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2.1 objectives

The design team and operator have a number of overarching design and social objectives which should be achieved as part of the proposed design.

2.1.1 design objectives

- visually reduce the impact of the development through breaking the overall mass up into 7 blocks (rather than 2)
- improve relationship with Heavitree Road creating a development which is more characterful of the area
- create a porosity over the site, including a new pedestrian route through the site.
- improve external amenity in the development by increasing size and quality of space
- align with liveable Exeter principles

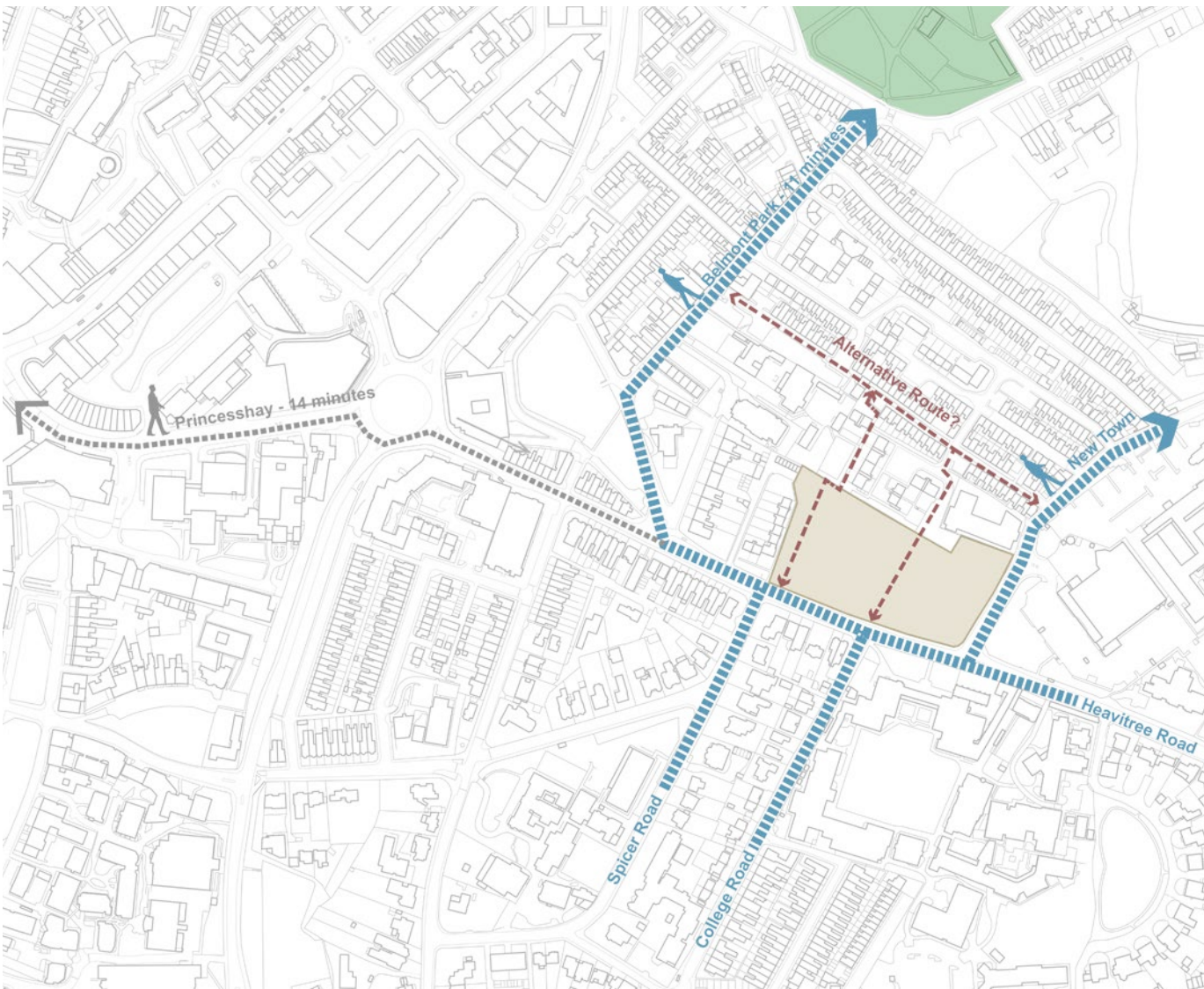
2.1.2 social objectives

- create an inclusive and fully accessible environment which ensure residents feel safe and secure
- develop a sense of community through encouraging interaction between residents
- create a variety of spaces for people use frequently and enjoy
- develop a rich and diverse external environment which increases
- improve biodiversity on the site and promote the well being of the residents



2.2 city wide movement

2.2.1 public routes north

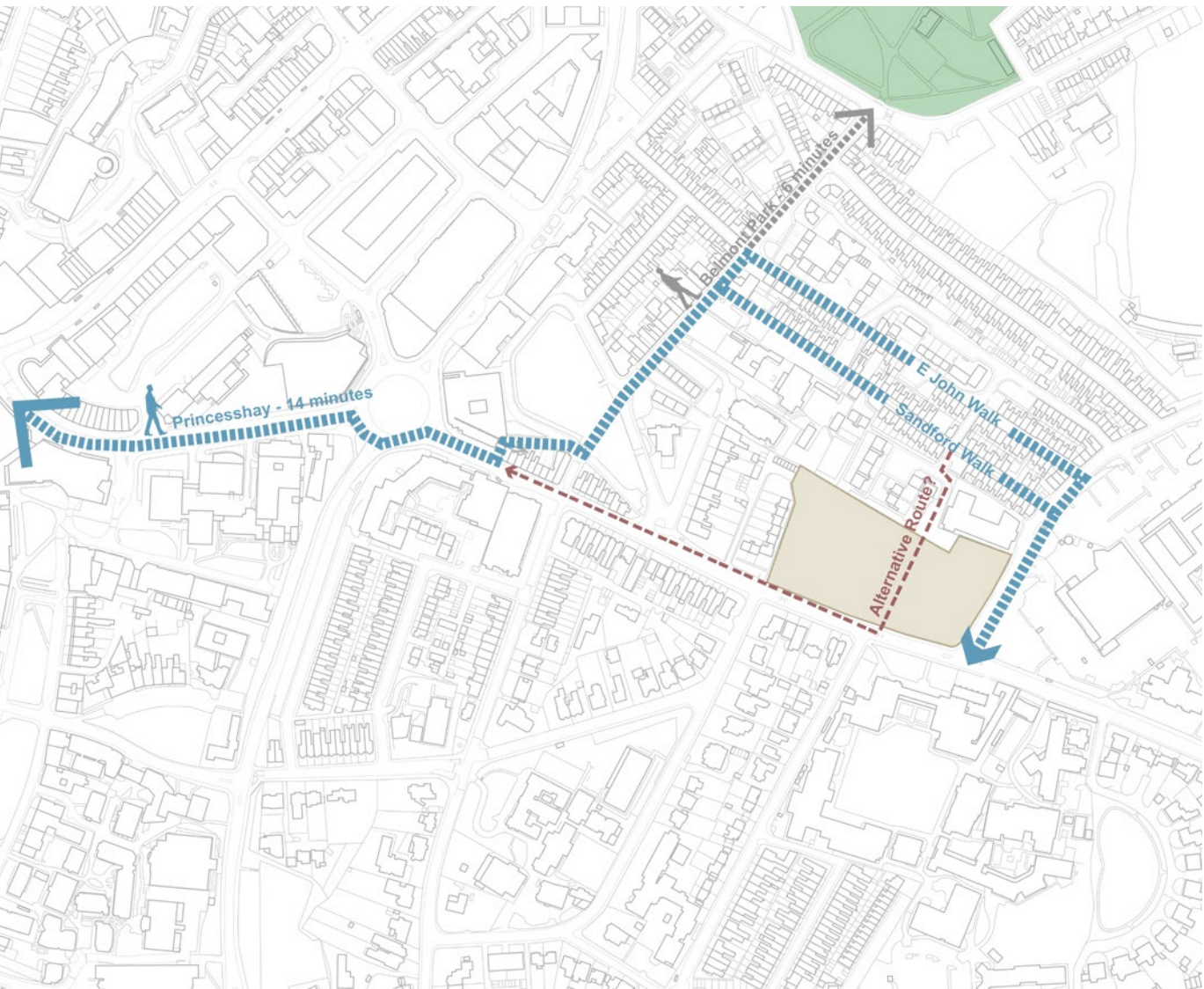


Existing route would utilise Clifton Road or Gladstone Road and lacks directness for residents on the site. Creation of alternative new route through the site would direct pedestrians to Sandford Walk and allow residents to travel southwards without use of Heavitree Road.

