Roof Cladding & Fascia Details






6. Trapezoidal Profiled Metal Roof Cladding
7. Photovoltaics - Appearance subject to Airport Approval
8. Eves/Verge Profiles and Rainwater Goods
9. Flues for services to match roof colour.

Colour Palette
Grey Roof Cladding (In line with Airport Recommendations - RAL 7000, Alaska Grey)
Dark Grey Fascia Profiles

N Waste Storage and Recycling

Due to the proximity to Exeter Airport and the requirement to implement airport safeguarding measures, commercial waste will be stored within centralised recycling compounds strategically located around the estate. It will comprise of refuse bins with closed lids within secure compounds to avoid items from escaping during inclement weather enclosures. This will also reduce the attraction of wildlife to open bins and will avoid waste escaping to mitigate the attraction to birds.

Larger single units will be designed with their own central recycling and waste storage, which will match the appearance and requirements of the shared facilities serving multi occupancy units.
The bin storage compound perimeters will be formed of timber hit and miss fencing to provide a softened visual barrier and permanent strategically managed solution for waste storage.

Any open storage within any yard fronting Long Lane will not exceed 3m in height.

1. Dedicated Waste Storage Area
2. Shared recycling facilities for smaller multi occupancy units.

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Northampton
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pHp architects