St. Bridget Nursery, Old Rydon Lane, Exeter

Design and Access Statement

In support of an Outline Planning Application for up to 350 residential dwellings

March 2022

CliftonEmerydesign

Above: Site in context

Contents

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1.0 Introduction

A view looking north towards the existing retail building

A view looking south towards the existing main entrance and Old Rydon Lane

Eastern site access and existing unit

A view of the southern portion of the site looking north

A view of the southern portion of the site and groups of mature trees

A track way in the eastern portion of the site

Existing storage buildings associated with the nursery

A view looking west along Old Rydon Lane with the site to the right

A view looking west along the northern site boundary

Above: Photographs of the existing site

1.0 Introduction

1.1 Background

1.1.1 This design and access statement has been prepared in support of an outline planning application for a phased development up to 350 residential dwellings with associated amenities and infrastructure along with demolition of existing horticultural nursery related buildings and structures at St Bridget Nursery off Old Rydon Lane, Exeter.

1.1.2 This statement has been prepared by Clifton Emery design on behalf of Wadetton Park Ltd with expert input from PCL Planning, Stantec (Highways), Teign Consult (Drainage) and South West Ecology.

1.1.3 The site is allocated for development in the Exeter Core Strategy (CS) by virtue of policy CP19 (Strategic Allocations). The site falls within the Newcourt Area which is allocated for 3,500 dwellings and 16 hectares of employment land (with associated infrastructure). A significant proportion of the wider allocation area has now been built out.

1.1.4 This illustrative scheme comprises a phased development of 1, 2, 3 and 4 bedroom dwellings including 35% affordable homes – the percentage and mix to accord with policy. The proposals incorporate 3.25ha of accessible public open space. Open space areas include a significant green corridor to the south with water attenuation features, retained trees and informal landscape, a central open space, 3no. Local Areas for Play (LAPs), a Locally Equipped Area for Play (LEAP), incidental open spaces along with green and habitat corridors along the northern and eastern boundaries.

1.1.5 The southern green corridor will provide a development break to Old Rydon Lane and the associated properties, provide space for the retention of existing trees and enable the provision of water attenuation basins. The southern corridor, other spaces and routes will improve pedestrian and cycle access to existing facilities in the area including the cycleway on Rydon Lane (A379) and pedestrian bridge.

1.1.6 In addition to new homes and green spaces, the proposed development will provide a new vehicular and pedestrian access. The new access will enable the downgrading of Old Rydon Lane while maintaining accessibility to existing properties. The new vehicular connection will be designed to modern standards and be attractive and safe for all users.

1.2 Site and context

1.2.1 The site is a broadly triangular parcel of land occupied by a range of horticultural and garden centre related buildings, areas of hard standing, car parking, poly-tunnels and growing space. The site is in operational use with storage buildings, growing areas, offices and maintenance buildings currently in use in the eastern portion of the site.

1.2.2 The site is located on the south eastern side of Exeter around 4km from the city centre. There is development on three sides; to the north is Rydon Lane (A379) with the employment area of Pynes Hill beyond. To the north east is Ikea and east the recently developed residential area around Newcourt Way. To the south is Holland Park, houses associated with Old Rydon Lane and Exeter Golf and Country Club golf course. To the west is an area of open land immediately adjacent to Rydon Lane and further west existing education and residential development on Topsham Road and the Countess Wear area of the city.

1.3 About the proposal

1.3.1 This outline planning application follows the principles of the Newcourt Masterplan and adheres to the guidance set out in the Exeter Residential Design Guide.

1.3.2 The proposal comprises:

Site area: 13.29ha
Development area: 8.79ha (66.1%)
Public open space: 3.25ha (24.5% - inc water attenuation)
Infrastructure and landscape buffers: 1.25ha (9.4%)

Gross density: 26 dph
(*Calculated against the application boundary*).

Net density: 40 dph
(*Calculated excluding POS areas, attenuation basins and parts of the east west route. Incidental areas of open space and swales have been incorporated into the net area*).
Up to 350 homes:

35% affordable homes (up to 123 no.) in accordance with the mix required locally and 65% open market units (up to 227 no.) comprised of:

62 x 1 bedroom units (17.9%)
87 x 2 bedroom units (25.1)
138 x 3 bedroom units (39.9%)
59 x 4 bedroom units (17.1%)
(*The illustrative layout identifies 346 units*)

1.3.3 Indicative unit footprints meet or exceed the Nationally Described Space Standards (NDSS).

1.4 Purpose of the document

1.4.1 This design and access statement explains the indicative proposals, the outcomes of the site assessment and analysis undertaken and the resulting design approach. It describes how guidance and feedback has shaped the scheme.

1.4.2 In illustrating the proposals, the design and access statement along with the other submission documents describe the site and its wider context, relevant design guidance, requirements and policies and the design principles and parameters that have shaped the proposals.

1.4.3 This design and access statement should be read in conjunction with the suite of supporting documents that accompany this application. These include:

- Planning Statement;
- Transport and travel plan;
- Drainage strategy;
- Ecology surveys, tree protection plans and arboricultural method statement, Biodiversity Net Gain calculations;
- Geo-technical survey information;
- Heritage Assessment; and
- Acoustic Assessment.

2.0 Factors Shaping Development

- Application boundary
- Existing buildings
- Existing access
- Existing pond
- Existing trees (and Root Protection Area)
- Existing hedgerow
- Existing Gas Pipe (with 6m easement)
- Site contours
- Gradient arrow
- Local cycle routes connecting to wider Exeter

Above: Site analysis

2.0 Factors Shaping Development

2.1 Constraints and opportunities

2.1.1 The shape of the illustrative plan that accompanies this Outline Planning Application has been designed in mind of a number of factors that make the site and its surroundings distinctive.

2.1.2 In order to inform our understanding of the site and its surroundings, a series of technical studies have been undertaken in the key areas of ecology, drainage and access.

The following considerations have had a particular influence on the pattern of development:

- Existing on site and neighbouring development and local character;
- Transport & access;
- Flood risk & drainage;
- Ecology, trees & vegetation;
- Topography;
- Utilities and services;
- Acoustic considerations;
- Site allocation; and
- The National Design Guide.

2.2 Existing neighbouring development

2.2.1 The site lies around 4km to the south east of the city centre and in close proximity to a broad range of uses including residential, employment, retail, leisure and education.

2.2.2 It is currently home to St Bridget Nurseries. The garden centre company has two sites - St Bridget, Old Rydon Lane and St Bridget Clyst St Mary. The St Bridget, Old Rydon Lane site currently supports its sister site providing storage, growing and office accommodation.

2.2.3 The site broadly falls in three zones - an extensive growing area of open land bound by fences and hedgerows to the north and west, a collection of offices buildings, stores, glass greenhouses, poly-tunnels and ancillary buildings in the centre of the site (the majority still in use) and several individual dwellings (owned by St Bridget) within the grounds of the site.

