Hard Landscape Furniture

Strategy

Like the hard landscape materials strategy, the furniture strategy will be informed by the heritage of the site with materials chosen to complement those within the existing and proposed architecture, as well as the historical context.

As on the pervious pages, appropriate materials would be stone, metal and aged style timber and forms would be simple and utilitarian lending the landscape an industrial quality.

Hard Landscape Surfacing:

1. Timber Slatted Bench - Main Square
2. Timber Slatted Bench with Back Rest
3. Timber Slatted Bench - Retaining Wall
4. Timber Slatted Bench - Podium Planters
5. Informal Cube Seating
6. Corten Tree Grille
7. Stainless Steel Bollards
8. Corten Signage (Part of Art Strategy)
9. Stainless Steel Cycle Hoops
10. Litter Bin

1

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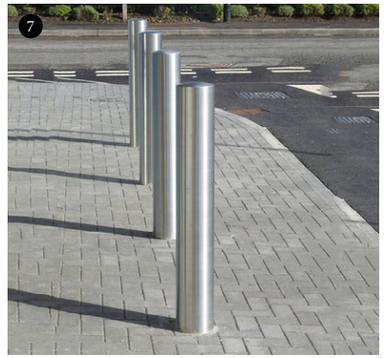

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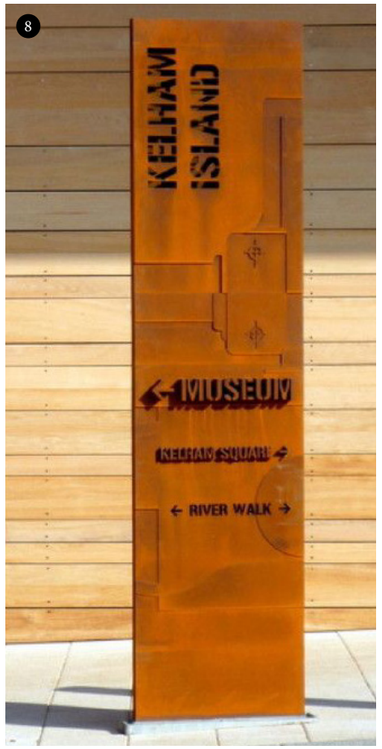

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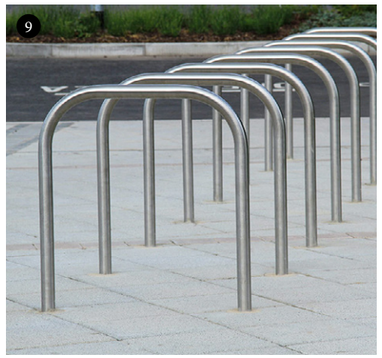

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Wayfinding within Public Art Strategy

Development of the site presents a number of options for the inclusion of wayfinding as part of the public art strategy referenced earlier in the document. This will be another means of revealing the history of the site and a further way to strengthen the connection between the development and Exeter.

Public art, such as waymarkers, are intended to announce the entrances to the site, in conjunction with murals and sculpture. Such things as paving inlays or insets could be installed as a historical reference, for example along the Main Street and within the Main Square as an interpretation of the former rail sidings.

Artistic installations could also be associated with the play provision on site.

