



Certified



Corporation

Contents

1.0	Introduction	4	3.4	Massing Development	5.8	Elevational Analysis of the Local Context
1.1	Introduction		3.5	Zone of Theoretical Visibility	5.9	Precedent Studies
1.2	Location				5.10	Materials
1.3	Project Overview		4.0	Design Development and Consultation Response	41	
1.4	Day in the Life		4.1	Timeline	5.11	Initial Sketch Proposals as presented to the Design Review Panel
			4.2	Pre-app Comments	5.12	Elevational Strategy - Proposed Summerland Street
2.0	Site & Context	9	4.3	Design Review Panel Meeting	5.13	Proposals - Street Views
2.1	Site Context		4.4	Initial Massing Based on Two Local Views		
2.2	Existing Site		4.5	Site	6.0	Quantum
2.3	Site Context Photos		4.6	Ground Floor Amenity Provision Development	104	
2.4	Existing Building Typologies		4.7	First - Fifth Floor Amenity Provision Development	6.1	Quantum
2.5	Existing Building Heights		4.8	Sixth Floor Amenity Provision Development		
2.6	Site History		4.9	Sustainability Aspirations	7.0	Access
2.7	Conservation Area and Listed Buildings				106	
2.8	Character Analysis - St Sidwell's Conservation Area		5.0	Proposed Plans and Sections	7.1	Access Statement - Pedestrian Overview
2.9	Character Analysis - Prominent Local Developments		5.1	Ground Floor Plan	7.2	Access Statement - Parking Overview
2.10	Pedestrian Access		5.2	First to Fifth Floor Plan	7.3	External Access and Movement
2.11	Public Transport and Cycle Routes		5.3	Sixth Floor Plan	7.4	Internal Access and Movement
			5.4	Roof Plan	7.5	Part M - Accessible bed locations and plan
3.0	Design Rationale	25	5.5	Sections		
3.1	Design Vision		5.6	Site Sections		
3.2	Existing Site Constraints		5.7	Massing and Zone of Theoretical Visibility with Proposal		
3.3	Existing Site Opportunities					

1.0 Introduction

1.1 Introduction

1.2 Location

1.3 Project Overview

1.4 Day in the Life

1.1 Introduction

This Design and Access Statement document has been compiled by Stride Treglown Architects with input from specialist consultants on behalf of McLaren (Exeter) Limited.

The following team has been instructed to develop proposals:

Architect & Interior Designer - Stride Treglown

Project Manager - Faithful and Gould

Planning Consultants - Turley

Structures and Civils - Airey and Coles

M&E Engineers - Hulley and Kirkwood

Heritage & Townscape Consultants - Turley

Sustainability Consultants - Incendium

Fire Engineer - Orion Fire Engineering

QS - Alium

Acoustic Engineer - Apex Acoustics

Building Control - Cook Brown

Highways Engineers - Advance Consulting

BREEAM - Gleeds

Bio Diversity Net Gain - Delta Simons

Right of Light Consultants - Point2

VIA - EB7



1.2 Location

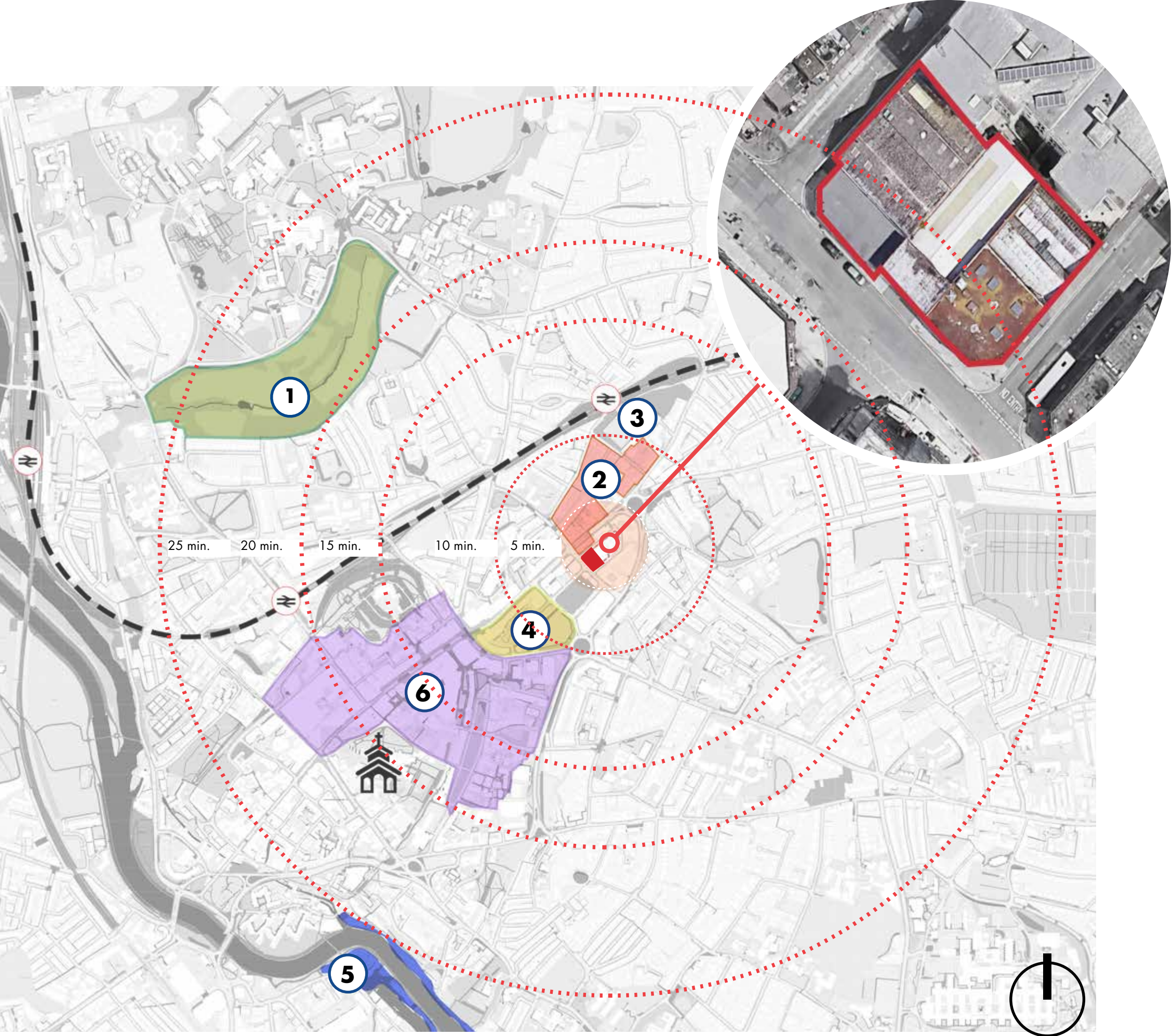
The site is located in Exeter, the county town of Devon, one of the most vibrant, attractive and historically interesting cities in England. The ancient city is situated on the River Exe, approximately 36 miles northeast of Plymouth and 65 miles southwest of Bristol.

The Exeter City Walls that surround its centre and Gothic Cathedral date back to the Roman era. Exeter Castle, a Norman landmark, overlooks leafy Northernhay and Rougemont Gardens. The vaulted, medieval Underground Passages snake beneath the City.

Although small, Exeter has a real sense of individuality and is culturally rich, renowned in the South West for its independent arts scene and prestigious University.

The brownfield site, positioned on Summerland Street, is located in the city centre, in close proximity to the St Sidwell's Conservation Area and within a regeneration area identified in the Exeter Core Strategy.

- 1. Hoopern Valley
- 2. St Sidwell's Conservation Area
- 3. Exeter City Football Club
- 4. Leisure Quarter
- 5. Exeter Quay
- 6. City Centre - Primary Shopping Area



1.3 Project Overview

Project Brief & Ambitions

McLaren (Exeter) Limited are proposing to regenerate the site, which is currently under multiple occupancy, to provide residential development in the form of new Co-living accommodation in place of the industrial units that currently occupy the site.

The development will include Co-living studio apartments on the upper floors, external rooftop amenity space with communal uses on the ground floor and dispersed throughout the upper floors.

McLaren (Exeter) Limited is committed to providing sustainable and innovative solutions for the Exeter Co-Living Scheme, with sustainability driving the design.

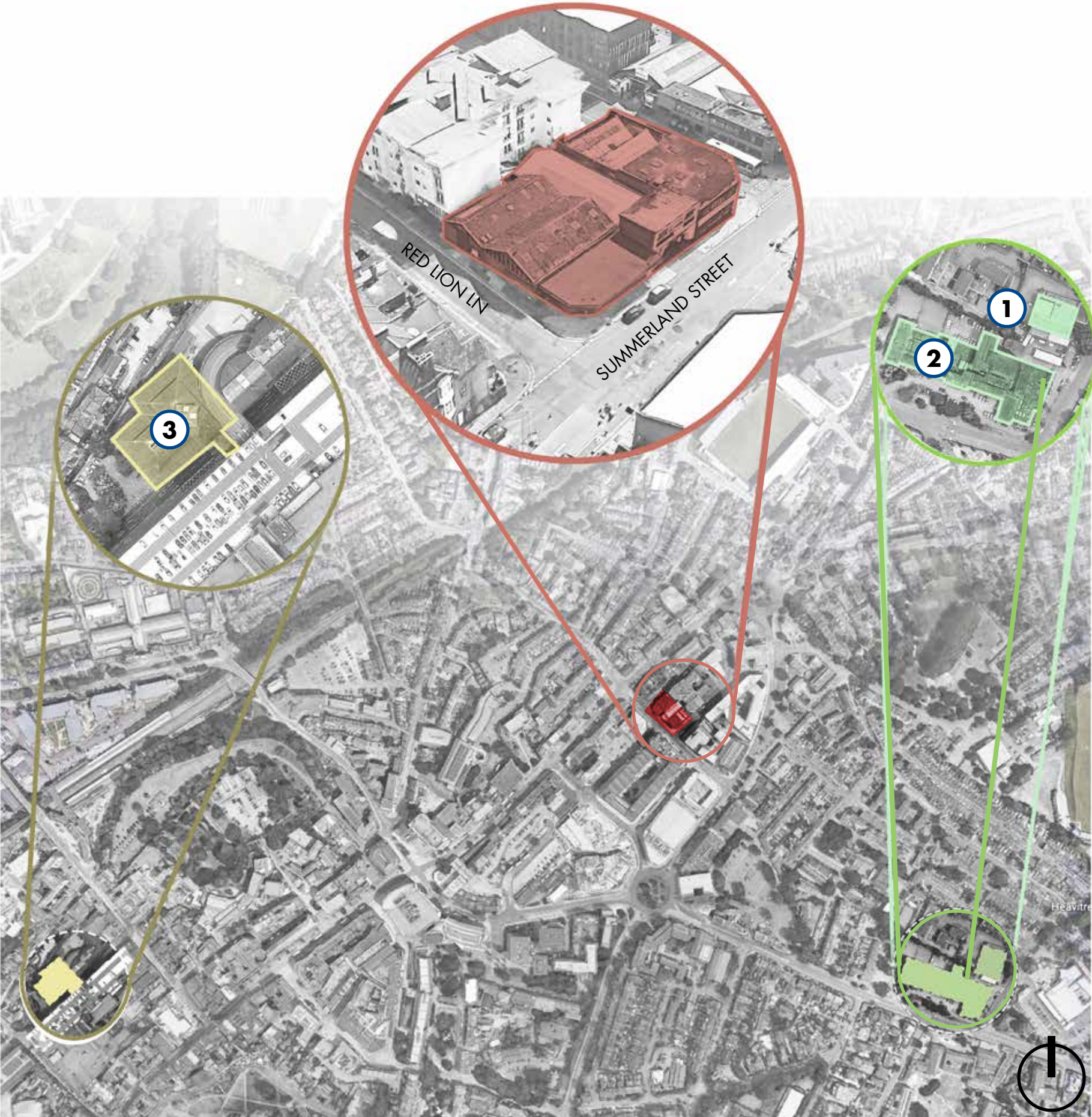
Characteristics of the Co-Living Sector

Co-living is a relatively new living model focused on community and convenience, which is becoming increasingly popular amongst young professionals. With an ever growing number of young professionals moving to Exeter, who might be completely new to the city, it is an ideal model to facilitate community.

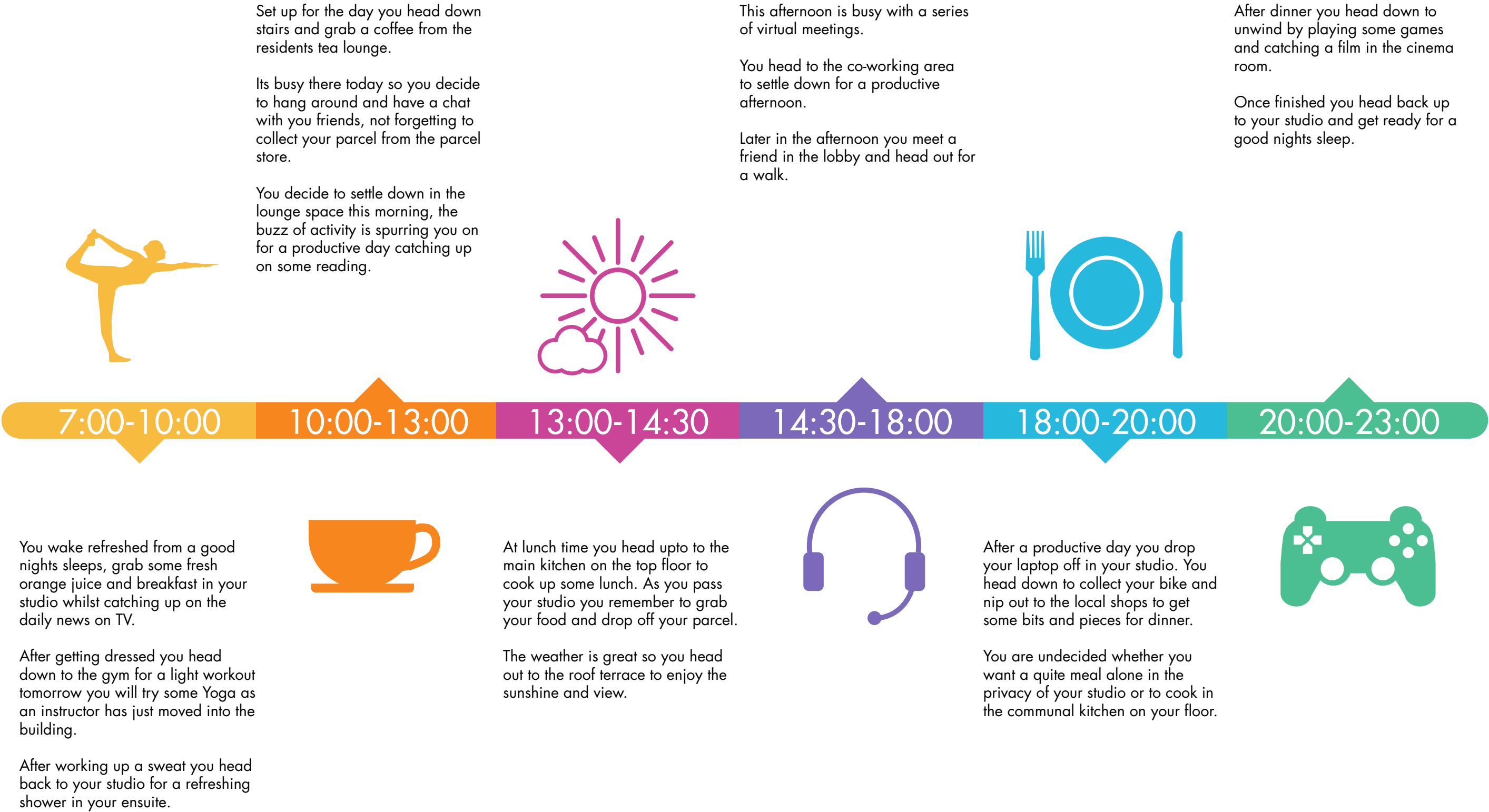
In Exeter there are three other Co-living schemes at varying stages of development, as highlighted opposite. The former Police Station having been refused planning permission.

Key

- 1. Former Ambulance Station, Gladstone Rd
Planning application reference: 19/1417/FUL
Permitted
- 2. Former Police Station, Heavitree Rd
Planning application reference: 21/1564/OUT
Refused
- 3. Former Harlequin Centre
Planning application reference: 21/1104/FUL
Permitted



1.4 Day in the Life



2.0 Site & Context

- 2.1 Site Context**
- 2.2 Existing Site**
- 2.3 Site Context Photos**
- 2.4 Existing Building Typologies**
- 2.5 Existing Building Heights**
- 2.6 Site History**
- 2.7 Conservation Area and Listed Buildings**
- 2.8 Character Analysis - St Sidwell's Conservation Area**
- 2.9 Character Analysis - Prominent Local Developments**
- 2.10 Pedestrian Access**
- 2.11 Public Transport & Cycle Routes**

2.1 Site Context

The site is well located in central Exeter to the East of the main central shopping district.

The site is bounded by Summerland Street to the South-West, Verney Street to the South-East and Red Lion Lane to the North-West. To the North-East there is an existing 4 storey residential property.

The site is currently occupied by a food store, windscreen replacement company depot, and a charity store in post-war two storey buildings.

The site and surrounding context is devoid of natural vegetation.

Key

1. Local Townscape View from corner of Sidwell Street & Summerland St
2. View from southern approach to the site
3. Sidwell Street Methodist Church
4. Odeon Cinema
5. Printworks Student Accommodation
6. The Depot Student Accommodation
7. The Barn Student Accommodation
8. The Kingfisher Student Accommodation
9. Terraced shops on Sidwell Street
10. Terraced houses on Belmont Road
11. 4 Storey residential property
12. Vue Cinema



Prominent New Development



Night Club - Unit 1



2.2 Existing Site



01

2.2.1 Existing Site

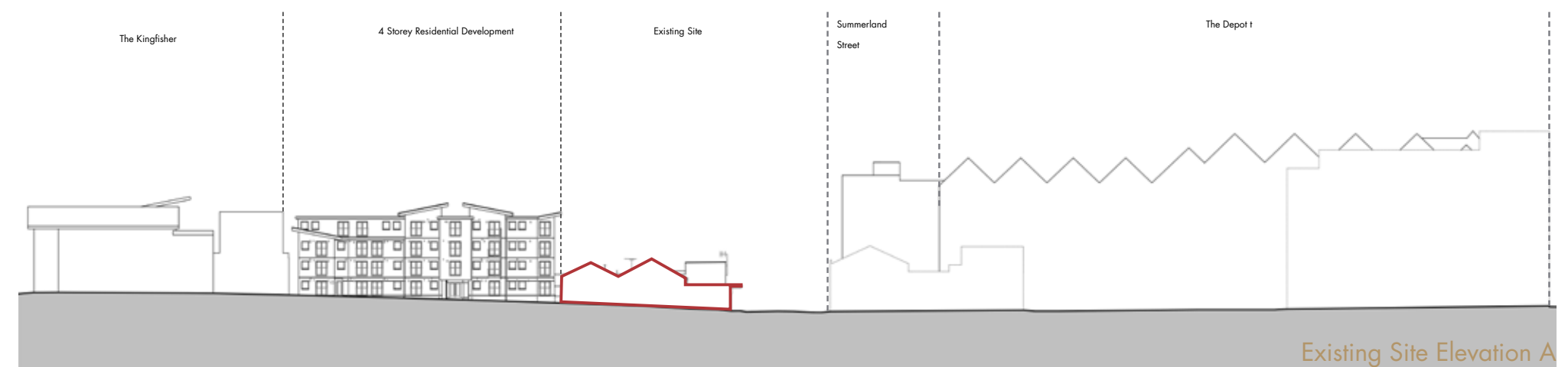


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2.3 Site Context Photos

Key

1. Local Townscape View from corner of Sidwell Street & Summerland St
2. View from southern approach to the site
3. Sidwell Street Methodist Church
4. Odeon Cinema
5. Printworks Student Accommodation
6. The Depot Student Accommodation
7. The Barn Student Accommodation
8. The Kingfisher Student Accommodation
9. Terraced shops on Sidwell Street
10. Terraced houses on Belmont Road
11. 4 Storey residential property
12. Vue Cinema

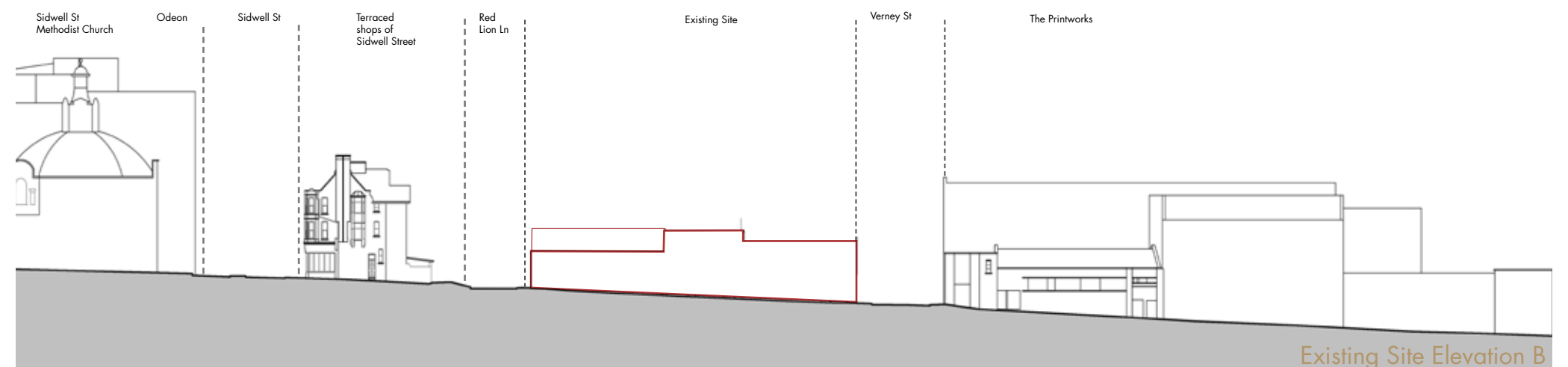


Existing Site Elevation A

2.3.1 Site Context Photos

Key

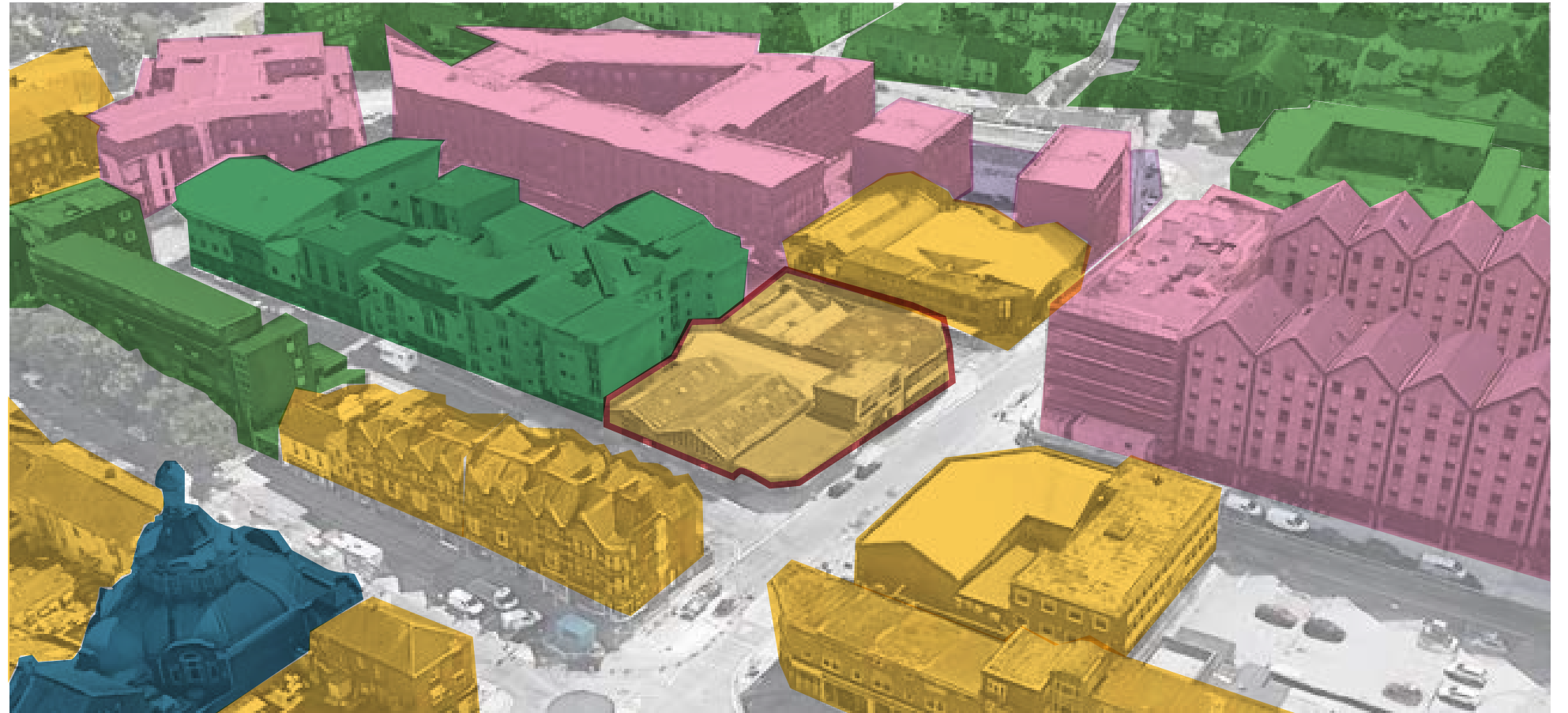
1. Local Townscape View from corner of Sidwell Street & Summerland St
2. View from southern approach to the site
3. Sidwell Street Methodist Church
4. Odeon Cinema
5. Printworks Student Accommodation
6. The Depot Student Accommodation
7. The Barn Student Accommodation
8. The Kingfisher Student Accommodation
9. Terraced shops on Sidwell Street
10. Terraced houses on Belmont Road
11. 4 Storey residential property
12. Vue Cinema



2.4 Existing Building Typologies

The site currently houses commercial uses, including Yonk Asian Food, National Windscreens, Sai Kung Cafe and Boneyard Video Arcade. These uses are housed in a mix of industrial type single and two storey buildings with both flat and pitched roofs.

Around the site there is a mix of building uses, as show on the images opposite.



Key

- Industrial Zone
- Commercial Zone
- Residential Zone
- Religious Buildings
- Student Accommodation



2.5 Existing Building Heights

The mixture of building uses, ages and typologies in the context of the site provides a variety of building heights. To the north and west, the immediate context including the terraced houses and shops of Sidwell Street currently has relatively low heights at 2-3 storeys.

However, immediately adjoining the site to the eastern boundary is a 3 storey residential development, beyond which are both the Printworks (student accommodation) and The Kingfisher (student accommodation), each standing at 4 storeys tall.

