



# Longbrook Street Student Accommodation

Site analysis, design development and rationale  
for the proposed student accommodation at the King Billy  
and former garage site, Longbrook Street, Exeter.

## Design & Access Statement

Written in support of the full planning application

10th May 2017 (Addendum submitted on 15th September 2017)

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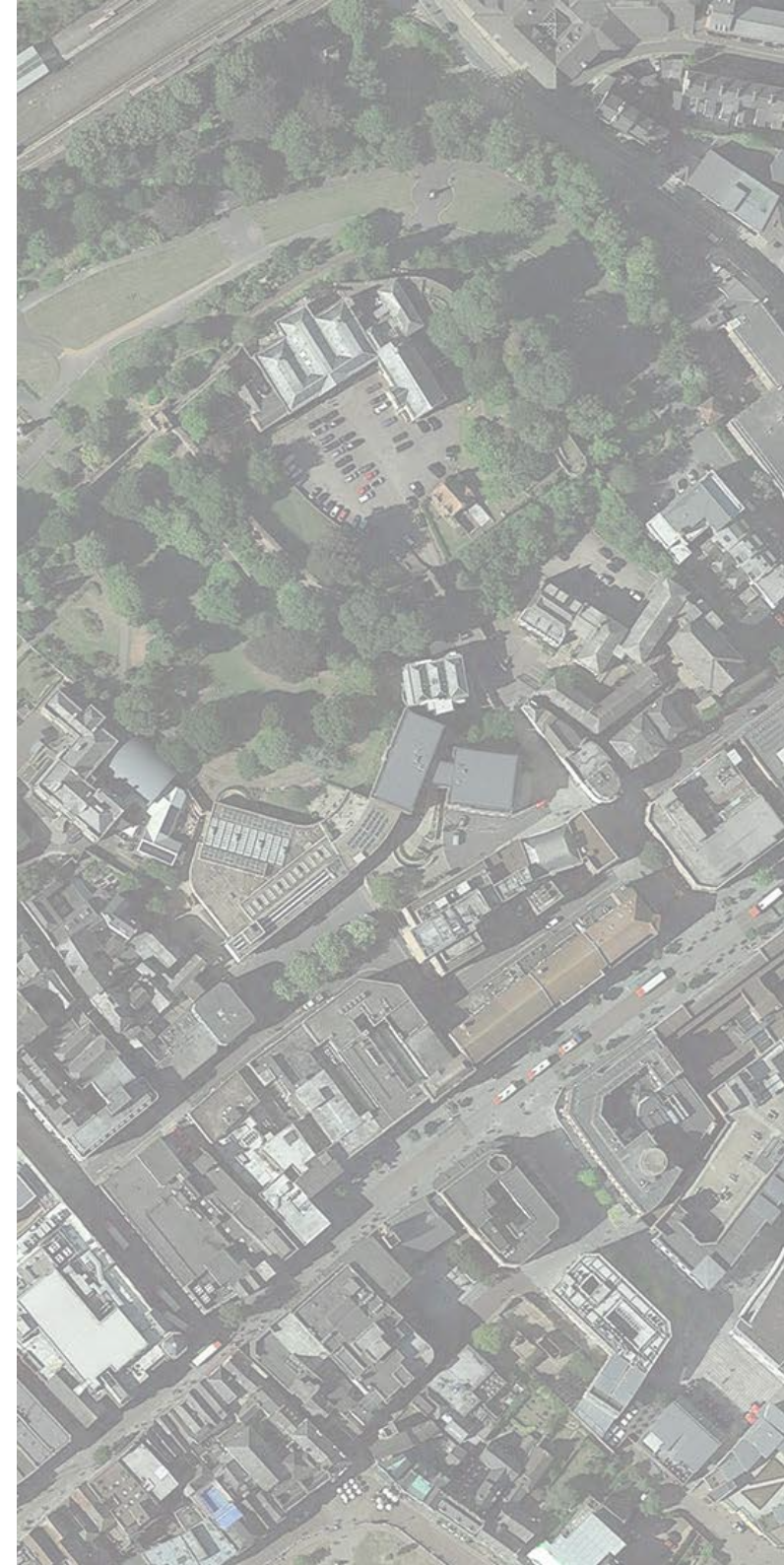
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# 1.0 Introduction

This Design & Access Statement seeks to explain the rationale for the design of a student accommodation scheme on the site of the King Billy Pub and the former garage site on Longbrook Street, Exeter.

We will analyse the existing site and its context within Exeter City Centre, explore the overall massing principles and the relationship to neighbouring buildings, examine the materiality of the scheme's immediate context and the proposed elevational treatments before honing in on the organisation of the floor plan and the nuances of the design.

This document builds on a similar document produced for the Design Review Panel which took place on the 24th February 2017. The developer chose to present the scheme to the Design Review Panel at a relatively early stage in the design process so that their comments could be incorporated in the best way possible.

The feedback from the Design Review Panel has been taken on board by the developer and their design team and the scheme design has been developed accordingly. We will examine this feedback and the design responses which were made in section 5.0.

We feel that the Design Review Panel process has been very positive in developing the proposed scheme, resulting in a well considered design proposal which sits comfortably in its surrounding context and greatly enhances this area of the city.



*View of the site from Bailey Street*

## 2.0 Location and Site Context

Longbrook Street lies within the St James Ward of Exeter, halfway between Exeter University's Streatham Campus and the St Lukes Campus. It is on the edge of the city centre and close to all of amenities it has to offer.

Due to the obvious desirability of city centre locations, there are several student accommodation schemes in close proximity to the site and indeed the site itself has approved use for student accommodation (see Section 2.7).

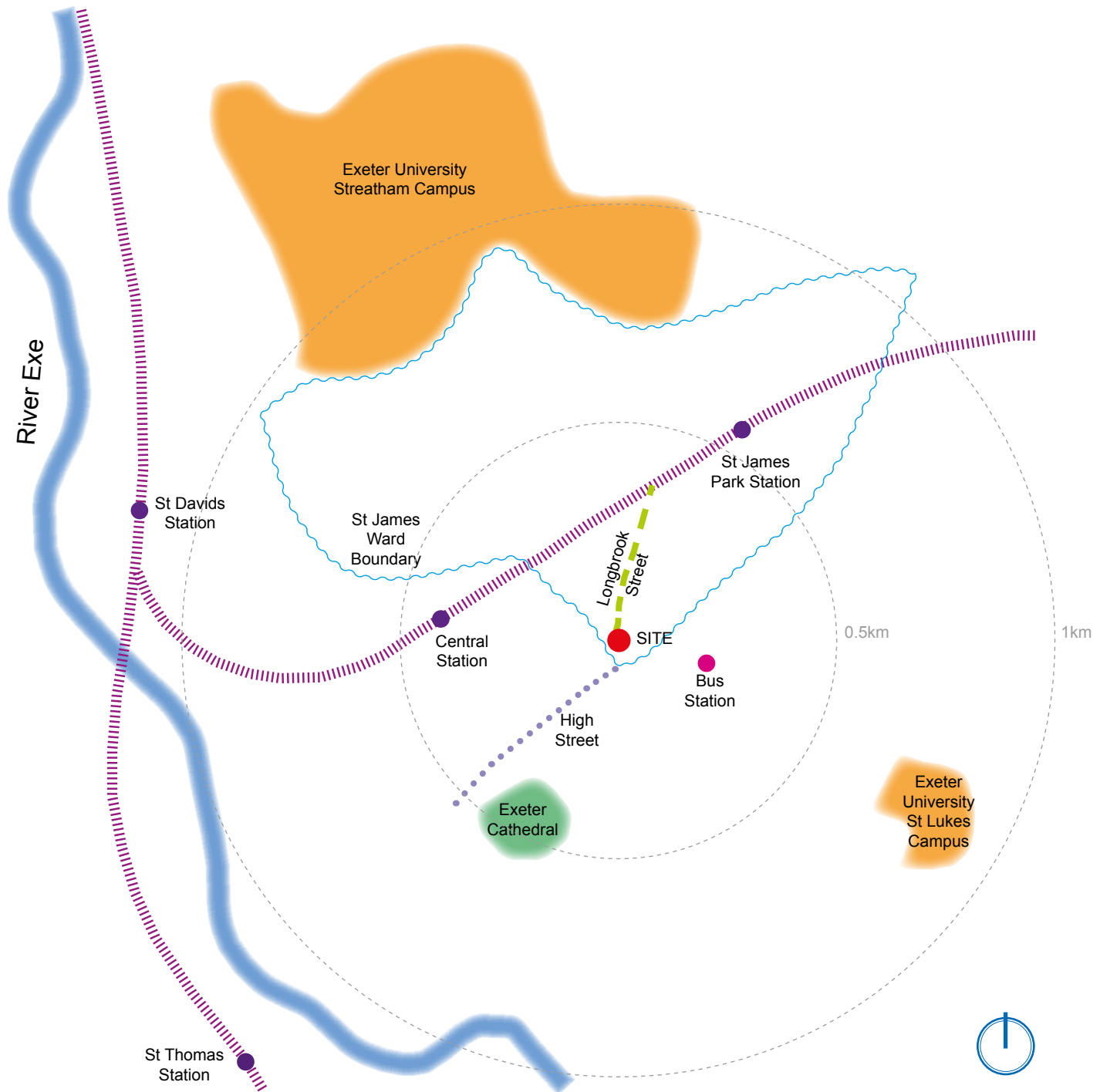
The site is ideally located for public transport links, both Exeter Central train station and the main Exeter bus station are less than 500m away. These transport hubs provide links around the city, to the wider local areas and beyond.