2.2.4 The existing site has 3 points of access onto Old Rydon Lane - one beside Weir View (the current HGV access), a second being the main entrance to the nursery near Holland Park and a third in the far eastern corner of the site. There are also various access tracks and paved routes crossing the site.

2.2.5 To the north the site boundary is marked by a combination of close board fencing, scattered trees and a substantial hedge at its western end. The boundary to the south features a short length of wall and a sloping grass bank with post and wire fence at its western end with more substantial hedgebank and tree planting around the first site access. Beyond this the boundary is more manicured around the main site entrance and beyond to a walled gateway at the eastern end.

2.2.6 The sites immediate boundaries are formed by Old Rydon Lane and associated residential properties to the south, Rydon Lane to the north / north east which forms part of the A379 linking the M5 to Matford, allocated land to the north east with Ikea beyond and recent residential development at Albatross Road to the south east.

2.2.7 Beyond Old Rydon Lane is Exeter Golf and Country Club and the residential development at Holland Park. The recent residential area around Newcourt Way lies to the east, the employment area at Pynes Hill and out of town retail / superstores at Digby to the north. To the west is the Countess Wear area along with a range of uses associated with Topsham Road.

2.2.8 The site has a wide range of amenities and transport options in close proximity making it a highly sustainable location. Nearby amenities and facilities include; Newcourt Community Centre, Newcourt Station, Trinity C of E VA Primary and Nursery School, Tesco's Extra, Countess Wear Beefeater pub, Countess Wear Community School, Southbrook School, Isca Academy, King George V Playing Fields, Ludwell Valley Park, River Exe County Park, Pynes Hill and Sowton Industrial Estate.

2.2.9 An individual house - 'Weir View' in the same ownership as the application site lies around halfway along the north side Old Rydon Lane. This dwelling, its gardens and vegetated boundaries do not form part of the application and the land is intended to remain in its current form and use.

2.2.10 Key considerations
Consideration should be given to the proximity of development to homes on Albatross Road and Hook Drive. Careful thought should also be given to proposals along Old Rydon Lane to ensure the design of the boundaries and connections consider the role and character of the lane. The northern boundary to Rydon Lane will also need to be designed with care to ensure a suitable interface between the development cycle path and roadway.

2.3 Transport and access

2.3.1 A Transport Assessment (TA) has been prepared by Stantec in support of the Outline Application. Please refer to the full TA for more detailed information.

2.3.2 In summary, the application area is located in a highly sustainable area of the City, meaning that all the facilities and amenities required on a daily basis are within close proximity of the site.

2.3.3 The site will be accessed via an improved junction between Rydon Lane (A379) and Old Rydon Lane. Development of the site will provide a new east - west route connecting Rydon Lane to the Newcourt area while enabling the downgrading of Old Rydon Lane to that of an access road for existing residents and cycle / footway.

2.3.4 The new route will be designed as a safe and attractive multi-model connection with a series of lateral routes connecting to various parts of the development.

2.3.5 The site has good pedestrian access with footways located along Rydon Lane (A379) including a cycleway and bridge which connects to important areas in the locality (retail and employment). The downgraded Old Rydon Lane will be safer and more attractive to pedestrians and cyclists.

2.3.6 The proposed scheme is in an excellent location to promote sustainable forms of transport - encouraging walking and cycling around the area and City. The existing road and pavement network provides safe and convenient routes around the local area.

2.0 Factors Shaping Development

2.3.7 Key considerations
The new junctions onto and treatment of Old Rydon Lane will be important to maintaining the character of the route, while acknowledging its new role in the locality. The provision of pedestrian and cycle connections across the site and through proposed open spaces linking to existing routes, roads and bridges will be important to ensuring modes of transport other than the car are safe, convenient and attractive.

2.4 Flood risk and drainage

2.4.1 A Flood Risk Assessment (FRA) and drainage strategy has been prepared by Teign Consult to assess the impact of the development on flood risk and drainage.

2.4.2 Trial pits have shown the site to have low infiltration rates and therefore use of soakaways are limited. As a result, a combination of swales and retention basins are proposed working with the existing ground levels and falls across the site.

2.4.3 The drainage proposals demonstrate that post development run off is reduced from the existing run off rates as a result of the development. Existing water flow paths through the site will need to be maintained within the detailed layout so that dwellings and property on and off site remain unaffected.

2.4.4 The site falls within an appropriate flood zone for residential development in accordance with the NPPF.

2.4.5 Key considerations
While levels do not present a constraint to development, care will need to be taken to ensure levels are workable around attenuation basins. Swales will need to be carefully integrated into the street scene and work alongside hard paved areas, parking and tree and shrub planting. Thought will need to be given to ensuring areas around basins are safe, usable and maximise the opportunities for habitat creation.

2.5 Ecology, trees and vegetation

2.5.1 Ecology surveys have been prepared by South West Ecology to assess the impact of the development on habitat, species and vegetation. Biodiversity Net Gain calculations to ensure the delivery of a net gain in biodiversity post development have also been undertaken.

2.5.2 A habitat survey was conducted in 2020 and consisted of a Preliminary Ecological Appraisal (PEA). Protected species surveys were also conducted for bats (roost and activity), and reptiles.

2.5.3 There are five non-statutory sites designated for nature conservation within 1 km of the site - designated for their habitats. The designated sites would not be impacted by the proposed development.

2.5.4 The site habitats have been heavily influenced by management related to the garden centre. Habitats include improved grassland, small areas of tall ruderal/grass and ephemeral/ short perennial, horticulture, hedgerows and a small area of woodland. All of the habitats include a wide range of ornamental plants.

Tree survey

2.5.5 Arboricultural surveys have been undertaken to assess the value and importance of existing trees on site.

2.5.6 The site features numerous trees, mainly found within the existing north south hedgerow and as individual and scattered groups in the southern half of the site. Boundaries also feature tree planting.

2.5.7 The site features 6no. category A trees, 16 no. category B trees / tree groups and numerous category c trees. Of the category A and B trees there are 7 key trees which are of particular importance due to their size, maturity or contribution to the site. These are trees T1, T3, T4, T8, G18, T20 and T21.

2.5.8 Key considerations
Existing habitat should be retained and enhanced where possible. Provisions for marginal habitat could be included in surface water attenuation features through the use of specific plant species. A bat roost could be incorporated into areas of POS to aid traversing species.

All category A and key trees (cat A and B) should be retained within proposals; Changes in level around existing trees should be carefully considered along with identified root protection areas; Suitable numbers of additional trees to mitigate losses should be provided

2.6 Topography

2.6.1 The landform of the site has a relatively gentle but visible slope from a high in the north east to low points along Old Rydon Lane. The northern most corner of the site lies at +44.5m AOD falling to a low in the south east corner of around +20m AOD and a low of circa +34m AOD in the south west. These levels give the eastern boundary an average gradient of around 1:21.