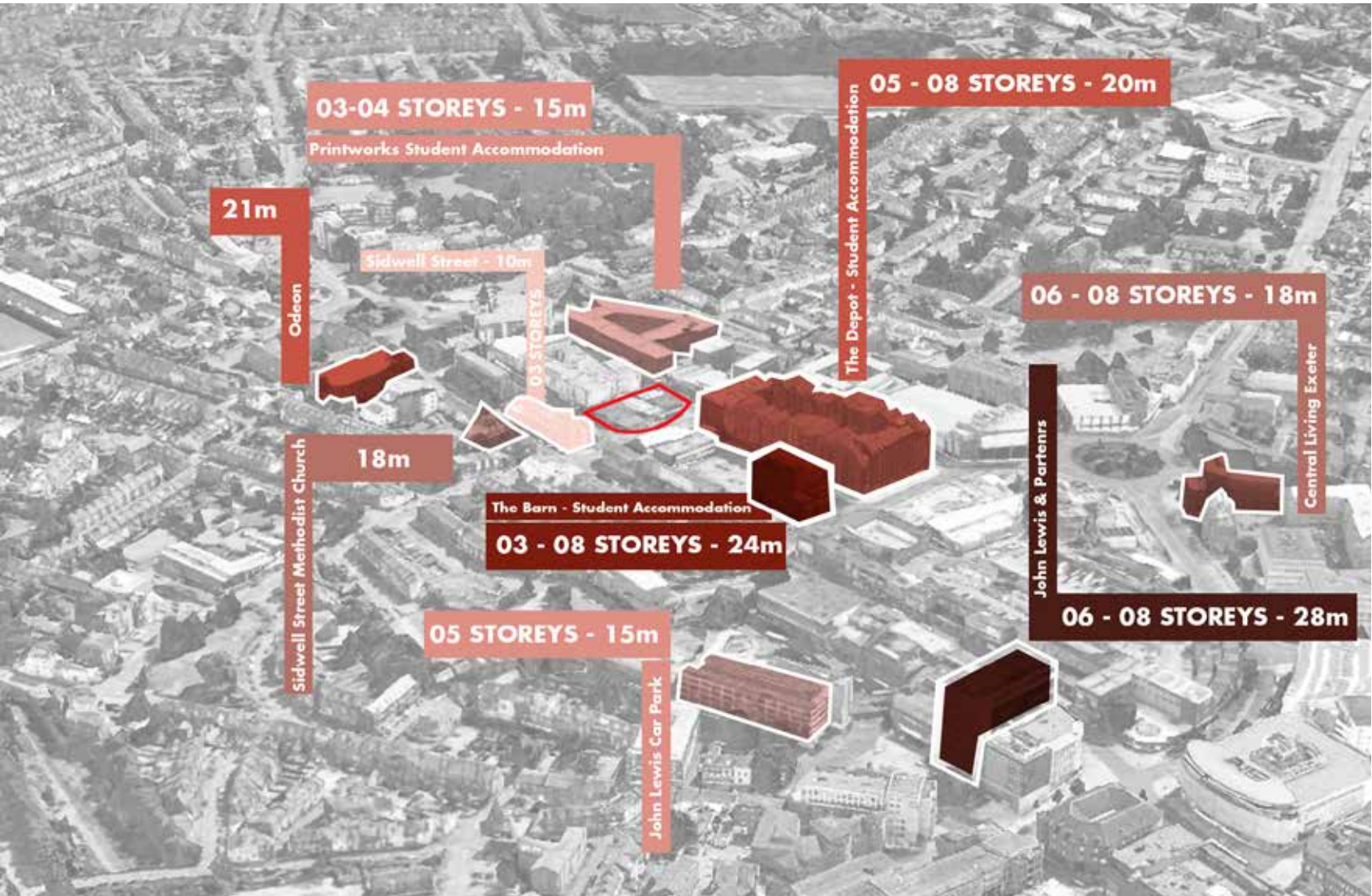
Most predominant in the immediate vicinity of the site (and by extension the setting of the identified heritage assets) is the The Depot (student accommodation, 5 - 8 storeys) and The Barn (student accommodation, 5 - 7 storeys). The top floor of the Depot includes gable fronted pitches and the Depot's top floor includes a mansard roof with dormer windows.

This has established the principle for taller, high-quality, modern development within the setting of these heritage assets (that mostly consist of 2 and 3 storeys) and the proposed development follows this emerging pattern.

In this context, no adverse impacts are considered to arise to the significance or landmark status of Sidwell Street Methodist Church, or the character and appearance (i.e., heritage significance) of the St Sidwell's Conservation Area. Please refer to the Heritage and Views Appraisal which provides further assessment of the significance of the identified heritage assets which have the potential to be affected and the effects arising as a result of the Proposed Development.

Key

Building Heights (Storeys)



Existing Prominent Building Heights (Storeys and m)



Existing Context Building Heights (Storeys)

2.6 Site History

A thorough study of the site's historic context has been undertaken by Turley Heritage, as appointed by McLaren (Exeter) Limited, to provide advice on built heritage.

St Sidwell's is one of the old suburbs of Exeter, just outside the old East Gate of Exeter. Named after Saint Sativola, Exeter's patron saint, the area had strategic importance for the Romans due to the high number of springs rising in the area, which were used to feed water into the city of Exeter through an underground system of conduits. The settlement was developed along a high ridge line and was the main route into the city from the east. The area remained an independent parish until it was integrated into the city of Exeter in 1549.

During the 18th century the inhabitants of St Sidwell's were fiercely loyal to their parish, so much so that they were nicknamed 'The Greeks', for the way they 'invaded' the townspeople of the city during sporting fixtures. This nickname has remained with the area and became linked to the Exeter City football ground and team, now known as 'The Grecians'. Today, most of the suburb of St Sidwell's consists of mid to late 19th-century terraces. These replaced slum dwellings that predominated just outside the city walls and were either destroyed by fire or cleared during more prosperous periods of the city's history.

Ordnance Survey maps from the late 19th century show that, at this time, the Site consisted of a series of terraces. This follows the broader pattern of development of the area in the 19th century outlined above. Red Lion Lane and Verney Street, which today form the boundary of the Site to the north-west and south-east respectively, do not yet exist.

An OS map from the 1940s demonstrates that, by this time, the historic terraces within the Site, as well as on many of the surrounding streets, have been demolished, likely as part of a more widespread, post-war regeneration project. The piecemeal development of new buildings on the Site is shown on aerial photographs from the late 1950s as well as historic maps from the 1960s up to 1970. This suggests that the existing buildings within the Site date from the second half of the 20th century which is confirmed on Site by their materiality and architectural style.



Underground tunnels



Terrace housing near the site, pre-1905



Sidwell Street- showing the Sidwell Methodist Church and construction of the Odeon, 1950s



OS Map Surveyed 1888, published 1890 (approx. Site location outlined in red)



OS Map publication date c. 1932 (approx. Site location outlined in red)



Aerial Photograph taken 10th August 1953 (approx. Site location outlined in red)



Aerial Photograph taken 12th June 1958 (approx. Site location outlined in red)



OS Map Surveyed 1948-1961, published 1963 (approx. Site location outlined in red)



OS Map Surveyed 1948-1969, published 1970 (approx. Site location outlined in red)

2.7 Conservation Area and Listed Buildings

The Design Team have been working with Turley Heritage Consultants to ensure that the proposal appropriately considers the nearby designated heritage assets.

The site does not sit within a conservation area, however it is located immediately to the south-east of the St Sidwell's Conservation Area, first designated by Exeter City Council in June 2007. A map of the conservation area is shown opposite in relation to the site.

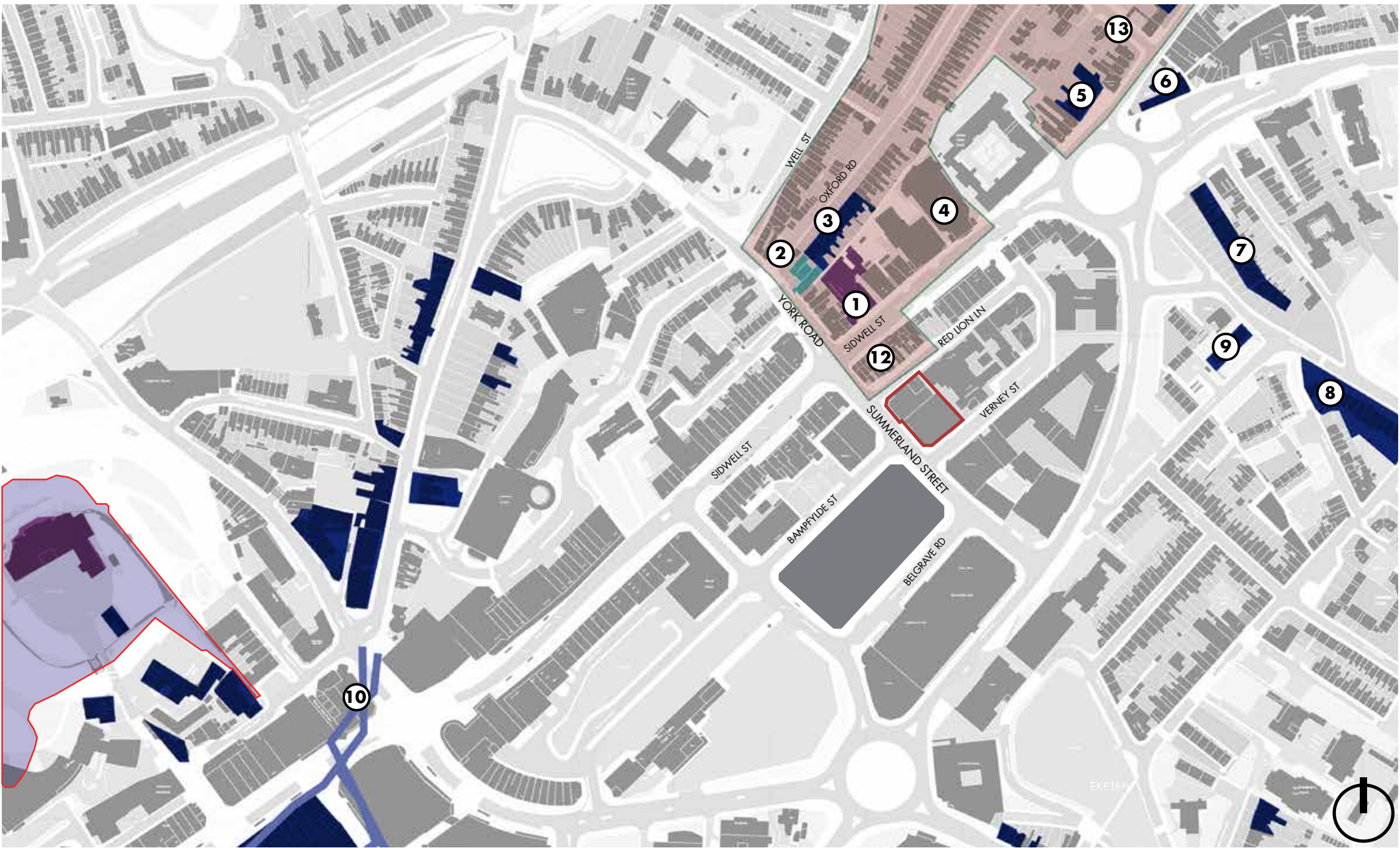
There are no statutorily listed buildings within the Site or within the immediate area. The closest listed building is Sidwell Street Methodist Church, c. 50m to the north-west, which is Grade II*.

There are other listed buildings within the wider context of the Site, however, Turley consider that the heritage significance of these would not be affected by the proposed development as a result of a combination of the scale of the proposals, the separation distances involved and the screening effect of existing, intervening built form.

However, these listed buildings have been taken into consideration to inform the design principles of the proposals, as demonstrated throughout this document.

The buildings within the Site today have no relationship with the listed building; they are of a later date, different style and are generally of poor quality. In this context, they do not contribute to the listed building's overall heritage significance. Turley have advised that demolition of the existing buildings will not adversely impact the overall heritage significance of these identified heritage assets. Instead, they recommend that redevelopment of the Site offers an opportunity to improve the immediate setting of both designated heritage assets with new, high-quality development.

The key built heritage consideration in relation to the proposed development is the way in which it relates – in terms of height/massing, materials and architectural design – to the identified designated heritage assets: the St Sidwell's Street Conservation Area and the Grade II* listed Sidwell Street Methodist Church.



Key

- | | |
|---|--|
| 1. Sidwell Street Methodist Church | 7. 1-25 Belmont Rd |
| 2. 2 Oxford Road, 1 York Road | 8. 34-54 Belmont Rd |
| 3. 4-18 Oxford Road | 9. 1-6 Lethbridge's And Davey's Almshouses |
| 4. Odeon Cinema | 10. Underground Tunnels |
| 5. 91-93 Sidwell Street | 11. Rougemont Castle & Gardens |
| 6. Wall of St Anne's Almshouses, Chapel at St Anne's Almshouses, St Anne's Almshouses | 12. Gable Fronted houses on Sidwell Street |
| | 13. St Jame's Road |

- | | |
|--|---------------------------------------|
| | St Sidwell's Conservation Area |
| | Scheduled Monument - Rougemont Castle |
| | Grade II |
| | Grade II* |
| | Locally Listed |
| | Tunnels |

2.7.1 Conservation Area and Listed Buildings

Key

1. Sidwell Street Methodist Church
2. 2 Oxford Road, 1 York Road
3. 4-18 Oxford Road
4. Odeon Cinema
5. 91-93 Sidwell Street
6. Wall of St Anne's Almshouses, Chapel at St Anne's Almshouses, St Anne's Almshouses
7. 1-25 Belmont Rd
8. 34-54 Belmont Rd
9. 1-6 Lethbridge's And Davey's Almshouses
10. Underground Tunnels
11. Rougemont Castle & Gardens
12. Gable Fronted houses on Sidwell Street
13. St Jame's Road



2.8 Character Analysis - St Sidwell's Conservation Area

The conservation area is one of the oldest suburbs in Exeter and, historically, was one of the major routes into the walled city through the east gate. In addition, it was of great importance to the city's strategic development to the many springs that were utilised to deliver clean water into the city through an extensive network of underground passages.

The conservation area has undergone a great deal of demolition and rebuilding, and its current character and appearance consists predominantly of 19th-century, suburban, red brick terraces of various sizes. Due to the importance of the area as a major route into the city, development followed a clear hierarchy with 3-storey terraces along the main roads and simpler, 2-storey terraces on secondary streets. Most of the terraces, even the simplest ones, display decorative brick detailing and relief detail from the local Clifton Hill brickworks. Many have also retained their original joinery and other historic features.

The St Sidwell's Conservation Area Appraisal and Management Plan (June 2007) divides the townscape analysis of the conservation area into three distinct areas:

1. Sidwell Street and Old Tiverton Road;
2. York Road and Oxford Road;
3. St James's Road and Well Street.



- | | |
|--------------------------------|------------|
| York Rd | Well St |
| St James Rd | Sidwell St |
| St Sidwell's Conservation Area | Oxford Rd |

Sidwell Street & Old Tiverton Rd:

Sidwell Street has long-standing importance as a major route in and out of the city and its generous width results from the merging of Old Tiverton Road and Blackboy Road on the historic eastern approach to the walled city.



Historic brickwork & vertical windows

The Odeon Cinema, built in the 1930s on the western side of Sidwell Street is a distinctive example of architecture of that period in the city, which is also rare in the area due to a high number of demolition and rebuilding.



Steep gables & brick and stone detailing

Much of the east side of Sidwell Street (outside the conservation area) was redeveloped with uninteresting, mid-20th century blocks but at the junction between Sidwell Street and Summerland Street, a gabled terrace of shops with flats above from 1896 has been retained.

Although much of the original joinery has been lost, the contrast of stone and brickwork on the facades as well as the strong rhythm of the steep gables, contributes strongly to the character and appearance of the street. To the rear of these buildings, on Red Lion Lane, the facades are of concrete and in poor condition.



Historic brickwork & concrete detailing

The Sidwell Street Methodist Church was built in 1905 to designs by architect F. J. Comming and features a large, square chapel rising through an octagonal lantern to a circular cupola, all in a rich Edwardian Baroque style with Art Nouveau detail and glass.

It is considered an early 20th century engineering masterpiece for the complexity of its design and its innovative choice of materials. Instead of the traditional use of stone, brick and reinforced concrete were chosen for the overall structure and the moulded dome, engineered by Paul Cottancin. In addition, all of the exterior detail is formed of painted concrete and not stone, as would normally be expected.

It is an unusually rich and complete chapel, on a large scale, that is made particularly interesting because of the early use of reinforced concrete for structure and details. Sidwell Street Methodist Church is an iconic building in the UK, admired by engineers from far and wide for its early use of concrete to form the lightweight moulded dome and for its overall structure, which gains integral strength from the complexities of its design. The St Sidwell's Conservation Area Appraisal and Management Plan (June 2007) identified it as a landmark building within the conservation area in terms of its architecture and its radical early use of formed concrete.

York Road & Oxford Road

A distinctive feature of York Road and Oxford Road is the raised pavement. Oxford Road contains a Georgian listed terrace and terraces of 2-3 storeys made of red brick and slate from mid to late 19th century. The character of this area is impacted by the loss of historic features mostly on unlisted properties.



Historic brickwork & slate



Raised pavement

St James's Road & Well Street

The area around St James' Road and Well Street retains a sense of its historic identity with villas from the mid-19th century, despite the loss of some key historic features such as windows and garden enclosures. Well Street offers a variety of styles.



Historic brickwork & stone details



Historic Brickwork & stone details

Key

- | | |
|---|--|
| 1. Sidwell Street Methodist Church | 8. 34-54 Belmont Rd |
| 2. 2 Oxford Road, 1 York Road | 9. 1-6 Lethbridge's And Davey's Almshouses |
| 3. 4-18 Oxford Road | 10. Underground Tunnels |
| 4. Odeon Cinema | 11. Rougemont Castle & Gardens |
| 5. 91-93 Sidwell Street | 12. Gable Fronted houses on Sidwell Street |
| 6. Wall of St Anne's Almshouses, Chapel at St Anne's Almshouses, St Anne's Almshouses | 13. St Jame's Road |
| 7. 1-25 Belmont Rd | |

2.9 Character Analysis - Prominent Local Developments

There are a number of prominent, more contemporary, local developments that demonstrate the following architectural language:

- Primarily brick in a variety of red, buff and darker tones.
- Subservient / accent material of metal cladding, slate or render.
- Incorporation of a plinth - through change in material, change in detailing i.e. rusticated brickwork, or through fenestration design.
- A mixture of flat roofs and gable fronted facades with steep and shallow pitches.
- Top floor set back with the incorporation of dormers.
- Window surrounds in stone or metal, the feature used to manipulate the proportions of the elevation by framing one or several windows together vertically.
- Vertical language through window grouping and change in materials



- The Depot, Bampfylde Street
- The Barn, Bampfylde Street
- The Printworks, Western Way
- Exeter Coach Station and St Sidwell's Point Leisure Centre
- Vue Cinema Exeter, Summerland Gate



The Depot, Bampfylde Street
Brickwork & metal cladding
Metal window surrounds



The Barn, Bampfylde Street
Palette of brickwork & render
Stone window surrounds



The Printworks, Western Way
Brickwork, slate & metal cladding
Rusticated brick detailing

2.9.1 Character Analysis - Prominent Local Developments

Also in close proximity to the site there are several dominating contemporary developments that demonstrate the following architectural language:

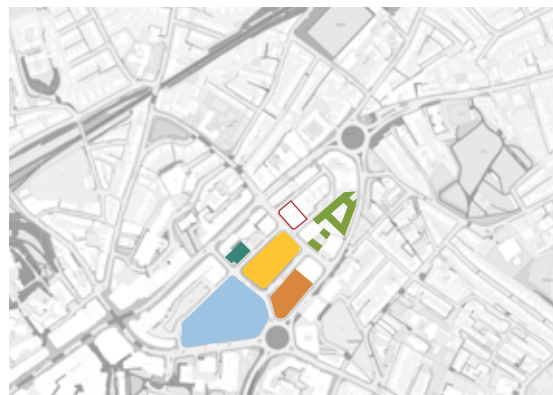
- Colourful metal cladding and large areas of curtain walling
- Obscure forms including angled facades and roof forms.
- Change in material break up massing



Vue Cinema, Summerland Gate
Tile, metal cladding and curtain walling



Exeter Coach Station and St Sidwell's Point Leisure Centre
Metal cladding, curtain walling and concrete



- The Depot, Bampfylde Street
- The Barn, Bampfylde Street
- The Printworks, Western Way
- Exeter Coach Station and St Sidwell's Point Leisure Centre
- Vue Cinema Exeter, Summerland Gate

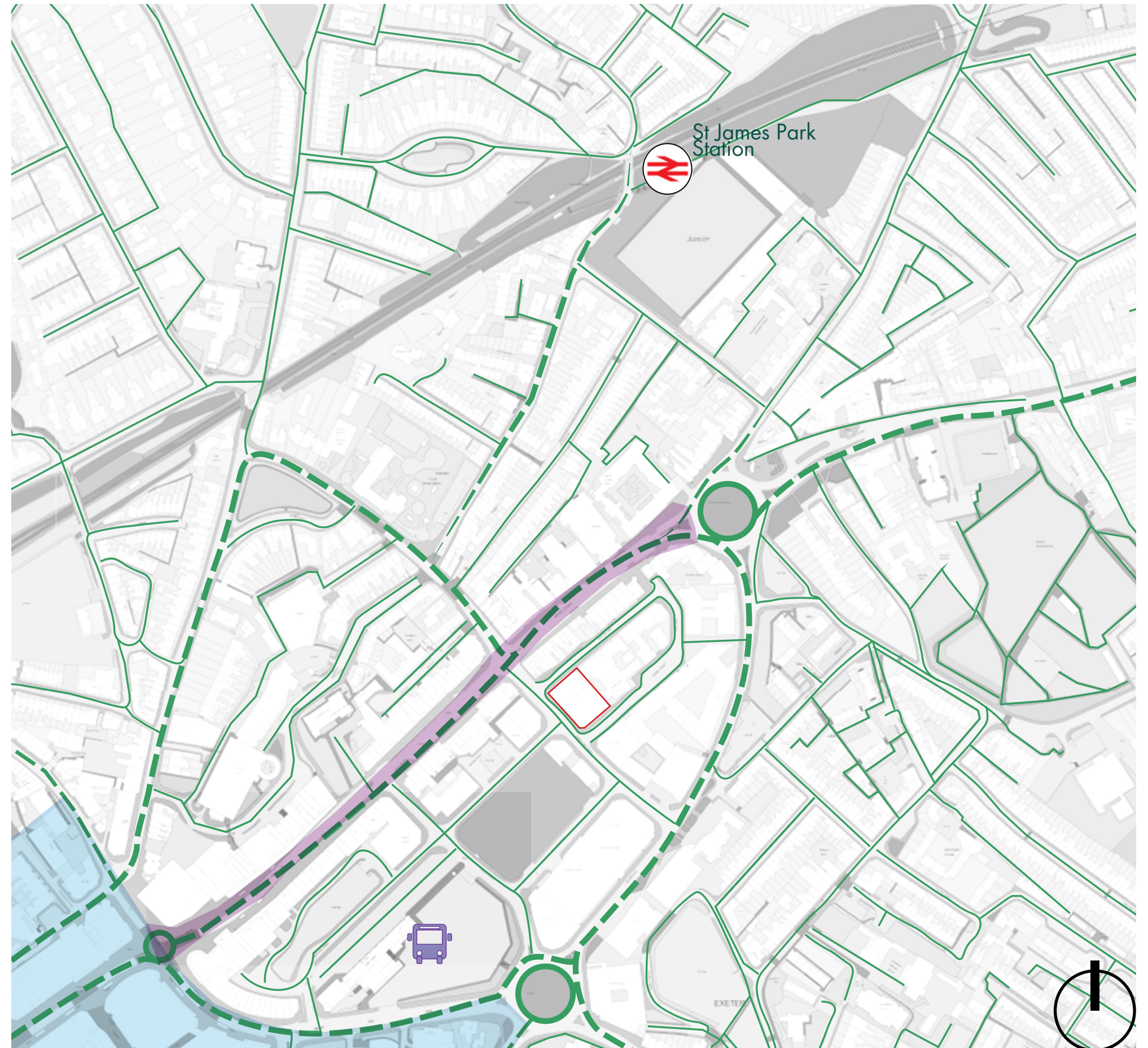
2.10 Pedestrian Access

The site is well connected with good pedestrian links around the city centre:

- The coach station and Leisure Centre are only a few minutes walk away;
- The main shopping area is between 5-10minutes walk to the west of the site;
- An approximate 5-10minutes walk to the north of the site is St James' Park train station;
- And only about 20minutes walk to Exeter Central.

Key

-  Primary Pedestrian Access
-  Secondary Pedestrian Access
-  Exeter Coach Station and St Sidwell's Point Leisure Centre
-  National Rail
-  Primary Shopping Area
-  Secondary Shopping Area

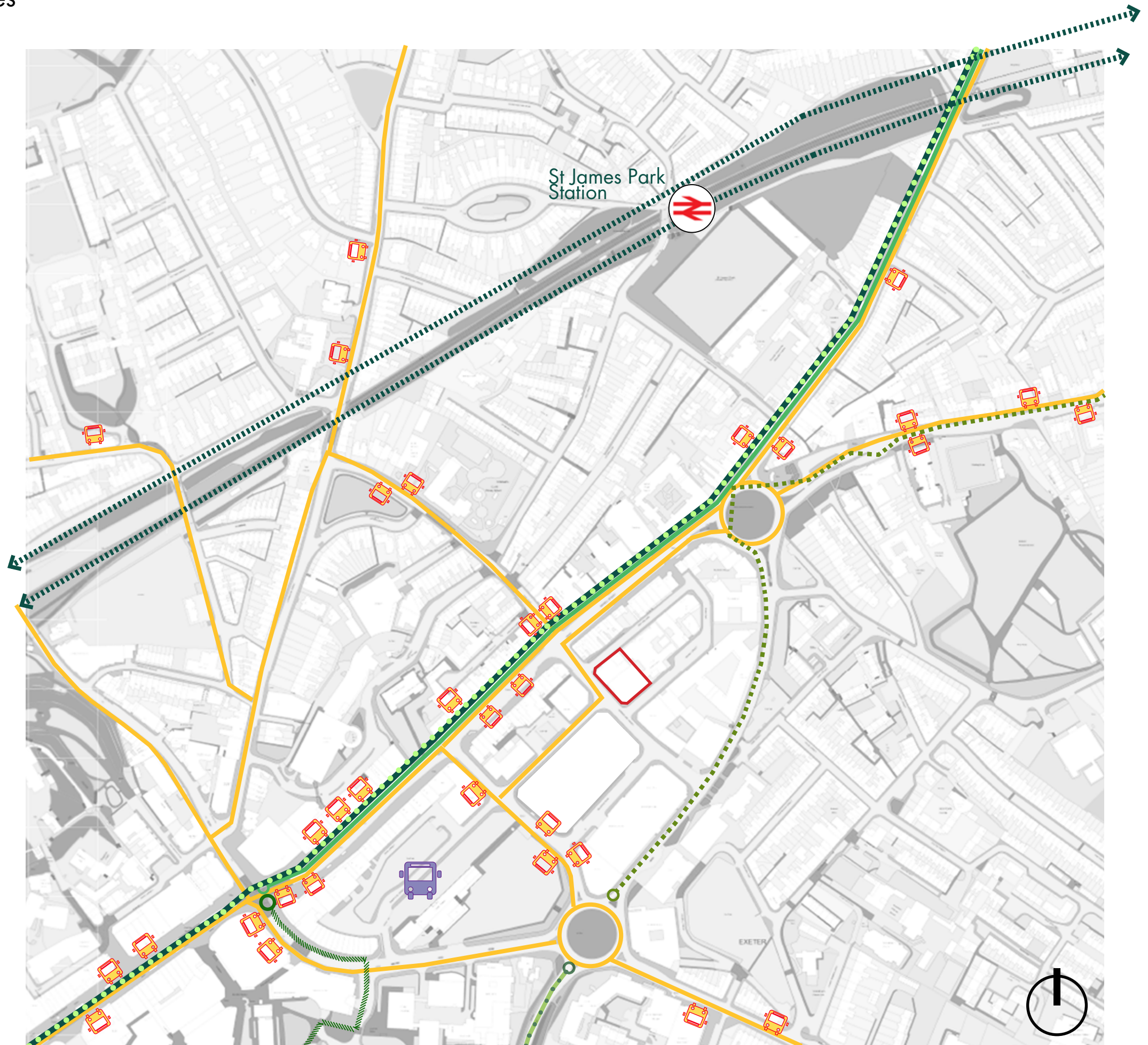


2.11 Public Transport and Cycle Routes

The site benefits from exemplar public transport links with its location adjacent to Sidwell Street, which is well served by local buses, as well as its close proximity to the newly relocated coach station for long distance connections, nationally and internationally.