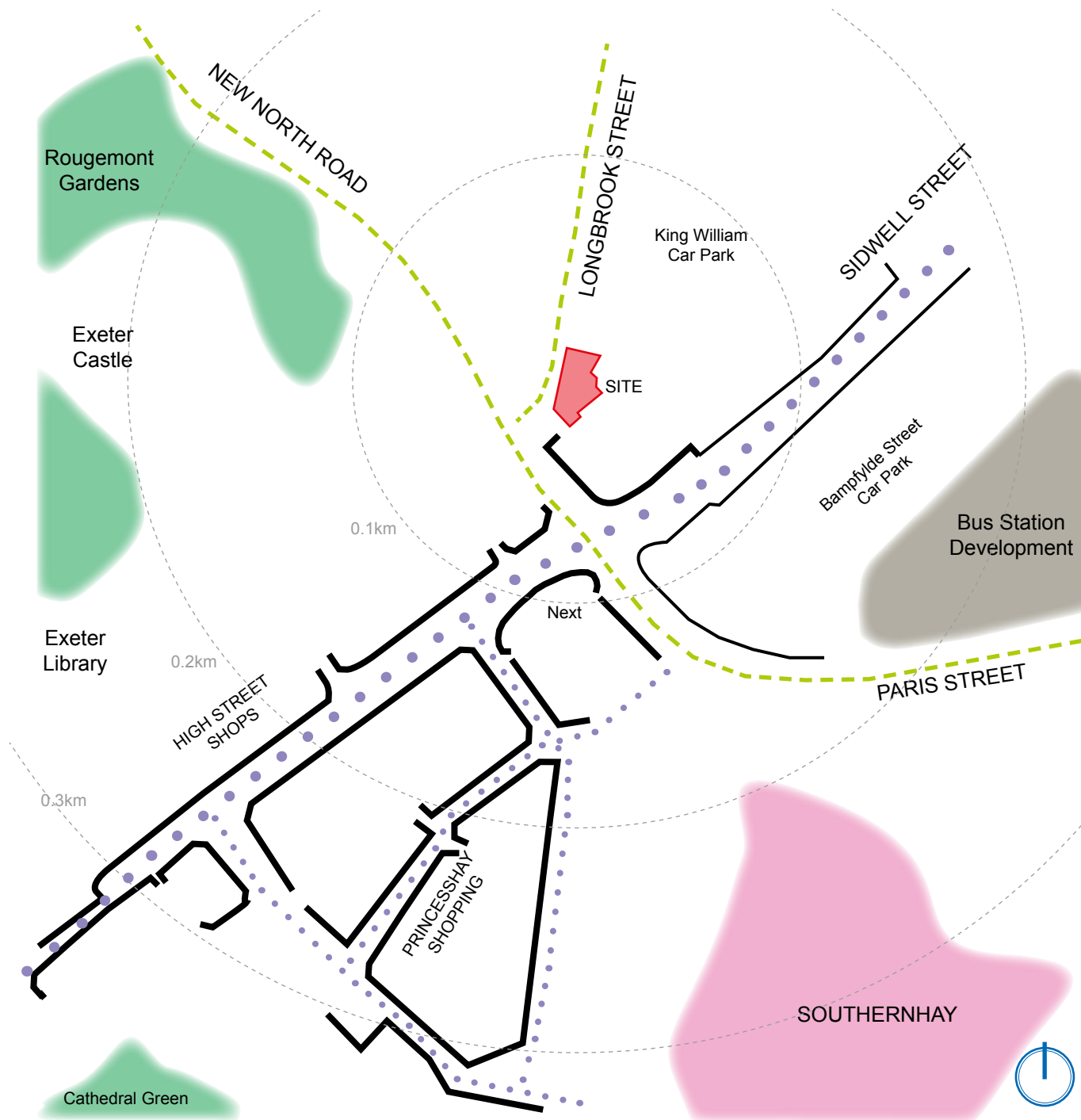
The close proximity of the site to both university campuses make it an ideal location for walking and cycling to university.

The city centre of Exeter offers a wide variety of shops, bars, restaurants and activities which will continue to see the economic benefit of the University's influence on the city.

As the site is in the St James Ward the 'St James Neighbourhood Plan' will be relevant to any planning application.

The proposals we are looking to develop alongside this document will look to satisfy the St James Neighbourhood Plan wherever possible. The implications of such will be investigated in Section 3.0.





The site lies at the southern most end of Longbrook Street, in the heart of the city centre, adjacent to the John Lewis department store.

The scheme design is being developed with an existing planning permission in place for the former garage site (Planning Reference: - 15/0645/03). The approval is for a Student Accommodation scheme comprising 25 studios over 7 floors.

Opposite the site is Portland House, a student accommodation scheme with a bar/restaurant on the ground floor. Just along New North Road lies Northernhay House also a student accommodation scheme.

There are several other student accommodation schemes around the centre of the city due to the expansion of the university (and the consequential growth in demand) and the desirability of the city centre locations.

The proposed scheme is in close proximity to several different Green Spaces in the city, namely Rougemont Gardens, Northernhay Gardens, Queens Square and the Cathedral Green.



## 2.1 Surrounding Buildings and Massing

From an architectural and urban design point of view it is important that any proposals sit well within their context. Critical to this is the overall massing of the building.

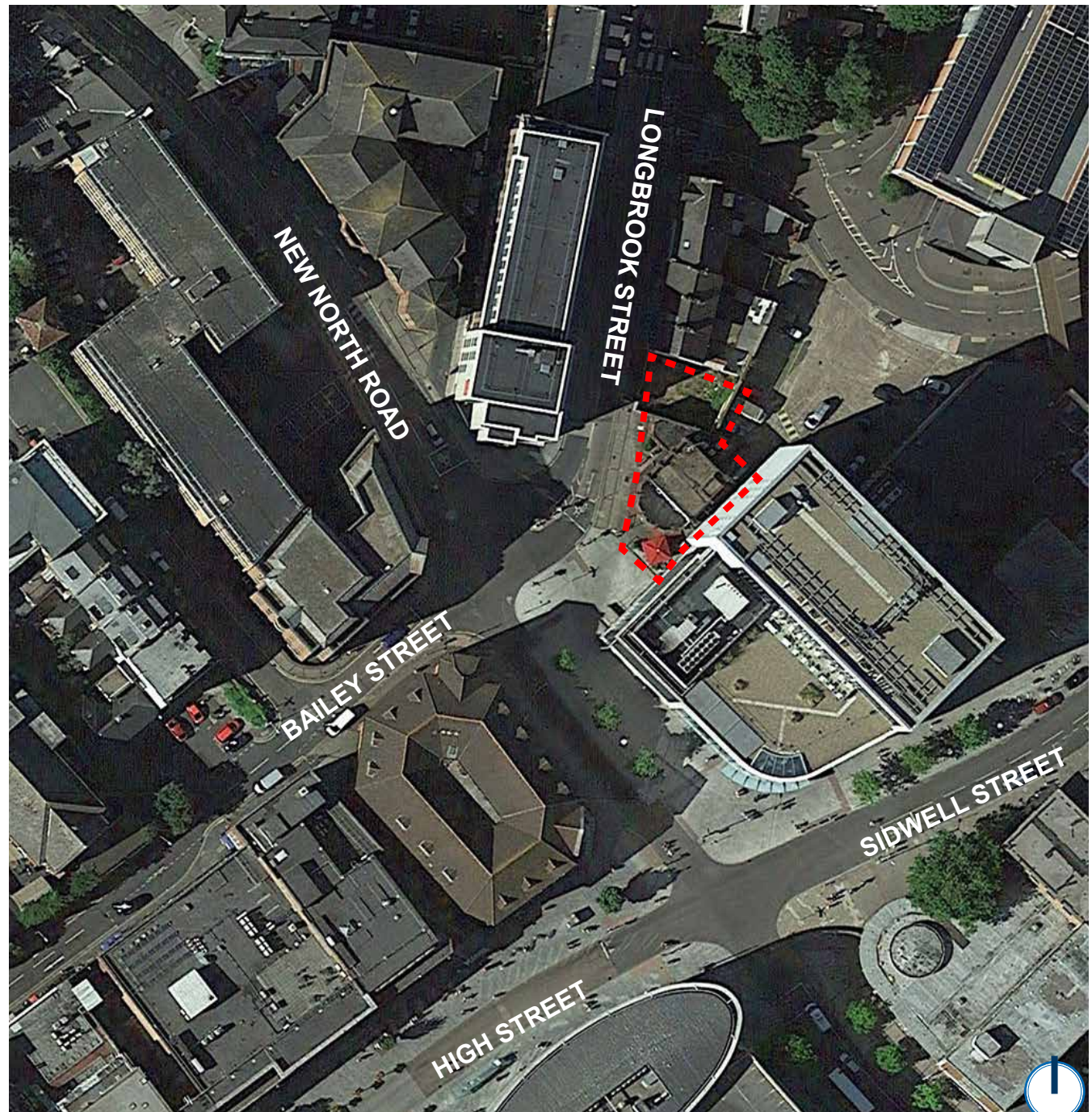
The site sits within a context of tall buildings. It is directly adjacent to the tallest building in the city, John Lewis Portland House, Brittany House, Northernhay House and 252 High Street (Waterstones) are of varying storeys but all of a similar height/mass and immediately surround the site.

Along the high street this building mass is maintained. The John Lewis multi storey car park is also a large building mass. Elsewhere on Longbrook Street the mass is stepped down to a more residential scale although these buildings are still generally three storeys (of Georgian proportions) with a pitched roof.

The main issue with regards to any proposal for this site in terms of massing is that of the former garage site. Here, the proposals will be seen against the terrace of buildings adjacent to the plot.

This has, however, been dealt with by the previous application and as such the proposed massing has been approved. It is not our intention to alter the proposed massing on this part of the site.

The entire built massing context is read in conjunction with the John Lewis tower. This is significantly taller than any of the buildings surrounding it.







Views in and around the site

## 2.2 Existing Conditions

The existing site comprises two plots; the vacant site of the former Shepherd's Garage (demolished in 2007) and the King Billy Pub.

### Former Shepherd's Garage - Vacant Plot

Shepherd's Garage was demolished in 2007 and the site has since lain vacant. In March 2016 Planning Consent was granted for the construction of a 6/7 storey building comprising 25 studio flats for students.

The plot is bounded by the King Billy pub to the south, a terrace of 3 storey (plus roof) houses with shop fronts at street level to the north, a service yard to the east and Longbrook Street to the west.

To the rear of the plot is a historic wall which is likely to date back to the 14th or 15th century. The approved application maintains this wall with a new opening being created for escape purposes and an existing opening being blocked.

### King Billy Pub

The King Billy Pub, in its current form, was built in 1967. It has a distinctive octagonal shape. Prior to 1967 it was known as the Horse and Groom and dated back to the 1700s.

The King Billy is dwarfed by the surrounding buildings and this would be exacerbated by the implementation of the 6/7 storey building which has been granted on the adjacent plot.