existing route -----> potential route ----->



2.2.2 public routes south



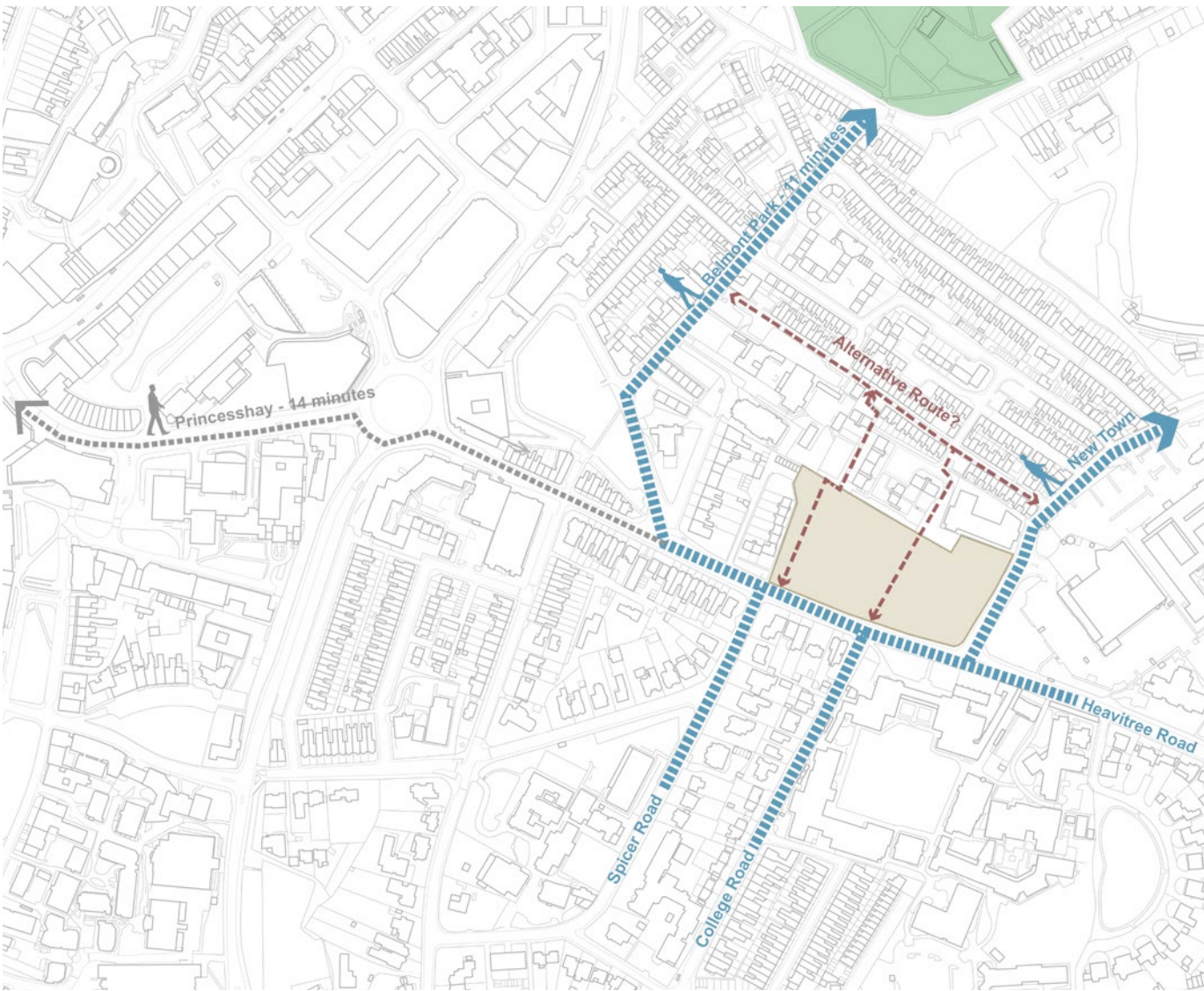
Existing public routes from north of the site south/into the city centre, would utilise Clifton Road and Heavitree Road. Creation of a new alternative route through the site could improve access onto Heavitree Road.

existing route -----> potential route ----->



2.2 city wide movement

2.2.3 cycle routes



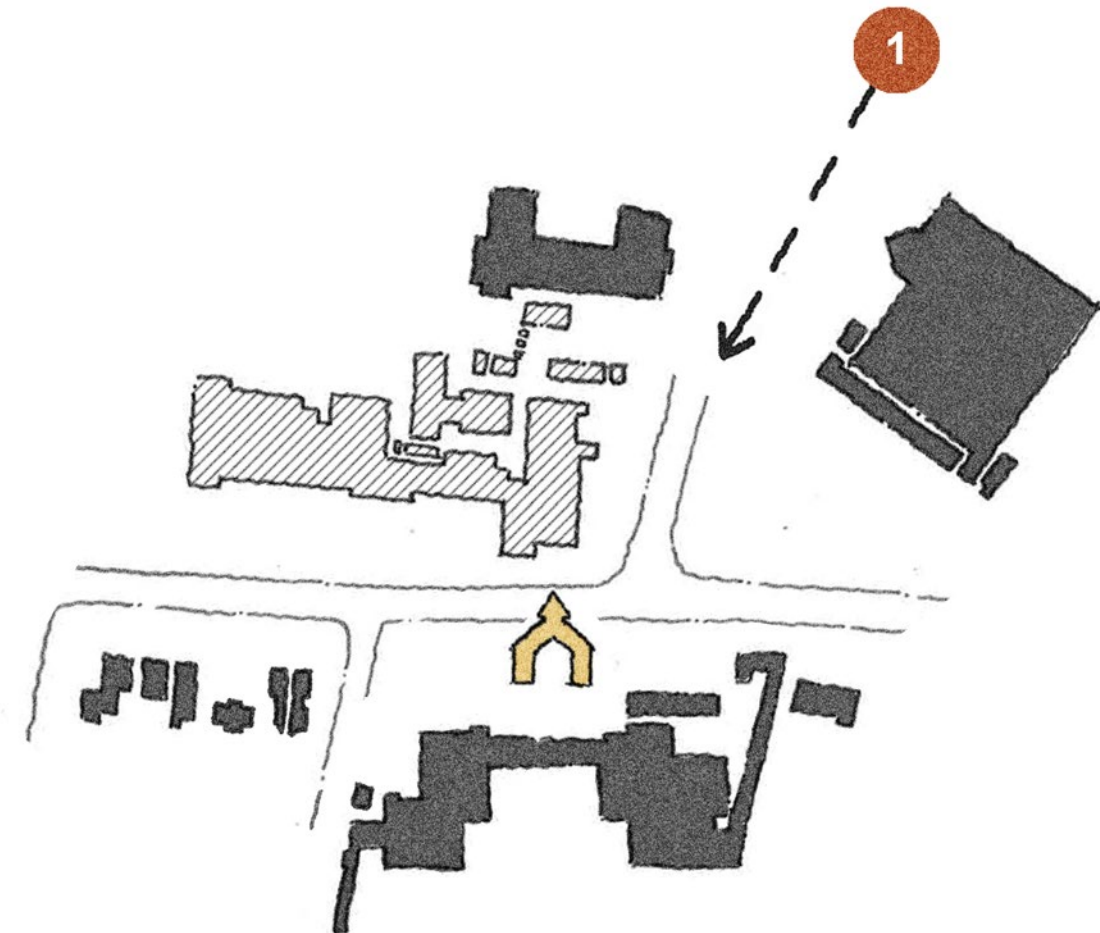
Existing cycle route E22 terminates at Heavitree Road. Route E3 (connecting the city centre to cranbrook) runs to the north of the site. Creation of a new route through the site would allow for the connection of these two cycle routes which ensures that users can avoid Heavitree Road & Gladstone Road. The inclusion of this connecting route through the site (which would be closed off to the public overnight) positively reduces the urban block size in line with the principles of livable exeter by promoting walkable neighborhoods with smaller block sizes.

using the permissible route to achieve a quieter connection between cycle routes (from p11)