Key

-  National Rail
-  Bus Stops
-  Exeter Coach Station and St Sidwell's Point Leisure Centre
-  Off road cycle route from Exeter to Street (near Glastonbury)
-  Off road cycle route from Exeter to Ashburton
-  Off road cycle route from Exeter to near Woodborough
-  Off road cycle route from Exeter to Plymouth
-  On road cycle path: Quay Bike Loop



3.0 Design Rationale

- 3.1 Design Vision**
- 3.2 Existing Site Constraints**
- 3.3 Existing Site Opportunities**
- 3.4 Massing Development**
- 3.5 Zone of Theoretical Visibility**

3.1 Design Vision

The vision for the site is to create a sustainable co-living scheme that provides high quality spaces, which encourage a unique lifestyle for people who want to actively meet other people.

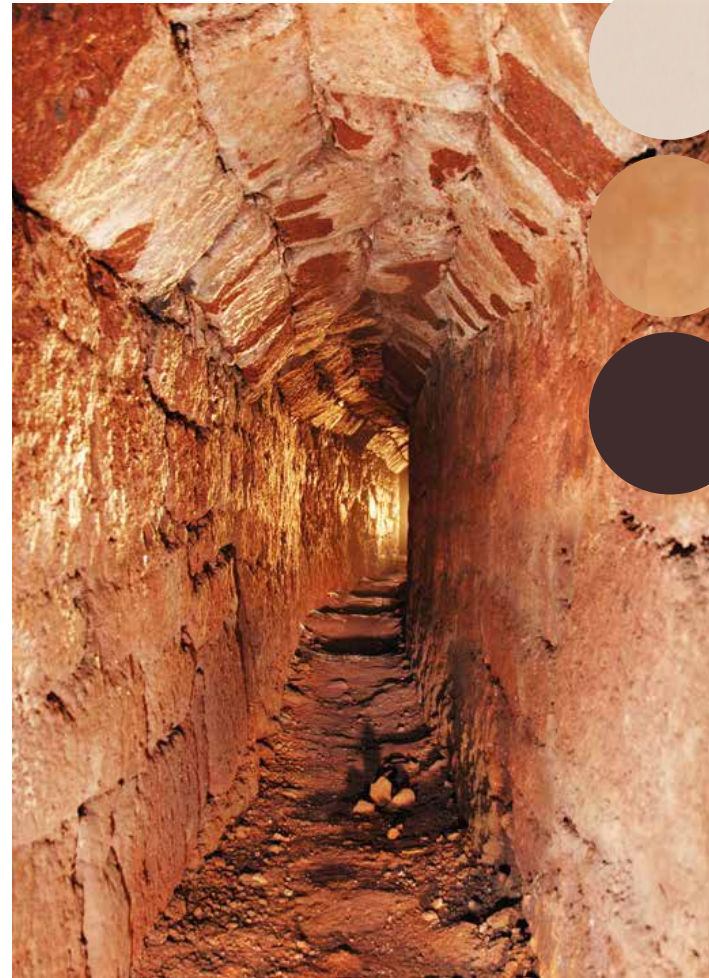
Communal spaces are designed to promote sociability and wellbeing and to feel welcoming, including opportunities for informal points of contact, whilst also balancing this with opportunities for privacy.

The vibrant communal spaces on the ground floor have the opportunity to connect out into the public realm on all three street-facing facades, to enrich the area and improve residents connectivity to their community.

The architectural design vision for this scheme is to enhance the site area for existing residents and users, maximise the quality of experience for the new building residents, whilst being sympathetic to its context and sensitive heritage buildings. Through the use of high quality materials, thoughtful detailing, increasing street planting and maximising active street frontages, a revived and vibrant community is envisaged.

The inspiration and narrative for interior development:

01



Underground Passages
Inspiration

Colours inspired by Exeter's local Heavitree Stone. Deep burnt orange with a touch of brown. Rich, warm earthy toned colours and terracottas ranging into shades of peach and pink with undertones of grey and tan. Arches feature in these passages and elsewhere in the cities architecture, including Sidwell Street Methodist Church, which is of close proximity to the site.

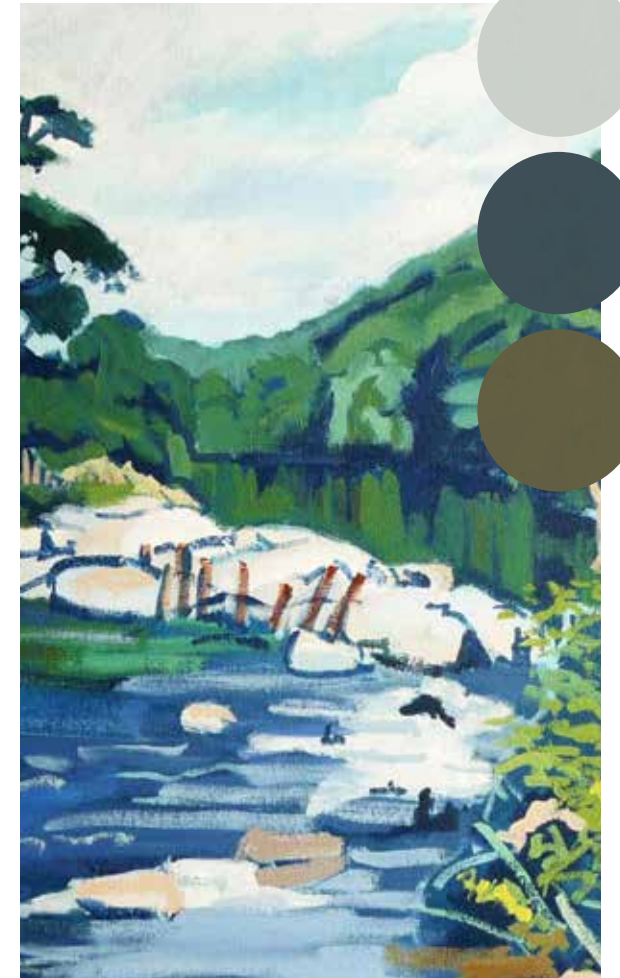
02



Water, Movement & Journey
Inspiration

Curves, rounded edges and a focus on movement through spaces will play a key factor in the aesthetics. This will be visible in finishes, lighting, and furniture items. Inspired by the movement of water, be it at its origin at a natural spring, through the man-made underground passages or along the River Exe.

03



City in the Countryside
Inspiration

As a nod to Exeter's rural, coastal location and influenced by the clean water supplied through Exeter's underground passages, we will be incorporating clean fresh minty and dark inky blues with a touch of olive and emerald green. Biophilic design will be a key thread throughout the scheme, this will be achieved by incorporating natural materials and greenery through planting.

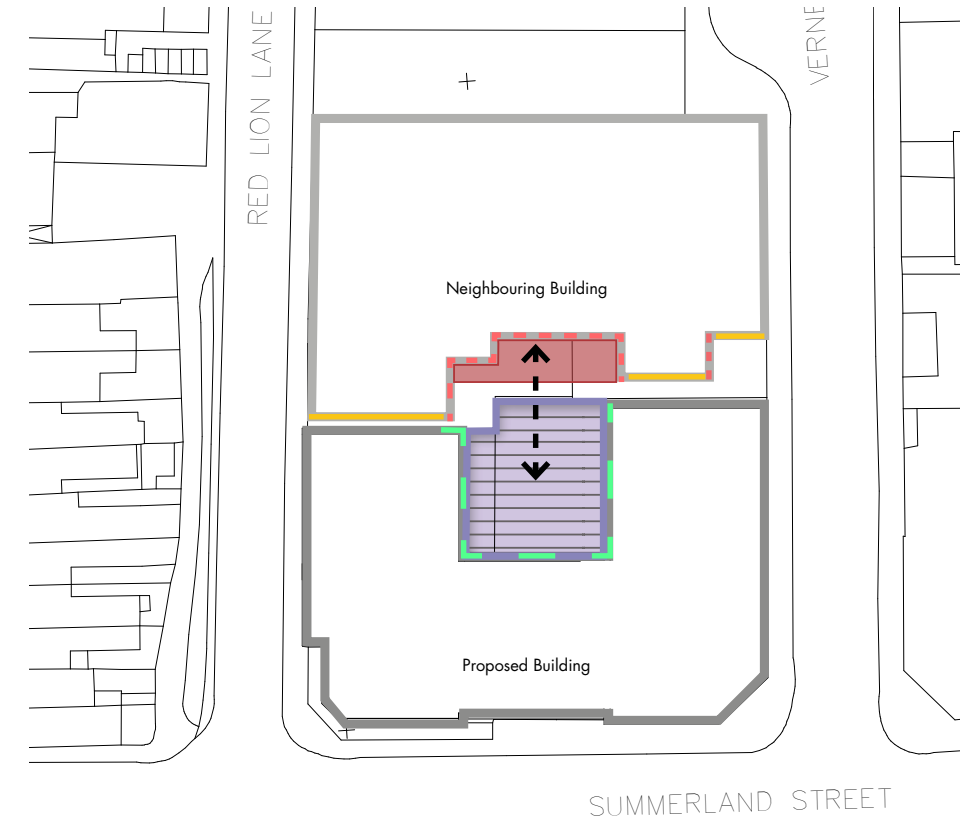
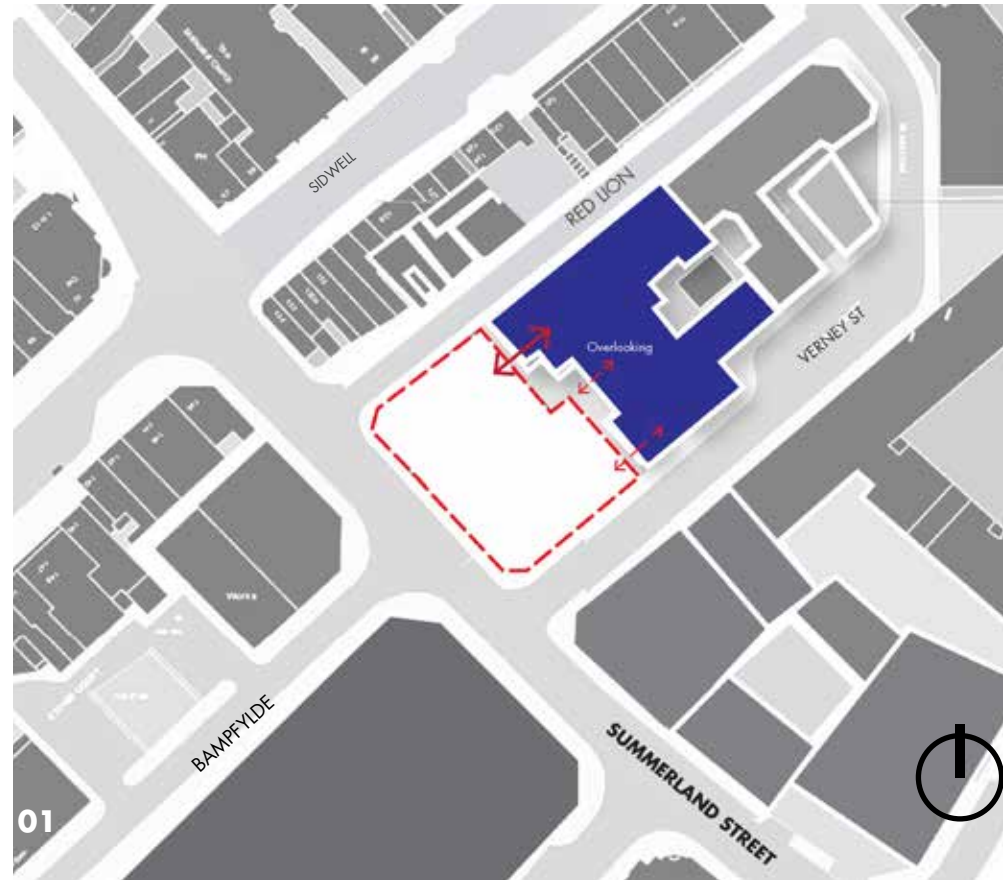
3.2 Existing Site Constraints

Overlooking & Neighbouring Windows

A key consideration of the design is in regard to the proximity to the neighbouring property to the rear and sensitivity to potential overlooking and daylight issues.

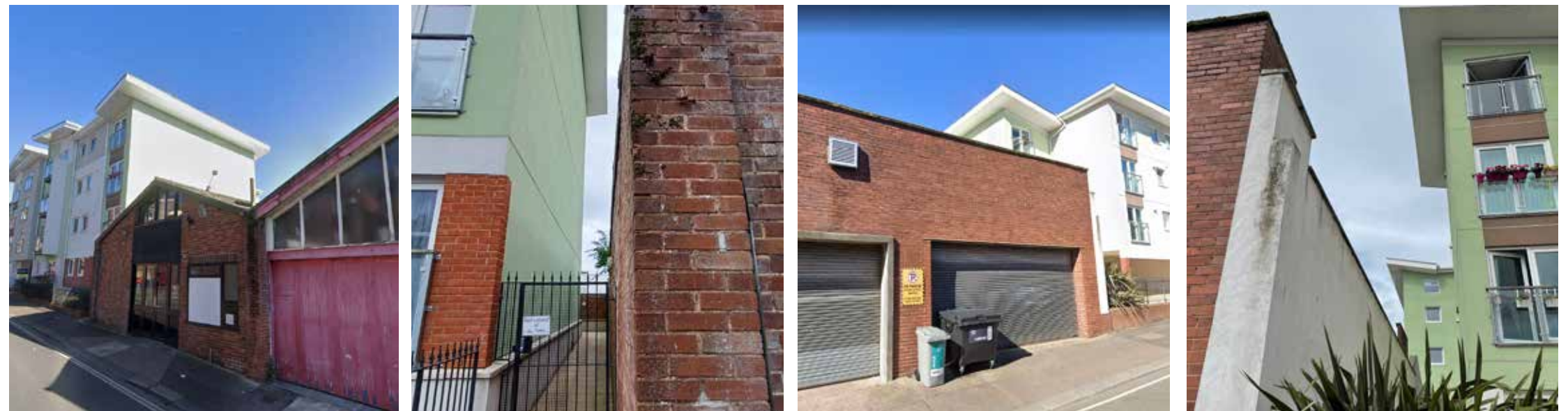
Point2 daylight consultants have assessed the impact of the development on the natural light levels of neighbouring properties informing design development.

The diagram opposite [right] demonstrates how the building design responds to the existing neighbouring building form and its habitable to minimise impact.



Key

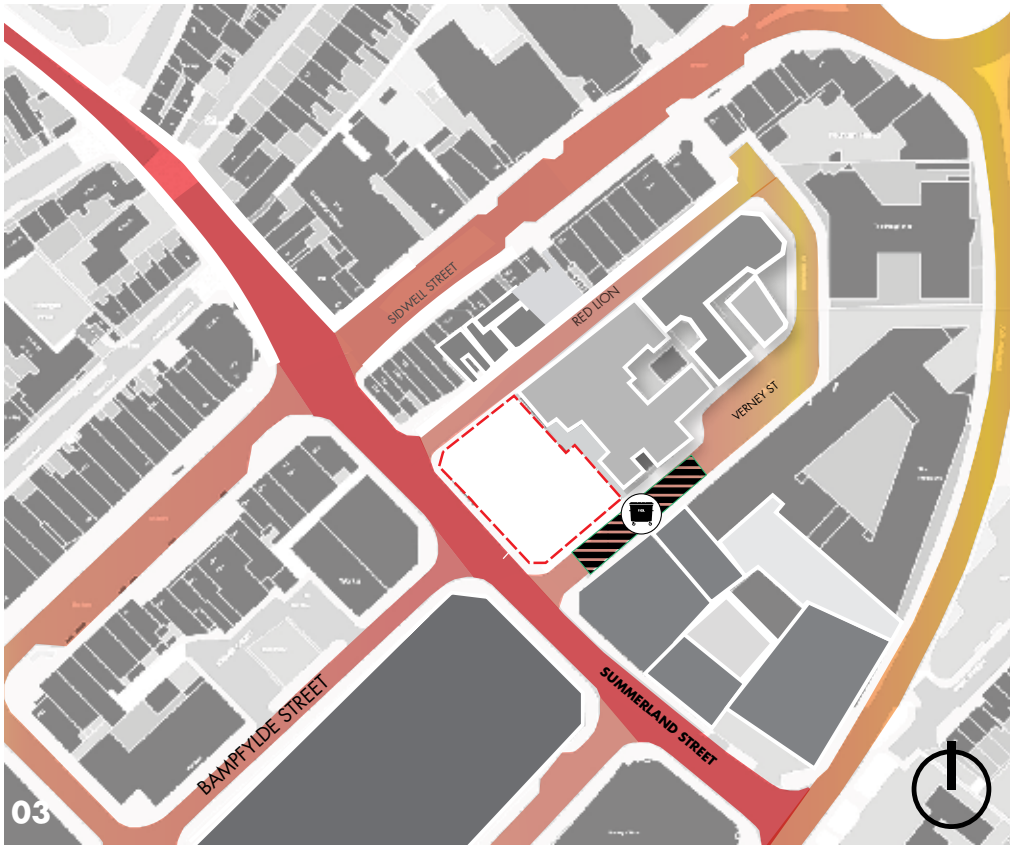
- - - Site boundary
- Neighbouring property
- Moderate volume of vehicle traffic
- <- - - -> Low volume of vehicle traffic
- - - Proposed Windows
- - - Existing Windows
- Existing Courtyard / Lightwell
- Blank Elevation
- Development responding to existing building form to minimise impact on existing habitable rooms



3.2.1 Existing Site Constraints

Traffic

The development will be fronting onto Summerland Street, which is a busy road, as shown opposite. Consideration will be taken to the existing refuse collection point.



Key

- Site boundary
- High volume of vehicle traffic
- Moderate volume of vehicle traffic
- Low volume of vehicle traffic
- Existing refuse collection point

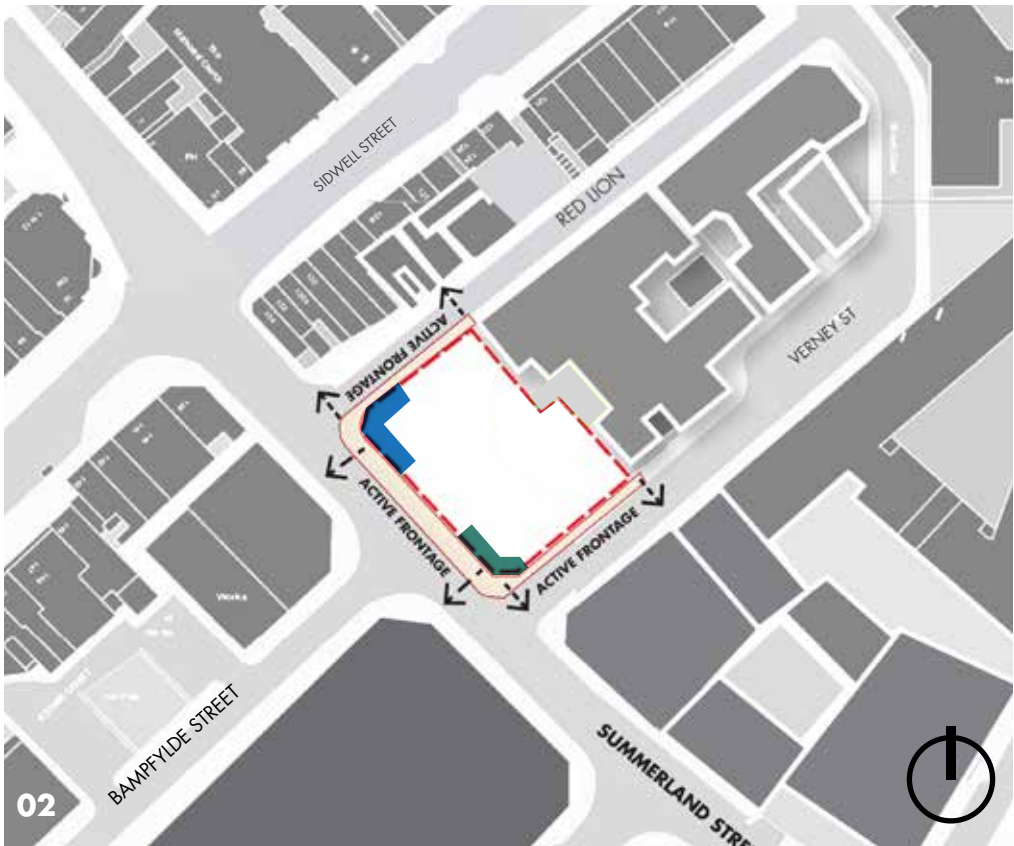


3.2.2 Existing Site Constraints

Active frontages

There is no access to the site from the rear but is bound by pedestrian footpaths on the remaining three sides.

There are existing active frontages on the Summerland Street elevation with less activity on the Red Lion Land and Verney Street elevations.



Key

- Site boundary
- Supermarket
- Cafe
- 3 Sided Pedestrian Footpath



3.2.3 Existing Site Constraints

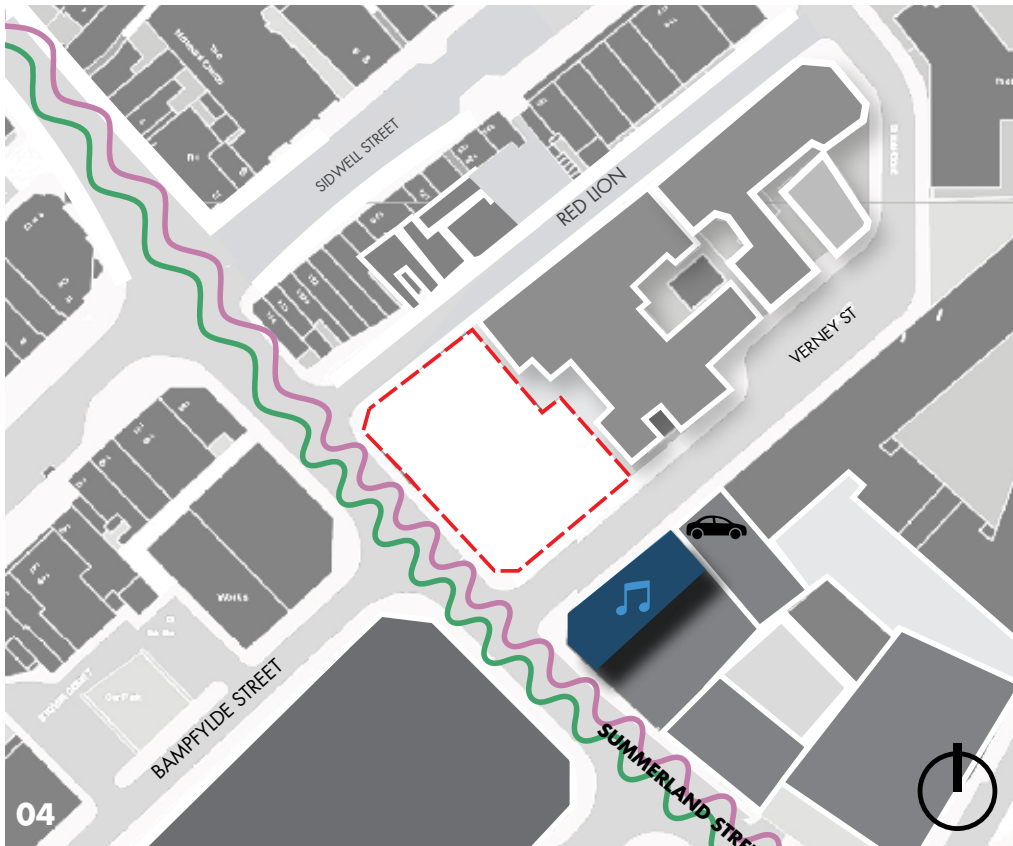
Noise and Air pollution

Summerland Street and Western Way are designated as part of the Air Quality Management Area.

The area is a city centre location in proximity to a number of noise generating existing uses such as the traffic on Summerland Street and the nightclub and autocentre adjacent to the site.

Amenity of the residents and safe air quality measures have been considered in the building design.

Apex Acoustics have undertaken a noise impact assessment which has been integral to the façade, window and ventilation strategy to ensure good amenity for future residents. This will continue to feed into the design as it develops.



Key

- Site boundary
- ~~~~~ Air Quality
- ~~~~~ Noise pollution
- 🎵 Unit 1 nightclub
- 🚗 Autocentre

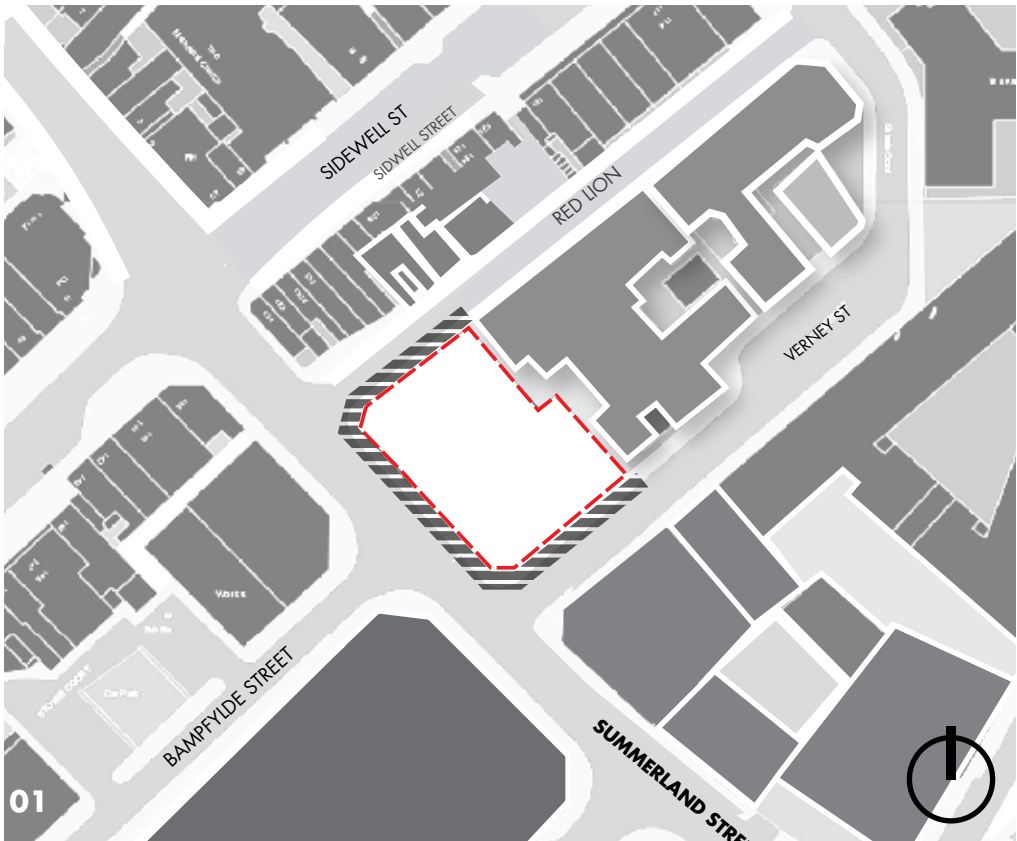


3.3 Existing Site Opportunities

Improved frontages

Existing Site opportunities have been identified that have informed key design decisions as demonstrated over the next four pages.

The diagram opposite demonstrates the opportunity to improve the existing frontages and increase active frontages.