*View to the King Billy with Portland House to the left*



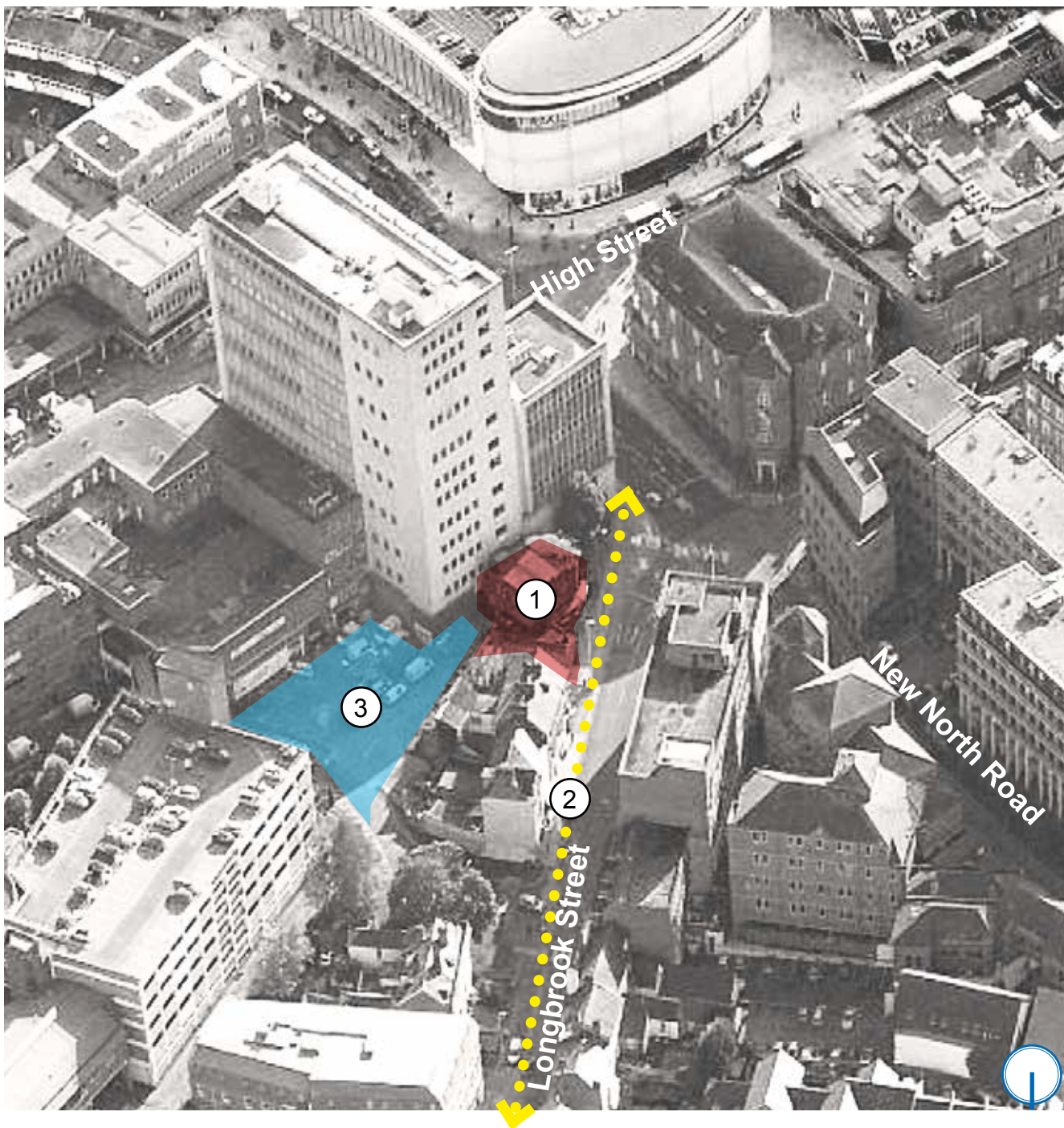
*View of the 3 storey terrace to the north of the site*



*View from John Lewis service yard*







## 1 Combining the Two Plots

The two plots sit within a context of tall buildings. With the exception of the terrace to the immediate north of the site all of the surrounding buildings are of a similar height to that which will be proposed.

Combining the two sites enables a comprehensive scheme to be designed, echoing the massing of the surrounding buildings and more in keeping with the scale of the city centre location.

## 2 Active Frontage

There is an active street frontage along parts of Longbrook Street, particularly at the southern end where the site is located. The adjacent terrace has an active street frontage of shops and businesses as do the buildings opposite.

It is important to the urban grain of the area that an active street frontage is maintained in any proposal. Part of this is likely to be amenities for the student accommodation itself but also there is the potential to include retail or bar/restaurant/cafe uses.

## 3 Service Yard

The service yard to the east of the site is used by John Lewis for deliveries and customer collections. The proposed site benefits from a right of way over this area which is currently used for servicing the King Billy pub.

It is proposed to continue using the service yard for access to any proposed commercial units as well as a secondary means of escape for the student accommodation. Student pick up/drop off can also be serviced from this side of the building.

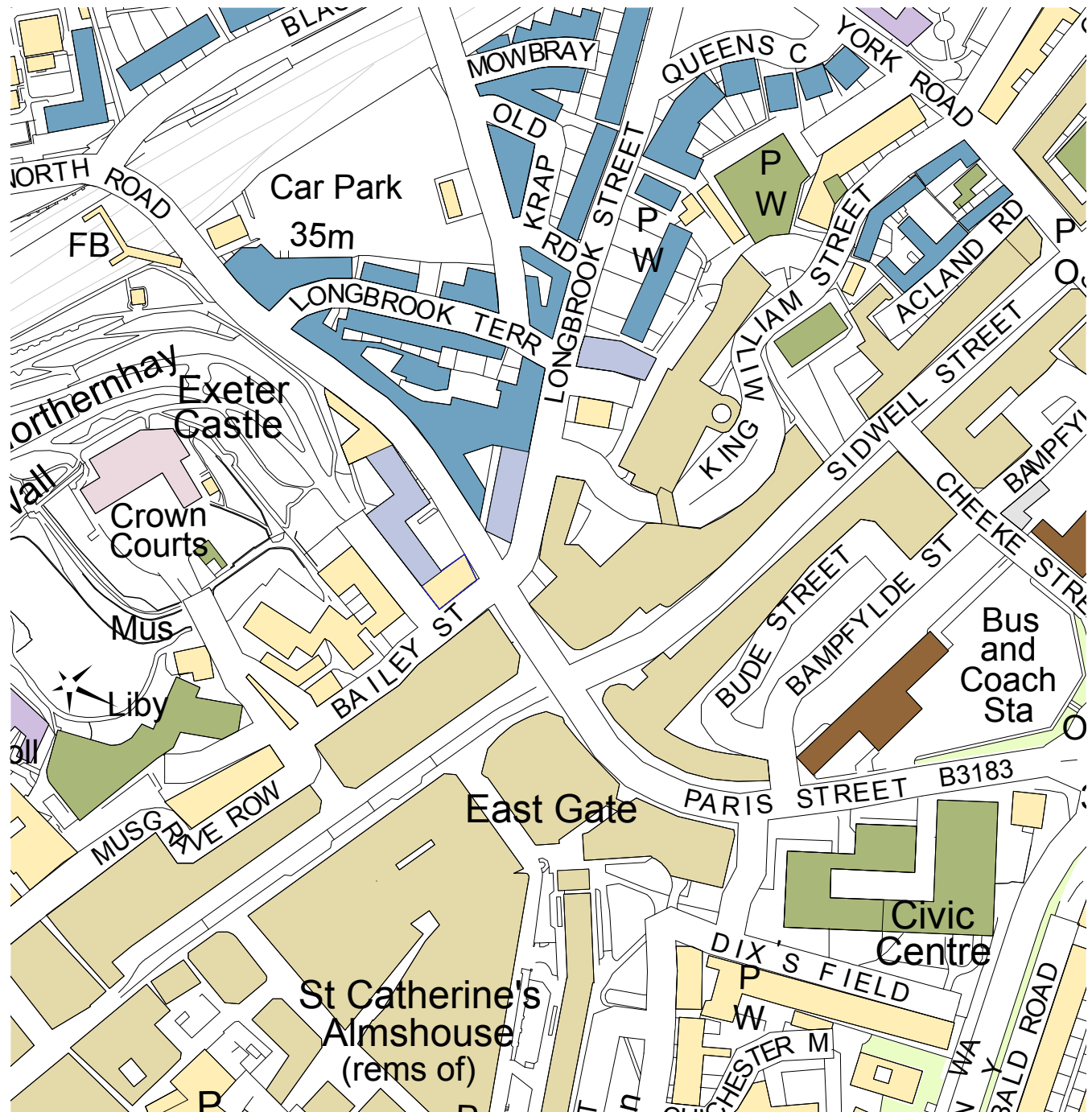
## 2.3 Amenities and Use

The site lies immediately parallel to the commercial zone of the city centre along the High Street and Sidwell Street, surrounded by mixed use/residential and commercial. The North of Longbrook Street sees a concentration of residential development, into the suburbs of the City.

The site is well located being close to amenities, shops, major transport networks as well as being in close proximity to both university campuses.



- Commercial
- Mixed Use/ Commercial
- Residential
- Student Accommodation
- School/ Education
- Bus/ Transport
- Museum/ Place of Interest
- Community







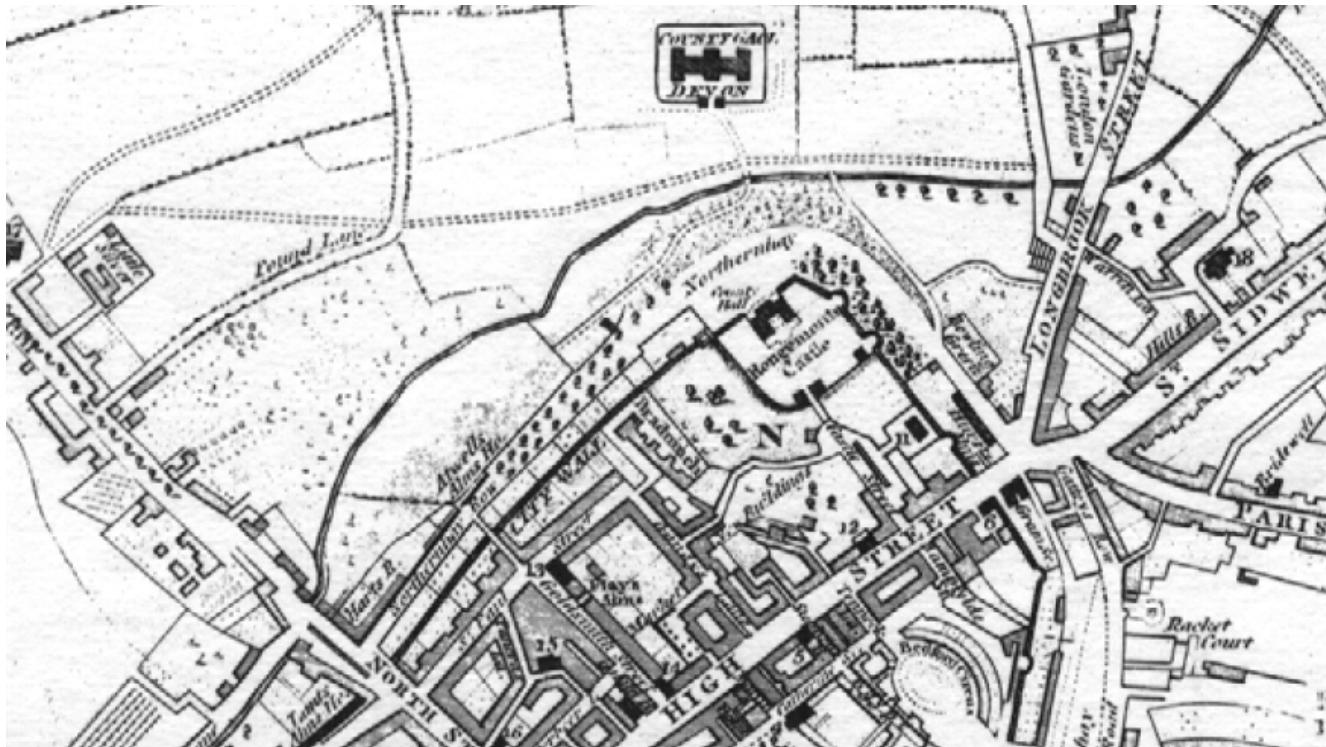
## 2.4 History and Heritage

Longbrook Street is an ancient route leading to the East Gate, named after a stream called the 'Lang Brooke' that ran from high ground to the north east of Exeter to the River Exe forming the valley.