2.3 key approaches

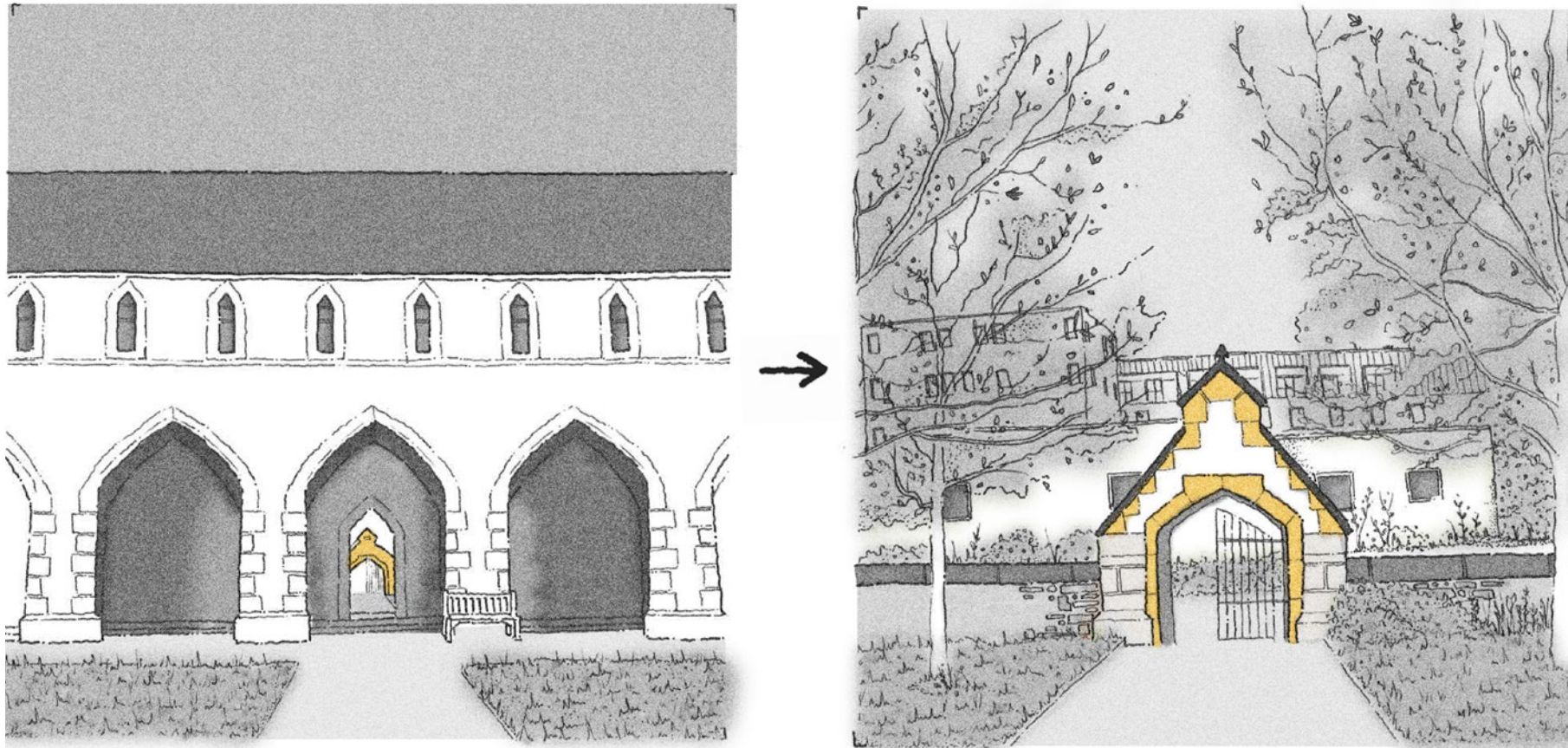
2.3.1 approach 01 - gladstone road



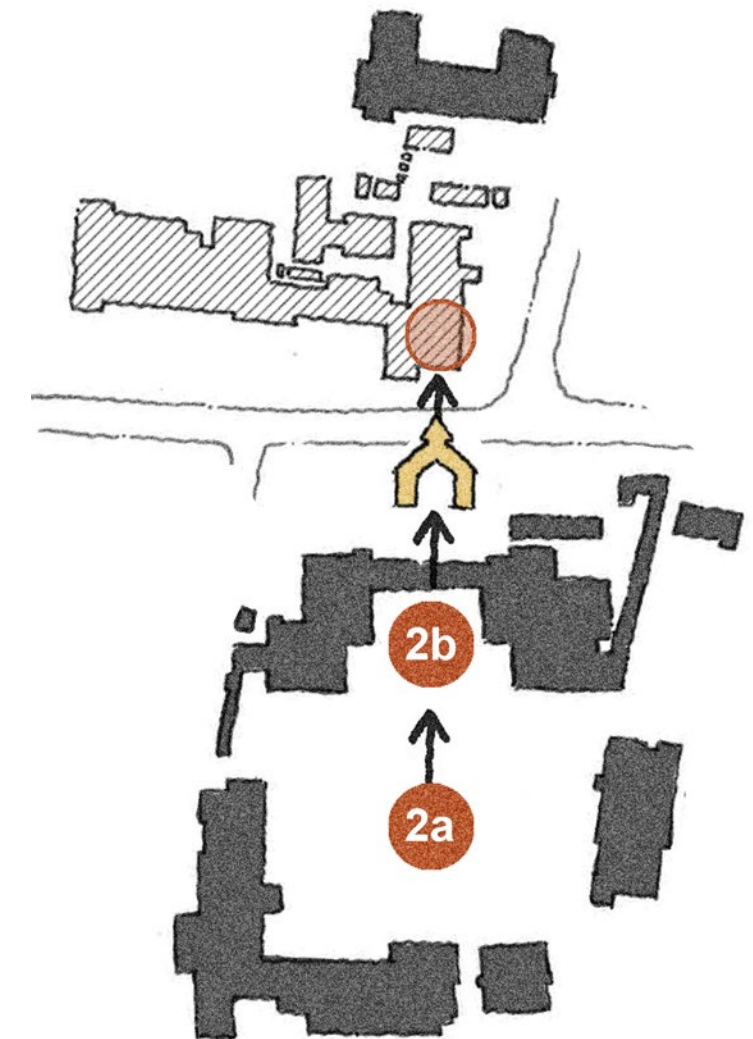
From Gladstone Road, the archway at St Lukes acts as an intuitive way finding device and represents a heritage assets which should be protected- an attempt should therefore be made to set any development back from the road far enough that the archway can still be perceived by users approaching the site in this way down Gladstone Road.

2.3 key approaches

2.3.2 approach 02 - St lukes enfilade

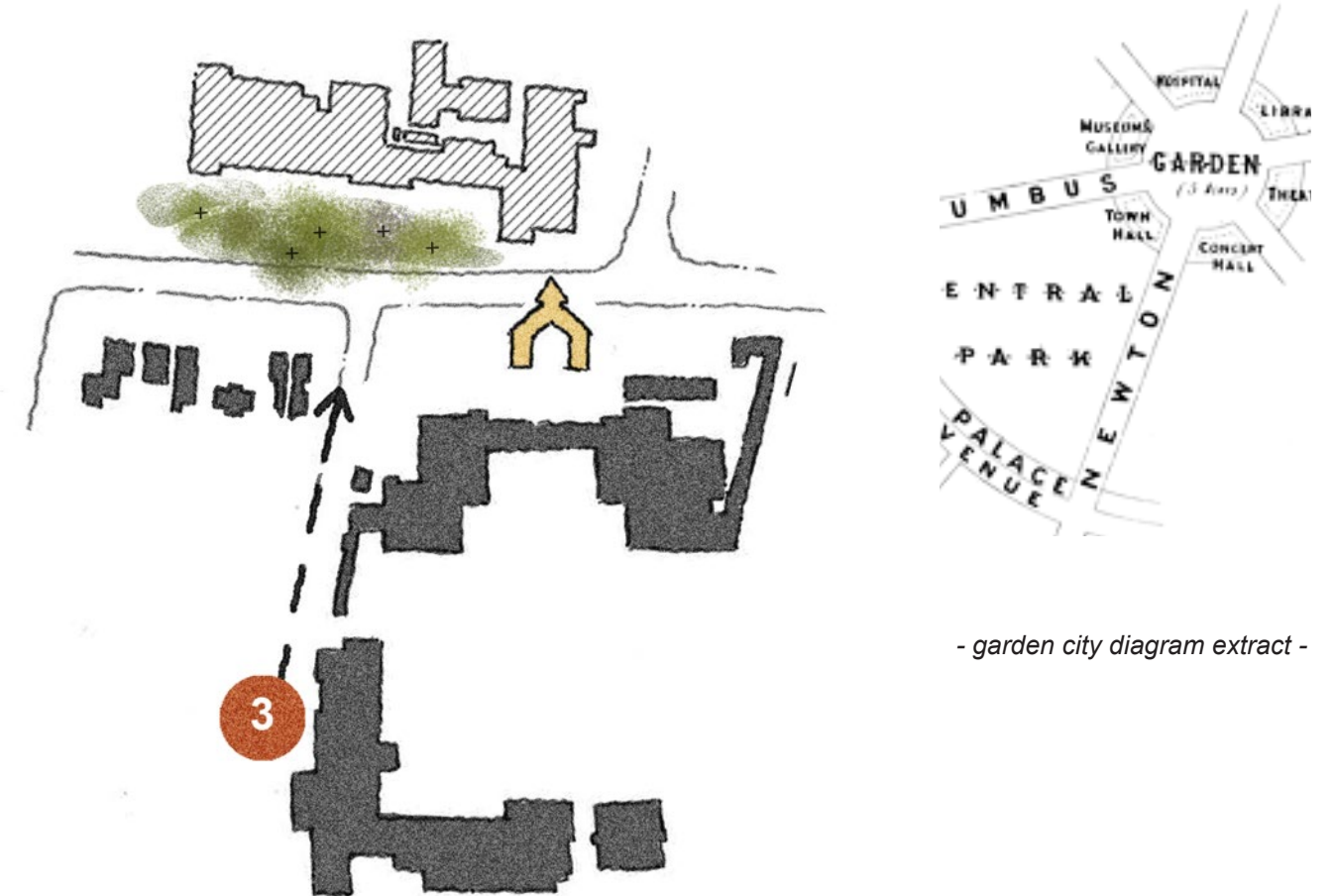


The repeated arched enfilade through St Lukes College creates the potential to guide users to a key location on the proposed site through the captured view. In its existing form the enfilade is terminated by a blank brick facade which abruptly intercepts the view and makes the proposed site adjacent to the arch appear unapproachable.