Key

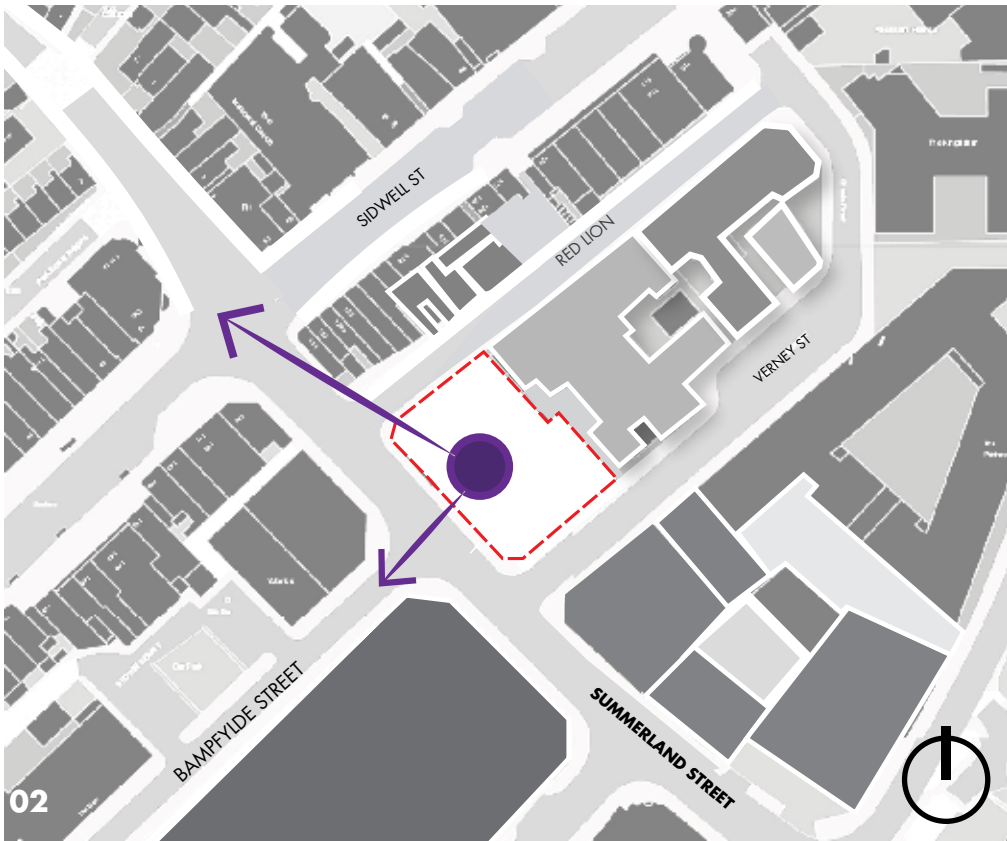
- - - Site boundary
- Improved Frontage



3.3.1 Existing Site Opportunities

Nodal Point

A nodal point has been identifies on Summerland Street, facing Bampfylde Street, with views up Bampfylde and Summerland Street which lead to the main shopping district and amenities.



Key

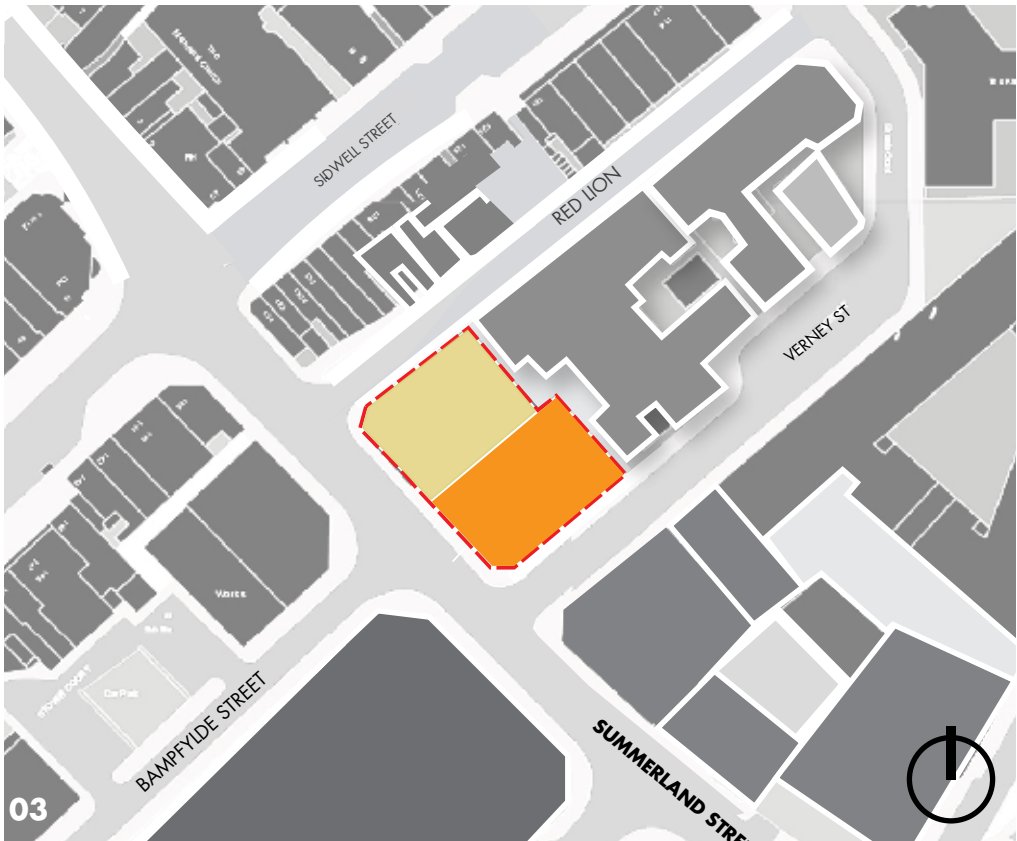
-  Site boundary
-  Views to Main Streets



3.3.2 Existing Site Opportunities

Opportunity to increase and open rooftop

There is opportunity to provide external amenity to part of the roof and potentially increase height of the building, stepping away from the Sidwell Street Methodist Church.



Key

- Site boundary
- Open Rooftop
- Opportunity to increase height



3.3.3 Existing Site Opportunities

Sun Path

The orientation gives potential to maximise daylight into the scheme and benefit from a south-west facing roof terrace.



Key

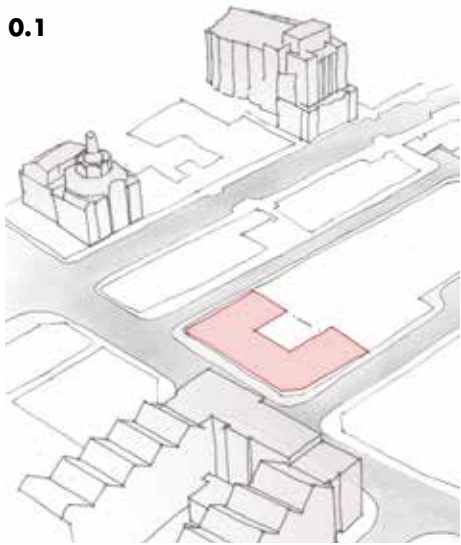
- Site boundary
- ↪ Sun Path



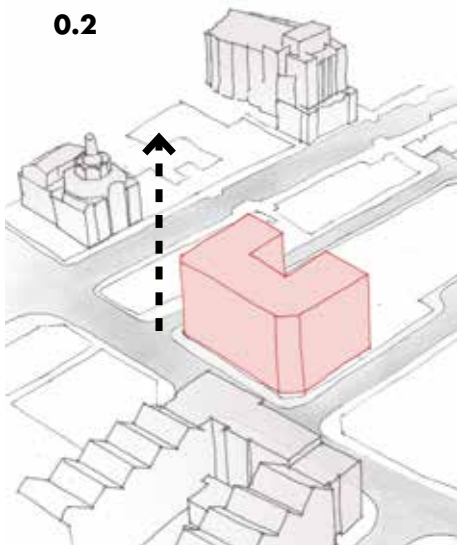
3.4 Massing Development

PRE - APPLICATION

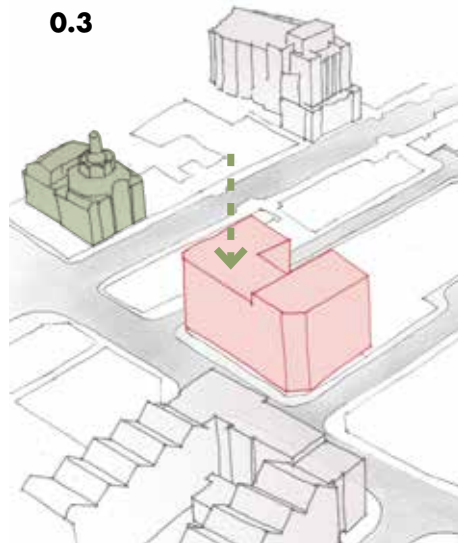
0.1



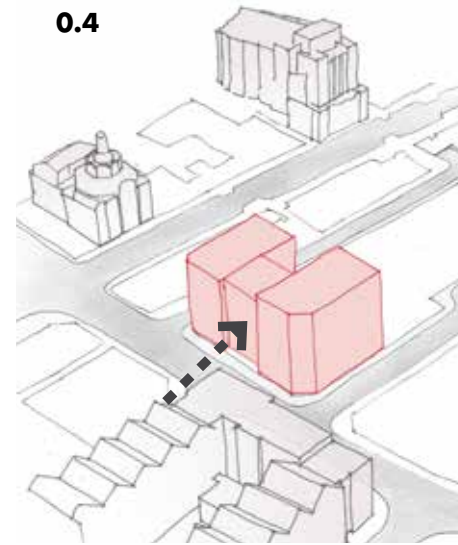
0.2



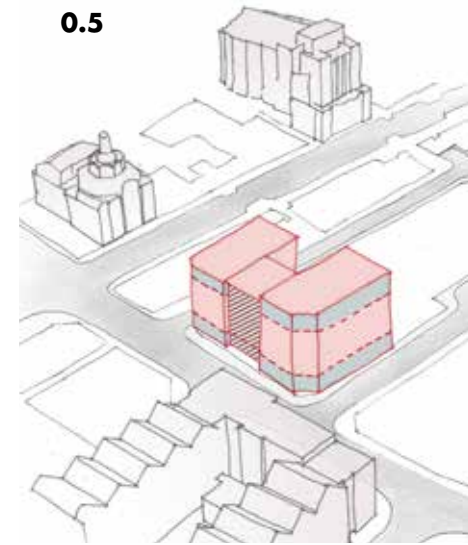
0.3



0.4

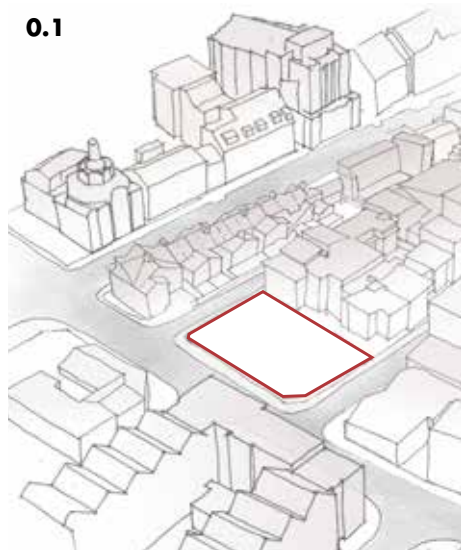


0.5

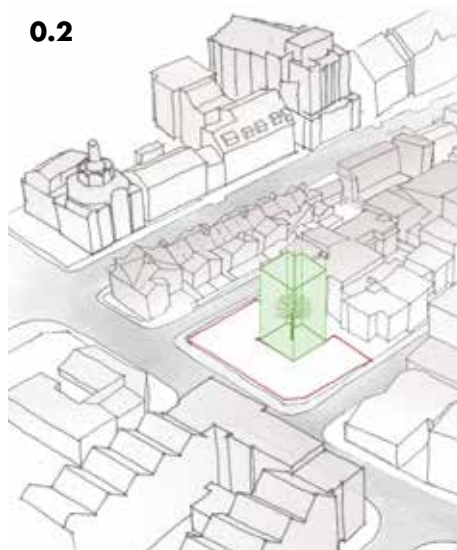


DESIGN REVIEW PANEL

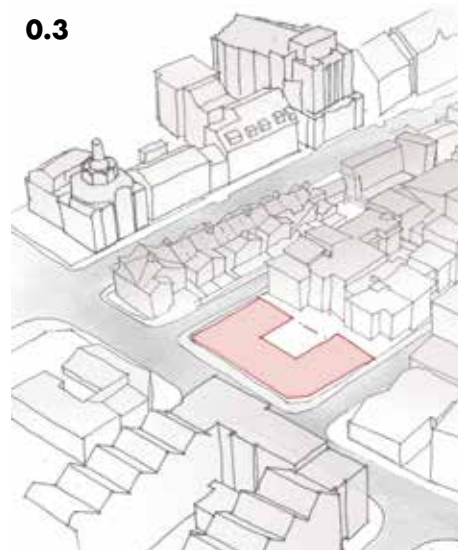
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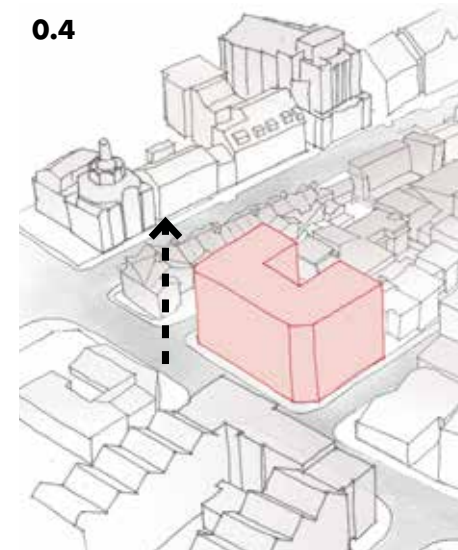
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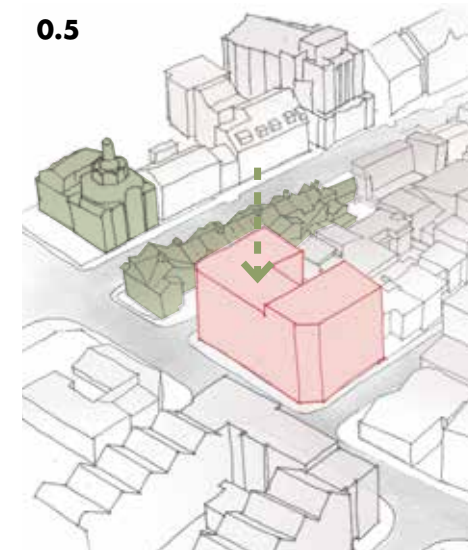
0.3



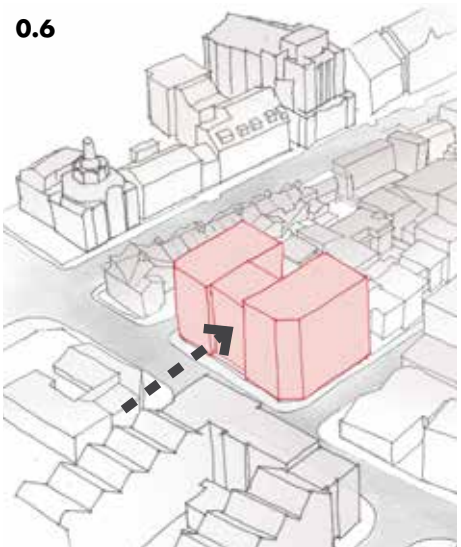
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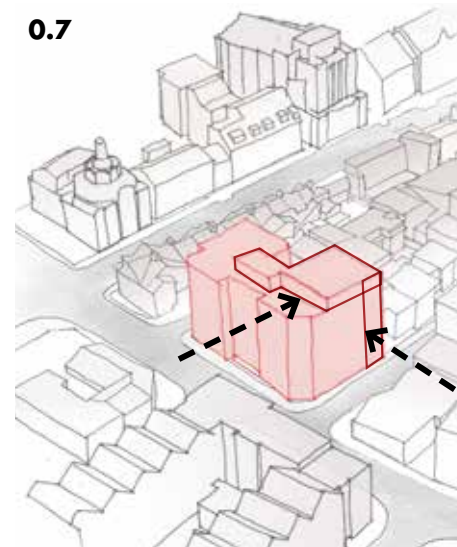
0.5



0.6



0.7

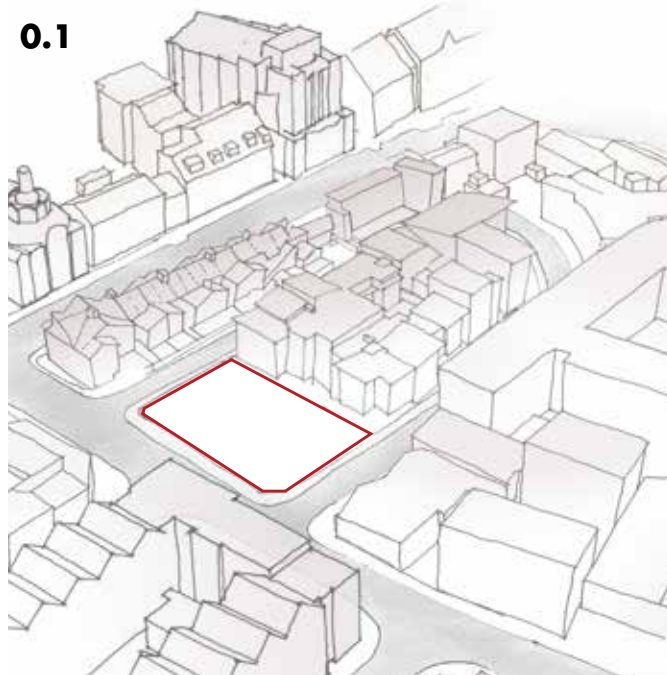


0.8



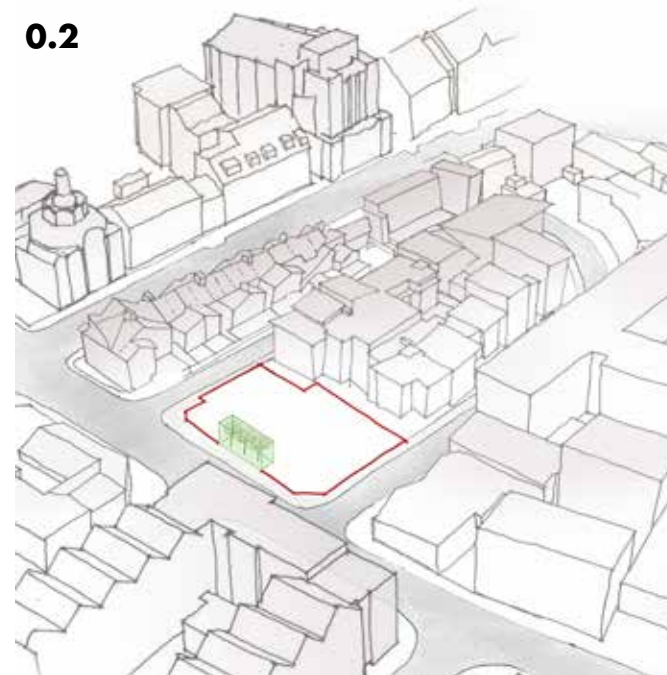
3.4.1 Final Massing Iteration

0.1



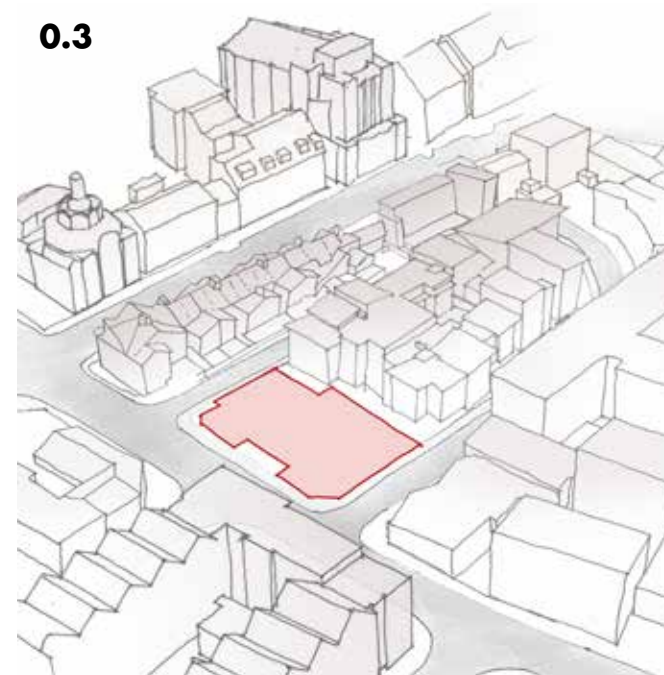
Site boundary.

0.2



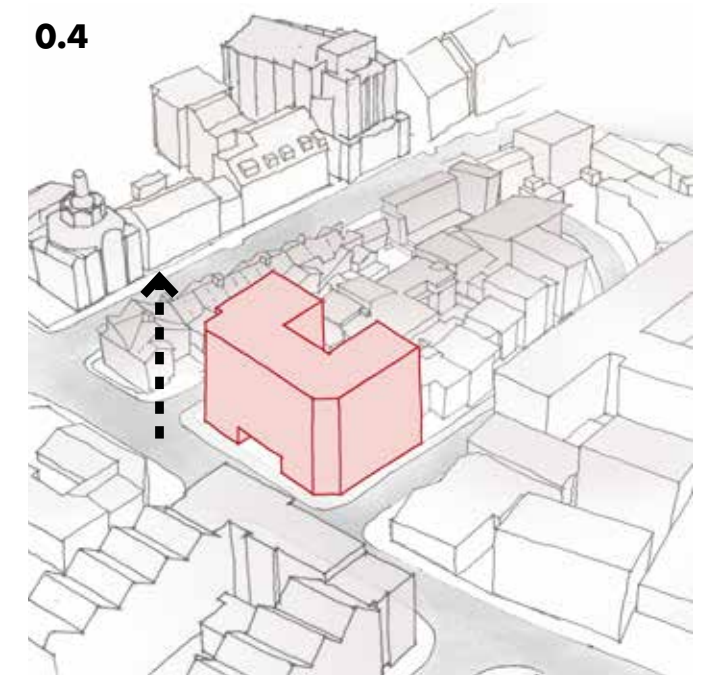
A covered external space at ground floor denotes the entrance and brings opportunity for street greening and encouraging biodiversity.

0.3



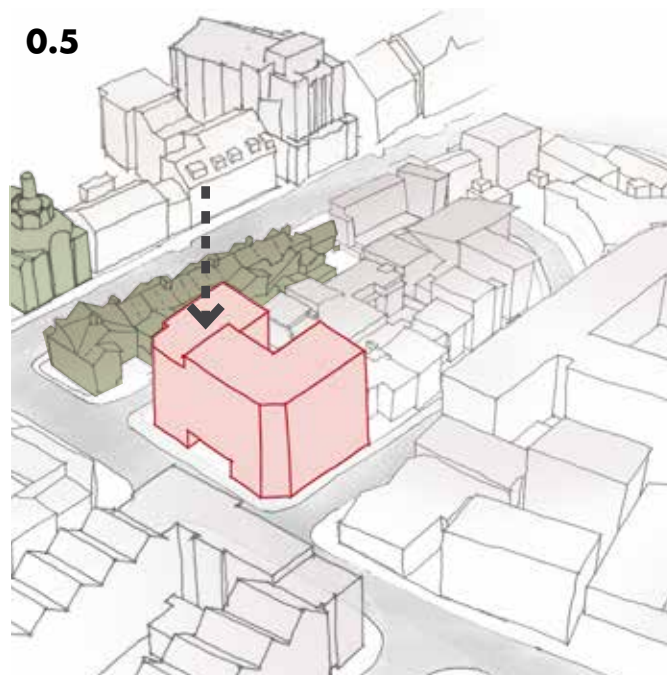
Resultant building footprint.

0.4



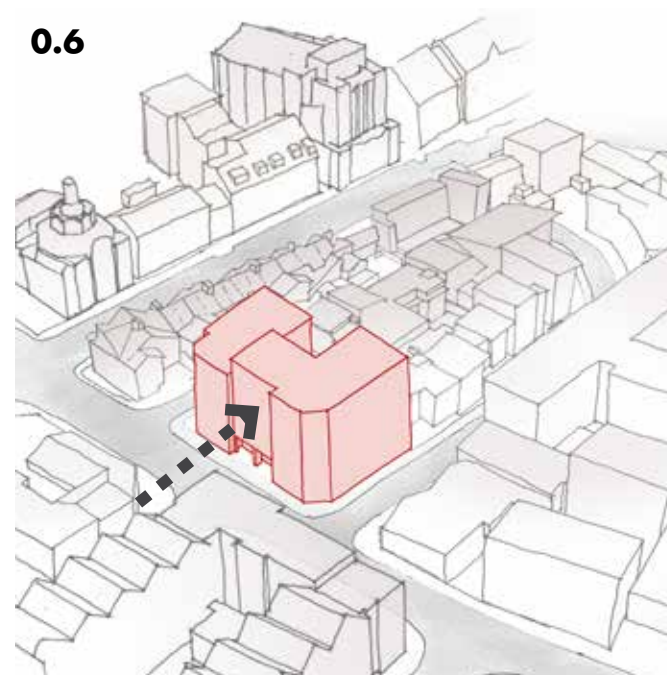
Solid mass extrusion, upper floors responding to the existing neighbouring property by recessing the mass, creating a 'C' shaped building.

0.5



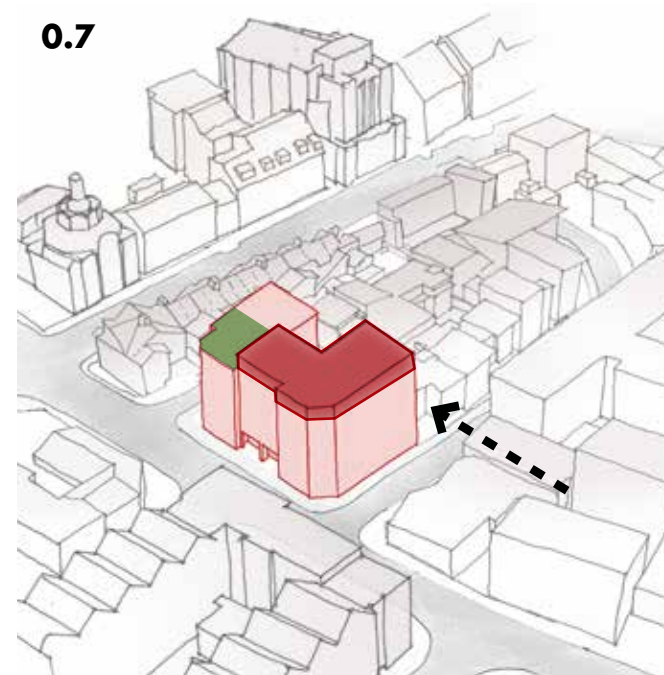
Step massing down to respond to Methodist Church and Sidwell Street houses.

0.6



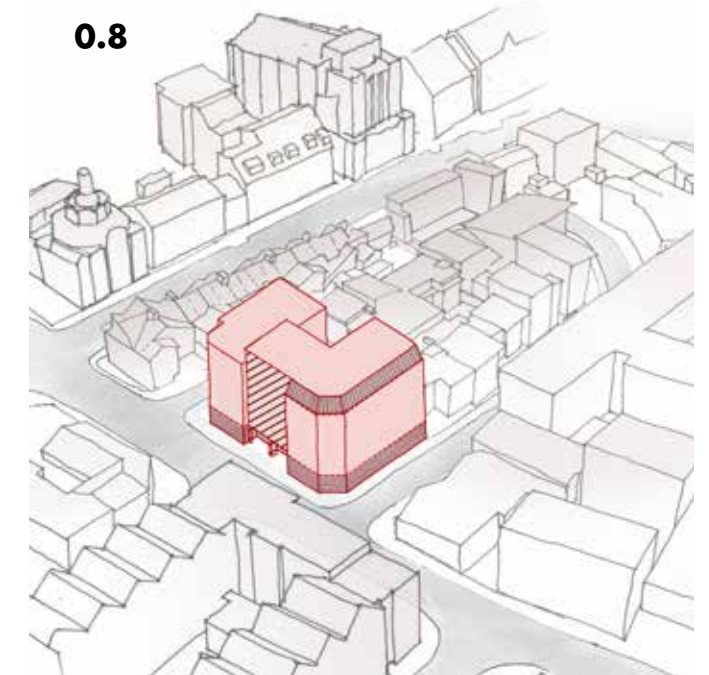
Recess central element to break mass down and respond to views along Bampfylde St

0.7



South west facing roof terrace taking advantage of views and evening sun. Top floor set back through mansard roof, aiding in reducing the apparent mass.