2.6.2 Within this average the higher ground adjacent to the northern and eastern boundaries falls gently with a more pronounced change in level in the centre of the site to the west of the main nursery (retail) building. In this area gradients range from around 1:10 to around 1:6.

2.6.3 Old Rydon Lane lies around 1m - 2m lower than the site for much of its length with the boundary formed by grassed banks and occasional walls.

2.6.4 Key considerations
Topography is not considered to be a constraint to development. Most gradients are gentle and those steeper than 1:10 can be managed within the wider site and / or in landscaped areas. Care will need to be take with the interface to Old Rydon Lane.

2.7 Utilities and services

2.7.1 Utilities and services mapping has been undertaken as part of the site analysis process. This work identified numerous underground services associated with the existing nursery operation and on-site buildings. There are also a number of utility runs in close proximity to the site - these are noted in the Geo Consulting engineering Ltd Phase 1 Desk Study and Phase 2a Preliminary Ground investigation report.

2.7.2 In addition to these services, a Wales and West Utilities medium pressure gas main runs north west to south east across the western part of the site before running along the southern site boundary.

2.7.3 Key considerations
Development of the site will necessitate the removal of nursery related infrastructure with an easement of 6m; 3m either side of the pipe to be maintained. All development will need to have regard to the existing gas main.

2.8 Acoustic considerations

2.8.1 Acoustic Associates South West Limited have been commissioned to undertake an Environmental Noise Assessment of the site in September 2020 to understand whether noise from the nearby Rydon Lane (A379) represents a constraint to development and whether mitigation measures might be required.

2.8.2 The report provides mean noise levels taken over a 4 day period, from 3 identified locations along the western boundary of the site - adjacent to Rydon Lane (A379). Noise levels were measured at 65 - 68db along the western boundary, dropping to an average of 20db along the eastern side of the site.

2.8.3 Key considerations
An appropriate offset to development should be considered on the north/north west boundary of the site. Proposed bund and acoustic fencing could be implemented in combination with tree and shrub planting to provide an acoustic buffer and help mitigate any adverse effects.

2.9 Site allocation

2.9.1 The site is allocated for development in the Exeter Core Strategy (CS) by virtue of policy CP19 (Strategic Allocations). The site falls within the Newcourt Area which is allocated for 3,500 dwellings and 16 hectares of employment land (with associated infrastructure). The allocation map identifies green connections along Old Rydon Lane and extending north south on the eastern boundary.

2.9.2 Key considerations
The outline proposals should work to incorporate the green routes and corridors and connect to the public open space that runs along Old Rydon Lane as identified in the site allocation information.

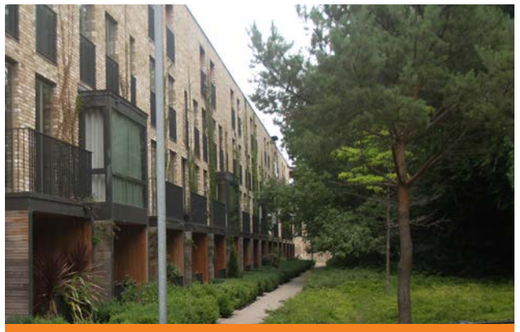
2.10 National Design Guide

2.10.1 The scheme has been developed with reference to the 10 characteristics outlined in the National Design Guide. These are: Context, Identity, Built Form, Movement, Nature, Public spaces, Uses, Homes and buildings, Resources and Lifespan.

2.10.2 Future Reserved Matters (RM) submission schemes will need to ensure they respond to these characteristics by delivering a scheme that:

- Is borne out of the local area and that can be assimilated into the context;
- Has a clear identity - with all components working in unison, creating a cohesive place;
- Is accessible, permeable, navigable, memorable and well laid out;
- Is safe and accessible for all and promotes activity and social interaction and inclusion;
- Integrates existing natural features and adds to the biodiversity and health of the place through the provision of good quality public open space;
- Incorporates a range of public open spaces, trees and vegetation;
- Provides a mix of tenure neutral house types and forms;
- Has homes that are comfortable functional, accessible, efficient, light and airy;
- Reduces resource requirements and has longevity.

3.0 Approach



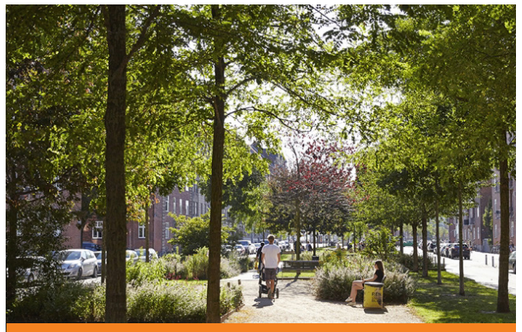
Green routes

Incidental planting

Mown paths

Water attenuation

Mature trees



Green streets

Composed streets with rhythm

Play

Above: Images capturing the feeling of the place

3.0 Approach

3.1 Vision

3.1.1 The vision describes the aspirations for the development, its qualities and key features.

The development at St Bridget Nursery can provide up to 350, high quality new homes, public open space, large areas for surface water attenuation and an important new through route from Rydon Lane to Newcourt. It aims to establish the foundation for a sustainable, green and leafy, attractive and well connected residential environment.

The structure of the proposed development is defined by a series of north south green routes, a landscaped corridor adjacent to Old Rydon Lane and a large central green area. Combined, the routes and spaces will become a recreational, habitat and water attenuation resource which will be a signature for the development and help to create a distinct sense of place. The routes will aid the retention of existing mature trees and form purposeful breaks in the development.

New homes in a variety of forms will address streets and spaces helping to create a well-structured, memorable living environment with a clear street hierarchy. A varied development density and a range of building heights, street widths and building forms will reinforce the structure of the new place.