2.3 key approaches

2.3.3 approach 03 - college road

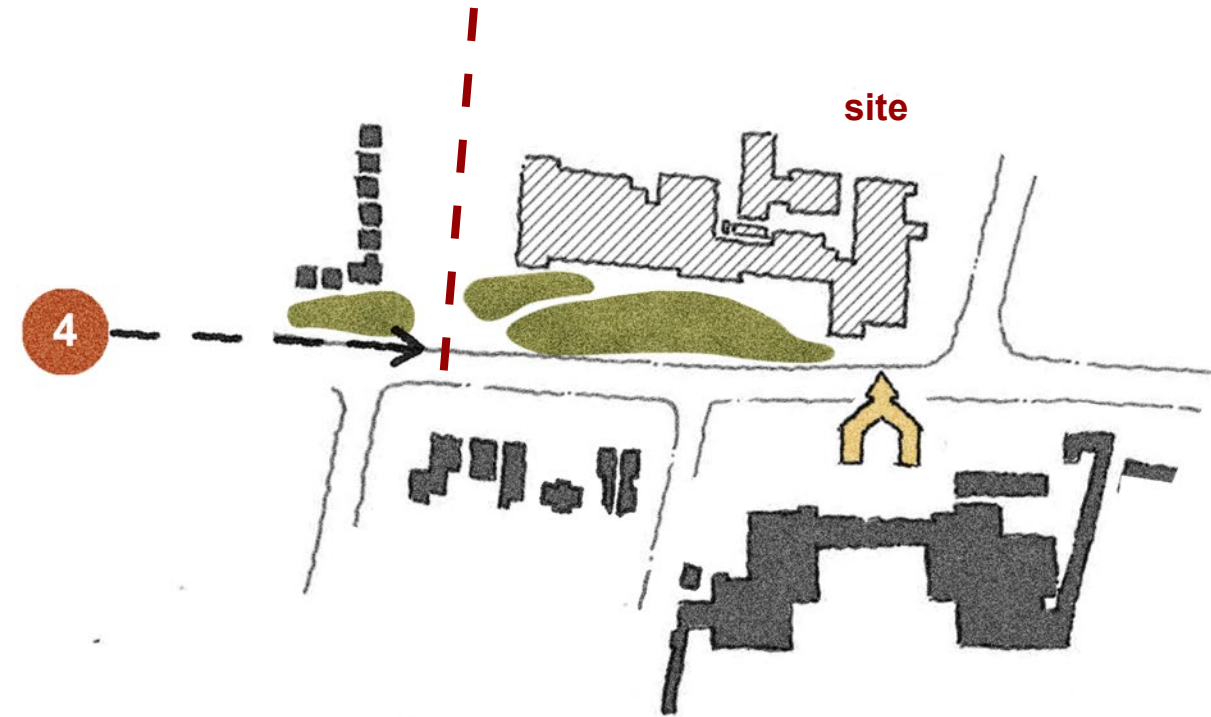
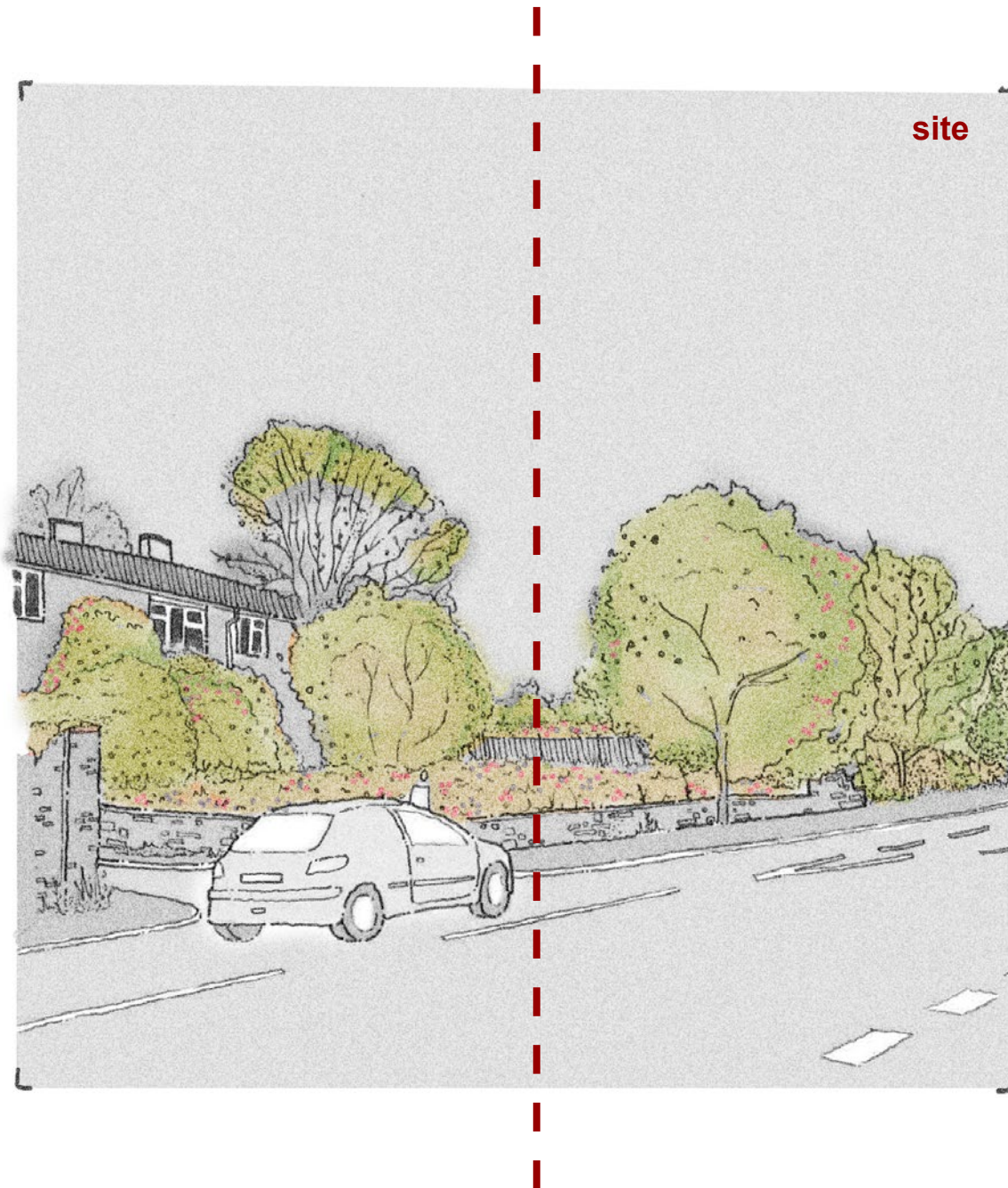


- garden city diagram extract -

Viewing the site from college road- the existing development is primarily screened by the trees that are present within the green buffer in front of the site. Again there should be an attempt made to protect these trees for visual impact, privacy and safety. This green termination point to the vista along college road again ties into the garden city principle that key streets terminate with a view of a green space.

2.3 key approaches

2.3.4 approach 04 - heavitree road



Approaching the site along Heavitree Road from the city centre, the existing development can be seen to be screened from the main road by a buffer of mature trees. It is proposed that these trees remain to lessen the impact on the streetscape, create a privacy buffer and protect pedestrians from the busy road. This green maintenance also ties in with the garden city principle that developments should be landscape led and climate resilient.

2.4 site layout

2.4.1 site approaches



Key site approaches and objectives (as stated earlier)

2.4.2 pedestrian movement



Proposals to respond to the existing pedestrian crossings around the site. Site entrances and public access to be informed by these existing crossings. There is potential to improve the existing Gladstone road crossing. Opportunity to create a public space on the junction of Gladstone Road and Heavitree Road.

2.4 site layout

2.4.3 site permeability



Visual and physical permeability to be created over the site to reduce overall sense of bulk, create a people focused friendly development and reflect the building scale of the area. Gate / door controlled access points ensure security.

2.4.4 urban grain



Buildings to address Gladstone Road and Heavitree Road to the eastern end of the site, where as the urban grain should be perpendicular to Heavitree Road to the western end of the site to respond to Higher Summerlands. The perpendicular nature of the western end complements and enables utilisation of the natural topography of the site.

2.4 site layout

2.4.4 urban grain



Buildings on Gladstone Road are a mix of end gables and short terraces that face the street.



Properties to the east of the site address Heavitree Road



Higher & Lower Summerlands properties run perpendicular to Heavitree road

2.4.5 courtyards



Buildings are to arranged to form private courtyards for residents, creating a sense of enclosure and safety. Courtyards typology is characteristic of the area.

2.5 vehicular movement

2.5.1 highways requirements

There are a number of key requirements for vehicular access on the site, as follow:

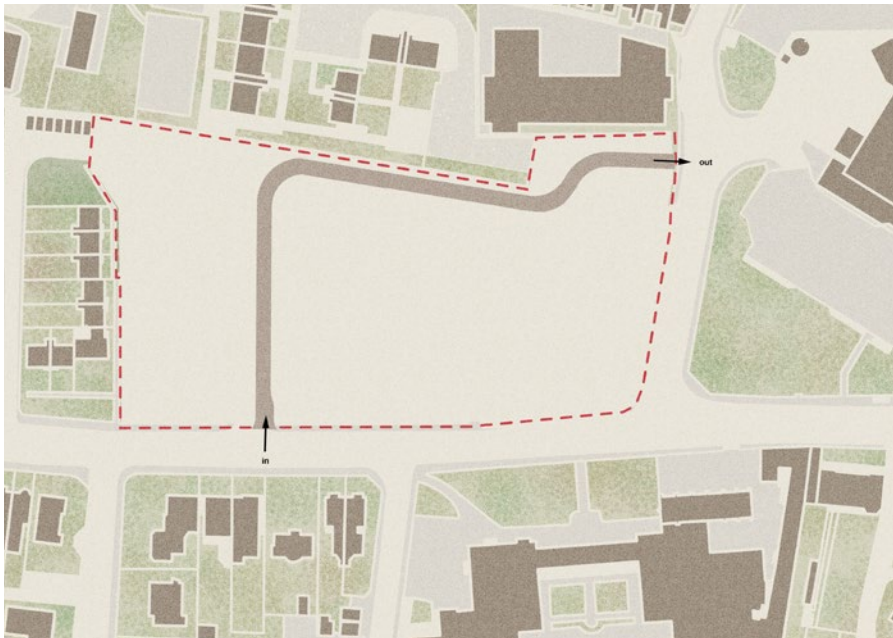
- Accessible parking (4 spaces, 2 per use) should be located so that all buildings are within reach in an accessible manner
- Fire tender access should be no further than 45m away from any building
- Bins can be easier manoeuvred by building management to shared servicing areas.
- Pick up/ drop off spaces need to be located near all buildings
- Substations require vehicular access.