1. Mural on Wall as a key wayfinding point to the north of the site.

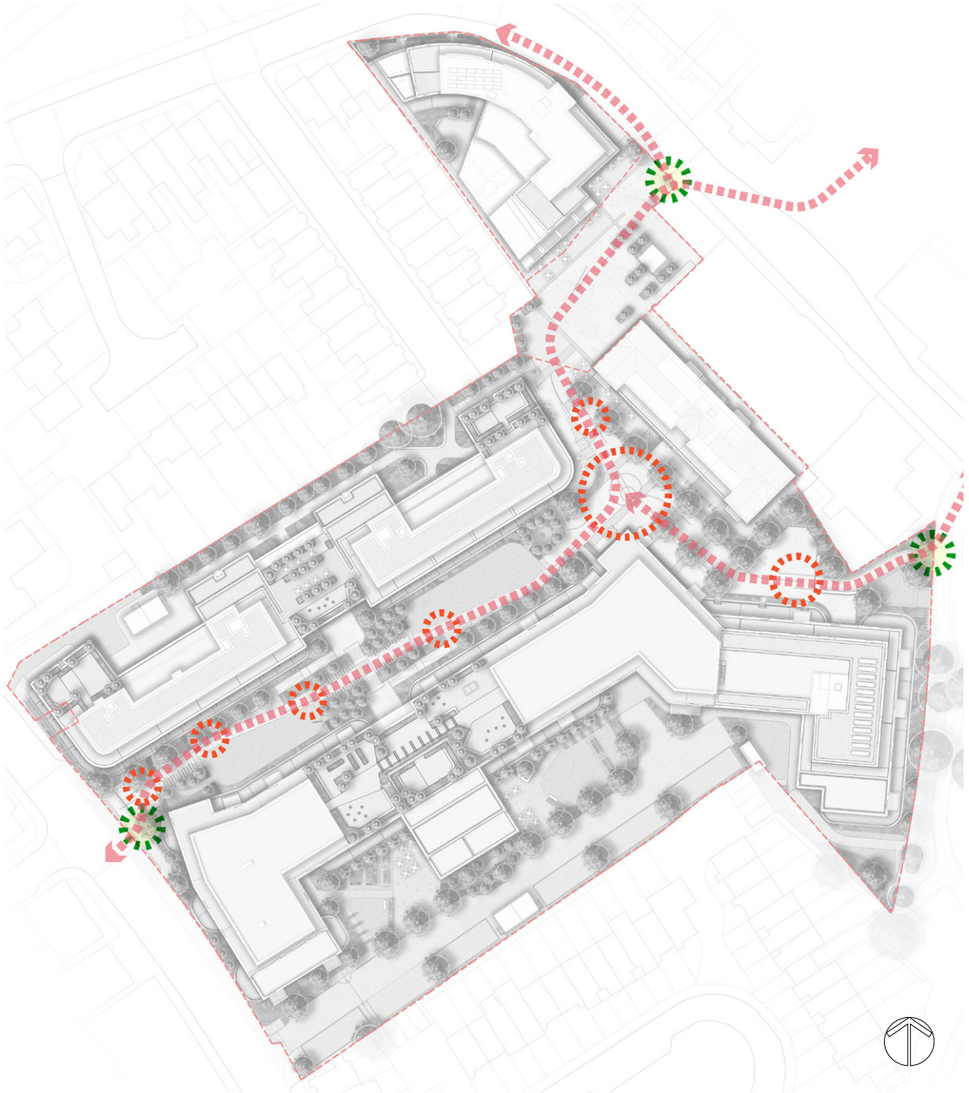
2. Corten Paving Art - History and Heritage

3. Paving banding with inlays to denote wayfinding

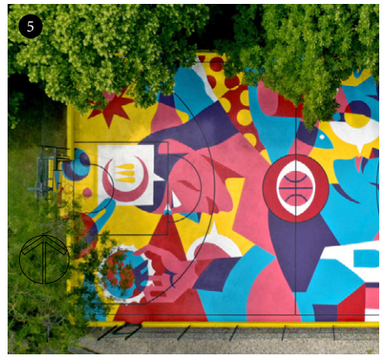
4. Corten Paving Inlay - Wayfinding to other POS

5. Mural artwork to create a focal sense of place

6. Paving inlay historical mapping to aid legibility



Public Art Strategy Diagram



Play Strategy

Play in Context

The plan opposite shows a number of open spaces within the vicinity of the site that offer opportunities for recreation and play.

These are summarised as:

Riverside
- Walking, cycling, jogging - connectivity.

Riverside Valley Park
- Walking, cycling - open, estuarine setting.

Flowerpot Park
- Playing fields, skate park

Cowick Barton
- Playing fields, courts, greens, traditional play

St Thomas, Bull Meadow & Haven Banks
- Traditional style fixed play equipment

Due to the nature and type of accommodation to be provided within the development, it is anticipated that the residents will use the existing facilities for dynamic play (such as skating) and pitch sports.

Therefore, the opportunity exists to incorporate play within the proposals in a different, more informal way.

Play Strategy

Play will be provided on site in a dispersed and ambiguous way in order to stimulate imagination. Instead of traditional style fixed equipment, sculptural items will be incorporated within the tree groves alongside ornamental planting that will stimulate exploration on an alternative route along the Main Street.

The materiality of the playable items will harmonise with the industrial heritage of the site and would will be composed of metal and timber items in muted colour tones. There is also the opportunity to introduce a railway or industrial theme to the play that subtly reflects the history of the site.