0.8



Opportunity to refine the massing further by articulating the base and the top differently to the central element.

3.5 Zone of Theoretical Visibility

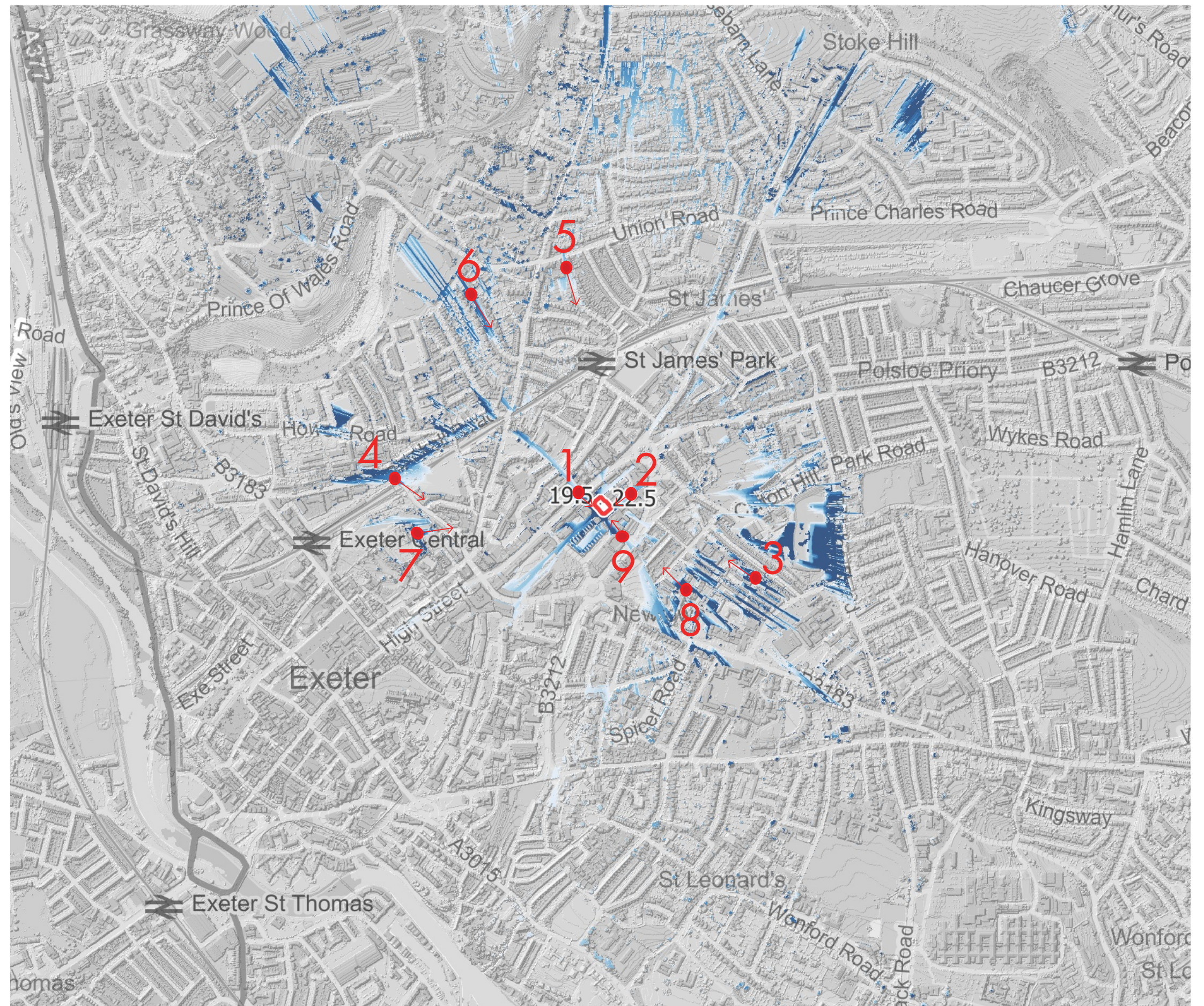
The project site sits within a sensitive area.

The design team have worked with Heritage & Townscape Consultants Turley to identify key view point locations to ensure we have limited adverse impact on nearby heritage assets and key local and strategic views.

A Zone of Theoretical Visibility (ZTV) study was conducted for Pre-app discussions, shown opposite, to identify where the building will be visible from and to assess the impact of the scheme on key local views that have been previously identified by Exeter City Council in the 2008 report, 'Grecian Quarter, Exeter, Devon; Height Constraints Analysis'.

We presented the two closest views (1 and 2) for discussion within the pre-app on the principal of adding additional massing over the previous scheme as a consequence of recent changes in the site context and surroundings.

From undertaking this ZTV study, we have agreed additional views with the Exeter Council to assess the development within its context. 9 no. representative viewpoints have been identified and assessed.



3.5.1 Zone of Theoretical Visibility

The following pages show the baseline photography from our AVR consultants.

These views have been considered throughout the design process and are discussed in relation to the proposal later in the report.

Further detail and information can be found in Turley's Heritage assessment.



View from the junction of York Street and Sidwell Street, looking south east



View from Verney Street, looking west



View from Clifton Street, looking west



View from the junction between Blackall Road and New North Road, looking south-east

3.5.2 Zone of Theoretical Visibility



View from Devonshire Place, looking south



View from West Avenue, looking south east



View from the east of Northernhay Gardens, looking east

3.5.3 Zone of Theoretical Visibility



View from Lower Summerlands, looking north-west

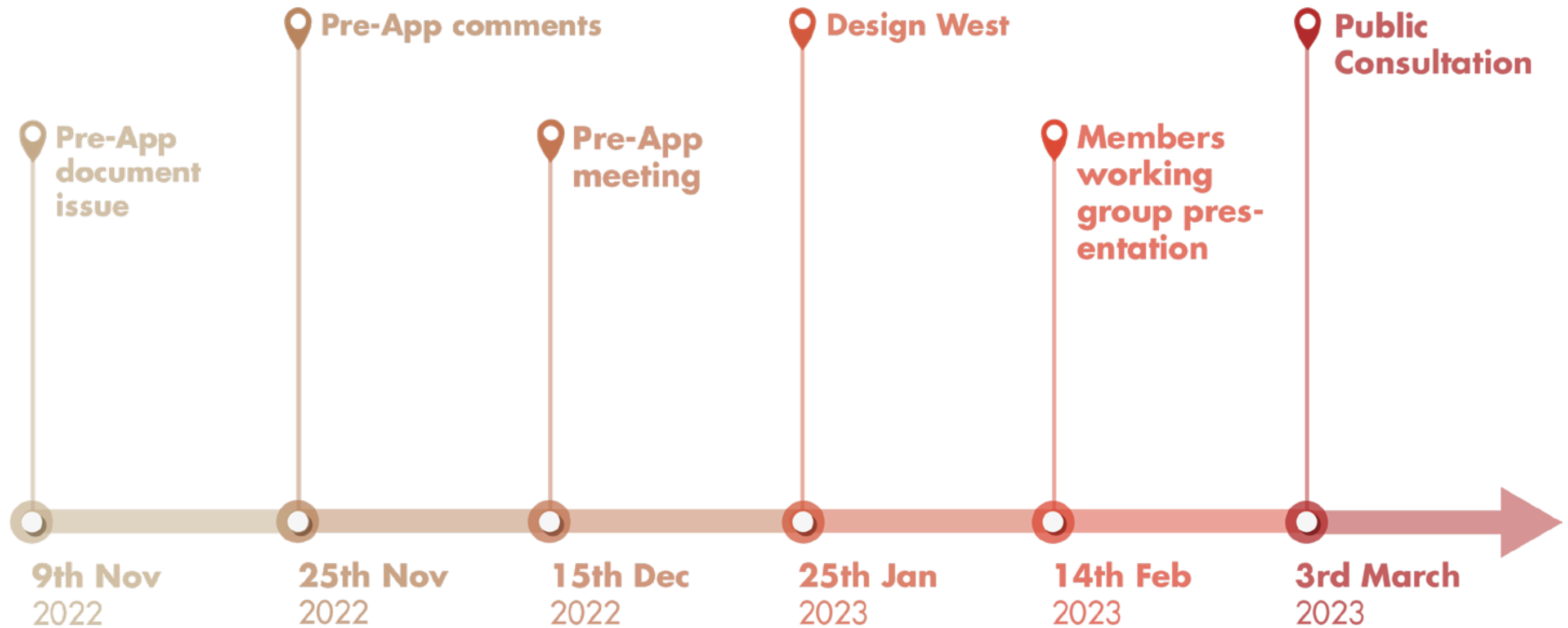


View from Belgrave Road at the junction with Summerland Street, looking north

4.0 Design Development and Consultation Response

- 4.1 Timeline**
- 4.2 Pre-app Comments**
- 4.3 Design Review Panel Meeting**
- 4.4 Initial Massing Based on Two Local Views**
- 4.5 Site**
- 4.6 Ground Floor Amenity Provision Development**
- 4.7 First - Fifth Floor Amenity Provision Development**
- 4.8 Sixth Floor Amenity Provision Development**
- 4.9 Sustainability Aspirations**

4.1 Timeline



4.2 Pre App Comments

The following two pages table the comments received from Exeter City Council following pre-application discussions, followed by two further pages that table the comments from the DRP discussion.

The comments highlighted are explained in more detail through this section. All other comments have been considered and integrated into the design and are demonstrated on the pages indicated in the table.

Pre App Comments	See page
1 SITE SECTIONS <i>The previous advice regards the height of buildings on the site still holds good in our view, in part to maintain the prominence of the Methodist Church but also to protect the setting of 137-134 Sidwell Street which are considered to make a positive contribution to the St. Sidwell Conservation Area. Long sections and views should be provided.</i>	p.48 + 76-78
2 CYCLE AND REFUSE PROVISION <i>Cycle and bin store locations are noted and should be demonstrated to have sufficient capacity. Noted that our cycle numbers are sufficient.</i>	p.61
3 GROUND FLOOR AMENITY PROVISION DEVELOPMENT <i>Active Ground floor frontages are encouraged</i>	p.49
4 SITE LEVELS <i>The site levels fall across the site towards Verney Street and the way that level change is accommodated, both internally and across the Summerland Street frontage, should be explained.</i>	p.59
5 OVERLOOKING AND NEIGHBOURING WINDOWS <i>The relationship with windows of habitable rooms in the neighbouring developments should be shown.</i> <i>Consideration should be given to natural light level in the proposed accommodation, and the effects of shadowing on neighbouring dwellings.</i>	p.27
6 AMENITY PROVISION <i>Exeter does not have adopted standards for co- living accommodation. We note that the Draft London space standards are: 18-27 sqm for the units (non-accessible standard) with additional 5sqm/b communal internal amenity and 1sqm/b communal external amenity space. The upper floor plans shown are more typical of PBSA in my view. Co-living is specifically single occupancy disaggregated accommodation, distinct from BTR, Hotel, HMO, PBSA, etc. Amenity, Kitchen and dining should be provided on every floor unless unfeasible, which does not appear to be the case in this instance. Amenity, Kitchen and dining should be provided on every floor unless unfeasible, which does not appear to be the case in this instance. Co-living is expected to provide distinctly greater amenity space outside the private rooms than would be found in student accommodation, as residents are not expected to have campus facilities nearby, and are expected to use the accommodation on a non-self-contained basis. The kitchens and living spaces provided should facilitate this.</i>	p.49-51 + 55-58 + 63-72
7 INTERNAL LAYOUT <i>The ground floor layout has several issues:</i> <i>The co-workspace is used to access, laundry, refuse rooms etc.</i> <i>The ground floor residential corridor is used for general circulation and is likely to be heavily trafficked to the detriment of the amenity of occupiers</i> <i>The inclusion of co-living rooms on the ground floor street frontage is not considered to be likely to result in good standards of amenity.</i> <i>Residents have to access ground floor facilities passing through the public reception which should be avoided.</i> <i>Suggested a revisiting of the ground floor orientation at layout, noting future versatility of the spaces for other uses and areas that don't particularly need daylight being moved into the internal parts of a space</i>	p.55-58
8 CAR FREE DEVELOPMENT <i>Car free development can be supported on the basis that the site would not be eligible for residents parking permits and that adequate provision is made to encourage sustainable travel modes. Consideration should be given to moving in/out, servicing etc in any application.</i>	p.106
9 AFFORDABLE HOUSING <i>ECC consider co-living to be suis generis use class and a form of Build-to-Rent, and as such a 20% Affordable Housing requirement applies in line with the national guidance.</i>	p.104

4.2.1 Pre App Comments

Pre App Comments	See page
10 NOISE IMPACT ASSESSMENT <i>The site is in a city centre location with bus layover bays, takeaways, nightclub, car repair workshops and other noise generating uses close by. A noise assessment should be undertaken to inform the design of facades, windows and ventilation strategy to ensure good amenity for future residents.</i>	p.30
11 BIODIVERSITY NET GAIN <i>Biodiversity net gain and landscape planting should be considered.</i>	p.52-53
12 NET ZERO <i>An energy strategy for the development which provides a route to Net Zero should be developed for the site. The potential future connection to a District Heating Network should be incorporated in accordance with Local Plan Policy CP13.</i>	p.52-53+60
13 SECURITY NEEDS ASSESSMENT <i>You may wish to consult the Police Architectural Liaison officer directly as part of your pre-application work</i>	We have undertaken a Security needs assessment which has generated a series of suggestions for incorporation into the design. We have also engaged with the Devon and Cornwall DOCO who is happy to review the SNA as part of DOCO consultations.
14 FLOOD RISK <i>There is no identified risk of surface, river or sea water flooding on site, but there is a need to address sustainable surface water drainage within and from the site to reduce the risk of flooding elsewhere. You may wish to consult directly with Devon County Council as Lead Local Flood Authority in this matter ahead of submitting an application.</i>	Our Civil Engineers have been liaising with the LLFA to agree discharge rates.
15 DESIGN REVIEW PANEL <i>Given the prominent location of the site and the scale massing proposed it is considered that design review should be considered at pre-application stage.</i>	p.45
16 ASHPS <i>Noted in his view the a ASHP on ground level was a waste of space to the courtyard area suggested MEP and architect reviewing this location. Air source heat pumps, could these be relocated.</i>	p.62
17 SUSTAINABILITY GOALS <i>Generally supportive of our sustainability goals in particular BREEAM excellent. BREEAM Excellent and other stuff noted, important to be clear on:</i> • Carbon – what performance in respect of embodied and operational carbon will be achieved, as part of achieving credits etc; • Health and Wellbeing – what performance and indicators will be used around this, especially given emerging nature of co-living product	p.52-53

4.3 Design Review Panel Meeting

General Comment

ECC outlined their support for re-development of this city centre site and for it to be car-free but noted the ‘hard’ urban residential experience that could be improved with greenery to the street and internally.

ECC also emphasised that co-living is different to student accommodation, as there is no campus to supplement the residents’ living accommodation, which is below National Space Standards, hence the greater importance of the shared spaces and amenities.

ECC confirm the importance of the streetscape, the further development of the elevations, which are presently at an early stage. The level difference across the site and pavement edge will also need to be well addressed. ECC confirmed that longer range views and the massing studies will be important. ECC would expect the proposal to be supported by a route to Zero Carbon.

In general, the Panel emphasised the need for a ‘story to be told,’ capturing the co-living narrative, alongside the community experience. The Panel noted the target market being young professionals, who may be new to Exeter. Co-living is a relatively new concept for high density city living and the Panel would encourage you to fully describe and develop a design driven by the quality of experience for the residents and the surrounding community. The design team confirmed that the Community Consultation date is 3 March, and that might provide more feedback on impacts on amenities on and off site. Although London space standards are an important reference, the design team should promote their understanding of this development in Exeter, Devon.

This site is critical for the future development of a key part of the city, the site itself presenting a unique potential to improve the main and side street environment, the overall streetscape and skyline. The Panel noted the limitation of the review given the lack of supporting assessments and the design being at a conceptual stage, highlighting that they were unable to confirm whether the proposed height of the building is acceptable at this stage, without the relevant information and until a massing study has been completed.

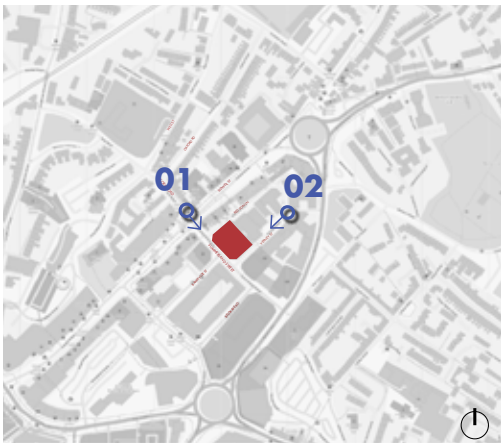
They commended the design team for working with ECC and encourage further dialogue with ECC to align the proposals to a wider city masterplan and context.

DRP Comments	See page
1 STREET GREENING ECC outlined their support for re-development of this city centre site and for it to be car-free but noted the ‘hard’ urban residential experience that could be improved with greenery to the street and internally.	p.49, 55,60 + 90-102
2 CO-LIVING AND SHARED SPACES ECC also emphasised that co-living is different to student accommodation, as there is no campus to supplement the residents’ living accommodation, which is below National Space Standards, hence the greater importance of the shared spaces and amenities.	p49 - 51, 55-58, 63-68 + 70
3 ELEVATIONS AND STREETSCAPE ECC confirm the importance of the streetscape, the further development of the elevations, which are presently at an early stage. The level difference across the site and pavement edge will also need to be well addressed. ECC confirmed that longer range views and the massing studies will be important. ECC would expect the proposal to be supported by a route to Zero Carbon.	p.52-53, 59-60 + 82 - 102
4 CO-LIVING NARRATIVE In general, the Panel emphasised the need for a ‘story to be told,’ capturing the co-living narrative, alongside the community experience. The Panel noted the target market being young professionals, who may be new to Exeter. Co-living is a relatively new concept for high density city living and the Panel would encourage you to fully describe and develop a design driven by the quality of experience for the residents and the surrounding community. The design team confirmed that the Community Consultation date is 3 March, and that might provide more feedback on impacts on amenities on and off site. Although London space standards are an important reference, the design team should promote their understanding of this development in Exeter, Devon.	p.7-8, 55-58 + 63-72
5 POTENTIAL TO IMPROVE STREET ENVIRONMENT, STREETSCAPE AND SKYLINE This site is critical for the future development of a key part of the city, the site itself presenting a unique potential to improve the main and side street environment, the overall streetscape and skyline. The Panel noted the limitation of the review given the lack of supporting assessments and the design being at a conceptual stage, highlighting that they were unable to confirm whether the proposed height of the building is acceptable at this stage, without the relevant information and until a massing study has been completed.	p.79-102
6 PROACTIVE ENGAGEMENT WITH COUNCIL The Panel commended the design team for working with ECC and encourage further dialogue with ECC to align the proposals to a wider city masterplan and context.	

4.3.1 Design Review Panel Meeting

DRP	Response
7 LOSS OF CUPOLA <i>There is an issue in regard to the loss of the cupola that must be dealt with in our massing and height assessments. Commented that it appears our presentation was apologetic for our massing, hiding it rather than celebrating it.</i>	p.48, 76 + 79 - 81
8 GREEN SPACE <i>Green space seems to be minimal.</i> <i>Didn't consider the rear courtyard to be in the right place. Suggested reorientating the roof terrace for evening sun.</i> <i>Questioned how we can improve this game in relation to the public realm & suggested a front courtyard</i>	p.49, 55-56, 60, 65, 70 - 73 + 90 - 102
9 SUNPATH DIAGRAMS <i>We would benefit from sun path diagrams for any green spaces. Essential to account for this and detailed results of assessment and sun path modeling to inform impact of building and quality of spaces being created (internal and external).</i> <i>Essential to test height and ensure clarity about position of building and visibility against cupola and as new part of townscape/skyline. Subject to not negatively impacting on main heritage asset not a problem if visible, but should celebrate this rather than being apologetic and trying to hide (AVRs are essential to test this).</i> <i>Is there any opportunity for balconies?</i> <i>Our viewpoint studies in future should celebrate the skyline. Suggested an improvement on the Bampfylde Street View, elevations, etc.</i>	p.71
10 HOW BUILDING INTERACTS WITH SURROUNDING STREETS <i>Having regard to both appearance and function it is important to contemplate how building interacts with surrounding streets (three sides), includes how there can be any 'greening' of building and existing streets (green/brown roofs), and how active travel connections to/from the building can be promoted and secured (ped/cycle connectivity to immediate South and West) could include works to footways, crossing or something more comprehensive.</i> <i>Questioned how we can improve this game in relation to the public realm & suggested a front courtyard.</i> <i>Also need to consider how space on surrounding streets is used (existing and proposed) for parking (disabled), loading, or other uses like car club bay.</i>	p.74-81 + 89 - 102, 106 - 108
11 TRAVEL PLAN <i>Suggested we consider how you would cross Summerland St. Further work is required in considering loading and service bays, cycle routes.</i> <i>Develop a travel plan. Consider car club on site or nearby. Noted that our cycle numbers were good.</i> <i>Disabled access to the building will need to be dealt with.</i>	p.106 - 108

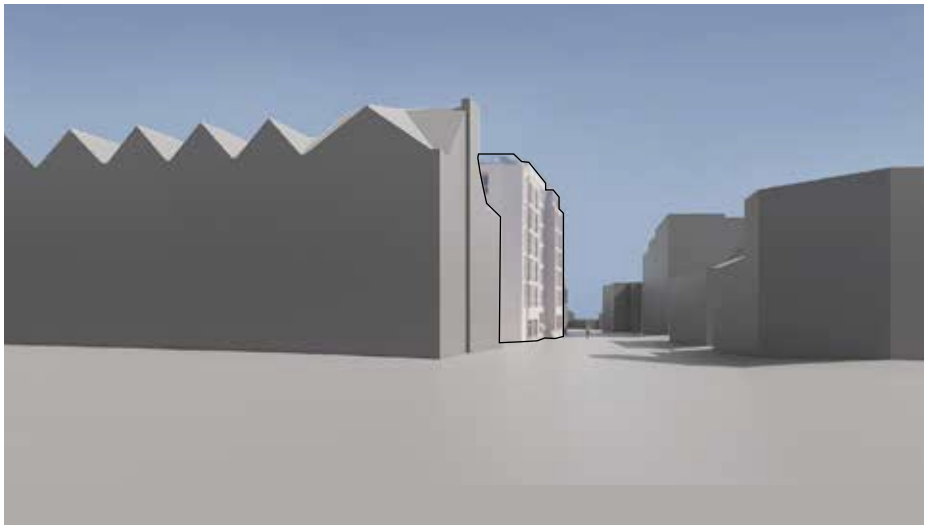
4.4 Initial Massing Based on Two Local Views



Existing View 01

Proposed Massing 01

Proposed View 01



Two key views were identified through the ZTV study and were presented at the pre app stage using Google Street view, existing views shown above and below.

The proposed massing was explored as a crude white card model to demonstrate overall heights and massing.

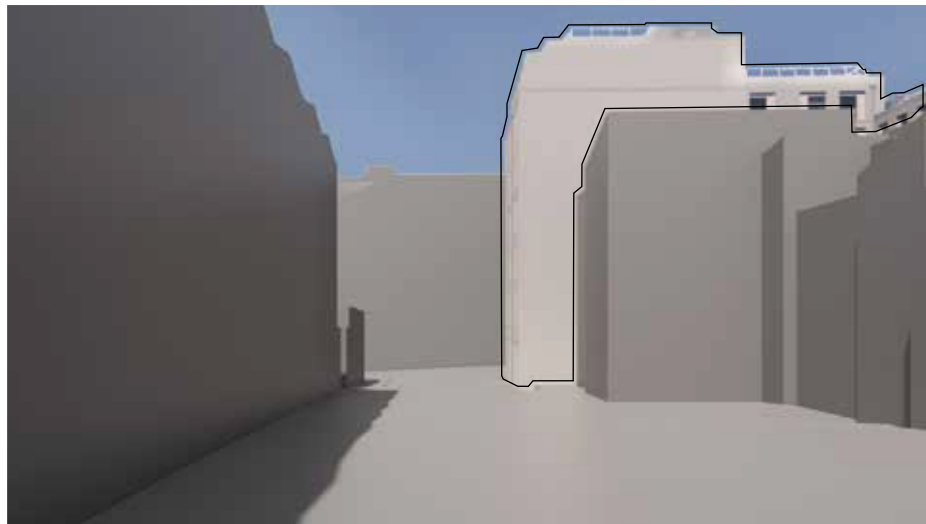
The representation of these views is based upon an amalgamation of Google and our massing. They do not constitute any verified views.

Responding to comments made in the pre app, design review panel, members working group and public consultation, the design has developed, with articulation of the mass, facades and roof.

Existing View 02

Proposed Massing 02

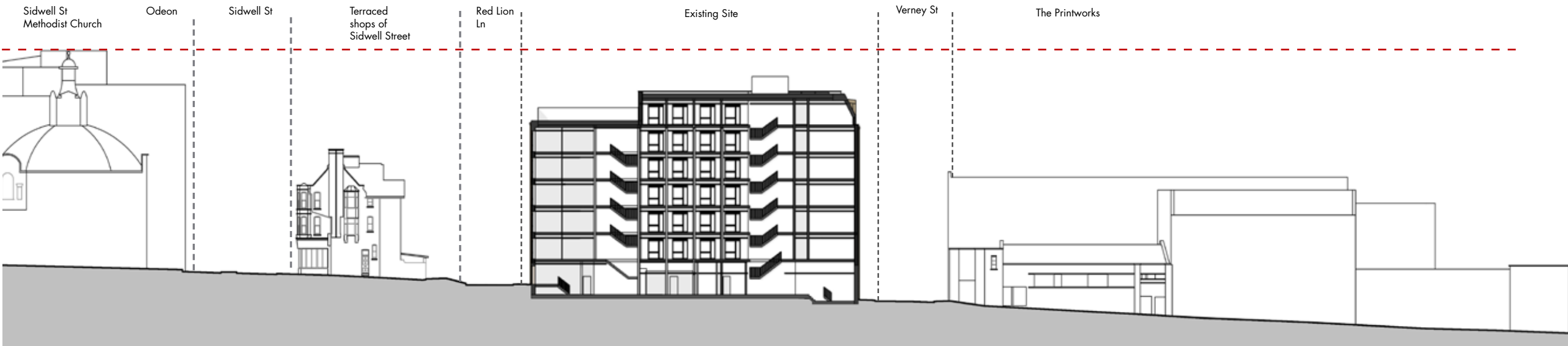
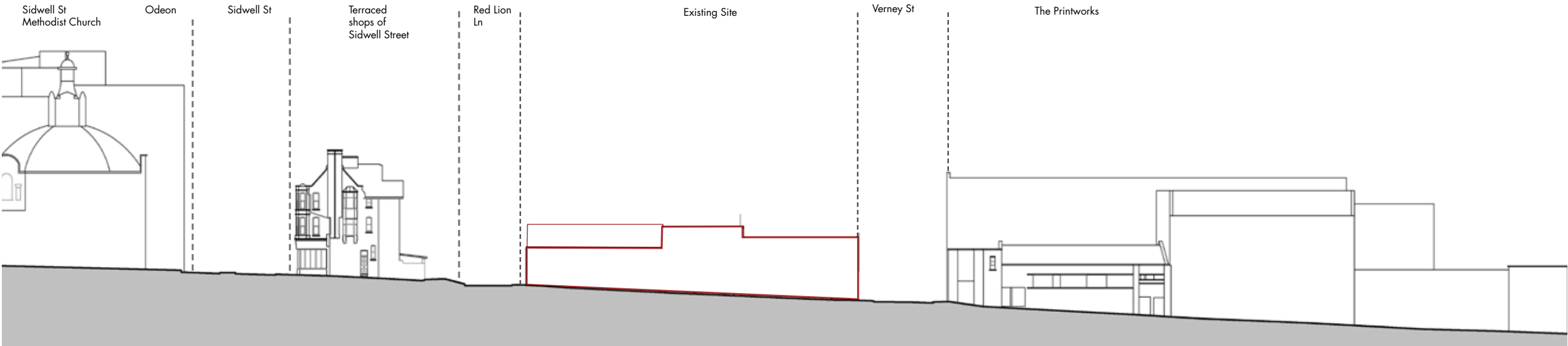
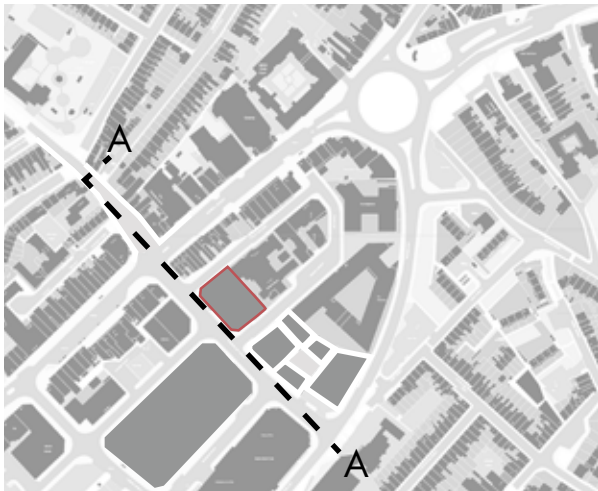
Proposed View 02



4.5 Site

A long section of the existing and proposed development are included below, demonstrating that the building height steps down towards the Methodist Church and 137-134 Sidwell Street terraced houses.