2.5.2 site access optioneering

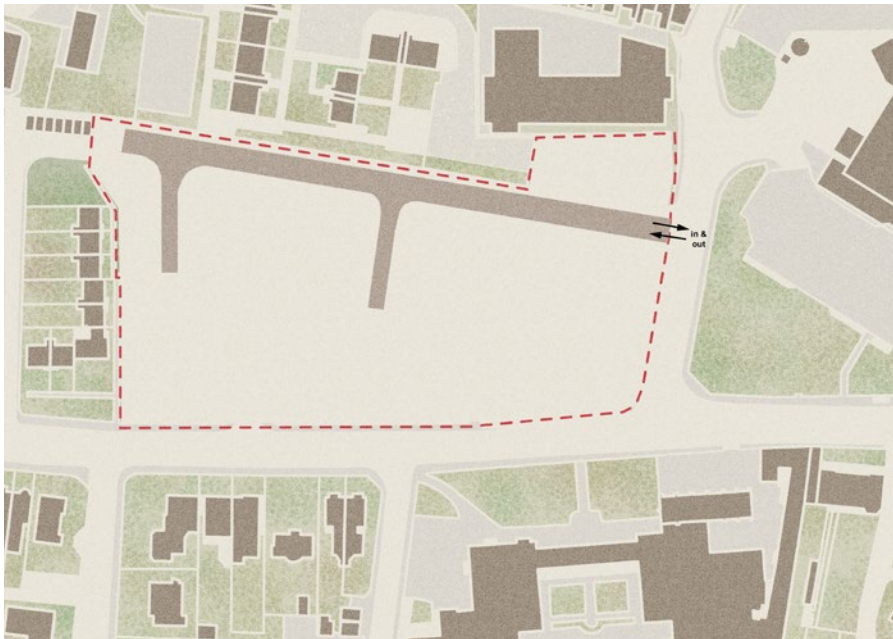
A number of site access routes and entrances have been reviewed as part of the pre application as indicated on this page. Options such as an extension of college road or an access opposite the Waitrose entrance have been discarded as these would not be acceptable on highways grounds.

Ingress on Heavitree Road (offset from Spicer Road) and egress on Gladstone Road (opposite Waitrose) has been agreed in principle with Devon Highways as part of the previous application.

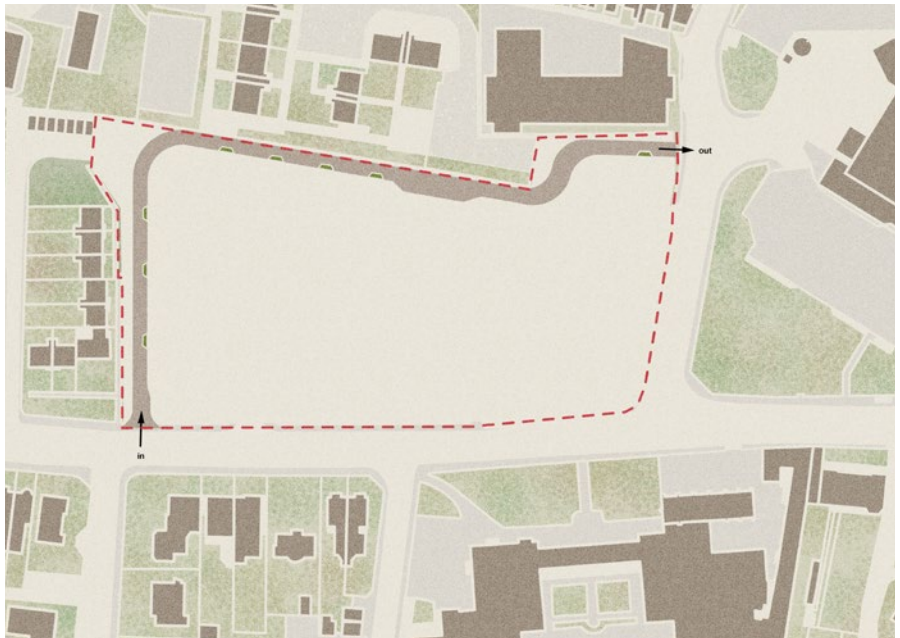
It is our desire to create external spaces that are people-friendly (aligning with liveable Exeter), therefore it would be our preference to segregate vehicular and pedestrian movement.



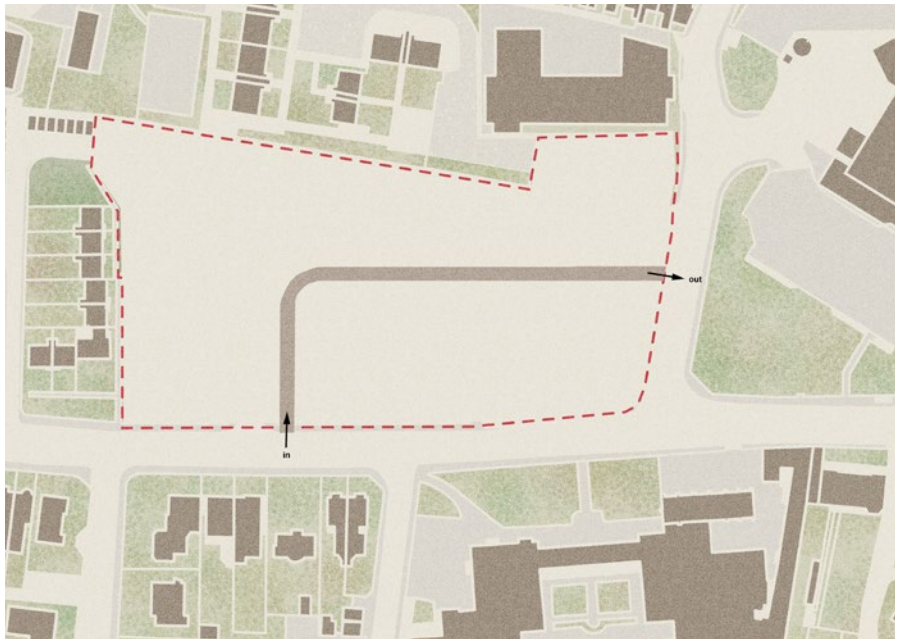
reuse of existing access on Heavitree Road
vehicular movement would come through the middle of the site, creating a shared external space which would reduce quality of the amenity space.



in and out on Gladstone road
increased road width required due to two way road, significant turning circles required which will sterilise external amenity. Space to the north of the entrance becomes difficult to develop due to outlook of the gorge.



perimeter road
pushes vehicular movement to the boundary of the site, ensuring external amenity spaces is solely used for pedestrians



road through the site
bring the road through the site would define the external amenity as shared spaces, reducing the quality and security of the courtyards.