Land was primarily used for agricultural purposes with dense woodland and cottages. There was suburban development along Sidwell Street and around the city end of Longbrook Street.

Over the years, through growth of the city, development eventually progressed northwards, where now popular terraces of houses and residential areas lie.

The site sits at a 'gateway' to the city centre, adjacent to the commercial development on the High Street and Sidwell Street.



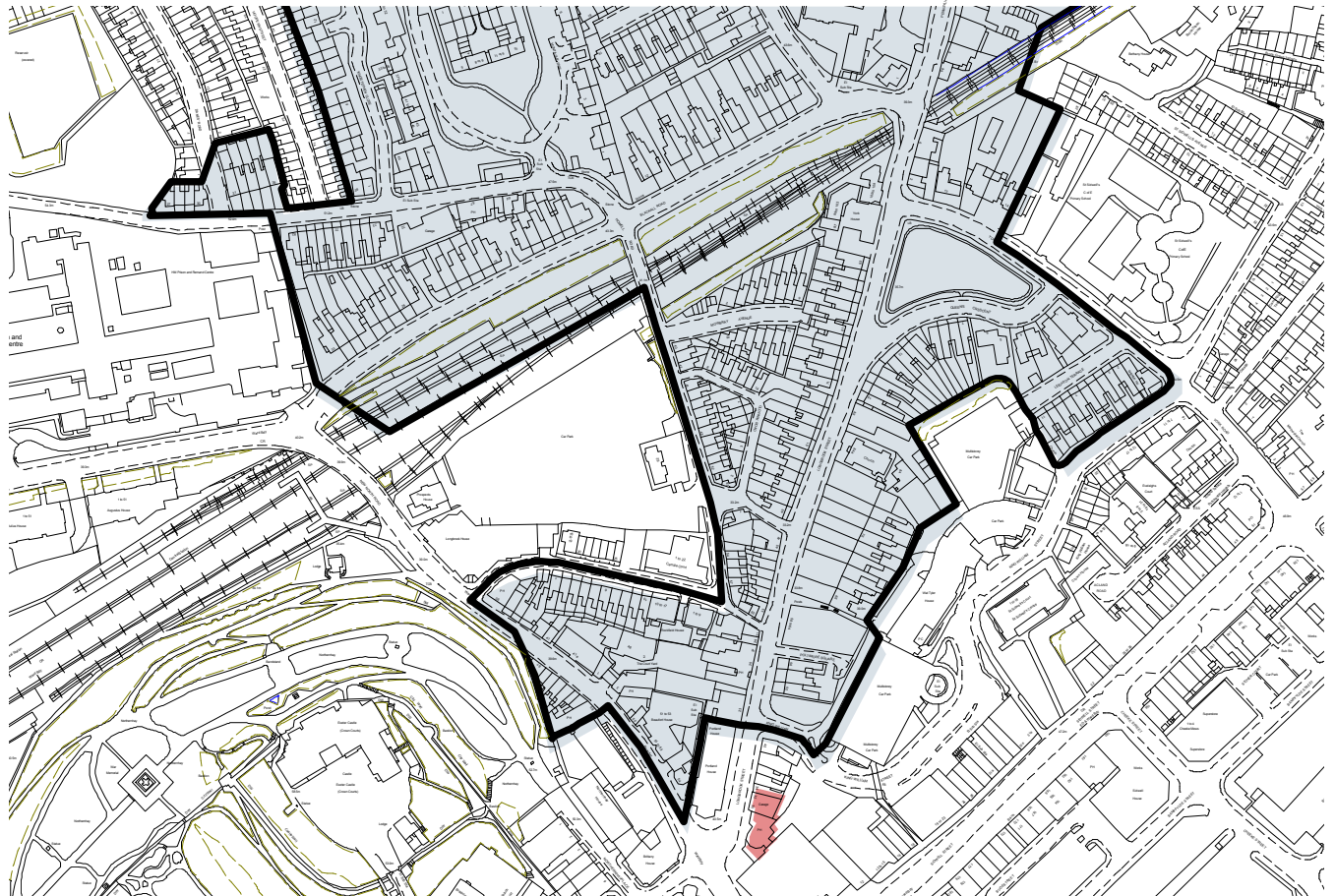
## 2.5 Conservation

The site falls just outside of the Longbrook Conservation Area but does lie within the St James' Neighbourhood Plan area (see Section 3.0).



Longbrook Street is approximately on a North - South axis and the site should be viewed as a gateway into St James' Ward from the city centre and vice versa.

The proposal should seek to respect views in and out of the Conservation Area as stated in the Longbrook Conservation Area Appraisal & Management Plan.

There is a variety of shops, takeaways, bars and café's which the local student population supports. The proposal would further aid to support these local businesses.



### LEGEND

-  Longbrook Street Conservation Area
-  Site





## 2.6 Architectural Context and Materials

There is a wide variety of materials in the immediate vicinity thanks to the close proximity to the city centre.

Longbrook Street itself predominantly consists of a palette of brick and render. Roofs on earlier buildings are mostly slate but clay tiles are used on Edwardian developments. Terracotta tiles are used on the façades and roofs of later buildings around Longbrook Street.

Architectural details such as Dutch gables, polychromatic brickwork, stone bands, porches, tiling and stained glass characterise the area.

Historic pedestrian routes and alleyways running between and behind residential developments are characterised by having tall brick walls.

The close proximity of the site to the City Centre, which opens out to the redeveloped High Street sees the introduction of metal cladding, curtain walling, stone and modern terracotta tiling. The John Lewis tower and Portland House opposite make use of a Limestone type cladding.

There is a wide variety of different colours and types of bricks in the immediate vicinity.



## 2.7 Existing Planning Application Approval

The scheme design is being developed with an existing planning permission in place for the former garage site (Planning Reference: - 15/0645/03).

### Approved mass on the site

The scale and massing of the approved scheme will form the starting point for the proposed massing of the new scheme on this part of the site.

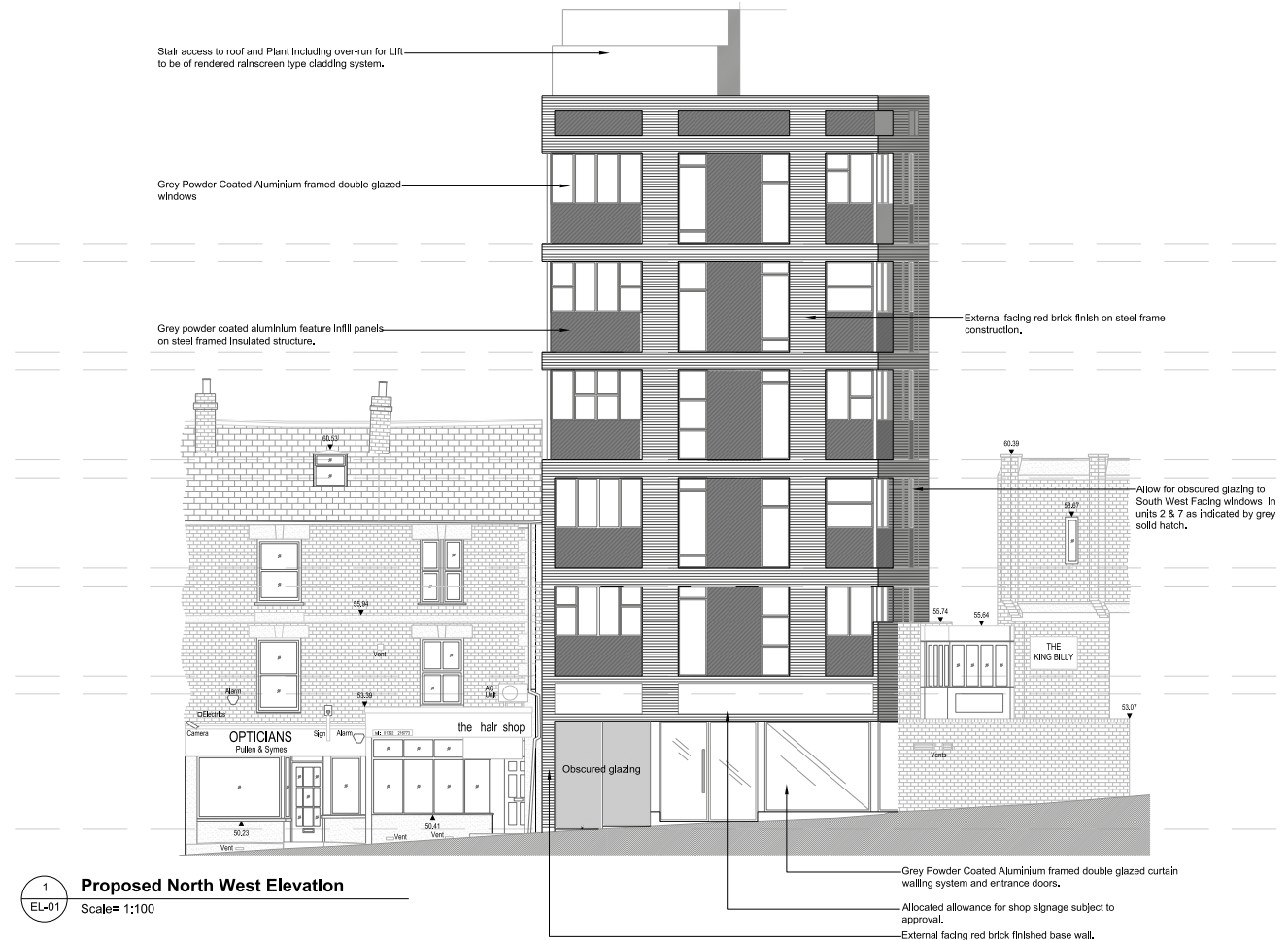
It has been viewed by the planning department as an acceptable mass for this location and it is the opinion of the developer and their design team that this massing has been arrived at through a professional design process along with the rigours of the planning process.

It is therefore the intention to propose a similar mass on this part of the site, not least because we feel additional height would be insensitive to the adjacent terrace.

### Approved Use of the Site

The approval is for a Student Accommodation scheme comprising 25 studios over 6/7 floors. The use of student accommodation has therefore been accepted as suitable for this location.

Given the city centre location and immediate access to all of the amenities that it provides, this would indeed seem a suitable position for student accommodation. The building opposite, Portland House, was converted to student accommodation in recent years (Planning Ref: 11/0895/03) and there are other student schemes in the vicinity.