Above: Proposed framework plan

3.0 Approach

Existing buildings

Proposed development

Green infrastructure connections

1. Realigned highway / junction and vehicular access
2. Entrance space
3. Primary street
4. Development addressing the primary street
5. Development addressing the open space
6. Central open space
7. North south green connections breaking the development
8. Retained existing trees
9. Landscape buffer, bund and acoustic barrier to Rydon Lane (A379)
10. Old Rydon Lane providing access for existing residents and pedestrian / cycle route
11. Pedestrian / cycle connection to the existing cycle route and bridge along Rydon Lane (A379)
12. Potential for bat roost/ bat house
13. Weir View house with access from Old Rydon Lane retained
14. Existing vegetation and trees retained around Weir View
15. Surface water attenuation features
16. Potential for north east connection to adjoining land

3.2 Concept layout

3.2.1 The concept layout seeks to deliver the vision and be in accordance with the Exeter City Council Residential Design Guide and meet other policy and design requirements by:

- Creating the foundation for a high quality residential environment and attractive sense of place that relates well to the surround area;
- Providing a significant green space resource incorporating children's play, new and existing tree planting, new habitat areas and water attenuation;
- Establishing a clear hierarchy of streets and spaces including a new east west street connecting Rydon Lane (A379) to Newcourt;
- Introducing a series of north south green streets providing safe and attractive routes for pedestrians and cyclists;
- Establishing a focus for the development - a central open space to which all residents and visitors have access;
- Creating flexible blocks and plots that can accommodate a variety of dwelling types and forms;
- Carefully managing the frontage / street interface so that routes are enclosed by clear building lines and contiguous frontages to create a strong relationship between buildings and the street and spaces;
- Delivering up to 350 new homes at a range of densities to suit their location within the site;
- Reinforcing the landscape and ecology of the site through careful positioning of public open space, streets and buildings.

3.2.2 The concept layout has a simple hierarchy of streets and spaces that provide legibility and inform the identity of the development.

3.2.3 The street hierarchy is focussed around the primary east west route and a series of green streets and spaces; 3no. north south green routes, a green corridor to the south and a central open space.

3.2.4 The primary east west street is envisioned as a wide tree lined route fronted by a range of homes incorporating water attenuation and car parking. It will provide an important connection from Rydon Lane to Newcourt and enable the downgrading of Old Rydon Lane.

3.2.5 Running north south across the site are 3 green routes providing a good level of permeability and connections to Rydon Lane and the cycleway. The green routes incorporate water attenuation in the form of swales and tree and shrub planting.

3.2.6 Punctuating the primary route at the centre of the site is a large open space incorporating a LEAP, space for retained mature trees and water attenuation.

3.2.7 Along the southern boundary, adjacent to Old Rydon Lane is a wide green corridor. The space encompasses retained trees, significant areas of surface water attenuation, informal recreation routes and areas for habitat creation while also providing a buffer between the development and existing homes on Old Rydon Lane.

3.2.8 Spaces are focused on retained tree planting, designed to punctuate the development and provide amenity. Blocks and frontages are arranged to reinforce the street hierarchy through their shape, form, building line, setback, contiguousness and dimensions.

3.2.9 Density is intended to vary across the development to further reinforce the street hierarchy and create the basis for subtle character areas. Higher density development is proposed along the primary street and around the central space, with lower density development to the periphery of the site and in pockets to the south.

3.2.10 Development parcels have been arranged and sized to provide the basis for homes with sunny gardens, light and airy interiors and potential for solar panels and/or similar technologies.

4.0 The Proposal

Above: Illustrative masterplan

4.0 The Proposal

- Application boundary
- Existing trees retained
- Proposed tree planting
- 1 Vehicular access from Rydon Lane
- 2 Entrance and arrival space
- 3 Primary route
- 4 Central open space
- 5 North south green connections - with integrated surface water attenuation features
- 6 Areas of Landscape buffer and acoustic barrier
- 7 Pedestrian and cycle connections/routes
- 8 Pedestrian / cycle connection to the existing cycle route and bridge along Rydon Lane (A379)
- 9 Surface water attenuation features
- 10 Areas of POS
- 11 Area of formal/informal play
- 12 Parkland edge development
- 13 Development holding key corners and fronting the primary routes and open space
- 14 Potential for north- east connection
- 15 Secondary vehicular exit/entrance points
- 16 Weir View house and associated grounds - with access from Old Rydon Lane retained

N

4.1 The proposal

4.1.1 This outline planning application is for a phased development of up to 350 dwellings including 35% (up to 123 no.) affordable homes in line with planning policy, a new route connecting Rydon Lane to Newcourt, publicly accessible open space including a LEAP and 3no. LAPs, along with associated highway and drainage infrastructure.

4.1.2 The proposal comprises:

Site area: 13.29ha
Development area: 8.79ha (66.1%)
Public open space: 3.25ha (24.5% - inc water attenuation)
Infrastructure and landscape buffers: 1.25ha (9.4%)

Gross density: 26 dph
(*Calculated against the application boundary*).
Net density: 40 dph
(*Calculated excluding POS areas, attenuation basins and parts of the east west route. Incidental areas of open space and swales have been incorporated into the net area*).

4.1.3 In addition to the proposed homes, the scheme will deliver significant areas of open space - 3.25ha - in excess of the policy requirements. This will include a Locally Equipped Area for Play (LEAP) in the centre of the site, 3no. Local Areas for Play (LAPs) and formal and informal incidental spaces around the development.

4.1.4 The proposed development responds to the analysis and design team advice described earlier in this design and access statement:

a) Neighbouring development
Care has been taken to ensure that the framework plan - parcels, blocks, streets and open space takes account of surrounding development and neighbouring dwellings, while also addressing undeveloped boundaries in a suitable way. The plan continues green corridors from adjacent developments and supports the stand-off to and downgrading of Old Rydon Lane.

b) Transport & access
Highways proposals take account of the transport assessment with reference to needs of all users of the street, car parking, refuse collection and safety of pedestrian routes. Additional routes and connections will establish the foundation for a permeable development with convenient links to surrounding facilities and amenities.

c) Flood risk & drainage
The framework plan incorporates significant areas for water attenuation including swales and basins to ensure that surface water is captured on site and off site flows are managed. Development of the site will result in an improvement to the current run off rate.

d) Ecology, trees & vegetation
The illustrative layout seeks to retain all A category and key trees identified in the arboricultural survey. Development of the site will necessitate the loss of some trees - this will be mitigated by new tree planting. Habitat creation areas around the water attenuations basins have been incorporated. Proposals will achieve a net gain in biodiversity.

e) Topography
Development on steeper ground has been carefully managed and where possible pulled further away from root protection zones;

f) Utilities and services
A 6m easement to the identified gas main has been established and proposals control planting over and adjacent to the pipes.

g) Site allocation
Proposals respond to the site allocation parameters identified.

h) The National Design Guide
The illustrative plan establishes the foundation for delivery of a new neighbourhood that responds to the 10 characteristics of the National Design Guide - a high quality and enduring place to live.

Above: Proposed street hierarchy

4.0 The Proposal

- Application boundary
- 1 Re-configured junction / site entrance
- 2 Old Rydon Lane
- 3 New connection to Old Rydon Lane
- Primary street
- Secondary street
- Tertiary street
- Pedestrian connections
- Pedestrian / cycle connections
- Vehicular access
- 4 Pedestrian/cycle access
- 5 Potential connection to north east
- 6 Access to Weir View (current HGV access to nursery)

4.2 Illustrative layout

4.2.1 The illustrative layout has a logical structure principally utilising intersecting geometries which respond to the overall shape of the site and identified constraints. The plan enables the majority of existing trees to be retained within connected public spaces which form a focus and signature for the development. The form and geometry of the plan is intentionally orthogonal utilising rectilinear geometries which rely on simple block arrangements and building lines.