This strategy has been integral throughout the development of the design. Different ways to reduce the impact of the upper floors have been explored and are demonstrated in 5.0 Proposals.



4.6 Ground Floor Amenity Provision Development

PRE - APPLICATION



The Ground Floor plan that was presented at pre application stage was developed to address the amenity of ground floor residents, by:

- Providing a range of communal facilities.
- Predominantly focusing the activity on the prominent corner, which addresses the busy Sidwell Street.
- The Servicing zone is the back of house area that addresses nightclub and car parks.

It is intended that the facilities provided are solely for the use of residents. The co-working spaces are divided into 2 types - 'concentrate' and 'collaborate'. All 'concentrate' areas are away from the circulation spaces, so are less likely to be disturbed, with the 'collaborate' areas in close proximity to the cinema/ gym entrance. We also envisaged residents are likely to work in their studios if they want full concentration.

As a co-living scheme we intend to encourage social interaction and chance encounters to support the health and wellbeing of residents, which a sociable entrance and informal point of contact provides.

DESIGN REVIEW PANEL



The layouts have been continually reviewed and updated in response to fire and servicing comments, as well as exploring the Pre-Application comments and options for relocating social amenities to the front of the building whilst maintaining suitable amenity for residents.

Studios were removed from the ground floor and additional active uses were brought to the front of the building.

The main entrance and reception were relocated centrally in the building to create a more legible ground floor plan and for the building to respond to Bampfylde Street connection to the main shopping district and amenities.

The building responds to the neighbouring property, reflecting a courtyard and opening up the ground floor area, allowing natural light to enter the ground floor spaces and providing additional external amenity.

The central part of the front elevation at the entrance was indented further to articulate the elevation as well as provide opportunity for external amenity and street greening.

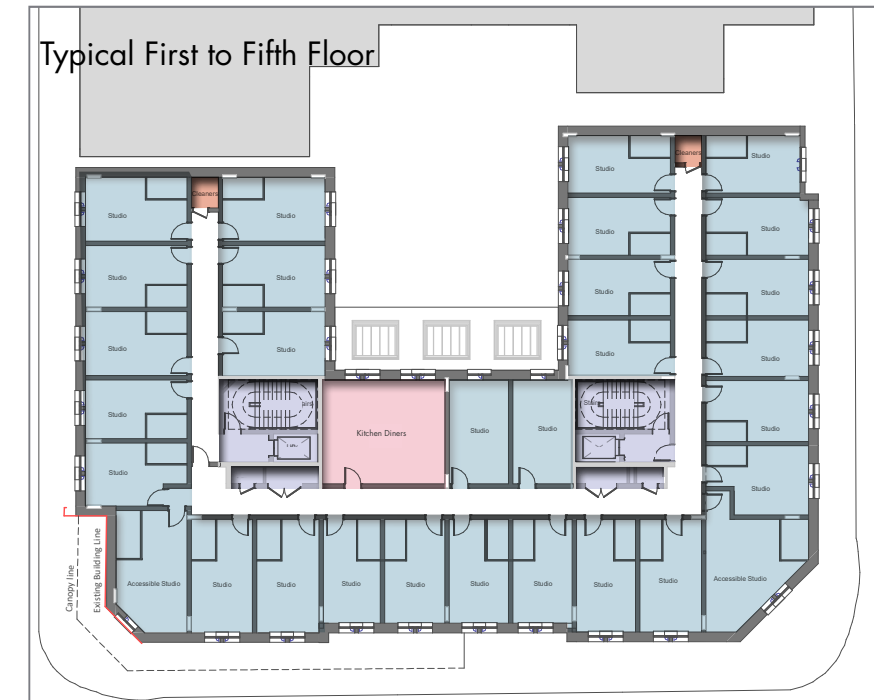
4.7 First - Fifth Floor Amenity Provision Development

PRE - APPLICATION



The first to fifth floor plans that were presented at pre-application stage did not include any communal spaces dispersed throughout, with the focus of communal spaces being concentrated on the ground and top floor, including a communal dining room and lounges on this top floor.

DESIGN REVIEW PANEL

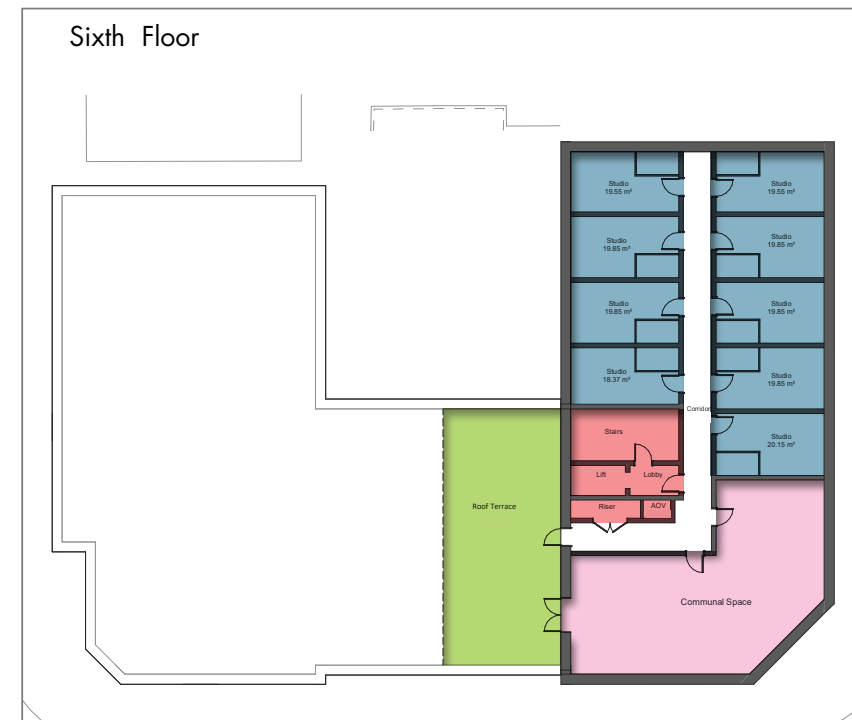


The plans that were presented at the DRP introduced a communal kitchen centrally at the rear of the building on every floor to provide access to communal kitchen facilities to every resident on the floor they live on, at an equal distance. The aim of this is to provide a communal space that residents primarily use for preparing and eating meal, encouraging social interaction and a sense of community.

The rear location was chosen in order to reduce the amount of north facing studio apartments within the scheme.

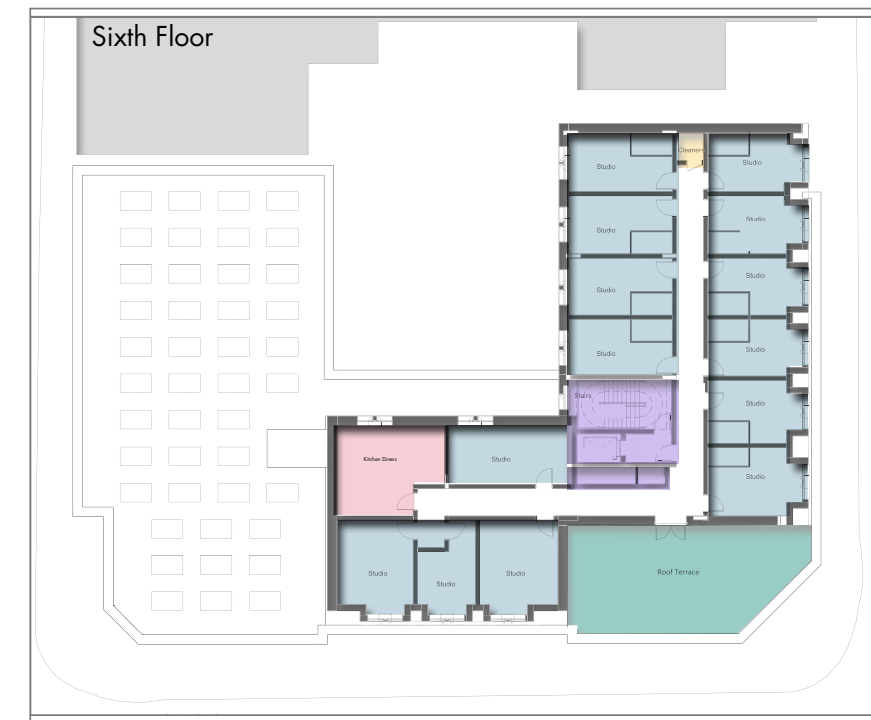
4.8 Sixth Floor Amenity Provision Development

PRE - APPLICATION



- Studio sizes range from 18.4sqm to 32.8sqm with the majority being around 20sqm as seen on p33-35
- Opportunity for 1sqm of external amenity on level 06
- Quantum of communal provision achieved 3.4sqm/b, which is in excess of the recently consented schemes in Exeter.

DESIGN REVIEW PANEL



- The dispersal of communal amenity space was altered from every other floor to every floor so that every resident has a kitchen on their floor and encouraged to use this space.
- Quantum of communal provision achieved 4.3sqm/b, which is very close to London standards.

4.9 Sustainability Aspirations

Our Commitment

McLaren (Exeter) Limited Property is committed to providing sustainable and innovative solutions for the Exeter Co-Living Scheme.

We are actively developing our bespoke McLaren (Exeter) Limited Sustainability Framework working with a third-party sustainability specialist, Incendium Consulting.

Our Framework will underpin how McLaren (Exeter) Limited Property will deliver for Exeter Co-Living Scheme, from Concept design, construction to subsequent operation, ensuring we deliver against Exeter Council’s goals within Net Zero Themes-Energy, Mobility, Sustainability and Capability.

Our Framework will be embedded across our value chain, through our company policies and processes to demonstrate our commitment to our people and supply chain members.

Our Approach

Our Framework has been built on industry best practices outcomes identified by BREEAM Excellent and other external guidance and certificates. This approach will ensure we provide robust and science- based solution across multiple facets of sustainability, incorporating the latest practice from the industry .

From assessment of over 270 outcomes, we have identified priority outcome categories which will form a basis of our Framework.

An extract of the priority outcome categories and how they support Exeter’s Net Zero Themes have been included as Table 1.

McLaren (Exeter) Limited Property’s Commitment for Sustainability

Priority Outcome Categories (not exhaustive)	Exeter’s Net Zero Themes			
	Sustainability	Capability	Energy	Mobility
Energy	x		x	x
Low carbon design	x		x	x
Sustainable Sourcing/ Circular Economy	x	x	x	
Local Community	x	x		
Goverance	x	x	x	
Biodiversity	x		x	
Water	x			
Renewables	x		x	
Health & Safety, Wellbeing	x			



4.9.1 Sustainability Aspirations

Next steps on our Approach

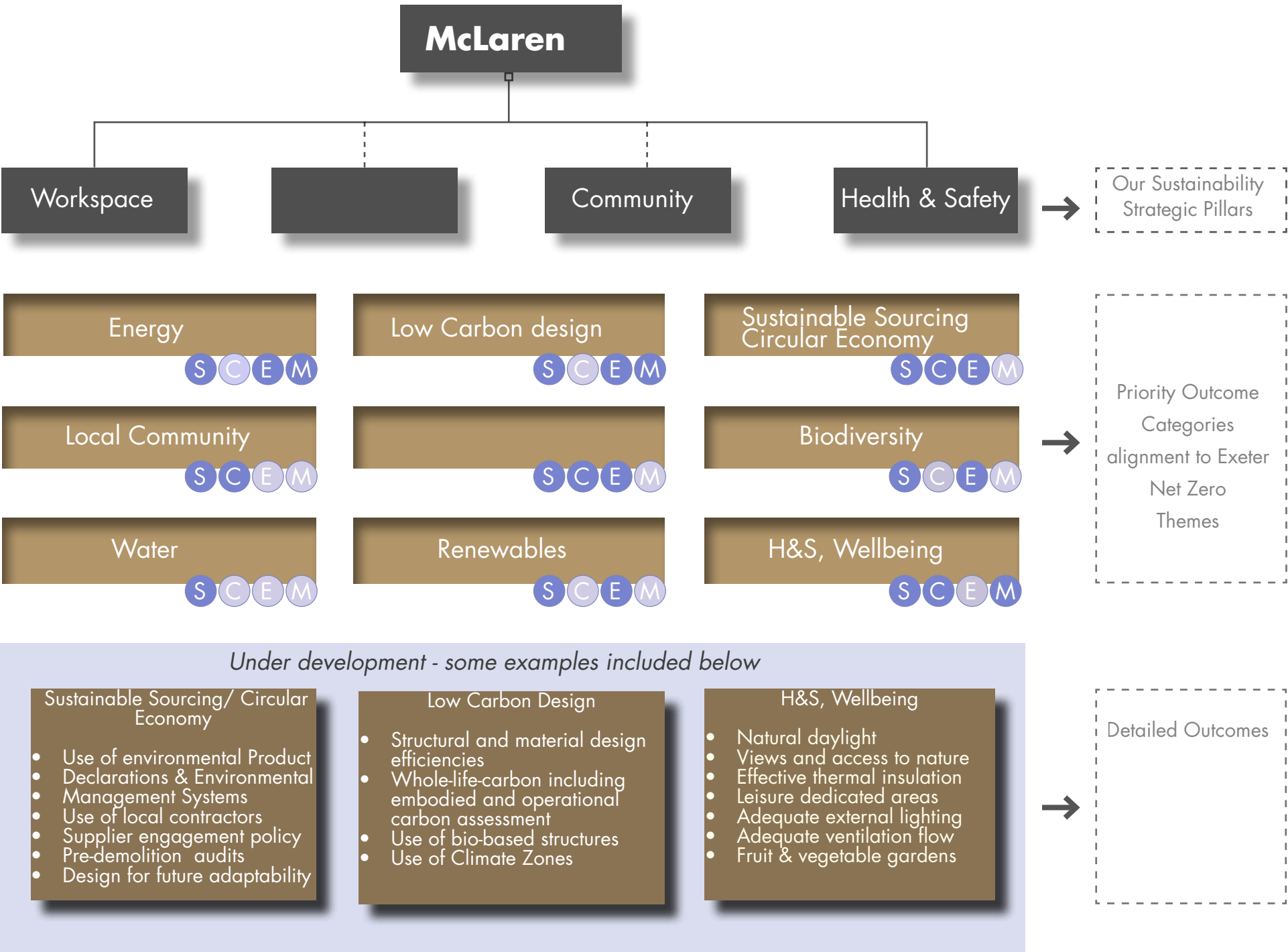
Following our assessment, we will build on our priority outcomes against our corporate McLaren (Exeter) Limited Sustainability Strategic Pillars and Exeter Net Zero themes.

We will continue to build on the best practice outcomes to ensure our proposition supports our Strategic Pillars and Exeter Council’s Net Zero Themes.

BREEAM Excellent requirements and McLaren (Exeter) Limited framework will be adopted into our project governance and final deliverables for the Exeter scheme.

** we have subsequently undertaken a BREEAM pre-assessment and are targeting excellent. As part of this we are also undertaking a Low Carbon Analysis using 1 click LCA to review various options for the scheme.*

McLaren (Exeter) Limited Sustainability Framework - Illustrative Example



Exeter’s Net Zero Themes

S Sustainability C Capability E Energy M Mobility

5.0 Proposals

5.1 Ground Floor Plan

- 5.1.1 Ground Floor Amenity Provision
- 5.1.2 Ground Floor Amenity Provision Layout Proposal
- 5.1.3 Site Levels
- 5.1.4 Ground Floor Entrance
- 5.1.5 Cycle and Refuse Provision
- 5.1.6 Plant Provision

5.2 First to Fifth Floor Plan

- 5.2.1 First - Sixth Floor Internal Amenity Provision
- 5.2.2 Kitchen Diners Location Options
- 5.2.3 Kitchen Diners Axo
- 5.2.4 Typical Studio Layout

5.3 Sixth Floor Plan

- 5.3.1 Sixth Amenity Provision
- 5.3.2 Roof Terrace Location Options
- 5.3.3 Sixth Floor Landscaping - Roof Terrace

5.4 Roof Plan

- 5.4.1 Sedum Roof Detail

5.5 Sections

5.6 Site Sections

5.7 Massing & Zone of Theoretical Visibility with Proposal

5.8 Elevational Analysis of the Local Context

5.9 Precedent Studies

5.10 Material

5.11 Initial Sketch Proposals as presented to the Design Review Panel

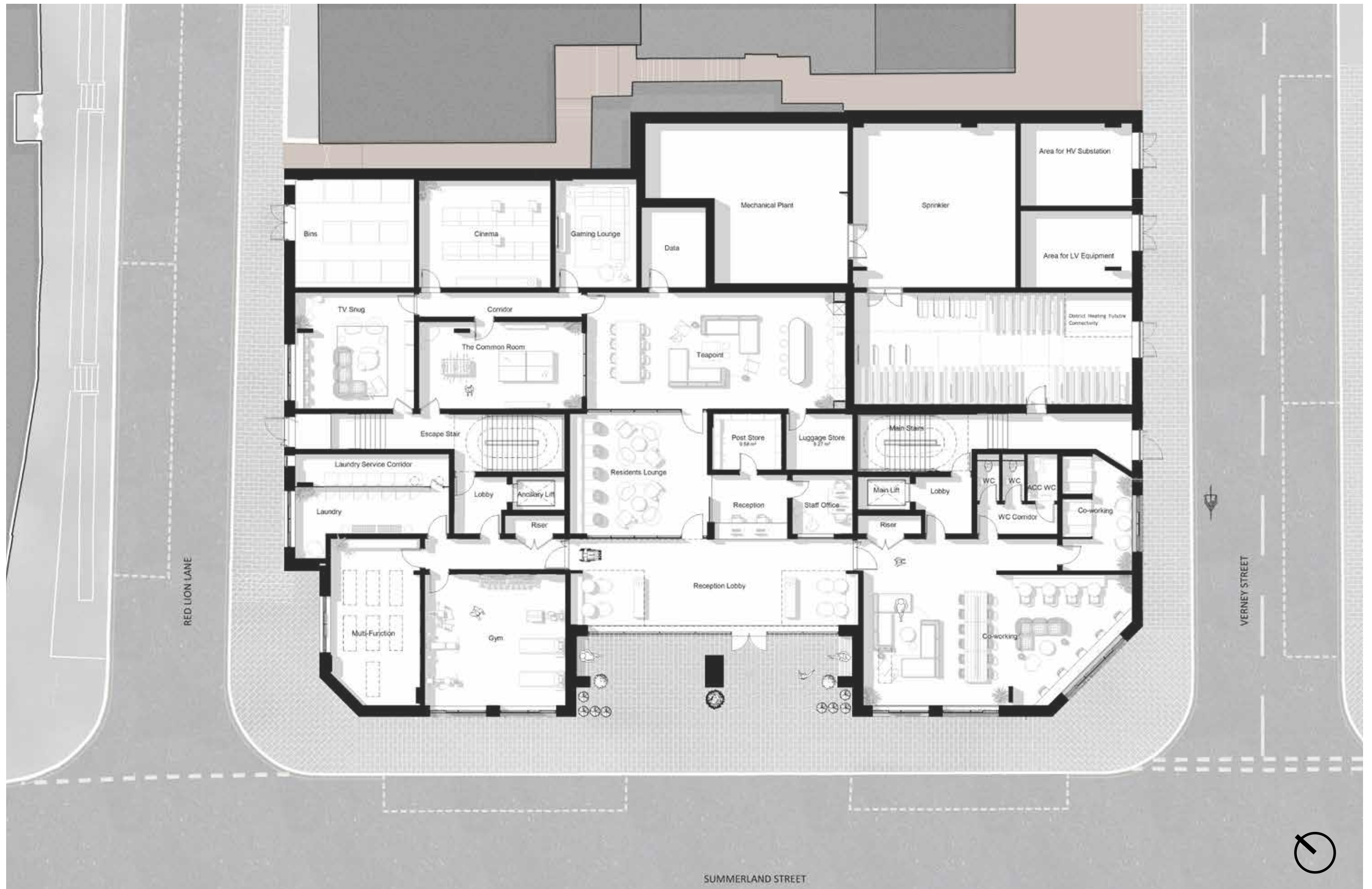
- 5.11.1 Initial Sketch Proposals as presented to the Design Review Panel - Facade
- 5.11.2 Initial Sketch Proposals as presented to the Design Review Panel - Street Views

Elevational Strategy - Proposed Summerland Street

- 5.12.1 Elevational Strategy - Proposed Rear Elevation
- 5.12.2 Elevational Strategy - Proposed Verney Street
- 5.12.3 Elevational Strategy - Proposed Red Lion Street Elevation
- 5.12.4 Elevational Strategy - Proposed Courtyard Elevations
- 5.12.5 Elevational Strategy - TV - Snug
- 5.12.6 Elevational Strategy - Entrance
- 5.12.7 Elevational Strategy - Co-working
- 5.12.8 Elevational Strategy - Cycle Store
- 5.12.9 Elevational Strategy - Gym

5.13 Proposals - Street Views

5.1 Ground Floor Plan



5.1.1 Ground Floor Amenity Provision

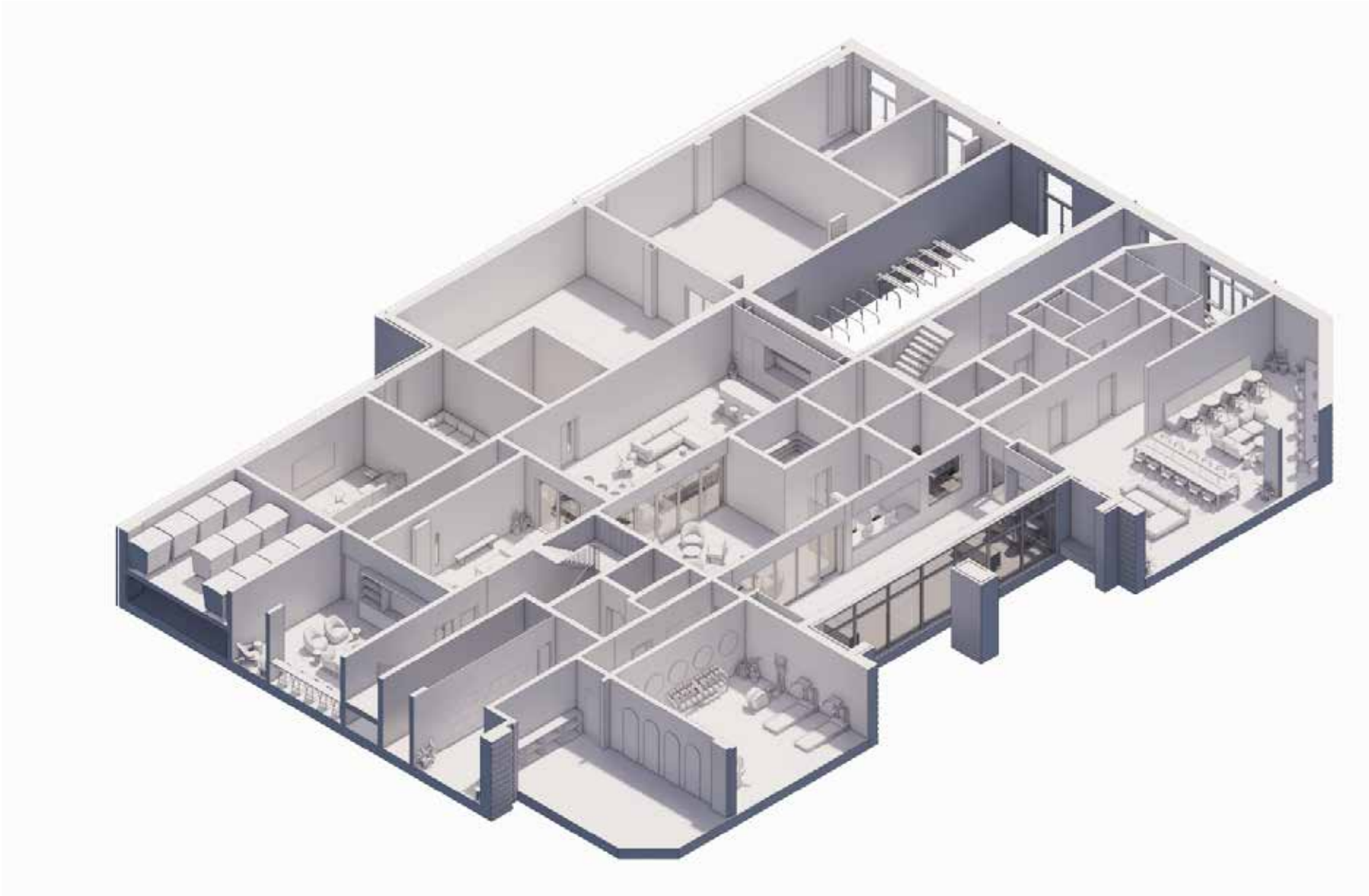


Proposed Ground Floor

KEY

External Amenity

Internal Amenity



Concept

Look & Feel / Communal Cinema Co-working Gym Lounge Tea Point Meeting Rooms TV Snug