## Approved Design and Materials

With regards to the overall building aesthetic and proposed materials of the previously approved scheme, we appreciate that a design process has been conducted and a solution arrived at.

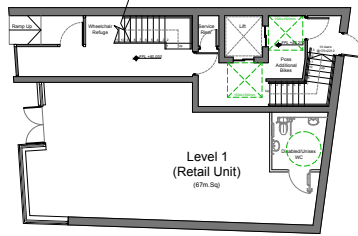
However, with the increase in site area and a different strategic approach to the type of accommodation being proposed, we will need to undergo a rigorous design process of our own with a wholesale approach to the design of the scheme.

It is likely the proposed design will include large areas of glazing to the ground floor to give an active street frontage to commercial uses.

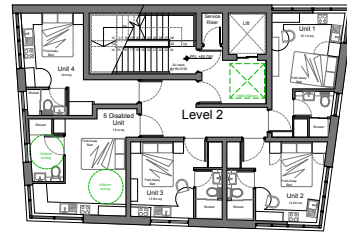
It is possible that brick will feature as a proposed material as this is popular in Exeter generally and would appear to be suitable in this location given the adjacent brick terrace and the current use of brick on the site.

The use of the building, student accommodation, dictates that there will be a large amount of fenestration across the facade and this is likely to be combined and broken up with other elements.

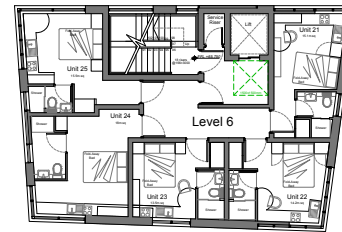
These design issues have been carefully considered throughout the design process which involved a Design Review Panel. Whilst the currently approved scheme will not effect the new proposals it is possible that similarities in the architectural language will be drawn.



1 Level 1 (Ground Floor Retail)  
Scale: 1:100



2 Level 2 (First Floor Accommodation)  
Scale: 1:100



6 Level 6 (Fifth Floor Accommodation)  
Scale: 1:100



## 2.8 Constraints and Opportunities

### Accessibility

The site is well positioned, close to the City Centre and well placed for access to the university campuses and transport links. It is accessible from Longbrook Street as well as to the rear off King William Street, allowing for a secondary access.

### Active Street Frontage

The site is well placed along Longbrook Street, which has an active street frontage that leads to the North, with cafés, bars and local businesses.

### Massing

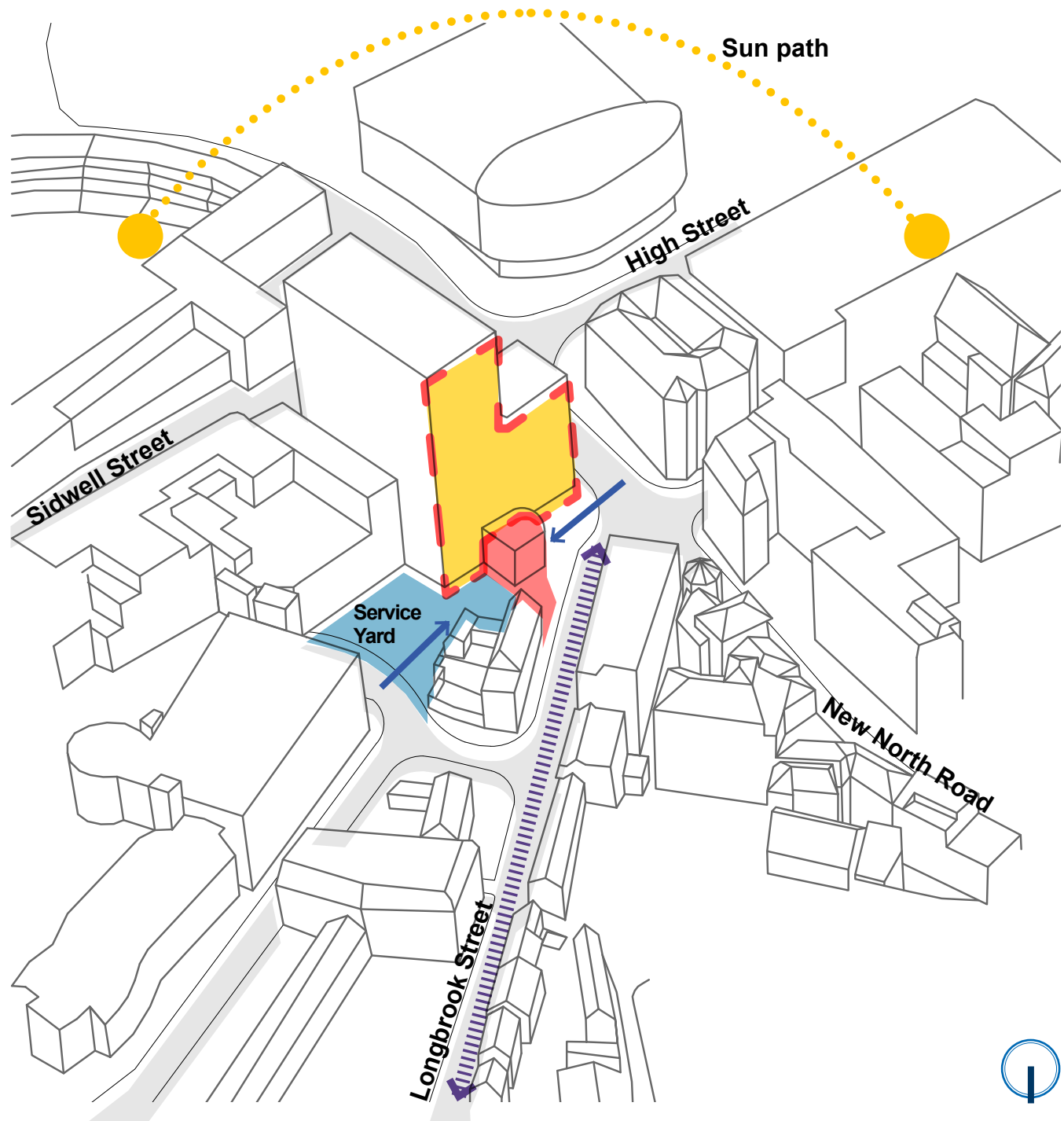
It is important that the massing of the proposed scheme respects that of adjacent buildings and is in keeping with the previously approved scheme.

### Rights of Light

Windows on the rear elevation of the John Lewis store, are in to an escape stair and lift lobby. However, the rights of light to these windows will still need to be carefully considered when designing the proposal.

### Building Height

The redevelopment of the site will allow the junction of Longbrook Street and New North road (and into the city centre) to not only be more visually attractive but provide functionality too. The proposed scheme would embrace an active street frontage at street level with residential above whilst creating a strong visual focal point from Bailey Street. The scheme will bring active frontages to an already bustling area which will add to, and become integrated into, an already diverse and varied community.







## 4.0 Design Principles

The starting point for the design is the scheme which already has planning permission. This sets the scene in terms of scale and massing for that part of the site. The proposed massing concepts will be explored further in Section 5.0.

It is important to maintain an active street frontage to the proposal. This will partly be for retail/commercial usage and partly the entrance/facilities for the student accommodation above.

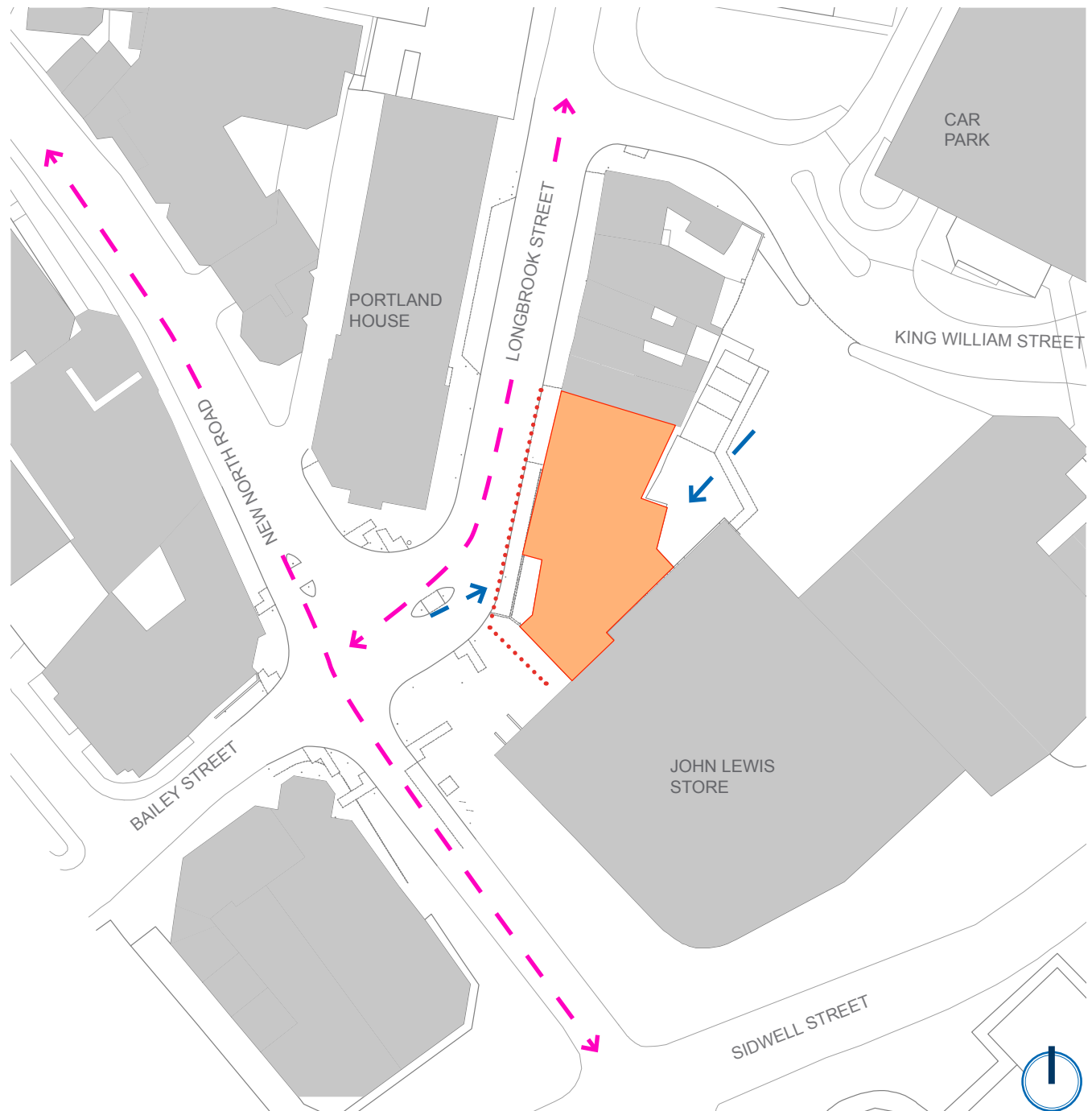
The main entrances to the various elements of the scheme will be accessed directly from Longbrook Street. The scheme will be further serviced from the King William Street side (John Lewis service yard) with bin and bike storage located to this side of the building along with plant and laundry facilities.