Alongside this, several lawn areas will be created that will facilitate informal play.

1. Timber Balance Beam

2. Balance Ropes

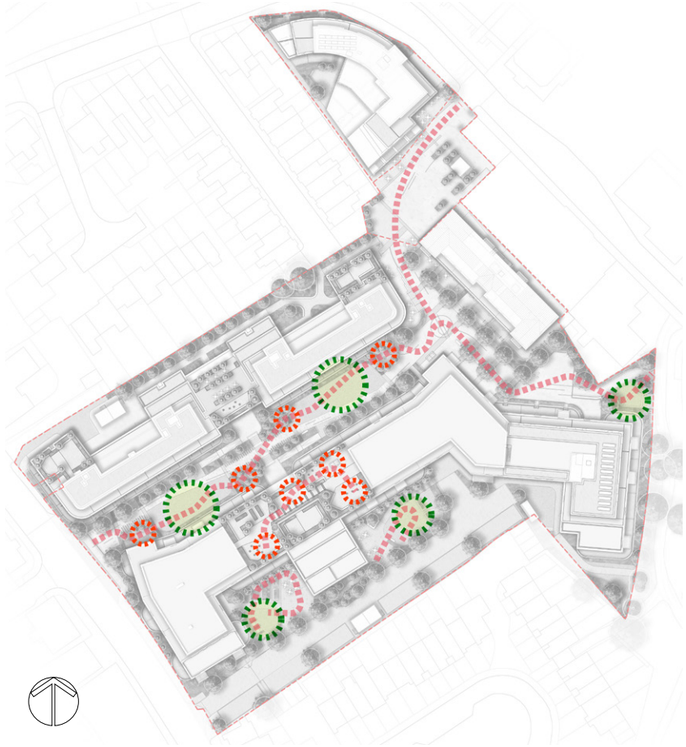
3. Timber Hexagon Stumps

4. Timber Hurdles

5. Stainless Steel Bauble

6. Stainless Steel Helix

7. Table Tennis Table

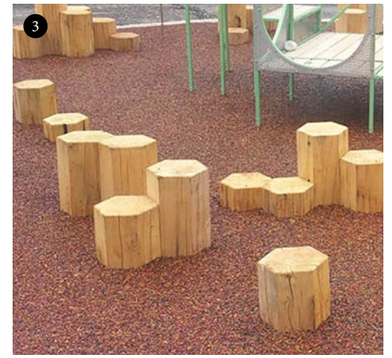


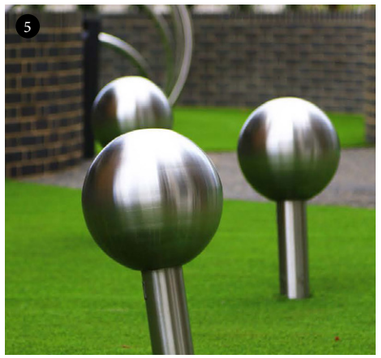
LEGEND

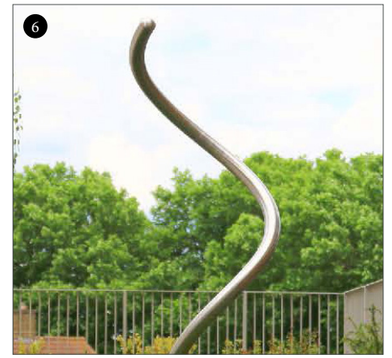
Play trail

Lawn for informal play

Location for playable items







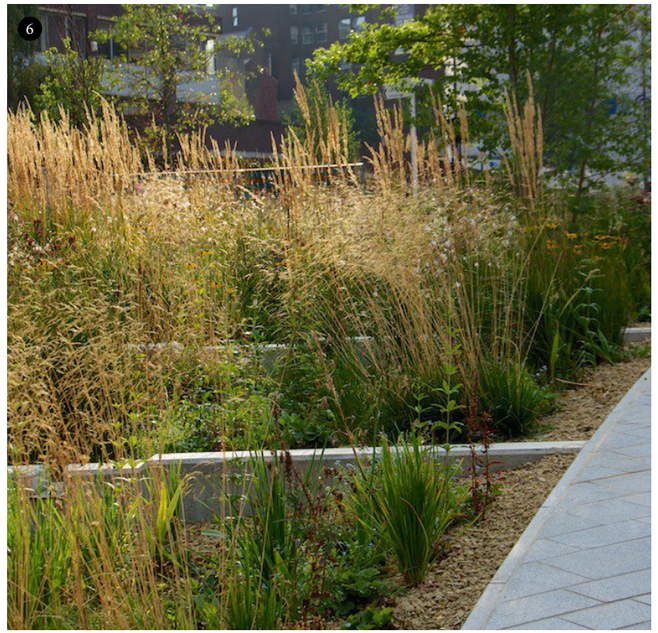
Ecology & Biodiversity

Right from the outset, greening the landscape setting, ecology biodiversity and helping to mitigate the current climate crisis has been at the very heart of the design ethos of the site. This has been addressed by increasing planting and canopy cover, while also looking at how to encourage people to interact with nature and the environment, and how their green spaces can be productive as well as providing amenity and health benefits.

In accordance with the Ecology Assessment, Ref. 14769_R01_JS_CW, the proposed planting of trees, ornamental grassland will provide new nesting and foraging habitat available for breeding birds as would the provision of nest boxes. Additionally, a Biodiversity Net Gain Report, (ref. 14769_R02_JS_JM_CW) has calculated that a BNG score of 13.19% in habitat units will be acheived. To acheive this, the following are proposed:

LEGEND:

1. Established brown roof
2. Bat & Bird boxes with wildlife refugia
3. Diversity of planting
4. Productive landscapes
5. Species selected for pollinators
6. Rain gardens to aid drainage in an urban setting
7. Emergent brown roofs