5.1.2 Ground Floor Amenity Provision Layout Proposal

RECEPTION LOBBY



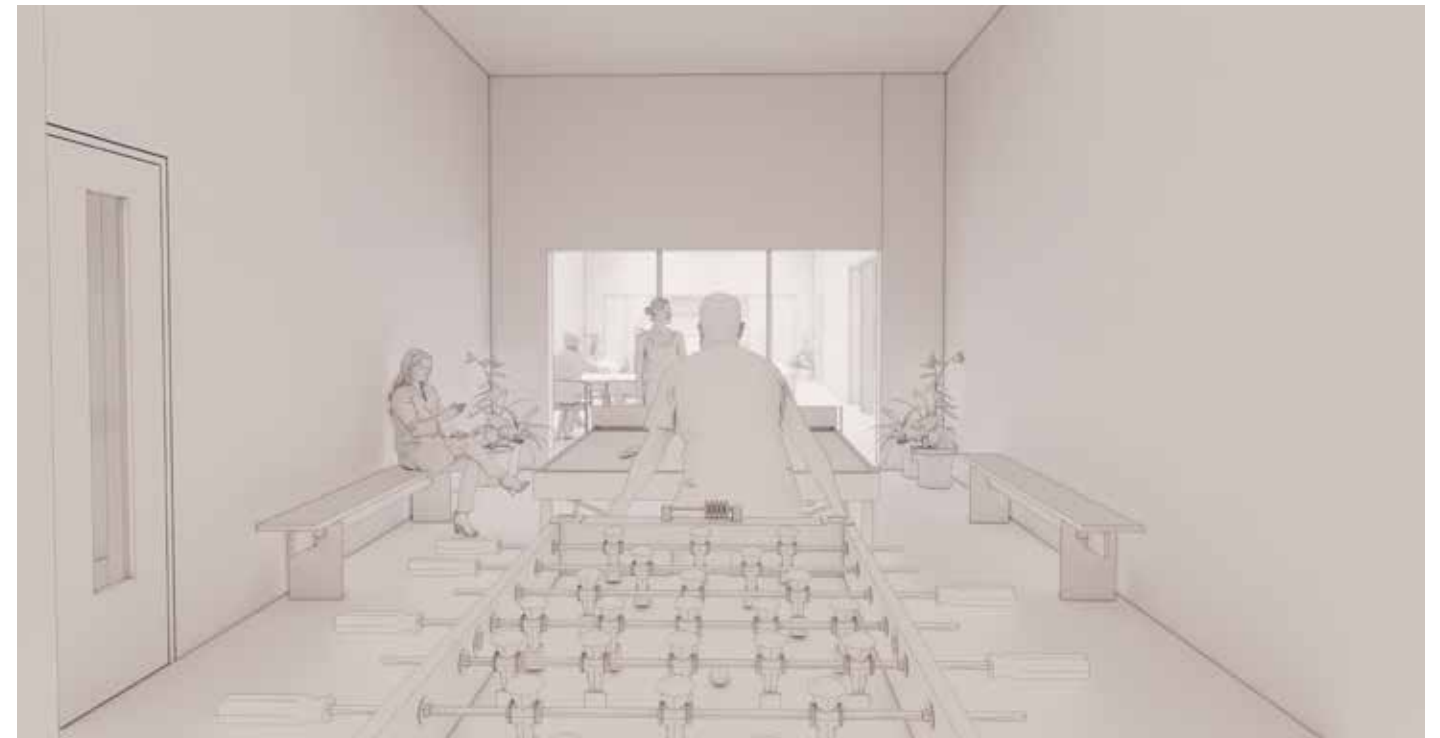
TEAPOINT



TV SNUG



THE COMMON ROOM

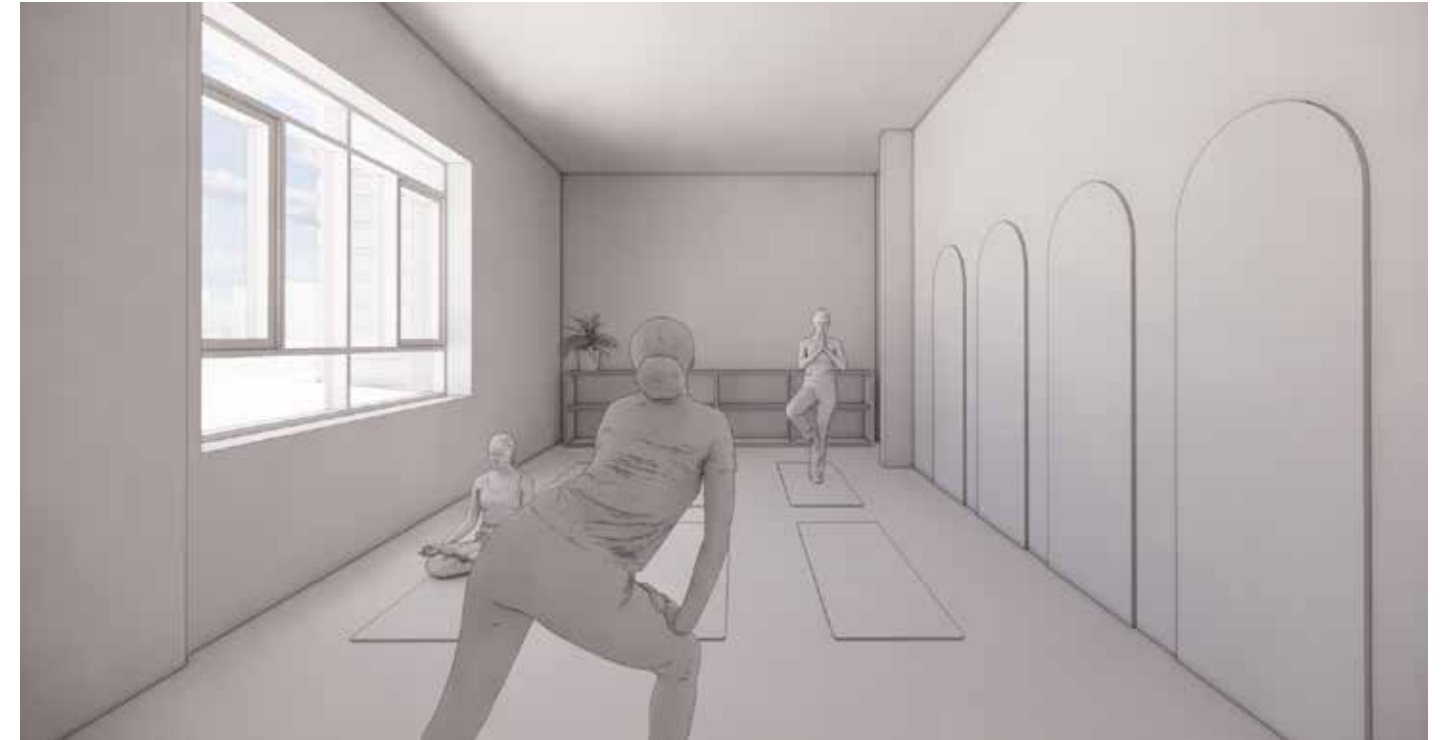


5.1.2.1 Ground Floor Amenity Provision Layout Proposal

GAMING LOUNGE



MULTI - FUNCTION



CO - WORKING



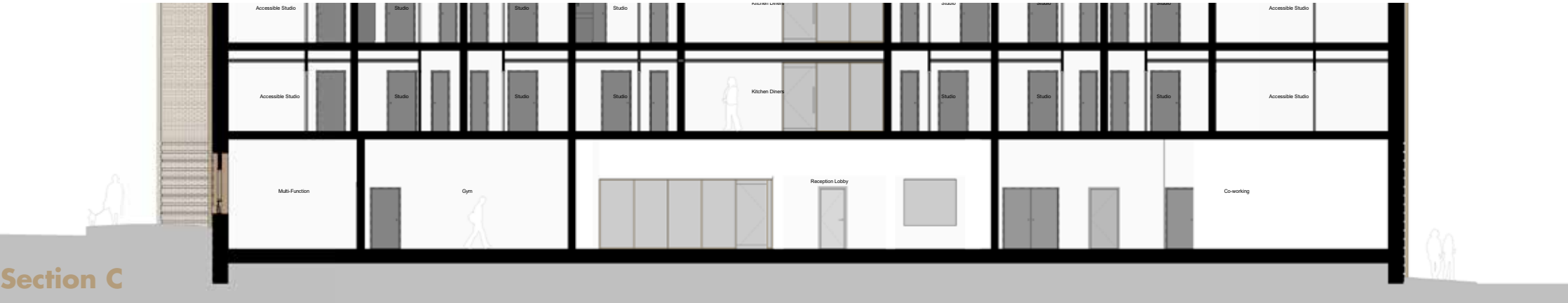
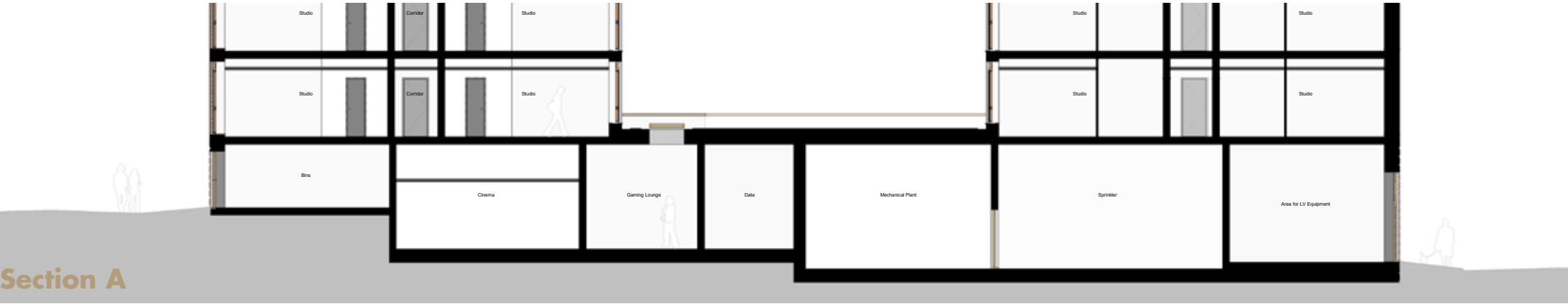
CO - WORKING



5.1.3 Site Levels

The internal FFL is at one level throughout the building that is level with external Ground level at the building entrance for Part M building Regulations Compliance.

The externally accessed plant room, bin store and lower part of the escape stair to the south have a lower FFL to respond to the lower ground level on Verney Street and the cycle store has a raised floor level to meet ground level on Red Lion Lane.



5.1.4 Ground Floor Entrance



5.1.5 Cycle and Refuse Provision

Cycle and refuse provision is in compliance with local policy as demonstrated below and opposite.

To include space for charging points, electric bikes, and cargo bikes.

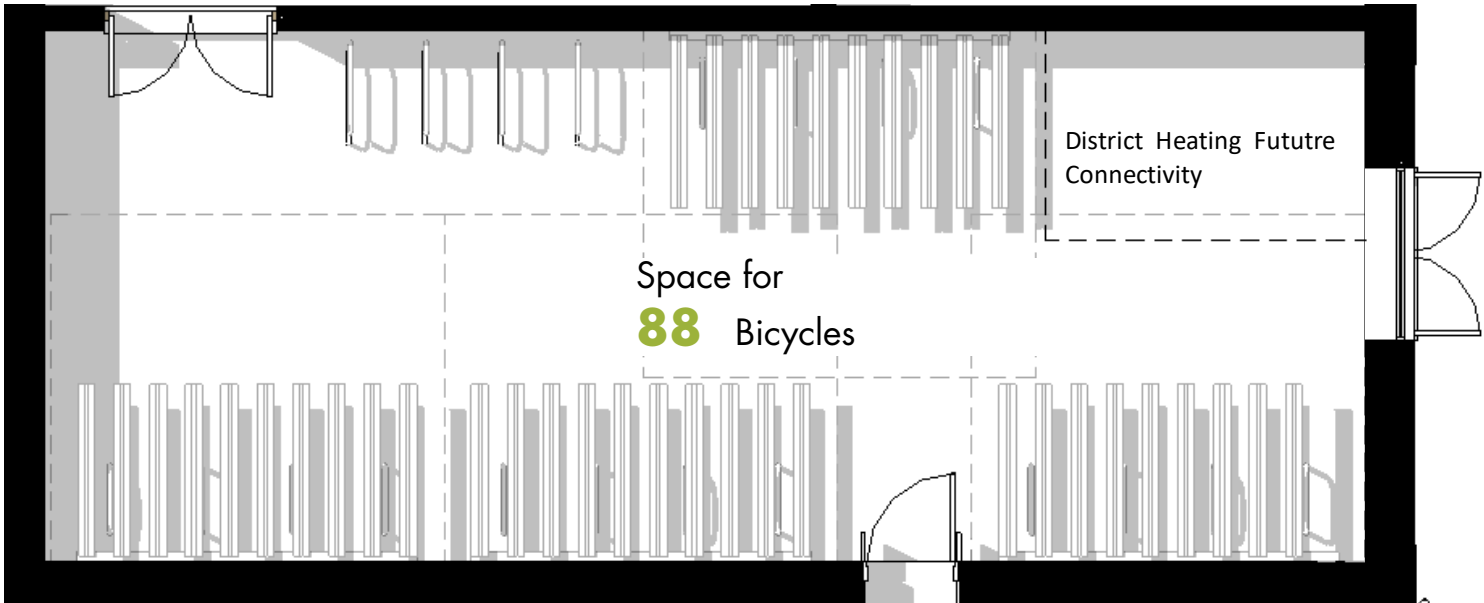
Space has been earmarked for future connection to District Heating Network but can be used for a bike maintenance area in the mean time.



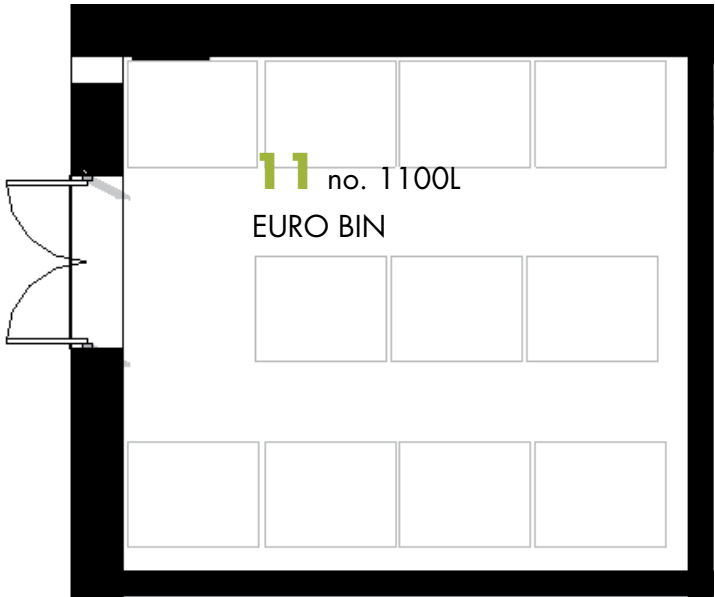
Proposed Ground Floor

KEY

- Cycle store
- Refuse store



Bike rack with sheffield hoop



5.1.6 Plant Provision

Plant space has been provided to the rear of the building, utilising the elevation on the party wall with no outward aspect. The plant rooms are externally accessed from Verney Street, with two spaces being directly accessed off the street, two further spaces accessed through the cycle store and the data room accessed internally.

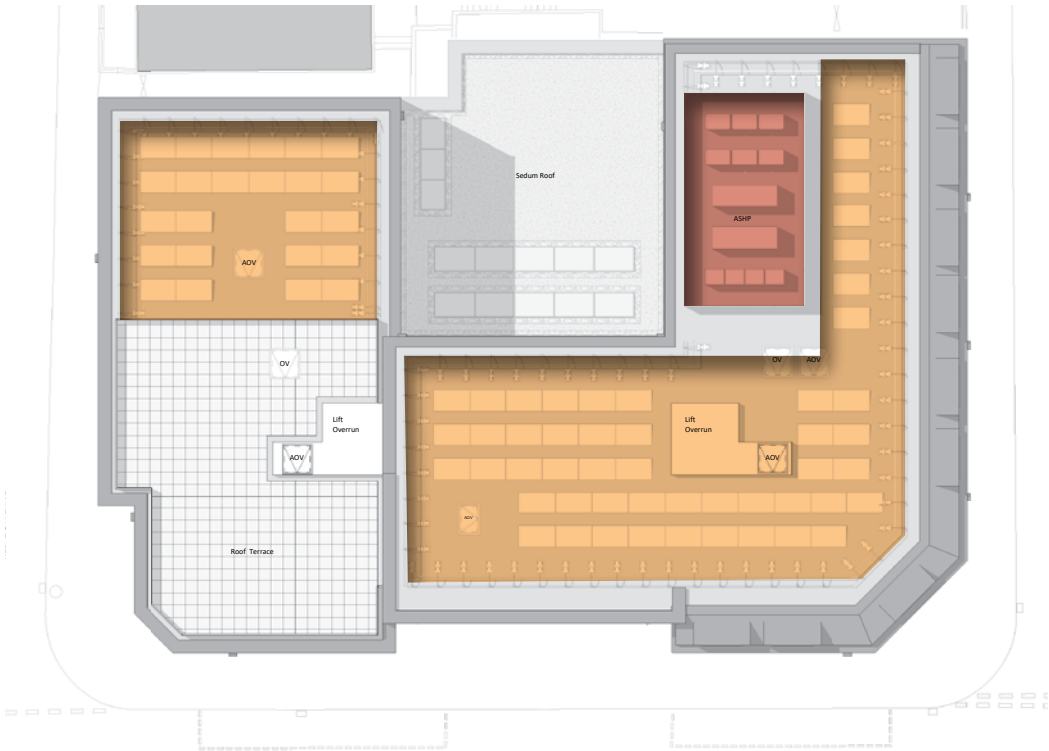
M&E Consultants Hulley & Kirkwood have incorporated space within the cycle store for the potential future connection to a District Heating Network.

The roof is being utilised for external Air source heat pump units and the remaining roof space aside from the roof terrace is being maximised for solar PVs.

Ground Floor Plan



Roof Plan



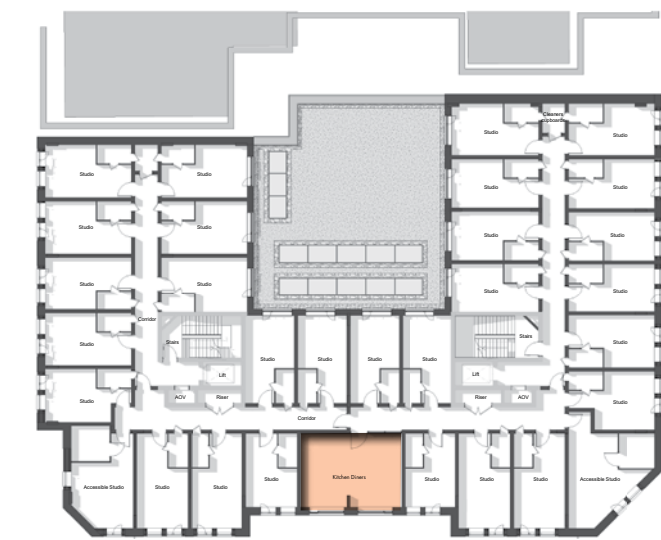
KEY

- Plant space
- PVs

5.2 First to Fifth Floor Plan



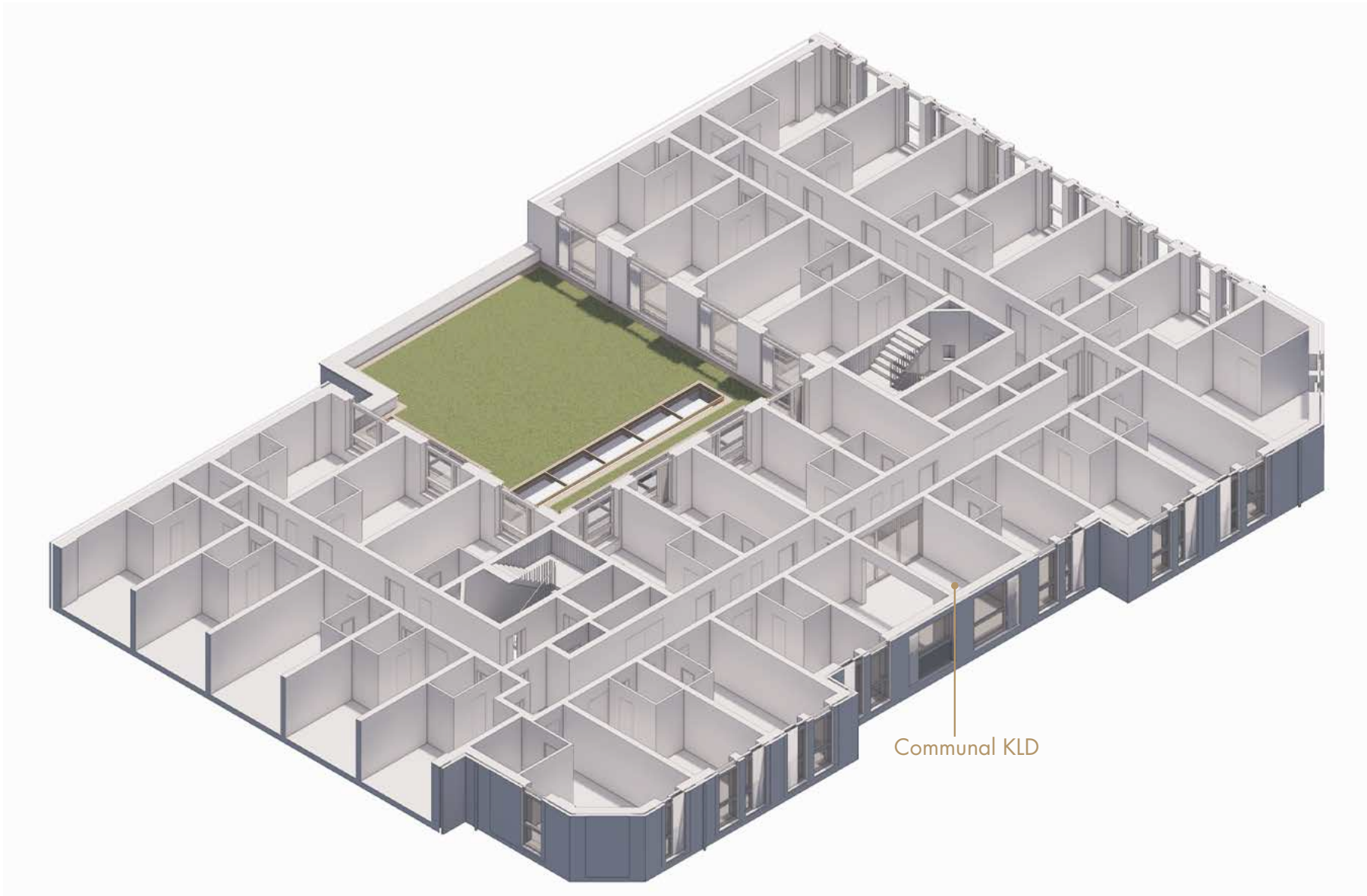
5.2.1 First - Sixth Floor Internal Amenity Provision



Proposed First to Fifth Floor

KEY

 Internal Amenity



Concept
Look & Feel / Communal Kitchen / Diner



5.4.1 Sedum Roof Detail

The Ground Floor single storey element will utilise a sedum roof system, as shown below is a typical Sedum Roof section from Bauder.

	Function	Product name	Thickness (mm)	Weight (kg/m2)
1	Vegetation	BauderGREEN XF301	28	44
2	Edge trim	BauderGREEN AL 40	N/A	N/A
3	Drainage, filtration and protection layer	BauderGREEN SDF	20	1
4	Waterproofing	Options for Bituminous membrane, Hot Melt, Single ply or Cold applied liquid systems.	Not included	Not included



5.2.2 Kitchen Diners Location Options

Several locations for the Kitchen Diners have been explored, each with their own merits:

During the pre-application and Design Review process we have explored several locations for the communal kitchen/diners based on feedback. Each location has its own advantages and disadvantages. The conclusion was to centralise the facility to allows us to use this space to not only help define the entrance to the building but also to take advantage of key views offered down Bampfylde Street.

- 

Rear of the building, reducing number of north facing studios
- 

Front right of building, linking clearly with main core.
- 

Front centre left of building has been progressed in order to articulate the facade and to connect to the roof terrace to the left. The Kitchen Diners will be heavily glazed to the corridor bringing lots of natural light in benefiting the users of the north facing bedrooms.



5.2.3 Kitchen Diners Axo

Each of the upper floors includes a communal kitchen /dinner for all residents to access, intended to be the main cooking and dining facility for residents to use who live on the corresponding floor who wish to come together to socialise during meal times and beyond. The space is open plan, with a central kitchen island that promotes sociability between residents who are preparing meals with those eating at the island.

Each kitchen includes a large communal table to encourage residents to dine together, building a sense of community with others living on the same floor. The wall between the corridor and Kitchen Diners will be primarily glazed to create a welcoming and inviting atmosphere, with a large section of manifestation, meaning residents in nearby studios still have a level of privacy when walking through the corridor to their room, whilst benefiting from the additional natural light.

The communal kitchens on floors 1-5 are designed to the same specification and the same level of facilities are provided in each, including suitable storage both under counter and above to supplement the storage already provided in a resident's studio.

The top floor kitchen has been designed to not only provide this same day-to-day cooking and dining facility for residents to come together, as featured on each of the other floors, but has a larger footprint to accommodate space for internal events, such as cooking lessons and demonstrations, drinks parties and larger group dining for residents. This top floor kitchen allows for direct access onto the roof terrace through a set of glazed double doors which is envisaged as real focal point to this space and a fantastic facility for the scheme.



5.2.4 Typical Studio Layout

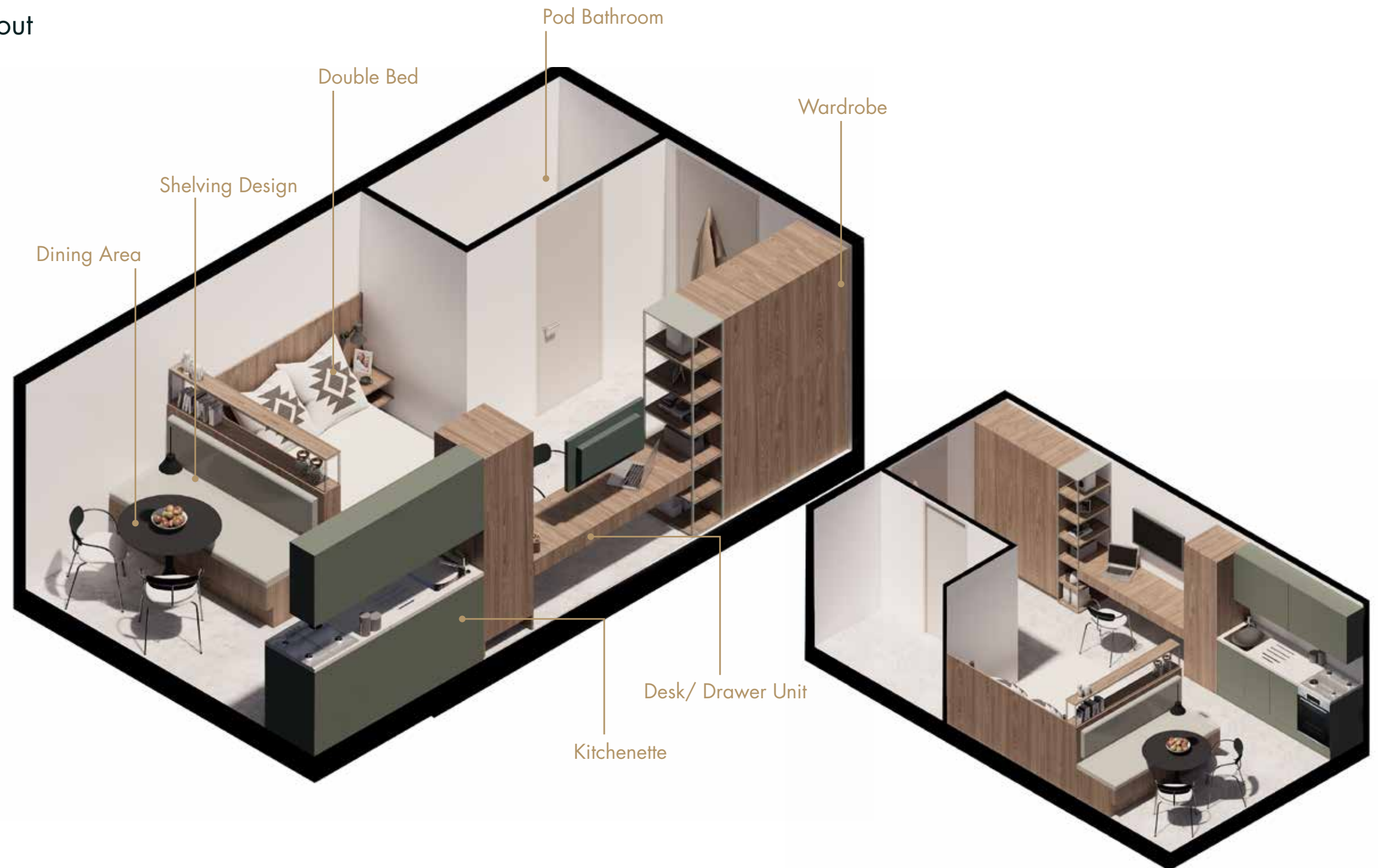
Each studio has been designed with comfort, practicality and compact living at the forefront. The space has been maximised through compartmentalising each of the functions of the space. A dividing joinery partition between the sleeping and the dining facilities not only provides privacy in the open-plan studio and a level of separation to the different activities, but also offers a versatile spot for storage, display as well as becoming the back of the banquette seating to serve the dining facilities that face out of the large windows at the end of each room.