4.2.2 The scheme is arranged in order that modern standards of housing design are considered and achievable and that detailed planning policies and guidance can be adhered to in relation to such matters, for example; car parking, bin storage, cycle parking, minimum space standards, appropriate back to back distances, private residential amenity and open space provision. The scheme has been tested against the Exeter City Residential Design Guide and adheres to the various rules and codes. For the purposes of the illustrative layout, indicative Nationally Described Space Standard compliant unit footprints have been used to populate the plan.

4.2.3 Where possible perimeter block arrangements have been employed to define private areas and ensure active frontages address streets and public spaces. Where perimeter blocks are not achievable due to site constraints, care has been taken to design dwellings and plots to perform specific functions in the development such as turning corners, controlling inter-visibility and addressing public areas on two or three sides. This should be explored further in future RM submissions.

4.2.4 The development has been designed to ensure that it is integrated with the existing pedestrian / cycle network within the local area. This is achieved through the provision of on-site pedestrian / cycle facilities that connect into the existing network of shared facilities, and off-site improvements to facilities along key desire lines.

4.2.5 The simple geometry of the plan enables interactions between buildings and streets to be controlled, improving the plotting efficiency of the layout and avoiding leftover spaces.

4.2.6 Within the structure, a hierarchy of streets and spaces is proposed which is reinforced by the illustrative blocks, buildings, building lines and landscape. The street hierarchy incorporates a central open space, southern green corridor, primary street, secondary street, 3 north south green routes, tertiary streets, courtyards and foot/cycle ways.

4.2.7 Streets and spaces are framed by terraced, semi-detached and detached units with common building lines and setbacks. At important locations, buildings are illustrated turning and holding corners and creating gateways by using greater height and continuous forms. In some locations repeating building forms have been used to illustrate streets that at the RM stage would be carefully composed with rhythm and repetition.

4.2.8 The primary street runs from the reconfigured junction to Rydon Lane, through the site towards the eastern boundary. It will provide a new, upgraded route from Rydon Lane to Newcourt. The primary street passes beside the southern green corridor and through the central space. This, along with formal tree planting, will give it a green and leafy character. This route incorporates footways, tree planting, verges, swales and car parking. These features combined with junctions will help to manage vehicle speeds. A variety of building forms front the street but use consistent building lines, setbacks, and boundary treatments. This street type is wider than the lower order streets reinforcing its importance in the hierarchy and its role in the locality.

4.2.9 The secondary street forms a loop in the centre of the site, running north from the primary street around the central open space and retained trees. It provides access to tertiary streets and to paths to the north. The secondary street has a similar composition to the primary street but is narrower and more varied. A spur of the secondary street provides a potential access to the north east.

4.2.10 Tertiary streets are narrower with less formal tree planting. They extend from the primary and secondary streets providing access to courtyards and homes. All streets feature tree planting in line with policy requirements.

Old Rydon Lane

4.2.11 It is proposed that Old Rydon Lane will maintain access to existing properties and allowing pedestrian and bicycle movements. Vehicles will use the new east west street through the proposed development to travel between Rydon Lane and Newcourt.

1. Vehicular access from Rydon Lane
2. Central open space (including surface water attenuation)
3. North south green connections - with integrated surface water attenuation
4. Areas of Landscape buffer with acoustic barrier to Rydon Lane
5. Pedestrian and cycle connections/routes
6. Surface water attenuation features
7. Southern parkland edge
8. Parkland edge development
9. Development holding key corners and fronting the primary routes and open space

Above: 3d model view of illustrative proposals

4.0 The Proposal

Connection to the north east

4.2.12 The illustrative layout provides for a pedestrian / cycle access up to the north east boundary to connect into any future development on land to the north/north east of the site) and thereby provide additional future opportunities for active travel to the IKEA roundabout and onwards.

Mobility Hub

4.2.13 To increase the attractiveness of sustainable, low carbon modes of travel, on-site access to electric shared mobility options in the form of 6 parking spaces will provide access to an electric car club vehicle, shared electric bikes and traditional cycle parking.

4.3 Legibility

4.3.1 An important aspect of the plan is legibility, both in terms of wayfinding and identity.

Wayfinding

4.3.2 To aid wayfinding, several principles have been employed within the layout and street hierarchy to create memorable events within the illustrative scheme. These include:

- A clear street hierarchy;
- Green corridors / routes;
- Distinct spaces incorporating existing trees;
- Gateways and buildings marking and turning corners;
- Buildings and landscape terminating routes.

4.3.3 Particular attention has been paid to important corners within the layout - particularly on the primary streets where apartments are proposed to turn and hold corners with greater height to form markers in the development.

Identity and character

4.3.4 All aspects of the illustrative layout contribute to and reinforce the identity and distinctiveness of the place envisaged. Future Reserved Matters schemes should build from this foundation creating a development with a single character - a contemporary interpretation of the local vernacular guided by the Exeter City Council Residential Design Guide. The street hierarchy and landscape elements should be at the heart of the development.

North south green routes

4.3.5 As part of the street hierarchy, 3 north south green routes are proposed to provide attractive, safe and convenient connections between the green corridor to the south and the pathway along the northern boundary. The green routes also help to compartmentalise the development.

4.3.6 The most easterly of these routes features a dedicated cycle path connecting Old Rydon Lane to the cycle path on Rydon Lane (A379) to the north.

Central open space

4.3.7 At the heart of the scheme is a large open space which incorporates a water attenuation basin, retained mature tree planting and a LEAP. The space is addressed and overlooked on almost all boundaries aside from the group of mature trees in the south east.

4.3.8 To emphasise the importance of the space in the wider scheme and maximise natural surveillance, continuous built form is proposed to the developed sides of the space incorporating apartments and terraced houses. The central open space is intended to provide a focus for the community and a distinct feature within the neighbourhood.

Southern green corridor

4.3.9 A large green corridor is proposed along the southern boundary of the site. The space will serve 4 primary functions; to create a linear green space adjacent to Old Rydon Lane similar in character to the current situation (connecting to a similar feature to the east), to provide a landscaped buffer between the proposed development and existing properties on Old Rydon Lane, to accommodate water attenuation basins and to become an informal recreation and habitat creation area.

4.3.10 Water attenuation basins have been carefully designed to work with the levels, retained existing trees and existing routes. It is proposed a series of informal paths will meander through the open space with new tree, shrub and wildflower planting enriching the corridor. While the basins will fill with water during precipitation events, it is anticipated that much of the slope areas will be usable and few of the basins will be wet year round. Combined with the retained mature tree planting and incidental areas, the public open spaces will become a signature for the scheme and strongly influence the identity and character and the neighbourhood.