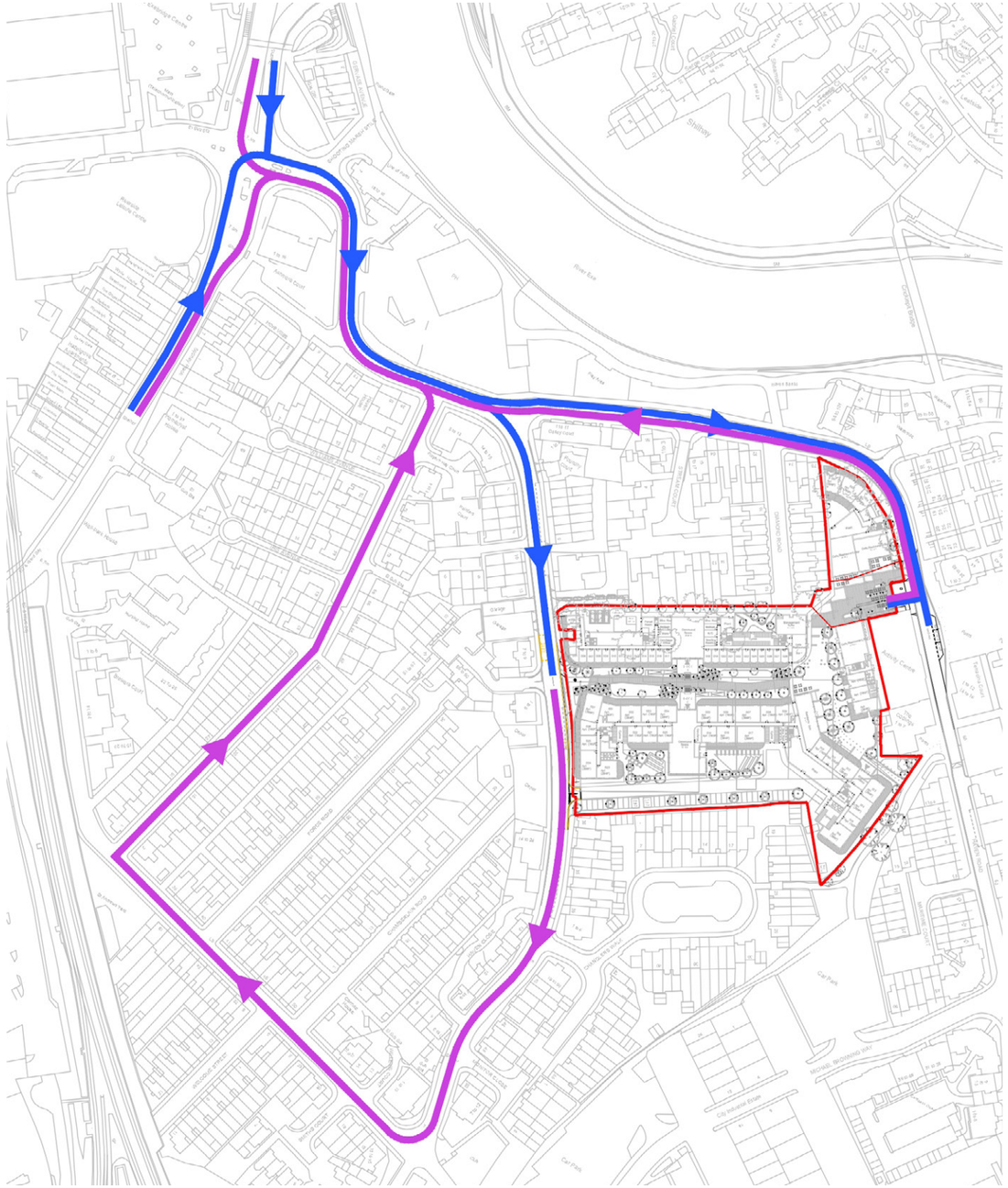
17.0 Highways Proposals & Access

Site Location & Accessibility

- Principal access to Haven Banks is provided from the A377 Alphington Road, which in turn forms a connecting route to Junction 31 of the M5 (via the A30) to the south of Exeter. The site is therefore conveniently located in terms of access from the wider strategic highway network, requiring minimal deviation for delivery and servicing vehicles making trips to the site.
- The site benefits from a good standard of pedestrian and cycle infrastructure provided throughout the local area. Footways accompanied by crossing points are provided along both sides of Haven Road and Water Lane continue onto the surrounding road network, affording safe and convenient walking routes away from the site. The nearby Cricklepit Bridge provides a pedestrian route across the river Exe and towards the city centre
- National Cycle Route (NCR) 34 forms a route in the vicinity of the site along the southern bank of the River Exe, catering for convenient trips towards Exeter St David's rail station to the north, as well as connecting to areas further afield to the southeast of the city.
- The site is a 7-minute walk to the southeast of Exeter St Thomas rail station which provides services every 30 minutes in each direction towards Paignton and Exmouth. Connecting services from Exeter St David's would accommodate onward trips towards major UK destinations, including London, Manchester, Birmingham and Leeds. Exeter St David's can be reached from the site via an 18-minute walk or 8 minute cycle journey from the site.
- The nearest bus stops to the site are located on Water Lane in the immediate vicinity of the site's access. Services depart every 20 minutes between Marsh Barton and Sowton Park & Ride, providing prospective residents with highly convenient transport into the city centre, including for trips to Exeter St David's station.