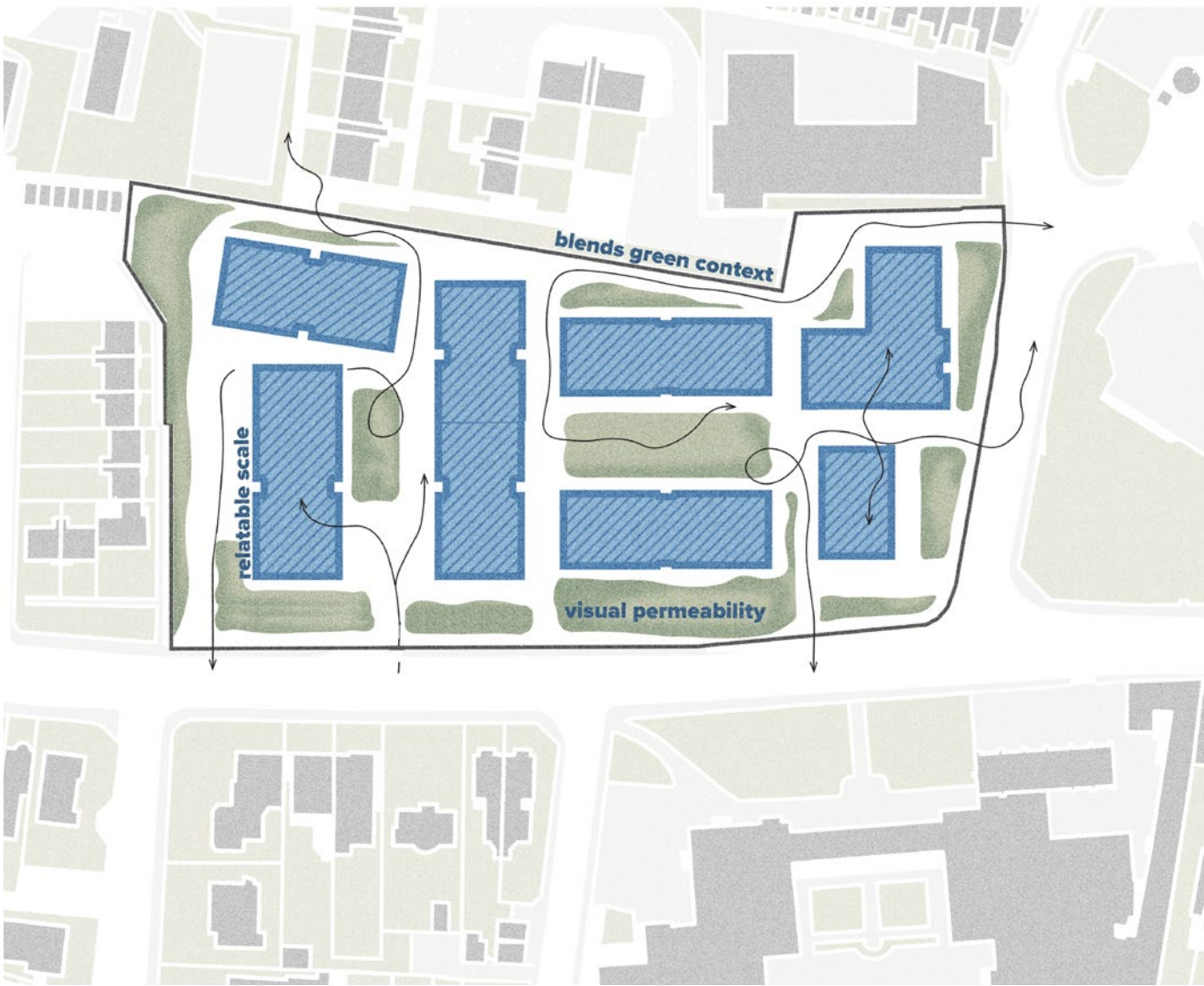
2.6 new direction

2.6.1 refused scheme



The sheer scale of the refused scheme alienated the development. The proposed footprint was significantly larger than any of its surroundings, and whilst the two doughnut footprints created private external amenity, the design provided no porosity, relief or relationship to its context

2.6.2 new direction



A new direction, with new architectural language, has been developed to address the shortcomings of the previous application. The proposal new direction consists of the creation of 7 buildings of more appropriate footprint and scale. The arrangements of the buildings encourages visual porosity and openness over the site.

2.6 new direction

2.6.3 existing figure ground



The site is situated within, and forms part of, a cluster of large-scale buildings, as shown in the diagram above. This cluster includes the university campus, Waitrose, the hospital, and apartment buildings. High-density residential areas surround this grouping. Refer to the urban density diagram on page 11 for further analysis

2.6.4 proposed (an emerging) figure ground



The new direction for the site introduces a suitable scale that aligns with the character of the surrounding area. This scale will be further strengthened by the emerging developments (public consultation stage) proposed on the St. Luke's Campus, as shown in the diagram above.

2.7 site optioneering

Throughout the pre application process, we have worked closely with the council to develop and test the site layout seeking to achieve the principles established in the previous pages, resolve pedestrian and vehicular movement and create an appropriate response to the site. There are a number of key objectives for the site layout to achieve:

- creation of permeability over the site
- create an appropriate urban grain and scale for the site and surrounding area.
- create good quality private amenity space for residents
- address the junction of Heavitree Road and Gladstone Road.
- pedestrian focused



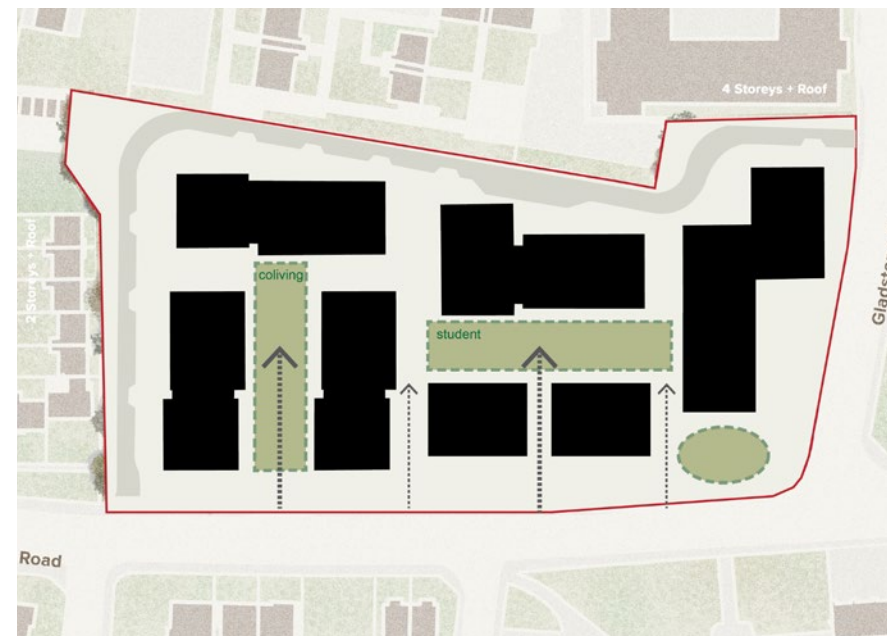
align buildings to northern boundary

Maximises central private courtyard space and minimises unusable grass land along the boundary



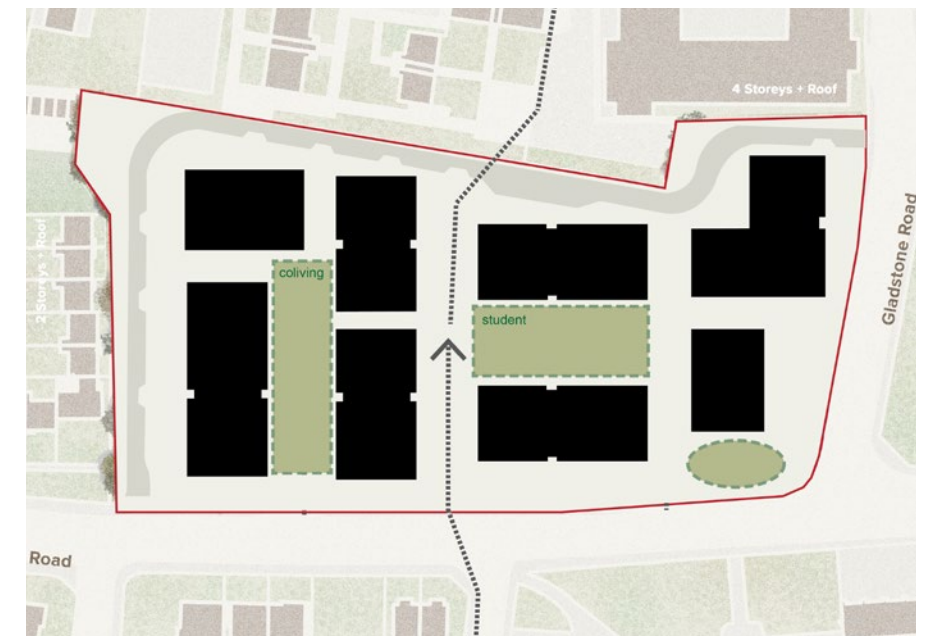
three perpendicular blocks to heavitree road

significantly alters the character of the site and heavitree road, reduces size of courtyards and creates a third external space with no sense of ownership.



larger block on gladstone road and smaller grain on heavitree road

Buildings on gladstone road are typically larger in scale- relates to waitrose. Also creates more space on the junction. Breaking the block on heavitree road creates too many varying block typologies



extension of college road

Potential to extend college road for pedestrians and cyclists, creating a permissable route which allows the overall block scale to be reduced. co-living courtyard is more public facing where student is more private.

2.8 north south route

2.8.1 new permissible route

One of the major discussion points throughout the pre-application was the potential introduction of a new public route through the site which connected cycle route E3 and E22.

The introduction of a new north south route through the site created a number of design challenges due to the topographical change, impact on the built form, impact upon residents to the north of the site, safety of users and residents, ownership and liability and the desire to retain existing trees on the Heavitree Road.

The proposals now introduce a permissible route through the site which enables pedestrian movement between Heavitree Road and St Matthews Close. This route will remain within private control, which ensures the management of the route, however will be open for public use.