4.3.11 The northern boundary has been illustrated providing sufficient space to incorporate the existing boundary planting along with a small bund and acoustic fence to shield the site from road noise on Rydon Lane (A379), while maintaining a green boundary. Where appropriate new homes front the boundary. In these locations a pathway is indicated that draws together the north south internal routes and provides a connection to the existing foot/cycleway and bridge on Rydon Lane.

4.4 Secured by Design

4.4.1 The layout and arrangement of buildings has been shaped with Secured by Design principles in mind.

4.4.2 Perimeter blocks have been employed to ensure new homes front streets and public spaces, with clear definition between public and private areas. The layout establishes the foundation for an RM scheme that would have appropriate boundary treatments and well positioned doors and windows to define boundaries and ensure spaces are well overlooked.

4.4.3 The variety of units proposed will help to increase the likelihood of activity and occupation throughout the day. In combination with a range of parking solutions, attractive streets and space as well as well used through routes - the neighbourhood should be an active and vibrant place to live.

4.4.4 Parking courts have been designed to serve a small number of units to ensure residents have ownership and these spaces are clearly defined and not part of the public realm.

4.4.5 Future RM applications will provide further more detailed information on secured by design measures.

4.0 The Proposal

4.5 Amount and use

4.5.1 The site layout has been designed to accommodate up to 350 homes in a variety of types, sizes and tenures providing a broad range of dwellings from 1 bedroom apartments to 4 bedroom houses including 35% affordable homes (up to 123 no.).

4.5.2 The layout illustrates a net density of around 40 dph, excluding areas of Public Open Space, attenuation basins and parts of the through route. The density make efficient use of land in a sustainable location.

4.5.3 The density of the development illustrated allows sufficient space for attractive green and leafy streets, incidental green spaces and good sized plots with decent gardens and policy compliant back to back distances.

External dimensions

4.5.4 The indicative footprints are sized to meet Nationally Described Space Standards (NDSS). Generic building footprints are based on deliverable dimensions are follows:

2 bed house - width 5.6m x depth 8.5m - 79sqm (internal)

3 bed house - width 5.6m x depth 9.9m - 93sqm (internal)

4 bed house - width 6.6m x depth 10.2m - 115sqm (internal)

1 bed and 2 bed apartments vary in width and depth but meet NDSS areas at 50sqm and 70sqm (internal) respectively.

Accommodation Schedule

4.5.5

62 x 1 bedroom	50sqm	(17.9%)
87 x 2 bedroom	70/79sqm	(25.1%)
138 x 3 bedroom	93sqm	(39.9%)
59 x 4 bedroom	115sqm	(17.1%)
Total 346 units (up to 350)		100%

Above: Amount and use strategy

4.0 The Proposal

4.6 Scale and massing

4.6.1 The illustrative building heights strategy is designed to respond to the street hierarchy and density target while complementing existing development in the local area.

4.6.2 On this basis, the layout shows predominately 2 storey development with 2.5 storey and some 3 storey units in key locations. This approach is intended to aid wayfinding by reinforcing the street hierarchy while providing suitable enclosure to streets and spaces. The strategy is supplemented with tree planting in streets, spaces and plots.

4.6.3 Taller buildings (2.5 and 3 storey) are positioned along the primary street and at key corners creating a development core with lower 2 storey buildings on the rest of the site.

4.6.4 Overall building heights would vary depending on the form of the dwellings and pitch of the roof. 2 storey units would range from 8m to 10m in height, 2.5 storey from 9.5m to 10.5m high. 3 storey units would range from 11m to 12.5m high. Taller buildings allow for higher floor to ceiling heights which generate a greater feeling of space and allow for taller windows resulting in light and airy interiors.

4.6.5 Garages would be single storey, so that they are subservient to houses, unless incorporating an apartment above.

Above: Building heights strategy

4.0 The Proposal

4.7 Landscape and open space

4.7.1 The illustrative site layout provides in excess of 3.25ha of Public Open Space and green routes comprising 3 no. green north south routes, a central open space, a southern green corridor, a LEAP and 3no. LAP which meet or exceed policy requirements.

4.7.2 The POS provision meets policy requirements by being:

- Fully access to the public;
- At least 1000sqm of which none is less than 20m wide and/or contains slopes greater than 1:6;
- Of an appropriate character and function to the surrounding area but also offering varied potential activities and surroundings;
- Highly visible so that all residential are fully aware of its existence;
- Easily reached on foot or cycle by a convenient and safe route;
- No more than 250m away.

And by also comprising 870sqm of play space (calculated against the likely population of the development and having at least 10% of the site given over to POS. The proposals meet these requirements in all regards.

4.7.3 The POS is designed to form a multifunctional network of green spaces which incorporate; areas for habitat creation, water attenuation basins, swales, retained trees, new tree and shrub planting, pedestrian and cycle routes and landscape buffer planting.

4.7.4 The central space and southern corridor will primarily comprise open grassland, marginal planting to basins and amenity planting around pathways. The existing mature trees will be retained and additional planting will help to boost habitat and biodiversity value.

4.7.5 The north south green routes feature grass verges, swales and tree planting to create attractive pedestrian and cycle routes as well as biodiversity corridors through the site.

4.7.6 The main spaces are complimented by incidental areas of POS, front gardens, hedge boundaries and landscape buffers that combined assist in providing green and blue corridors that connect the proposals into the wide landscape.

1. Entrance and arrival space
2. Landscaped buffers (acoustic barriers and enhanced boundaries)
3. Central area of POS
4. LEAP (Local Equipped Area of Play)
5. LAP's (Local Area of Play)
6. North south green infrastructure corridors (inclusive of swale attenuation features)
7. Southern green infrastructure belt (inclusive of informal areas of POS and surface water attenuation features
8. Surface water attenuation ponds
9. Tree lined primary route
10. Existing trees retained

Above: Landscape strategy

4.0 The Proposal

4.8 Car and bicycle parking

4.8.1 The illustrative layout has been designed to accommodate vehicular parking in a range of forms to suit the character and density of the proposed development. Parking provision will be developed at the Reserved Matters stage and will be broadly in accordance with Exeter City Council's 'Sustainable Transport Supplementary Planning Document' (2013) and Residential Design Guide. Provision should achieve:

- 0-1 spaces per 1 bed (0.8 unallocated for any unit with zero parking);
- 1 space per 2 bed apartment;
- 1-2 spaces per 2 bed house;
- 1-2 spaces per 3 bed house (units with 1 space have 0.4 unallocated, units with 2 spaces have 0.1 unallocated);
- 2 spaces per 4 bed (all units have 0.1 unallocated).