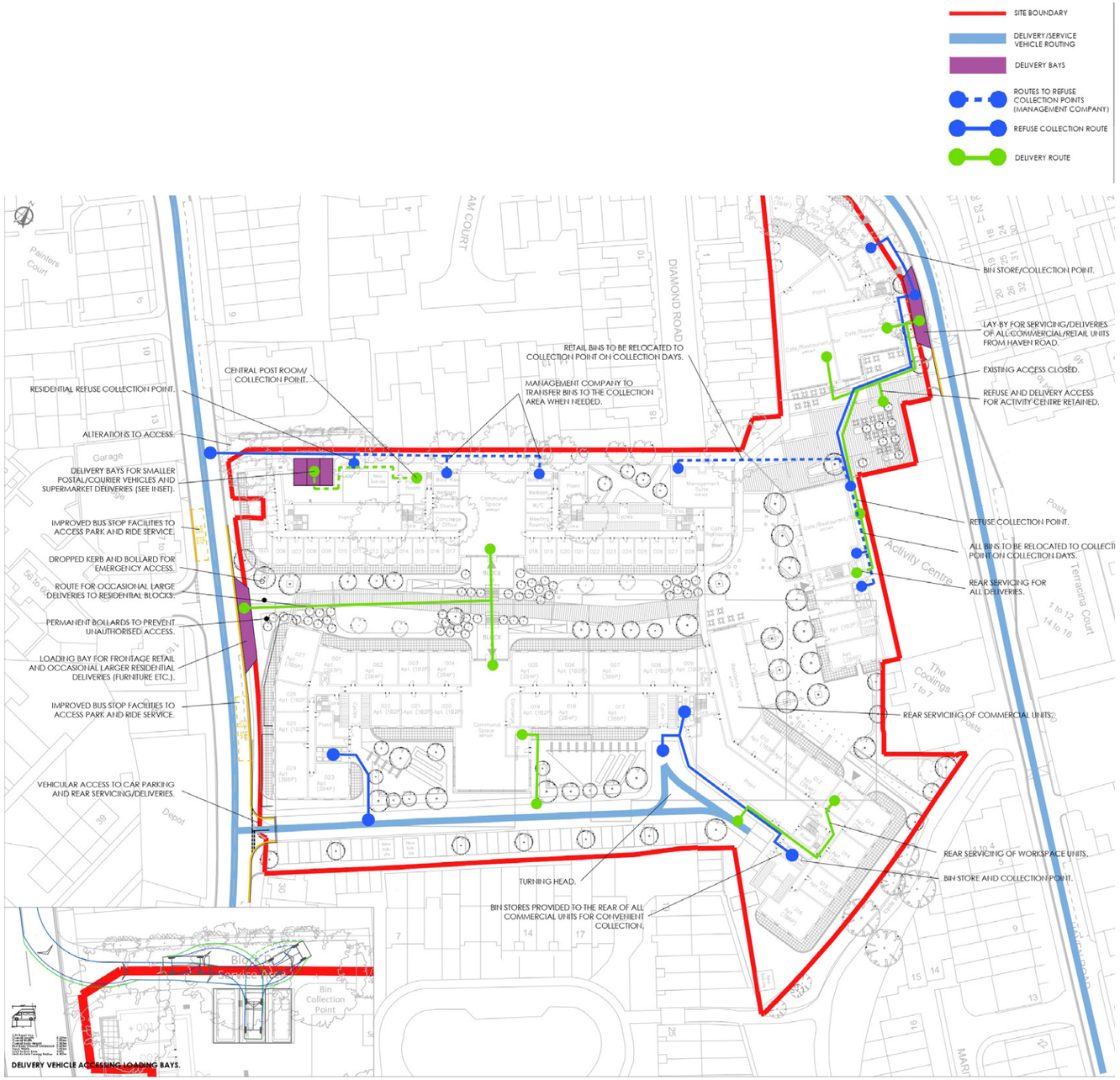
Traffic Generation

- The redeveloped site would likely result in approximately 1,183 fewer two-way vehicle trips over the course of a typical weekday. This is a result of the significantly reduced level of on-site parking and nature of the existing retail park generating large volumes of daily visitors.
- The proposals would result in a net reduction of 89 two-way vehicle trips during the PM peak hour period, whilst 3 fewer two-way trips would occur during the AM peak hour.
- The proposals therefore represent a significant benefit to the functioning of the local highway network.



Access Arrangements

- The existing points of vehicle access serving the car park from Water Lane and Haven Road would be closed, with full height kerbs reinstated along the edges of the respective carriageways.
- The service road to the rear of the existing retail units, will be retained post-development to afford access to the residential car parking bays and servicing area behind Block C.
- A turning head will be provided within the site's retained access route to accommodate the safe manoeuvring of refuse collection vehicles and large delivery vehicles to the rear of the rear of Block C.
- In addition to this retained service road, the private driveway off Water Lane at the north-western corner of the site would also be retained with minor alterations to accommodate deliveries to Block D.
- Two new laybys would be provided adjacent to the site on Water Lane and Haven Road, respectively. These laybys would accommodate a portion of deliveries, as well as a degree of resident pick-up / drop-off activity. The proposed layby on Haven Road would also cater for waste collections generated by Blocks A and B.
- In place of the vehicular route currently provided through the site, a central pedestrian route is proposed with accompanying landscaping. The footpath would provide a convenient and attractive pedestrian link between Water Lane and Haven Road, as well as providing access to the main entrances to residential blocks. A footway would also be provided to the rear of Block C along the site's vehicular access.
- An opportunity to improve the pedestrian connection to the site from Piazza Terracina with a raised table along the length of Haven Road in front of the Activity Centre is proposed in the development. This will also aid in the reduction of vehicle speeds in this area.