Despite the site being quite steep in places, level access will be provided into each element of the building. Lift access will be provided to the upper floors of accommodation.

The proposals will seek to sit comfortably within the surrounding urban context in terms of scale and mass as well as the materials used. The proposed scheme will enhance this area of the city creating a vibrant gateway into and out of the St James Ward and Longbrook Conservation Area.

### LEGEND

-  Proposed Development
-  Active frontage
-  Roads
-  Access







## 4.1 Design Precedents

The design will introduce contemporary student accommodation facilities with shared social spaces and essential amenities. The aim is to design spaces that are more akin to a modern homely feel rather than a standard accommodation block.

It is vital to make sure the feel of the spaces is relaxed and informal to invoke a sense of home but also to serve the aspirational and creative needs of young people today.

This can be achieved through a choice of materials, lighting, the architectural form and internal layouts. The elevation is to be stepped and 'layered' to reduce the bulk of the building, playing with solid and void elements.



The accommodation comprises a mix of 3,4 and 5 bed flats each with a shared kitchen/dining/living space.



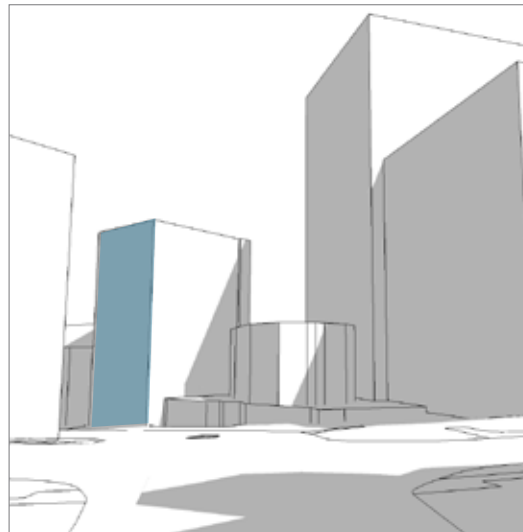
## 5.0 Proposed Scale & Massing

The scale and mass of the previously approved scheme has been retained in the proposal giving an appropriate starting point for the overall building massing.

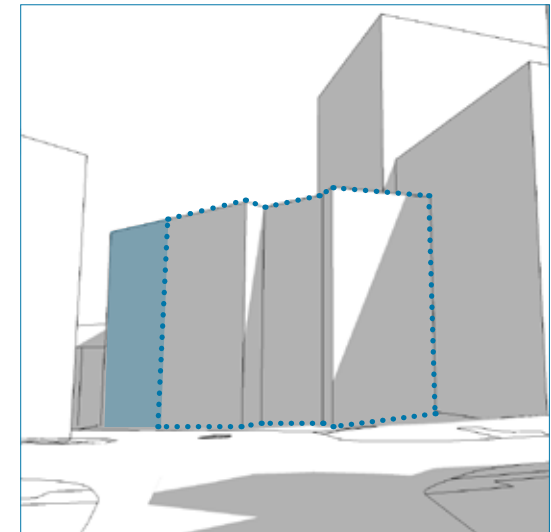
The overall mass responds to the existing heights of the southern and northern edges of the site. The stepped plan form allows for a reduction in the appearance of bulk and mass, adding interest to the street elevation.

The site boundaries offer a naturally stepped form approximately two thirds along the planform which has been used to split the building into three separate blocks.

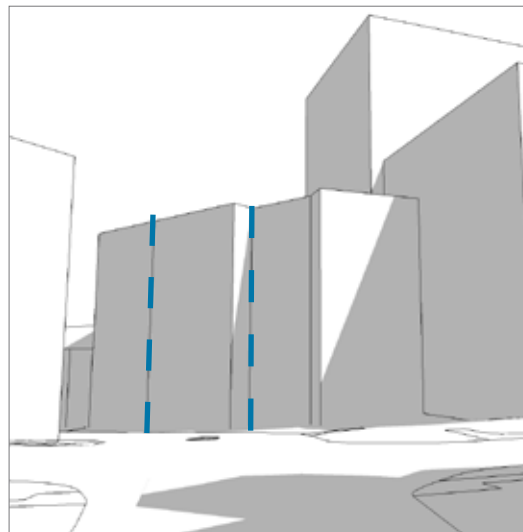
The site slopes uphill from north to south with the southern end being surrounded by larger scale buildings and the northern end going out into a more residential scale. This is reflected in the proposals with the massing, split into three, stepping up the hill towards the city centre.



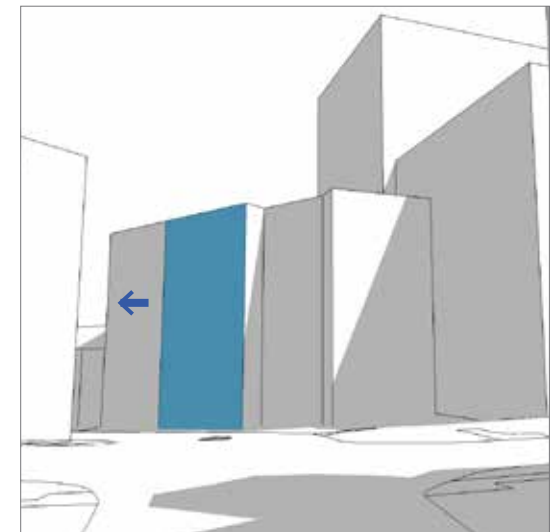
1. Original Approved scheme massing



2. Approved scheme massing + a mass of the same height following the site boundaries

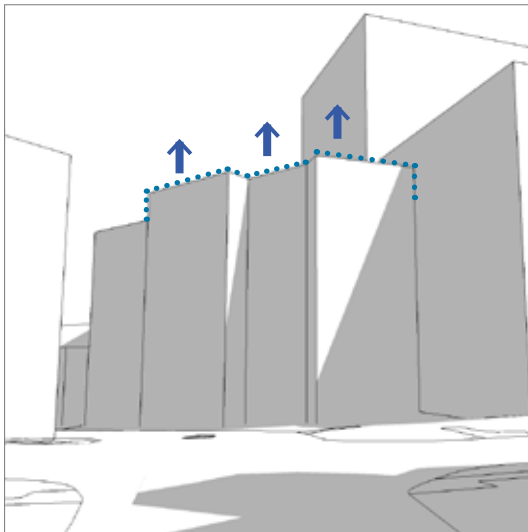


3. Single mass split into blocks - breaking the building down into three elements using the natural stepping of the site boundaries

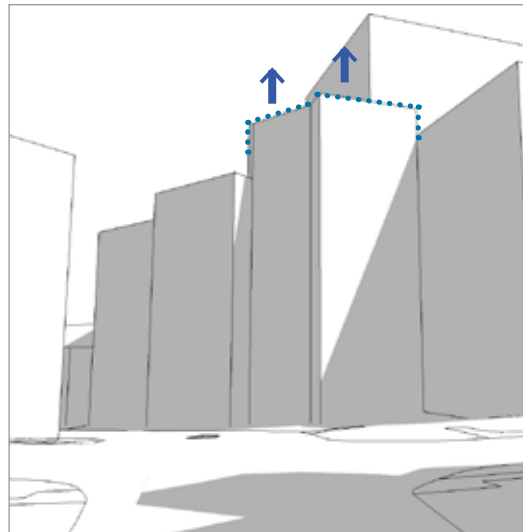


4. Facade projects out

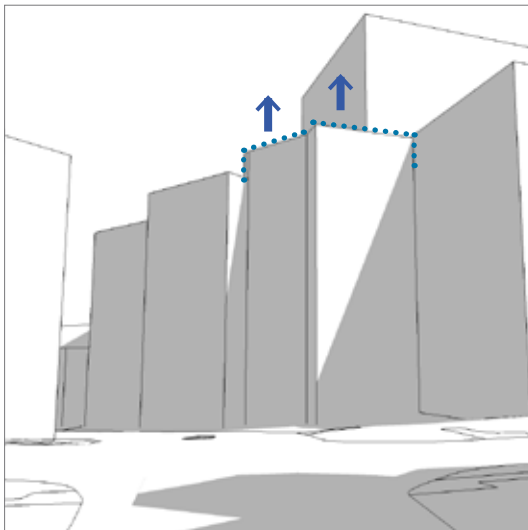




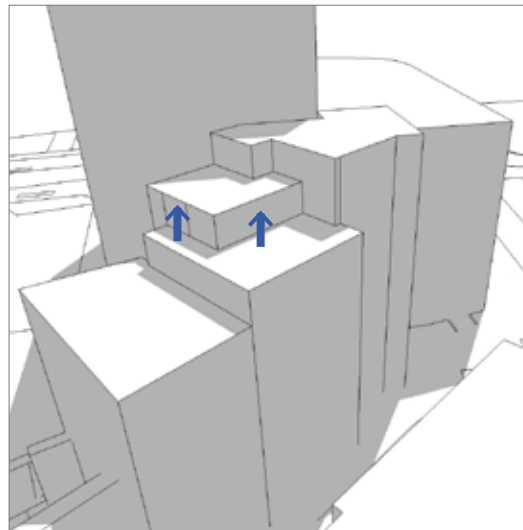
5. Roof level raised on two blocks



7. The DRP suggested raising the block nearest John Lewis by another storey - this helps the relationship with the black brick podium of the John Lewis building.



6. Roof level raised further on southern most block - creates three distinct blocks in terms of massing stepping up the hill towards John Lewis



8. An additional 'pavilion' on the top storey of the middle block was suggested by the DRP along with a roof terrace

## 5.1 Design Review Panel Feedback - Massing

In relation to scale and massing the Design Review Panel commented as follows...

'the Panel feels that a tall building on this site is appropriate in order to relate well to the scale and form of the existing John Lewis building, and the John Lewis car park. In terms of the overall scale, the Panel considers that the proposed feels appropriate for the location, and that in terms of scale, the proposed would represent an improvement of the existing situation.'

During the Design Review Panel there were comments on the relationship between the proposed building and the black brick podium of the John Lewis building. An additional storey was suggested and this has now been worked into the revised proposals.

The 'pavilion' and roof terrace on the middle block were welcome suggestions during the DRP and have been included here. The roof terrace will be glimpsed from the street level creating intrigue and views of green space.

The pavilion itself is proposed as a communal lounge that spills out onto the roof terrace providing valuable amenity for the residents. The mass of this element will have very minimal impact on the overall massing of the scheme.

## 5.2 Proposed Plans

The Proposed Plans were developed alongside the massing and facade treatments to compile a complete design. This scheme, with the plans adjacent, were taken to the Design Review Panel. The scheme contained a 150 sqm commercial unit (with additional back of house) with access to the service yard.