4.8.2 The illustrative layout incorporates parking in a considered, efficient and well integrated manner, in order that vehicles do not dominate the street scene or open spaces. Parking is provided through a combination of on-street, on-plot, garage, courtyard and on street visitor parking. Properties with a larger curtilage include garages and / or car ports.

4.8.3 Provision is as follows:

- 222 on-plot spaces;
- 124 courtyard spaces;
- 139 garages;
- 34 on-street spaces.

In total 519 allocated spaces have been provided against 346 units (up to 350) giving a ratio of approximately 1.5 spaces per dwelling. In addition the plan indicates 57 unallocated / visitor spaces incorporated throughout the development against a requirement of 42 spaces.

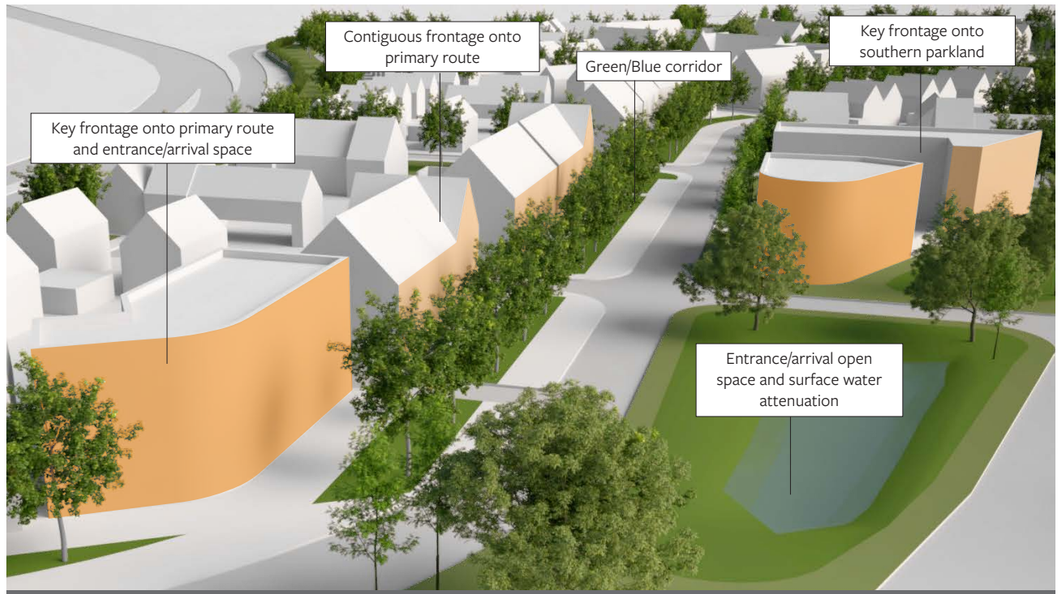
Cycle Parking

4.8.4 The illustrative layout provides plots with sufficient space so that all units can be provided with cycle parking to encourage the use of this mode of transport.

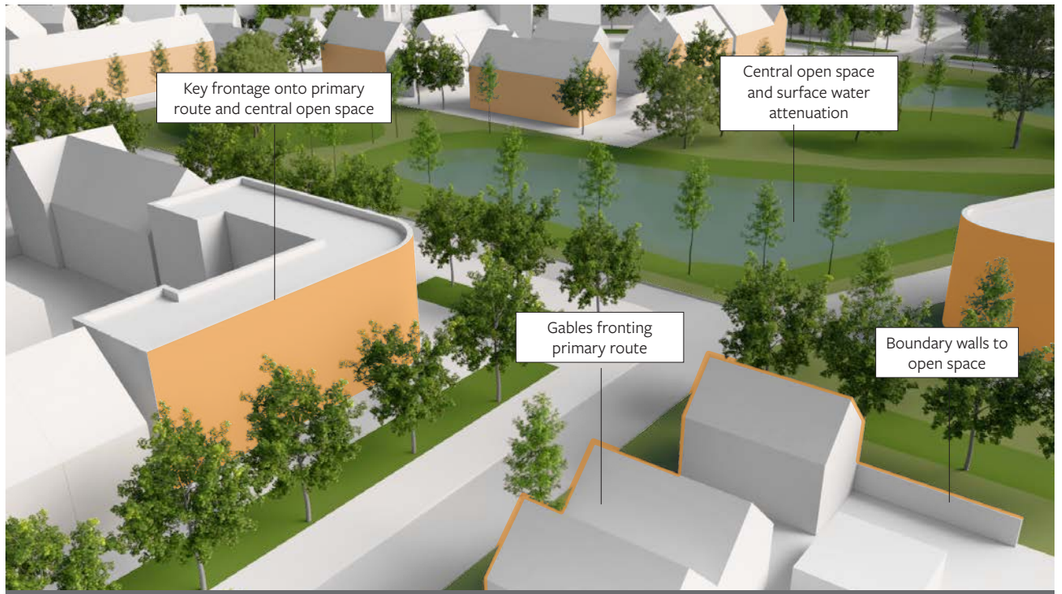
Above: Car parking strategy

4.8.5 Bicycle parking should be covered, designed discourage anti-social behaviour, be safe and convenient. Policy T3 and Schedule 2, saved from the first review of the Local Plan, identifies the following standards for residential dwellings:

- 1 cycle space per 1-2 bedroom dwelling;
- 2 cycle spaces per 3 or 3+ bedroom dwelling;
- Cycle spaces can be accommodated within garages.

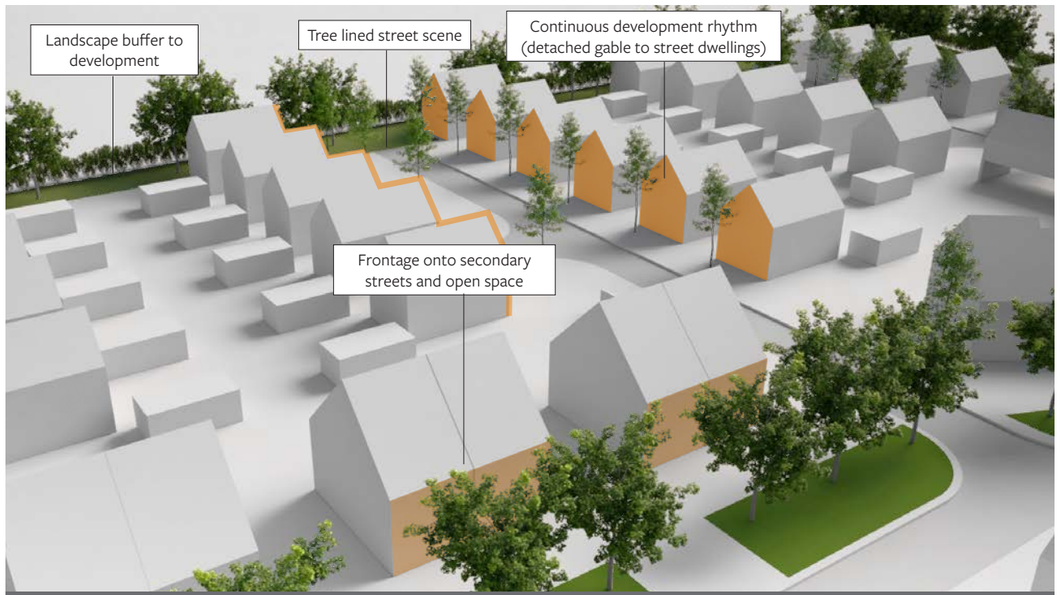


Entrance and arrival space - View north along the primary route



Central open space - View north east showing key frontage onto central open space and primary street