Parking

- The existing car park within the site contains 220 spaces.
- Based on site specific parking data, the removal of the existing car park as part of the redevelopment proposals could potentially displace up to 48 vehicles at a given time throughout the year, with this peak likely to occur at 11:00 hours on Saturdays.
- There are a further 2,346 public car parking spaces in Exeter city centre, within a 12 minute walk of the site. The net loss of parking (220 spaces) therefore represents approximately 9% of the parking available within this catchment area. However, the peak number of hourly arrivals which may potentially be displaced (48 vehicles) represents 2% of the parking availability within a 12-minute walk from the site.
- The proposed residential development would provide a total of 32 car parking spaces along the site's service road from Water Lane. The on-site parking provision would accord with local parking policy and guidance, stipulating the low parking / car-free development may be appropriate in accessible locations and will be considered on the individual merits of the site.
- A minimum site-wide provision of 474 residential cycle parking spaces is generated by the proposals. The proposed provision meets this minimum residential quota, with additional cycle parking provided within the public realm.

Deliveries & Servicing

- Based on British Standard (BS5906) calculations, to accommodate a single weekly waste collection from the site, a total 51 x 1,100L Eurobins should be provided on-site for the residential units. Additional waste storage should be provided for the commercial units in line with British Standard guidance.
- The site would accommodate safe and convenient refuse collections, resulting in a minimal impact on the adjacent highway network. Waste collections associated with Block C would be carried out within the retained service road to the rear of the building, where a turning head would be provided to ensure no complex turning procedures would be required by collection vehicles.
- Collections from Block D would take place from Water Lane, adjacent to the delivery access to the rear of the building. During scheduled collections, residential management staff would be present on-site to transfer bins to the edge of the carriageway for collections to take place. The new layby on Haven Road to the northeast of the site would accommodate all collections from Blocks A and D.
- The majority of deliveries made to the site are expected to be of an ad-hoc nature, such as postal deliveries and courier services generated by the residential units. The largest vehicle typically utilised for such deliveries would comprise either a 7.5t panel van or box van. It is anticipated that these vehicles would also fulfil the deliveries requirements of each restaurant / café use. where larger deliveries are generated, these can be accommodated via the secondary access from Water Lane, including the use of a 12m rigid lorry.
- The combined uses of the proposed site are likely to generate an increase of 21 deliveries over the course of a typical weekday equating to a total of 26 daily deliveries carried out by LGVs. These additional delivery vehicle arrivals would be comfortably accommodated within the designated servicing areas and laybys provided for use of the site.

18.0 Conclusion

The design has developed from the first ‘parti’ sketch concept to this planning application following a thorough and rigorous design process and represents the coordinated input of a strong design team that has grown to understand in great detail the constraints of the site.

The result is a proposal that balances the needs of a viable urban residential scheme with creation of a generous and invigorating public realm with a strong sense of identity and place as a natural extension of the Exeter’s waterside area.

The design has taken account of the developments potential impact on the skyline when viewed from a number of key locations; in a number of instances the designs have been tempered to ensure the impacts are moderate and acceptable.

The design team have understood the local context and the area’s history with its maritime connections, historic goods railway connections and the specific sites role in electricity generation and distribution for Exeter.

The design team have also developed the designs to respond to the potential for flooding in the area and has developed a strategy for the safe occupation and early evacuation of the units while ensuring the designs of buildings and infrastructure will be resilient to flood should one occur.

The proposal while sustainable in its own right, has developed to exclude almost entirely residents parking exploiting this very sustainable location.

The site will facilitate access to shared cars for short term hire within a car club structure, and it is intended that these cars will also be available to residents beyond the scheme thus potentially reducing demand for private cars in the area.

The scheme makes significant provision for resident’s cycle storage and additionally for public cycle stands all contributing to its attraction as a car free area.

The type of accommodation proposed has been carefully researched and developed and the flat types incorporated have been developed to maximise the spatial qualities of the space available such that the residents can feel that these are real well-appointed homes.

The provision of communal facilities within the residential development will go a long way to making residents feel part of a bigger community rather than to be in isolated in unsuitable alternative studios apartments, bedsits and shared houses.

The designs have taken on board a significant number of comments and observations of planning officers, the South West Design panel and ultimately comments from the public and immediate neighbours – however it is not possible to accommodate all the comments as some are mutually exclusive and other suggestions well intended are not viable.

This DAS and other supporting documents demonstrate the thoroughness of the designs in resolving and coordinating many technical requirements from energy use, fire strategy, to the significant biodiversity net gains achieved.

We believe that this development will make a significant contribution to the area at a number of levels and trust that it will receive an appropriate planning consent.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Cafe