The entrance to the student accommodation was placed to the southernmost block with facilities to the back of the floor plan.

The upper floors consisted of two circulation cores, one of which is a fire fighting core, connected by corridor circulation. There were a mix of 3,4 and 5 bed flats each with communal living/dining/kitchen spaces.

There were two shower room pods to each of the flats with the bedrooms measuring 8 sqm. The scheme was designed in conjunction with a student accommodation provider who are keen to develop this model.



Ground Floor Plan



Typical Upper Floor Plan

Proposed Plans as taken to the Design Review Panel



## 5.3 Design Review Panel Feedback - Plans

Whilst the Design Review panel did not scrutinise the floor plans meticulously (the internal layouts are not a significant concern for planning purposes) there were comments and suggestions which have led to changes in the floor plans.

The introduction of the communal lounge on the roof of the middle block has enabled us to introduce more retail frontage to the ground floor. The entrance to the student accommodation itself has been moved to the central block to enable a greater presence onto the public square in front of the building. Here we have introduced a retail unit anticipated to be a bar/cafe/restaurant with a two storey plinth and active frontage.

These are all positive responses to the DRP's feedback.

The DRP commented on the proximity of the flat closest to the John Lewis building. The Panel were not comfortable with the outlook from this flat. This has led to a planform development of angled bay windows. These bay windows will create a vista away from the John Lewis building.

Whilst the DRP suggested an entrance on the south elevation we do not believe this is feasible due to this area of land being under a different legal ownership. However, the suggestion to address the public open space to the south more fully has been embraced wholeheartedly.

Bin and bike storage is now housed entirely within the building envelope.



Ground Floor Plan



Typical Upper Floor Plan

Final Proposed Plans as developed in response to the Design Review Panel

## 5.4 Initial Design Proposals

The following images were presented to the DRP and the proposals have since been developed. The proposals make use of a red/brown brick to complement the surrounding context and contrast with the black brick and limestone cladding of the John Lewis building and Portland House.

This helps the proposal to sit comfortably with the adjacent red brick terrace houses and further use of red brick along Longbrook Street.

The King Billy pub also makes use of red brick so this is an appropriate material choice. The central block was proposed with a light cladding similar to that of the John Lewis and Portland House buildings. This links the overall proposals well with the surrounding context.

A key feature to the proposal is the double height windows. Many of the surrounding buildings have much greater floor to floor heights and as such it is felt that linking windows over two floors helps to tie the building in with the scale of surrounding buildings.

This feature is removed from the smallest block as the scale of the streetscape becomes more residential along Longbrook Street.

Feature corner windows add interest and variety to the elevation and respond well to the city centre context.

At street level a larger amount of glazing will be used to provide an active street frontage to an appropriate commercial occupant.



*Existing and proposed views from Bailey Street*



*Existing and proposed views to the south from Longbrook Street*





Views into the city to the south from Longbrook Street are respected - the development blends into the existing streetscape through a respected use of materials and massing and is in keeping with the local character of the area.

Introducing depth to the facade reduces the mass of the blocks, areas of fenestration are set further back with spandrel panels to break up the elevation further, creating a layered elevation.



This changes the proportion of solid to void and introduces depth and shadow to the facade adding interest to the street elevation.

The double window proportion links the proposal to the surrounding commercial buildings with much higher floor to floor heights. This is extended on the ground floor for the entrance to the student accommodation to three storeys. This gives a presence to the entrance and helps to 'ground' the building.



To the rear of the building smaller, punched windows sit in a rendered wall. This will allow as much light as possible to bounce around between the two buildings helping any rights to light issues that are encountered with the John Lewis building. A large brick base will be maintained here for robustness.

It is proposed to punch holes through the brick element of the historic wall at first floor level for windows and project out over the old wall at upper floors.



*Main view of the scheme from Bailey Street - this image was presented to the Design Review Panel and has since been developed*



## 5.5 Design Review Panel Feedback - Overall

The Design Review Panel took place on 24th February 2017. The panel were presented with the proposed scheme as above with questions of the developer and their design team being answered.

Formal feedback was received from the DRP which is summarised below with our response in blue...

- The panel are supportive of the proposed uses in the city centre location. - **Noted**

- A tall building on the site is considered appropriate. - **Noted**, it was also mentioned during the DRP that the southernmost block could benefit from being taller

- The panel are supportive of breaking the mass of the building into three separate blocks. - **Noted**

- Funding for a tree within the public realm to the South of the site would be welcomed. - **Noted**, a tree will be shown on the proposals

- The flexibility of being able to convert the student accommodation to residential flats is welcomed. - **Noted**, the proposed student flats are of an adequate size to form 1 and 2 bed residential flats should a conversion be sought in the future.

- The fenestration on the block nearest John Lewis is considered too busy/fussy. - **The overall scheme has been amended and whilst the DRP commented on the complexity of the elevational treatments being more ornate to the residential end of Longbrook Street we feel that in order to respect this the block adjacent to the 3 storey terrace needs to have a simpler architectural language than the rest of the building.**

- Pick up on the John Lewis building frieze at 1st/2nd floor - **We have picked up on the John Lewis frieze with a subtle reference of a white spandrel panel at this level.**

- More permeable and assertive street frontage - consider a two storey plinth/podium? - **The design has been developed to have a retail unit at either end with the entrance to the student accommodation in the middle. We feel it is important that the building has a single storey plinth at the southern end of the building so that it relates well to the adjacent terrace and shop fronts. The revised proposal steps up to a two storey plinth on the block adjacent the John Lewis building as this is read in conjunction with the larger city centre shops. This also helps to address the public square in front creating an active frontage to this part of the elevation.**

- Is it possible to relocate the main entrance to the public pavement/square to the South West? - **The land here is in different ownership so it is not possible to provide an entrance to this elevation. However, the retail unit here now has a large open frontage which addresses this point**

- Concern was raised over the proximity of proposed windows to the John Lewis building at the rear of the scheme. - **We have now introduced angled bay windows to create a vista looking away from the John Lewis Building**

- Consider the rear elevation more fully. - **The rear elevation has now been considered and we are happy with the design approach. The angled bay windows help the rooms on this elevation with views away from the JL building, the white render is used in order to bounce light around between the two buildings helping with rights to light issues. The historic wall is maintained**

with new opening punched into it.

- Do the side elevation windows (north elevation) impact on future development of the neighbouring site? - **The proposed windows in question are not the principle windows into the rooms or they are into the stair core. The previously approved scheme had more fenestration on this elevation and they were important windows. We do not feel that these windows would impact on future development of the neighbouring site.**

- A roof terrace with a communal lounge/pavilion on the top storey of the middle block would be welcomed. - **Both of these items have been included on the revised proposals and we feel these work well from a functional point of view as well as an architectural feature creating intrigue from street level.**

- A single lift may not be sufficient. - **We have consulted with lift manufacturers who have reported that a single lift in this type of building is sufficient.**

Since the Design Review Panel took place the design team have developed the proposals in response to the formal feedback.

The final proposals now follow...

## 6.0 Final Design Proposal

The design process for the proposal has led to a scheme which makes the most of the opportunity of this important city centre site whilst sitting comfortably in the surrounding urban context.

The site has the challenge of being a gateway between two areas of distinctly different character; the bustling urban environs of the city centre and the residential, suburban area of Longbrook Street and St James. This has been dealt with by splitting the overall building mass into three blocks that step down the hill into St James and become simpler in their architectural language with punched windows in the brick facade.

At the top end of the hill the proposals respond to the commercial city centre, there are doubled up window proportions which respond to the taller floor to floor heights of the neighbouring commercial premises. Corner windows in curtain glazing break up the blocks and emphasize their verticality.

The plinth level is single storey at the north end of the site to respond to the adjacent single storey shop fronts. This plinth then steps up to two storeys to further respond to the larger commercial units of the city centre. The plinth is to be articulated with a stepped brick detail which helps to identify the commercial elements of the scheme.

The proposal is predominantly of two main materials, a red/brown brick and a mid-grey colour cladding panel. These materials complement the surrounding material palette of the area. This will be highlighted by the subtle tones of the blue/grey spandrel panels.



*Existing and proposed views from Bailey Street*



*Existing and proposed views to the south from Longbrook Street*







Use of white render will be made to the rear of the scheme so that an otherwise dark space at the rear of the building will have as much light as possible bouncing around between the proposed building and the John Lewis building.

The historic wall will be dealt with sensitively, patching in new openings and repairing the wall where insensitive alterations have already taken place. The scheme above first floor level will overhang the wall slightly, highlighting its importance

The planform is simple with commercial units on the ground floor along with the entrance to the student accommodation above. Facilities such as bin and bike storage are provided within the building envelope to the rear service yard side as well as useful storage and laundry space.

The upper floors contain the 3,4 and 5 bed flats. These are designed to so that their overall areas comply with that of national space planning guidance for flats. This means the building could be converted to residential flats in the future, increasing the lifespan of the building.

The communal lounge and roof terrace to the top floor of the central block were welcomed by all parties when discussed at the Design Review Panel. This will provide valuable amenity space for the residents.

The building will be served by two stair cores connected by a central corridor circulation. One of the stair cores will contain a lift for level access to all floors. The lift will be required to meet fire fighting standards due to the height of the building.

Dimensions are not to be scaled from this drawing



Rev	Date	Description	Author
1	09 May 17	Submitted to Planning	gpc



Schedule of Accommodation

	5 Bed	4 Bed	3 Bed	2 Bed	Commercial Space	Total
Ground Floor	-	-	-	-	180 m <sup>2</sup>	-
First Floor	-	1	2	1	-	12
Second Floor	1	1	3	-	-	18
Third Floor	1	1	3	-	-	18
Fourth Floor	1	1	3	-	-	18
Fifth Floor	1	1	3	-	-	18
Sixth Floor	1	1	3	-	-	18
Seventh Floor	1	1	1	-	-	12
Eighth Floor	1	-	-	-	-	5
Ninth Floor	1	-	-	-	-	5
	8	7	18	1	<b>Total</b>	<b>124 Beds</b>

- 2 Bed Flat
- 3 Bed Flat
- 4 Bed Flat
- 5 Bed Flat
- Circulation Space
- Ancillary Spaces
- Retail Space
- Communal Areas

## PLANNING

Longbrook Street -  
Student Accommodation  
for Summerfield Developments

All Proposed Plans +  
Schedule of  
Accommodation

Scale: 1:200 @ A1 (1:400 @ A3)