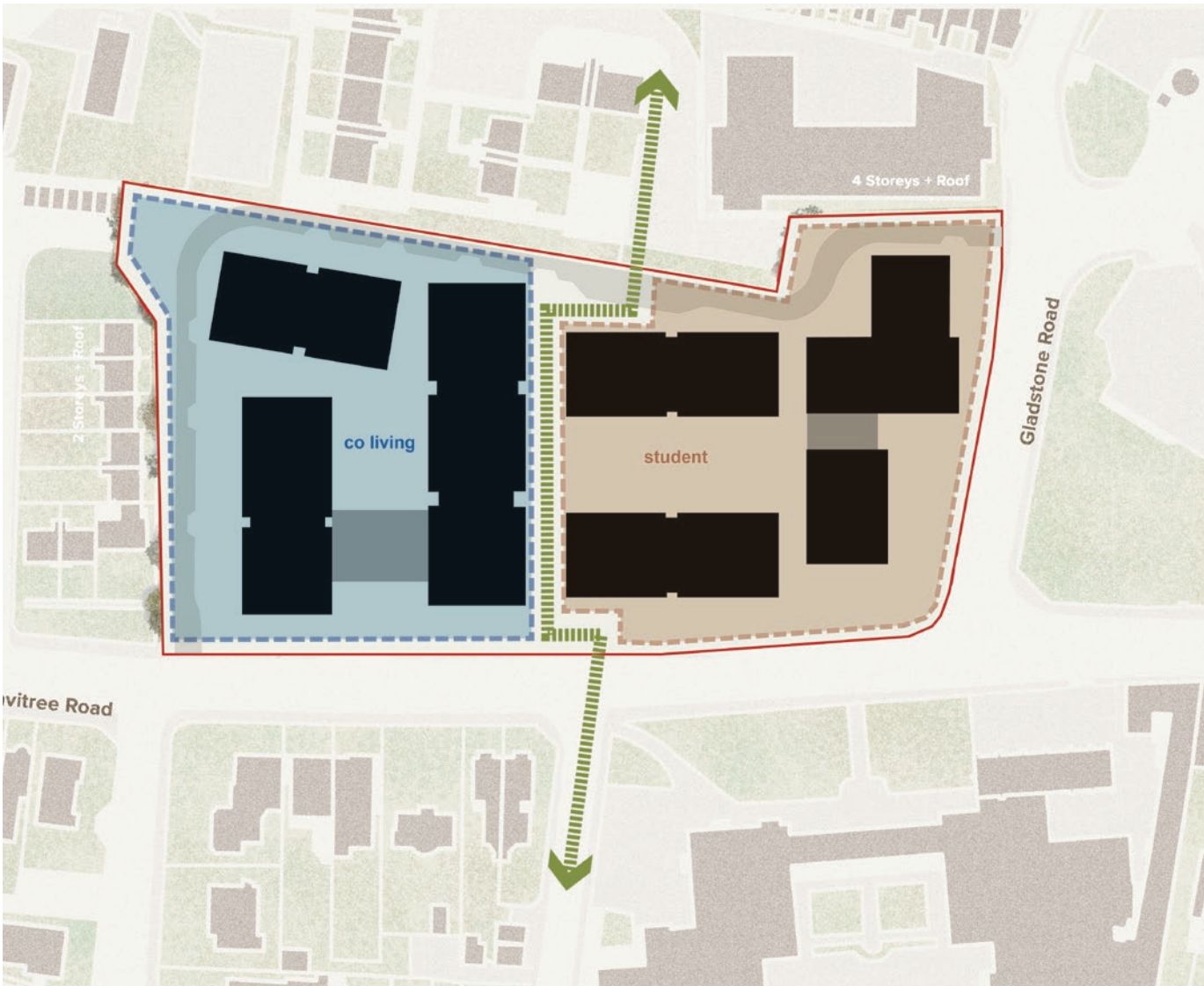
The route has been designed to allow for the retention of the existing trees on Heavitree road, be accessible and inclusive, for sole use by pedestrian and cyclists and ensure the safety of users and residents of the site.

The route will utilise the current car park to the rear of the gorge building and will improve pedestrian movement within this area.



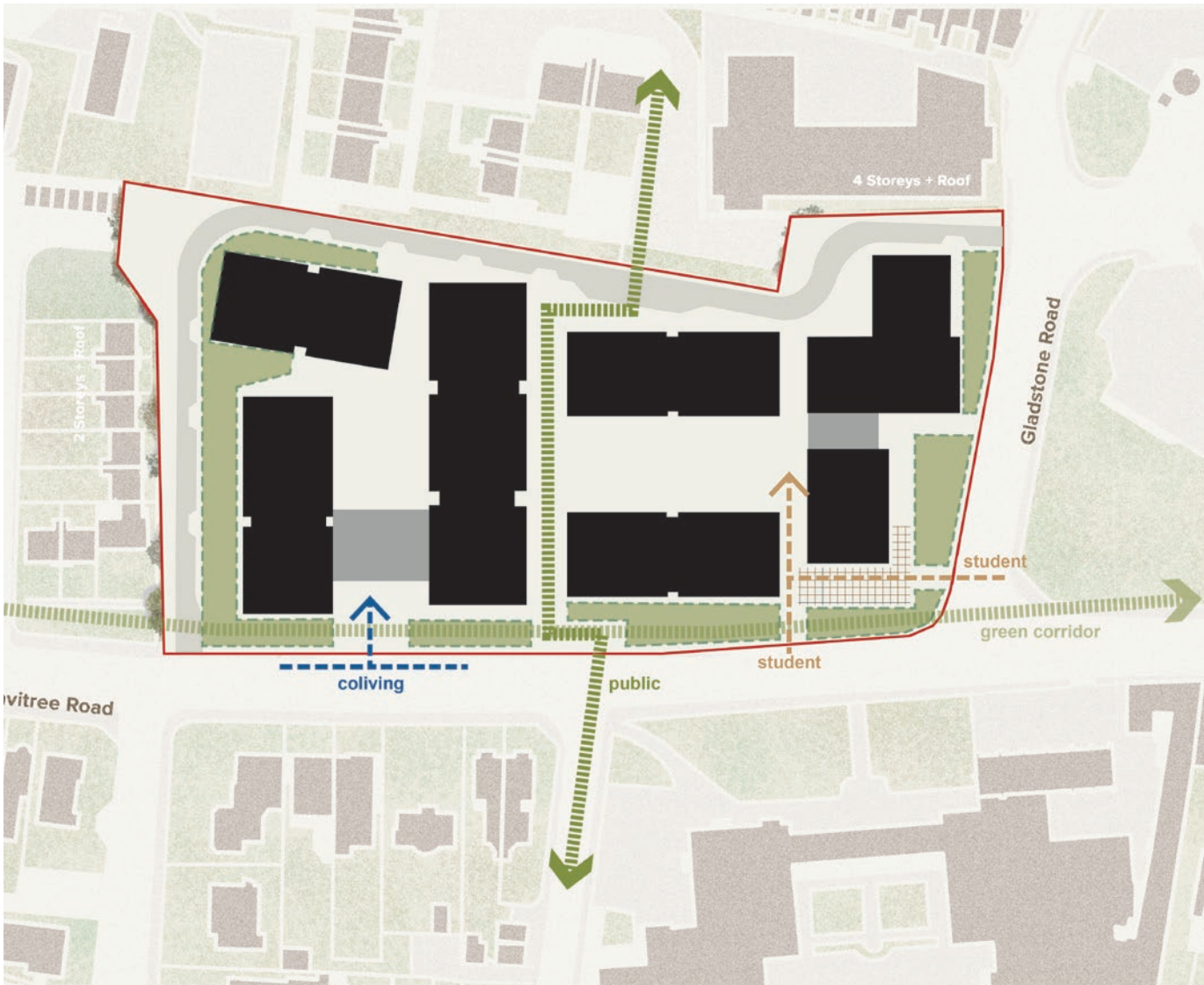
2.8 use, movement and entrances

2.8.1 use



There are two proposed uses on the site, co-living will be located to the western end of the site, nearest the residential area and student residential to the eastern end, closest to the university campus.

2.8.2 site entrances



Primary access into the site will be from the primary street (Heavitree Road) with a secondary entrance located on the northern boundary. Treatment of the site boundary will define the primary entrances through the placement of heavy greening on Heavitree Road and continue the green corridor.

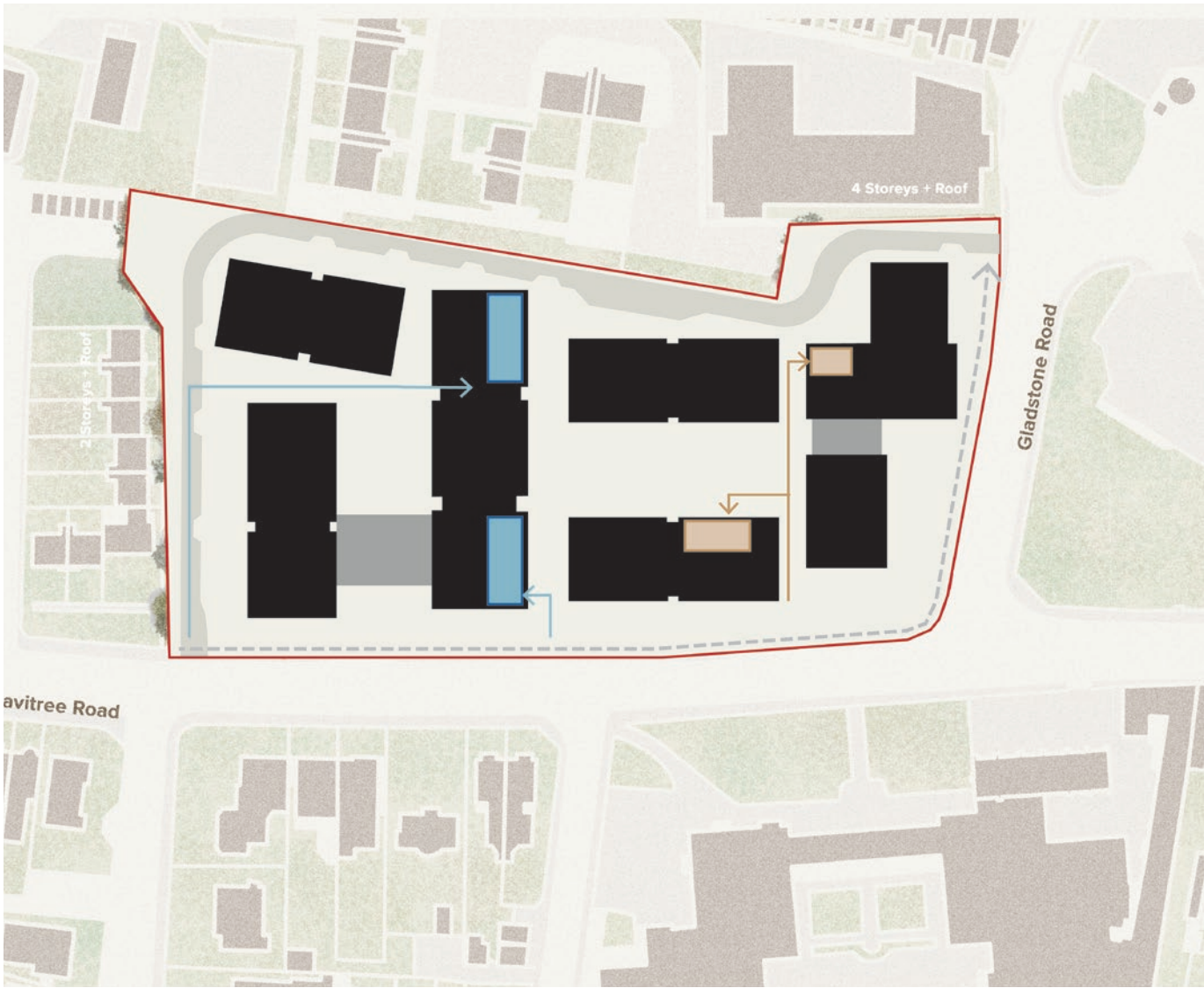
2.8 use, movement and entrances

2.8.3 resident movement and building entrances



Building entrances are to be generally from the central courtyards, creating a central legible entrance into each block and generating activity within the courtyard spaces. Consideration to other access routes, such as from the northern boundary or accessible parking has been taken into account with all accesses to be fully accessible and inclusive.