Parkland edge development - View south east from the central open space towards southern parkland edge



Detached gable to street dwellings - View east towards lower density detached residential parcel

Above: Key aspects of the illustrative proposals

4.0 The Proposal

4.9 Appearance and energy efficiency

4.9.1 The illustrative development has been shaped around a series of objectives and characteristics which will provide a foundation for a high quality development at the RM stage. The illustrative masterplan indicates detached, semi-detached, terraced and apartment forms of development which combine to create attractive and varied street scenes and spaces - forms which are common place in the local area - particularly in recent neighbouring developments.

4.9.2 The design of the proposed dwellings should seek to complement the character of the locality with a simple and contemporary aesthetic utilising local materials and establishing a distinct sense of place, which is of its time.

4.9.3 Buildings should be designed to achieve modern sustainability goals and secure high quality living environments – internally and externally. The layout uses the following tools to create the basis for a sustainable / climate resilient development over and above the sites sustainable location:

- Predominately east west orientated streets - providing south facing plots with sunny gardens and interiors and potential for photovoltaic panels;
- NDSS compliant footprints and good sized plots to give potential for the inclusion of for example - a fabric first approach, air source heat pumps etc;
- Retained and new tree planting for shading;
- Areas for habitat creation and water management;
- Inclusion of electric car and bike charging points;
- Well integrated cycle routes to encourage more sustainable modes of transport.

4.9.4 The appearance of new homes and areas of public realm should be complementary and where possible utilise similar materials, colours, tones - creating a consistent material palette. A key objective of the overall design should be to blend developed areas with the surrounding townscape and landscape – establishing a sensitive transition between the new development and local area.

Above: Images capturing the feeling of the place

5.0 Finally

1. Vehicular access from Rydon Lane (A379)
2. Central open space (including surface water attenuation)
3. North south green connections - with integrated surface water attenuation
4. Areas of Landscape buffer with acoustic barrier to Rydon Lane
5. Pedestrian and cycle connections/routes
6. Surface water attenuation features
7. Southern parkland edge
8. Parkland edge development
9. Development holding key corners and fronting the primary routes and open space

Above: 3d model view of illustrative proposals

5.0 Finally

5.1 Conclusion

5.1.1 The illustrative information contained within this design and access statement demonstrates how a scheme of up to 350 dwellings could be accommodated on the site in a way that positively addresses the identified issues and constraints.

5.1.2 This statement also explores the key principles which could form the basis for detailed planning applications at a later date with the intention that these principles are successfully developed into a quality proposal and deliver residential development on this allocation for the site.

5.1.3 The proposed development will deliver a remaining part of the Newcourt Masterplan. The layout will increase permeability and aid pedestrian and cycle connectivity in the area. New homes and associated open space would add positively to the local area in a manner that is sensitive to the immediate and wider setting.

5.1.4 Proposals would provide a range of open market and affordable dwellings with a variety of sizes and a mix of tenures to help meet the housing need locally and in the wider city area.

5.1.5 Future RM schemes, should look to establish a development that accords with the Exeter City Council Residential Design Guide and achieves the objectives of the National Design Guide - a high quality and enduring place to live:

Context

5.1.6 The illustrative proposals have been developed through an analytical approach, taking into consideration existing built form, local character, the land form and topography of the site and wider area, ecology, access, microclimate and drainage, inward and outward views and access to local facilities and services.

Identity

5.1.7 The indicative scheme looks to establish the foundation for a clear and legible identity, shaped around the distinct features of the site, retained mature tree planting and generous areas of open space - with all components working together to create a cohesive place.

Built form

5.1.8 2D and 3D modelling has been used to ensure the illustrative layout is accessible, permeable, navigable, memorable and well laid out. It has a simple and coherent pattern of streets and spaces defined by buildings. At the RM stage this would be reinforced with corners and transitions marked by distinct elevations and materials to create memorable markers in the development,

Movement

5.1.9 The proposals will look to create a network of safe and accessible routes and connections for all. The layout provides for a new east west route enabling the downgrading of Old Rydon Lane. It promotes activity and social interaction and inclusion through design and interplay between buildings, streets and spaces. The illustrative layout looks to establish connections to the existing movement network providing easy access to facilities and amenities in the local area.

Nature

5.1.10 The illustrative scheme has been developed with input from ecologists, landscape architects and engineers to ensure that the proposals form the basis for and promote a multi-functional landscape which enhances biodiversity, helps to manage water, assists with climate change resilience and provides attractive open spaces for all;

Public Spaces

5.1.11 The outline proposals set out a structure and street and space hierarchy that positions landscape at the heart of the scheme. It integrates existing natural features and adds to the biodiversity and health of the place through the provision of a range of safe, attractive, well located, good quality public open spaces which incorporate a variety of native and non-native tree, shrub, grass and wildflower planting;

Uses, homes and buildings

5.1.12 The scheme incorporates a range of NDSS compliant footprints that establish a framework for a mix of tenure neutral house types which can be sized so that they are comfortable, functional, accessible, efficient, light and airy and that positively address the streets and spaces.

Resources

5.1.13 At the RM stage, careful consideration of building design, form, layout, orientation and construction will help to reduce resource requirements and create long lasting high quality homes that are efficient and resilient. The illustrative layout has been arranged with these factors in mind, setting out indicative blocks and plots that respond to orientation, with forms and massing that will enable future detailed schemes to be designed with adaptation and changing requirements in mind to give longevity.

Lifespan

5.1.14 The illustrative layout establishes the foundation for a neighbourhood that will be lived in and to grow with its residents. It will provide a focus for the new community through a shared ownership of open spaces provided. At the RM stage buildings should look to be constructed from high quality, long lasting materials, with features such as a fabric first approach and systems that minimise water wastage, with interior layouts can be adapted and change over time;

5.1.15 Overall the proposed development represents a sensible proposition in a sustainable and appropriate location. Delivery of the allocation will provide much needed new housing and wider benefits for Exeter and the local area.

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