Drawing No: 1191 / PL116

The Boat Shed, Michael Browning Way  
Exeter EX2 8DD  
01392 438051 - mail@ga-uk.com

grainge architects

# Longbrook Street - Student Accommodation - Exeter

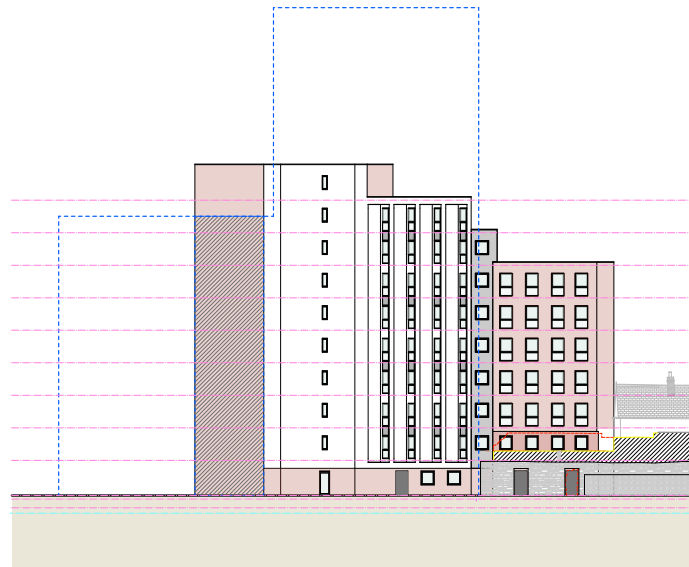
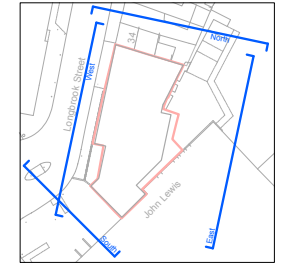




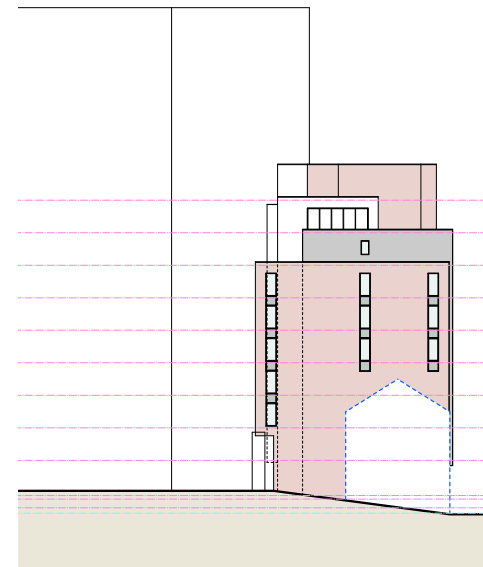
West (Front) Elevation



South (Side) Elevation



East (Rear) Elevation



North (Side) Elevation

Rev.	Date	Description	Author
/	09 May 17	Submitted to Planning	jpc

## PLANNING

Longbrook Street -  
Student Accommodation  
for  
Summerfield Developments

Proposed Elevations

Scale: 1:100 @ A1 (1:200 @ A3)

Drawing No: 1191 / PL200

The Boat Shed, Michael Browning Way  
Exeter EX2 8DD  
01392 438051 mail@ga-uk.com

grainge  
architects

Longbrook Street - Student Accommodation - Exeter





## 7.0 - Accessibility & Utilities

### Site Location / Public Transport

The site is very clearly well placed for access in and around the city and to the wider vicinity and beyond. The main bus station and train stations are in close proximity.

### Access to the Building

Although the site is quite steep there will be level access provided into each of the commercial units as well as the student accommodation itself. Once inside level access will be provided throughout with lift access to all floors.

### Parking, Cycles & Refuse

There is public car parking available in close proximity to the site as well as access to the rear of the building which will be convenient for drop off and collection.

Secure cycle storage will be provided within the building envelope. Refuse and Recycling bins will also be provided within the building envelope. This will provide residents with internal access to the bin store and protect the contents of the bins from scavenging birds and rodents.

The owner/operator of the development will supply travel packs to all residents. These travel packs will contain information about local cycle and pedestrian routes as well as bus and train timetables and will be updated every year.

Paving will be specified to provide a smooth surface finish, even and well laid to avoid trip hazards. Internal

stairs will have contrasting nosings with goings and risers easily distinguishable to assist the visually impaired.

### Utilities

The survey undertaken as part of the planning application indicates the site is well served by foul sewers and surface water sewers as well as telecoms services and mains gas.

## 8.0 Addendum - Planning Amendments

Further to the Final Design Proposals above, the scheme was submitted to Exeter City Council on the 10th May 2017.

During the four months to the writing of this addendum, further consultant reports have been commissioned by the developer and submitted to the planning department for consideration. These reports include...

Heritage Statement  
Noise Assessment  
Transport Statement  
Travel Plan  
Environmental Desktop Report  
Drainage Statement  
Rear Service Yard Strategy

Additionally the planning department have liaised with councillors, statutory consultees and members of the public. Their feedback has resulted in a reduced scheme being submitted to planning and further clarification over some of the design details being sought.

### Scale & Massing

Concern was raised over the relationship between the proposal and the black brick 'podium' of the John Lewis building. Additionally, it was felt the smallest block, furthest north on Longbrook Street, was also too high for the surrounding area.

The response has been to reduce the scale and massing of the building on each of the end blocks.

The tallest block has been reduced by two storeys so that it is now lower than the John Lewis 'podium'.



*Existing and proposed views from Bailey Street*



*Existing and proposed views to the south from Longbrook Street*

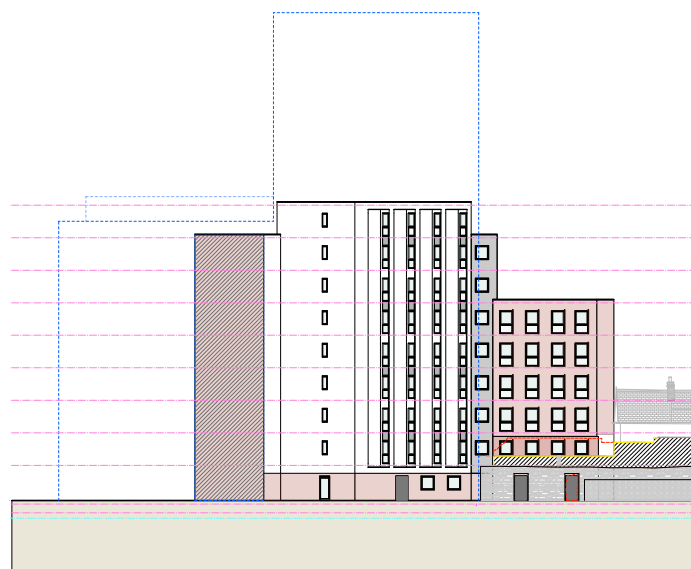




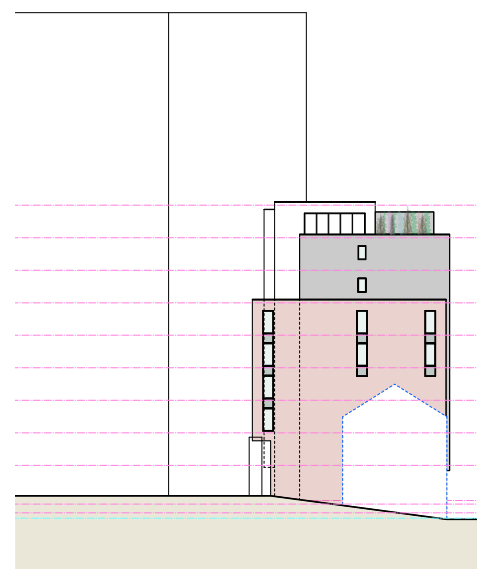
West (Front) Elevation



South (Side) Elevation



East (Rear) Elevation



North (Side) Elevation

Rev	Date	Description	Author
I	09 May 17	Submitted to Planning	jpc
A	20 Jul 17	Scheme reduced in height	jpc

## PLANNING

Longbrook Street -  
Student Accommodation  
for  
Summerfield Developments

Proposed Elevations

Scale: 1:100 @ A1 (1:200 @ A3)

Drawing No: 1191 / PL200A

The Boat Shed, Michael Browning Way  
Exeter EX2 8DD  
01392 438051 mail@ga.uk.com

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architects

Longbrook Street - Student Accommodation - Exeter

There is still an eighth floor plan but this is significantly set back from the building edge and provides the communal lounge facilities as per the originally submitted drawings.

The smallest block has been reduced by one storey to better reflect the already approved building mass. The already consented student accommodation scheme on this part of the site is in fact approximately 1750mm taller than the now proposed scheme. It also had further mechanical & electrical plant above this level which these revised proposals do not.

### Design Details

As alluded to above, the ground floor facade is to have a stepped brick plinth detail which is continuous along the whole of the ground floor. This detail steps up to two storeys on the tallest block as the scale changes from the smaller shops on Longbrook Street into the larger proportions of the city centre.

In the same manner the windows on the taller blocks are linked together into two storey panels to further emphasize this change in scale. This is contrasted with the smaller punched windows in the smallest block.

The Limestone frieze on the John Lewis building is a clear architectural reference which has been continued with white spandrel panels at the same level. This is a subtle but effective design detail which helps to provide a coherent and considered street scene.



*Continuing the white limestone frieze on the John Lewis building in white spandrel panels is a subtle but effective design detail providing a coherent and considered street scene.*



*Connecting the windows with spandrel panels and recessed brickwork helps to distort the scale of the building, linking it with both the smaller, more residential, scale of Longbrook Street and the larger, commercial scale of the city centre.*



*Stepped brick detail at ground floor level links the two end towers together and gives a definition to the commercial elements of the scheme.*





*Continuing the white limestone frieze on the John Lewis building in white spandrel panels is a subtle but effective design detail helping to provide a coherent and considered street scene.*

### Connection to John Lewis Building

The proposed scheme will connect to the John Lewis 'Podium' building with a light touch. The corner of the proposal will be set away from the edge of John Lewis by 300mm. This allows room for the frieze to be kept in tact and disappear past the edge of the proposal.

There will be a lightweight metal flashing recessed into the gap to stop detritus from collecting between the two buildings.



*The buildings will connect with a light touch. A recessed metal flashing panel will prevent detritus from collecting between the two buildings.*

## 9.0 Addendum - Conversion to Residential Flats

The general arrangement of the floor plans has been carefully considered to allow for future conversion to residential flats if at some point in the future this became a desirable option.

Whilst student accommodation is currently in high demand and although this site at Longbrook Street is deemed to be a particularly suitable location for student accommodation, we cannot predict the future.

There may come a time when the building is no longer required in its currently proposed format. As such an element of flexibility has been considered in the floor plan.

The plans opposite show the typical floor plan for the current proposals and the potential for future conversion to residential flats.

The individual student cluster flats range in size from 55.3 sqm to 82.9 sqm which correspond well with the National Space Planning Standards and Exeter City Council's Supplementary Planning Document for Residential Design.

The cluster flats can be converted with relatively minor removal / addition of some internal partition walls. External walls and Party walls can remain unchanged leaving window openings/ elevations unchanged.

This approach gives longevity to the building and is considered a sustainable form of design.



*Typical Floor Plan as proposed*





*Typical Floor Plan if converted into residential flats - the student cluster flats convert well into 3 x 1 bed and 2 x 2 bed flats*