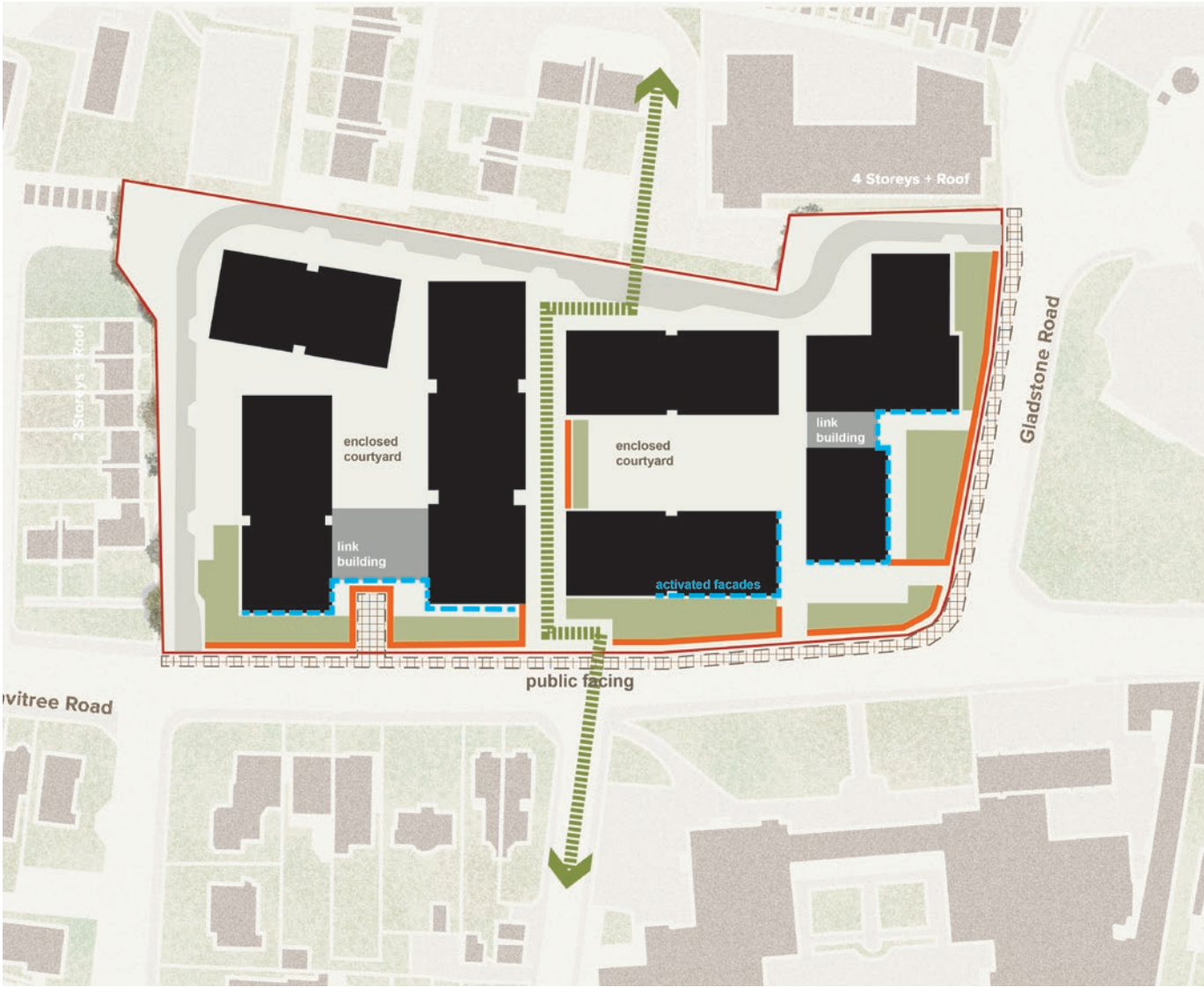
2.8.4 cycle entrances



Two cycle stores are provided for each use, located as indicated above. Cyclist movement avoids the courtyard spaces ensures these are for pedestrians only

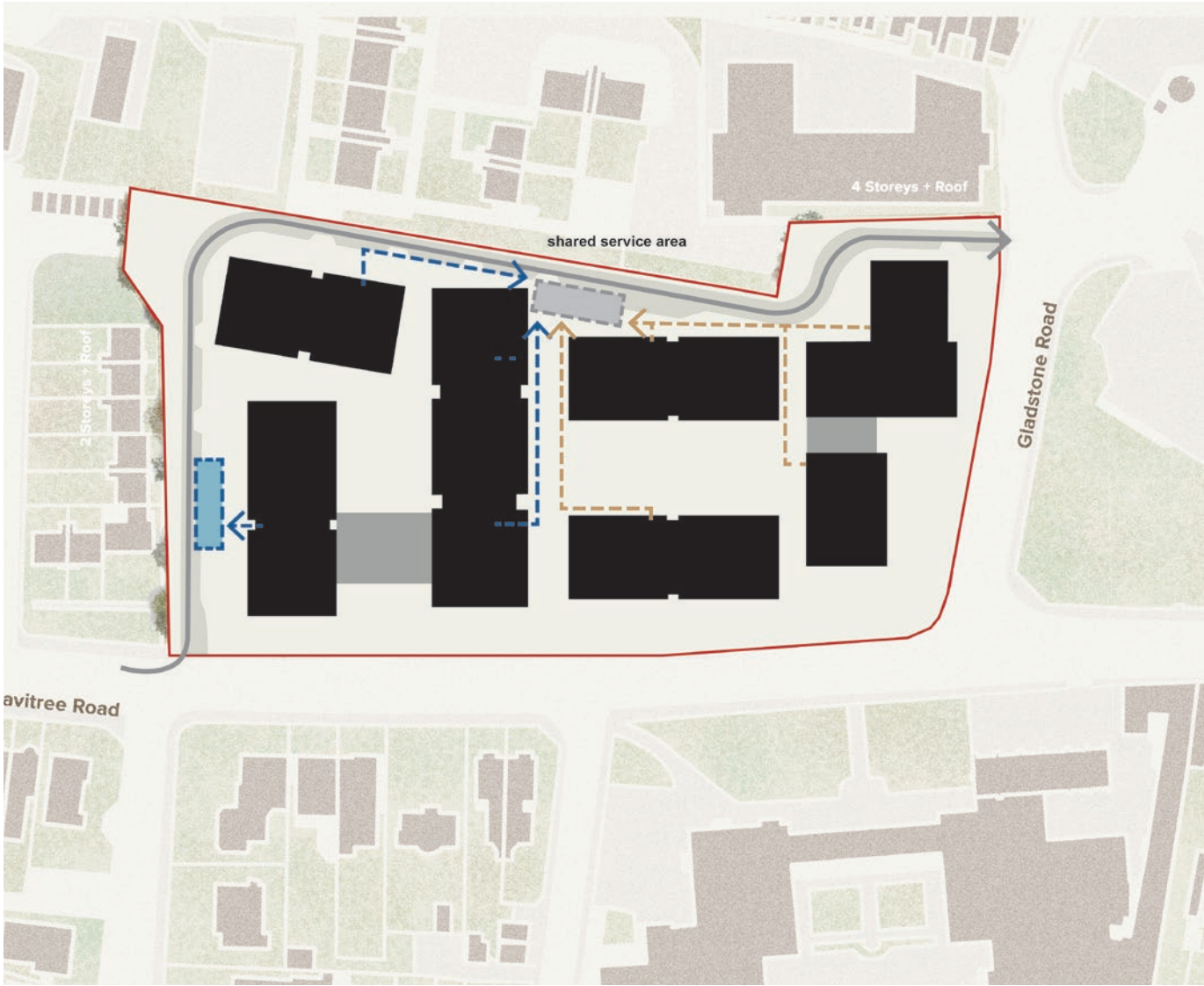
2.8 use, movement and entrances

2.8.5 public/private and facade activation



The site will be predominately private, however due to the nature of half the site boundary facing public streets and the introduction of a new public route there will be a degree of public facing areas on the site. A mixture of single storey link buildings and landscaping creates an edge to the development (orange) which defines the public and private areas. Public facing areas of the accommodation will be activated at ground floor with residential amenity.

2.8.6 servicing



Creation of a shared service route to the perimeter of the northern boundary enables servicing for all uses to be collated into two areas. Back of house routes have been designed as demonstrated on the diagram.