Each studio features a double bed and is provided with plenty of storage, a necessity for compact living. Alongside this, each studio has a kitchenette with all necessary cooking facilities, including hob, microwave oven, fridge freezer and sink.

A tall larder unit is used to ensure sufficient kitchen storage, in addition to the undercounter and wall units. This also acts as a divider to separate the cooking facilities from the desk area, which can be used for quiet working or as a getting ready/vanity station, similarly to hotel room, with drawer storage and TV screen.

A large wardrobe space and open shelving has also been allowed for to provide ample storage, where belongings can be either hidden away or displayed for each resident to personalise their studio.

Each studio offers a comfortable sized ensuite pod bathroom, with a large shower tray, WC and sink. Additional storage, vanity surface space and a large mirror ensure these spaces feel clutter free and generous



5.3 Sixth Floor Plan



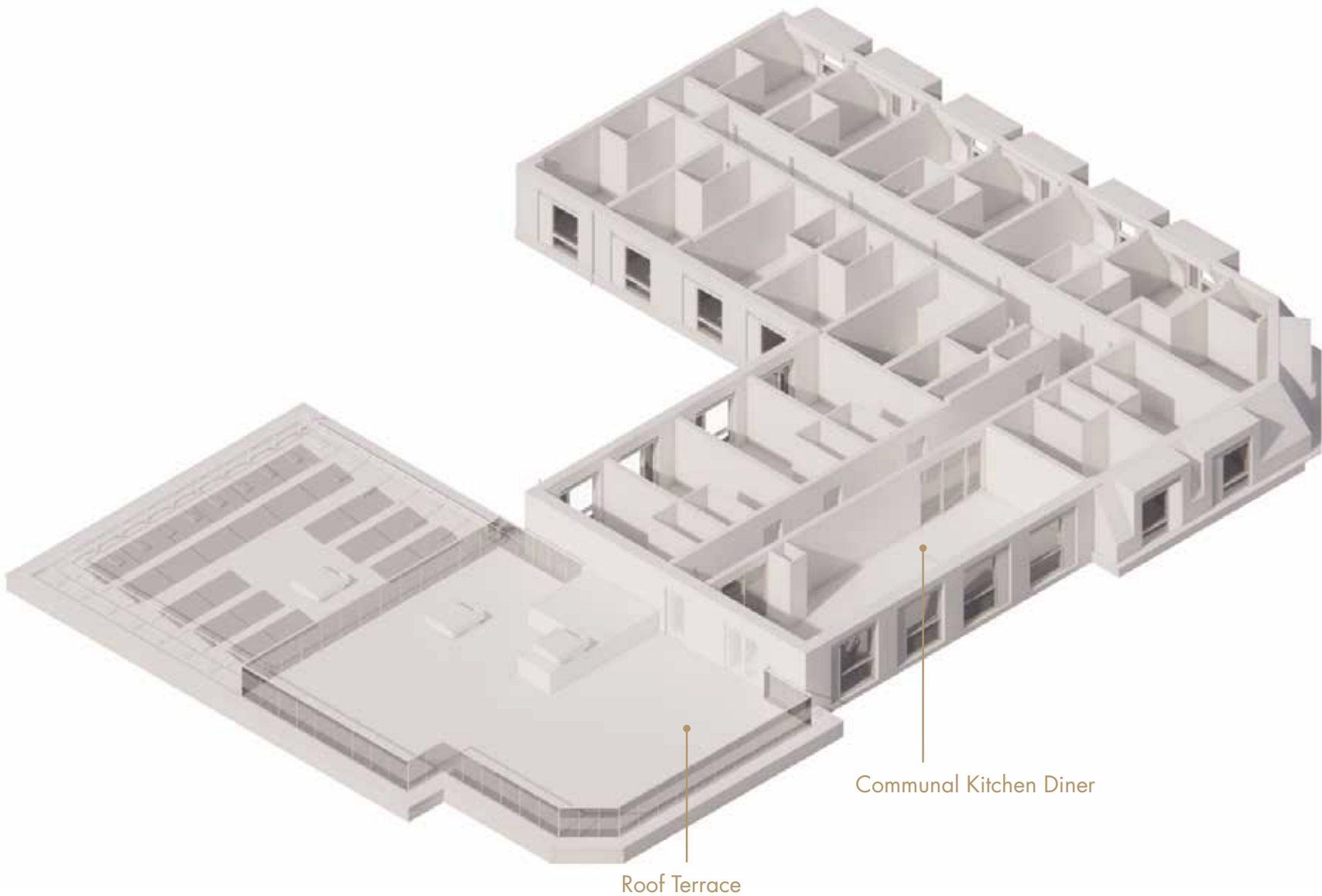
5.3.1 Sixth Floor Amenity Provision



Proposed Ground Floor

KEY

- External Amenity
- Internal Amenity



Kitchen, Living and Dining

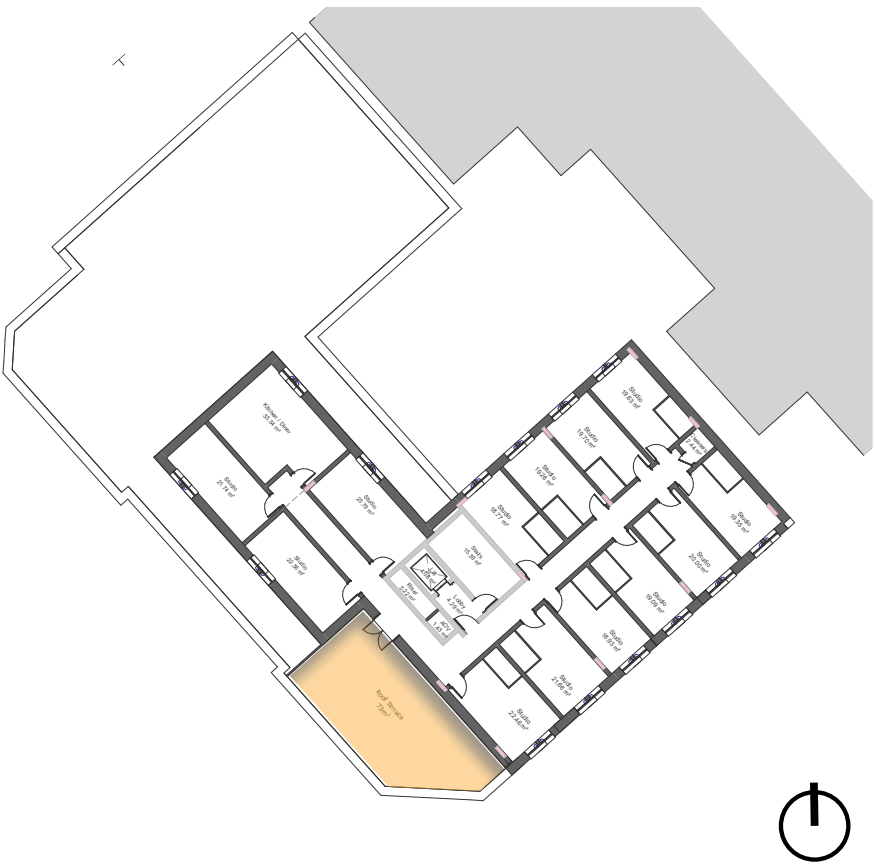
Roof Terrace



5.3.2 Roof Terrace Location Options

Several locations for the Roof Terrace have been explored:

During the pre-application and Design Review process we have explored several locations for the roof terrace based on feedback. The conclusion was to relocate the terrace in an area that would benefit from increased evening sun



KEY



South east



South west to benefit from, evening sun as primary use is likely to be in the evening. This also benefits the building form.

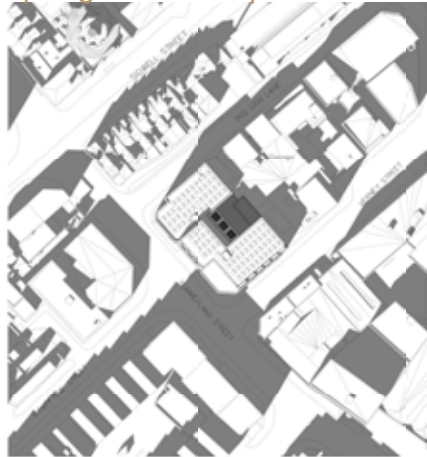
Summer Solstice 3pm



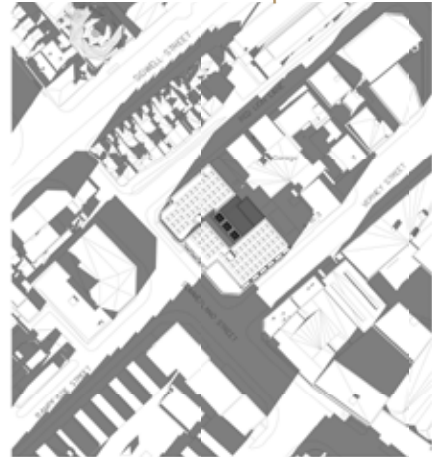
Winter Solstice 3pm



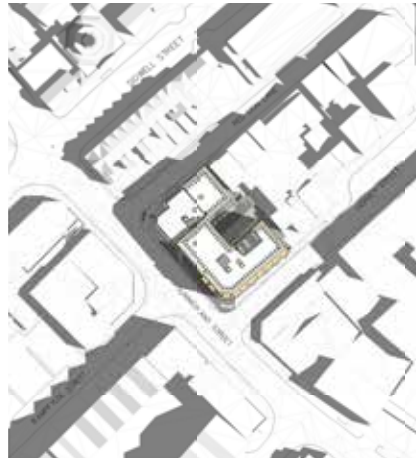
Spring Solstice 3pm



Autumn Solstice 3pm



Summer Solstice 3pm



Winter Solstice 3pm



Spring Solstice 3pm



Autumn Solstice 3pm



5.3.3 Sixth Floor Landscaping - Roof Terrace

Proposed Sixth Floor Plan



KEY



Raised Planters

Pergola

Shading

Benches

Communal seating



5.4 Roof Plan



5.5 Sections

Section A (Bampfylde Street)



Section B (Summerland Street)



5.5.1 Sections

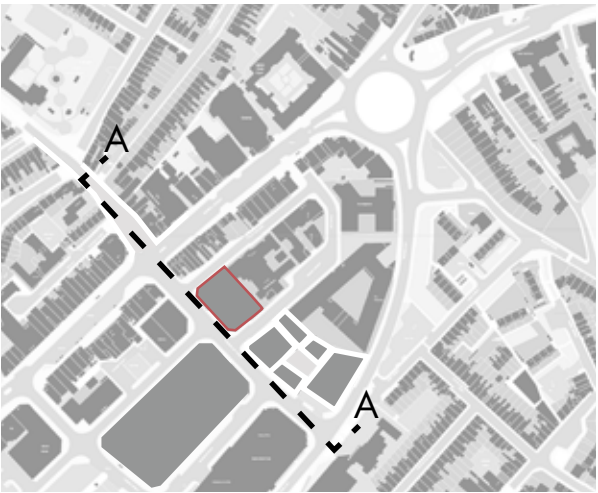
Section C (Verney Street)



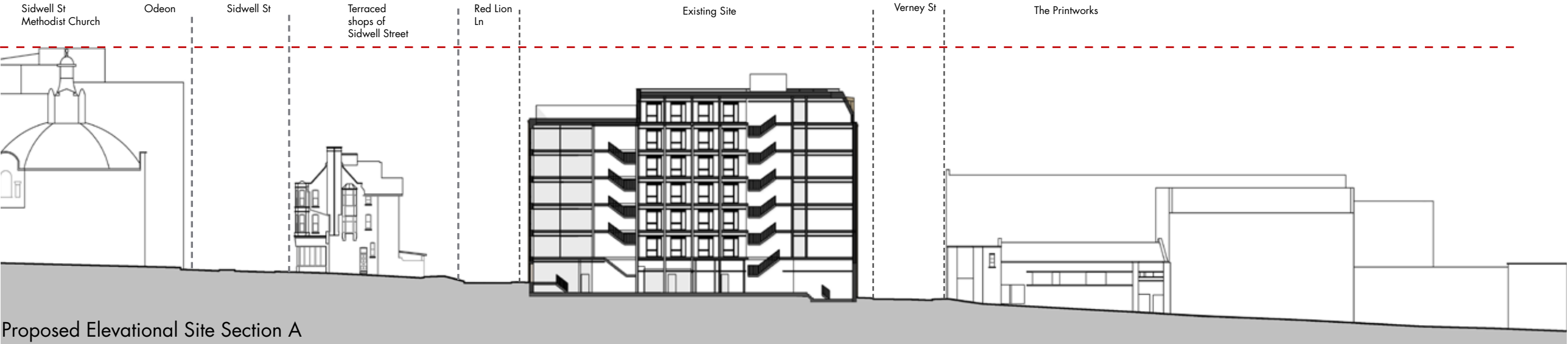
Section D



5.6 Site Sections

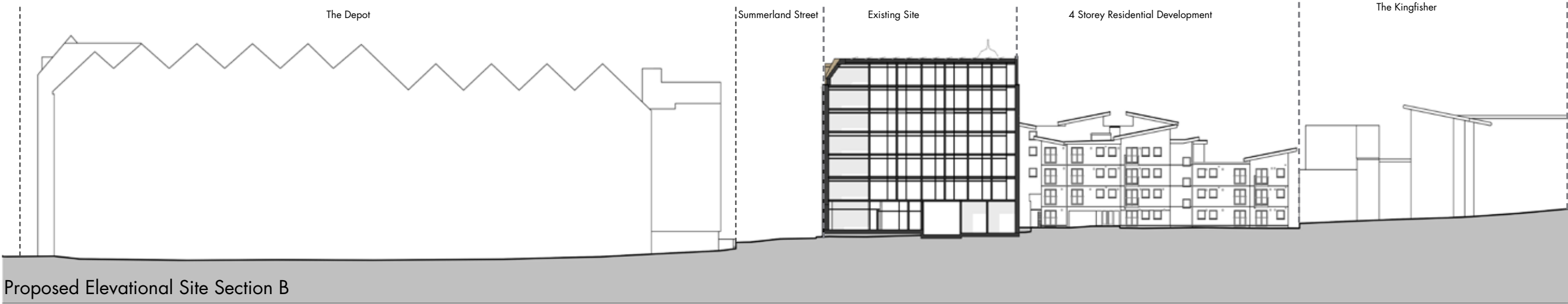
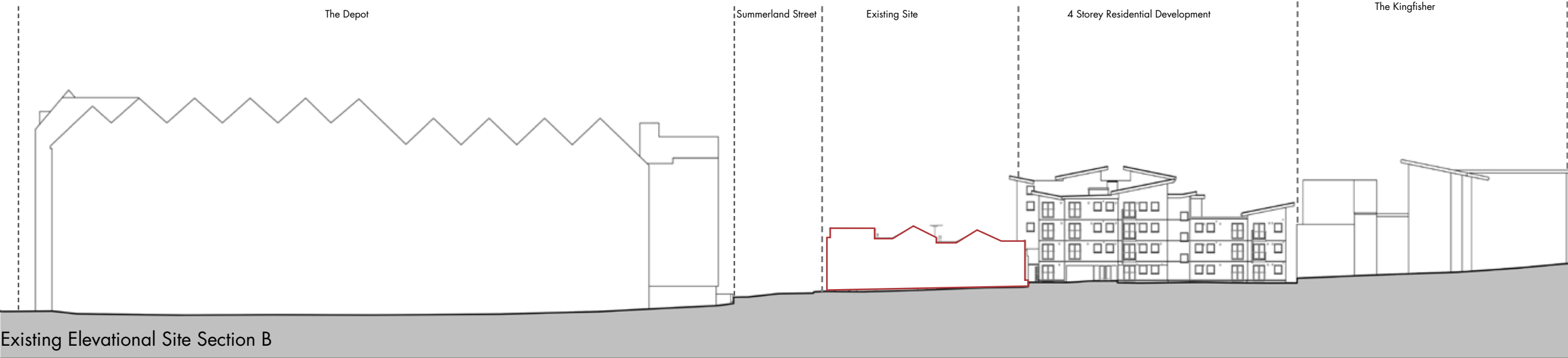
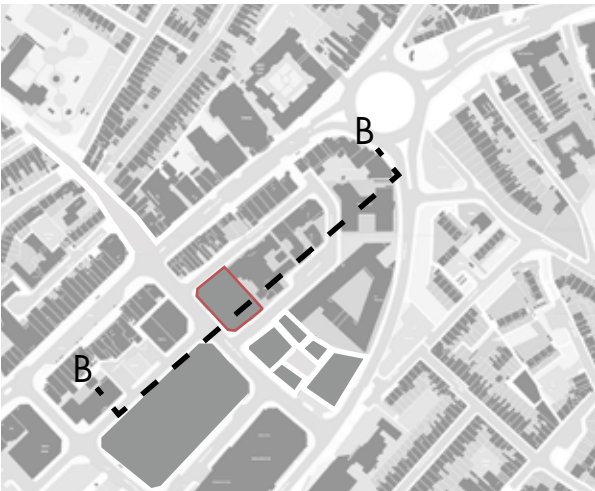


Existing Elevational Site Section A

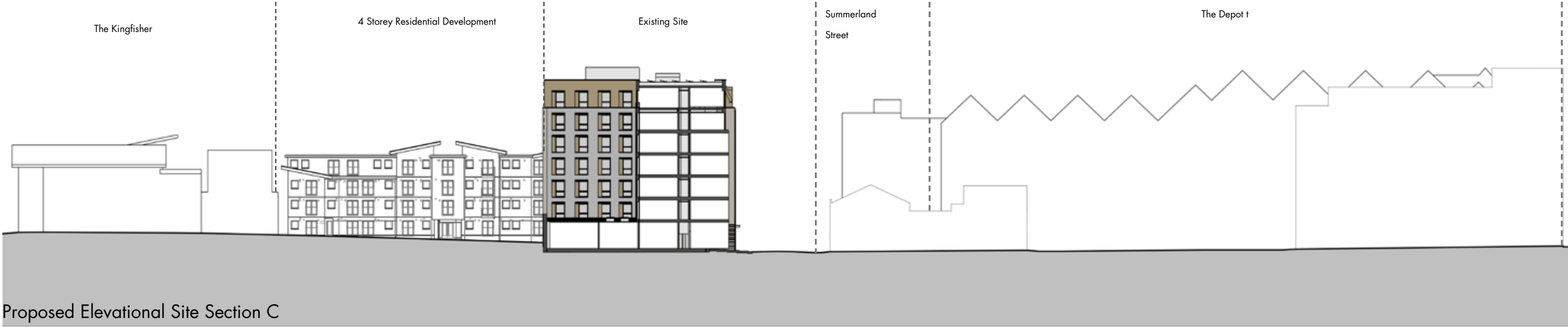
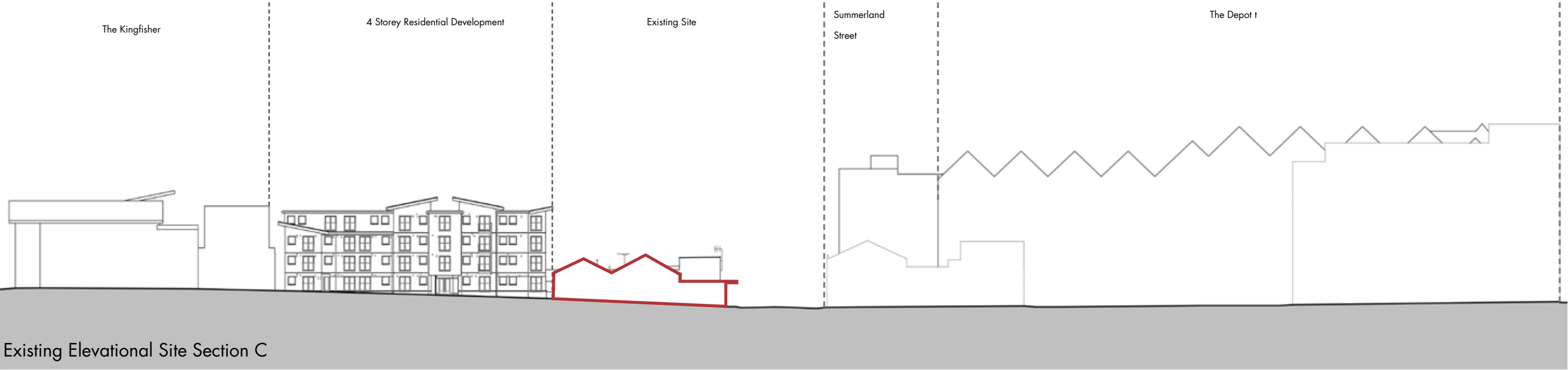
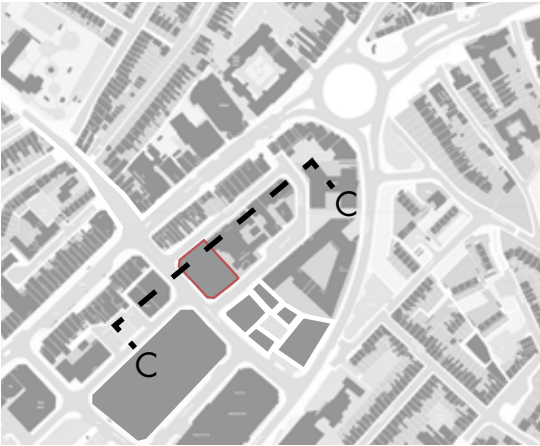


Proposed Elevational Site Section A

5.6.1 Site Sections



5.6.2 Site Sections



5.7 Massing & Zone of Theoretical Visibility with Proposal

The height and massing impacts have been tested, refined and verified throughout the design process to ensure appropriate for this site and to reflect the importance of preserving the heritage assets.

The development would not only enhance the area and improve the main and side street environment for new residents as well as existing neighbours and users of the site; but also have a positive impact on the overall streetscape and Exeter's skyline, without adversely impacting the heritage assets.

The following pages show the baseline photography from our AVR consultants including the proposal as a wire line representation with massing faded.

These demonstrate that the scale and massing of the final scheme does not affect the heritage significance as a result of a combination of the massing stepping down towards the heritage assets, careful consideration to the elevational treatment (discussed later in this section), the separation distances involved and the screening effect of existing, intervening built form.

It is considered that the height and massing is an appropriate design response overall.

Further detail and information can be found in Turley's Heritage assessment.



View from the junction of York Street and Sidwell Street, looking south east



View from Verney Street, looking west



View from Clifton Street, looking west



View from the junction between Blackall Road and New North Road, looking south-east

5.7.1 Massing & Zone of Theoretical Visibility with Proposal



View from Devonshire Place, looking south



View from West Avenue, looking south east



View from the east of Northernhay Gardens, looking east

5.7.2 Massing & Zone of Theoretical Visibility with Proposal



View from Lower Summerlands, looking north-west



View from Belgrave Road at the junction with Summerland Street, looking north

5.8 Elevational Analysis of the Local Context

In terms of the proposed development's appearance, it will draw inspiration from and complement both the material palette and architecture of the identified heritage assets, as well as other local developments, providing a high-quality design aligned with national and local policy terms. Incorporating elements of red brick, decorative brick detailing, relief details and dynamic roof forms – which are characteristic of both the conservation area and the listed building, will be explored as the design is developed.



Sidwell Street - Terraced houses

Observations:

- **Facade divided into base/middle/top.**

Base - Shop windows with signage / larger openings / Contrasting materiality

Middle - Brickwork alternating with stone coursing

Top - articulated roof form - pitched roof / Gable fronted with detailing / contrasting feature brickwork / Corner of building flat roof

- **Articulation of corner**

Fenestration on corner and roof form contrasting to typical part of building with flat roof and smaller windows. The building form projects beyond facade of terraces. Floors and parapet expressed with contrasting or projecting stone course.

Base / Middle / Top Brick with Stone Coursing

Hierarchy of Fenestration

Windows Grouped Vertically

Paired Windows

Articulated Roof Articulation of Corner



- **Hierarchy of fenestration**

Descending scale of fenestration ascending up the building, top windows paired

- **Articulation of fenestration**

Contrasting or feature window reveals / heads / sills / Arched window heads
Windows grouped vertically with inset brickwork
White UPVC window frames

- **Materiality**

Commonly brick with some stonework to base / window reveals / coping

Contrasting brick colour and feature brickwork

5.8.1 Elevational Analysis of the Local Context

Following this study of the Sidwell Street terraced houses, we have analyzed several neighbouring contemporary buildings referencing similar strategies analyzed on the previous page and other notable elevational treatments.



The Barn

Observations:

- **Facade divided into base/middle/top.**

Base - Large openings / Contrasting materiality

Middle - Brickwork alternating with stone coursing

Top - articulated roof form - Mansard roof with dormers

- **Articulation of corner**

Change of materials / colour brick to turn the corner and break up the massing

- **Hierarchy of fenestration**

Descending scale of fenestration ascending up the building, larger openings at ground level

Base / Middle / Top

Windows Grouped Vertically

Change in Material to break up mass

Brick Detailing

Articulated Roof - Mansard with Dormers

Articulation of Corner

Brick with Stone Reveals

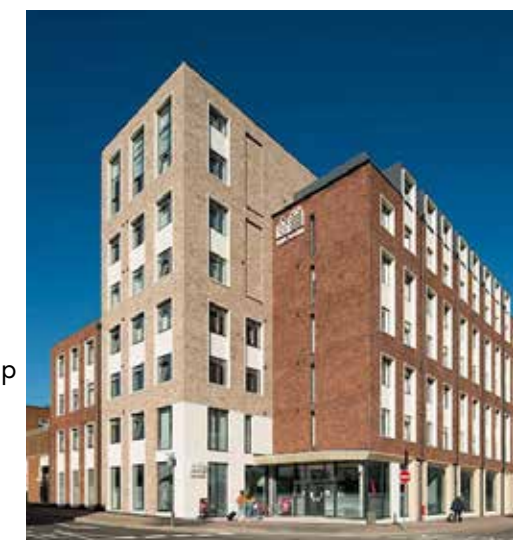


- **Articulation of fenestration**

Windows grouped vertically with contrasting stone reveals and panels between
Inset brickwork to continue rhythm of windows on facade

- **Materiality**

Primarily red and buff brick with stonework window reveals. Rendered elements to break up mass and metal mansard / dormer roof



5.8.3 Elevational Analysis of the Local Context

Base / Middle / Top Buff Brick with dark metal cladding

Change in Material to break up mass

Articulated Roof - Pitched Windows Grouped Vertically



The Depot

Observations:

- **Facade divided into base/middle/top.**

Base - Larger openings / Contrasting materiality

Middle - Brickwork with contrasting panels creating verticality

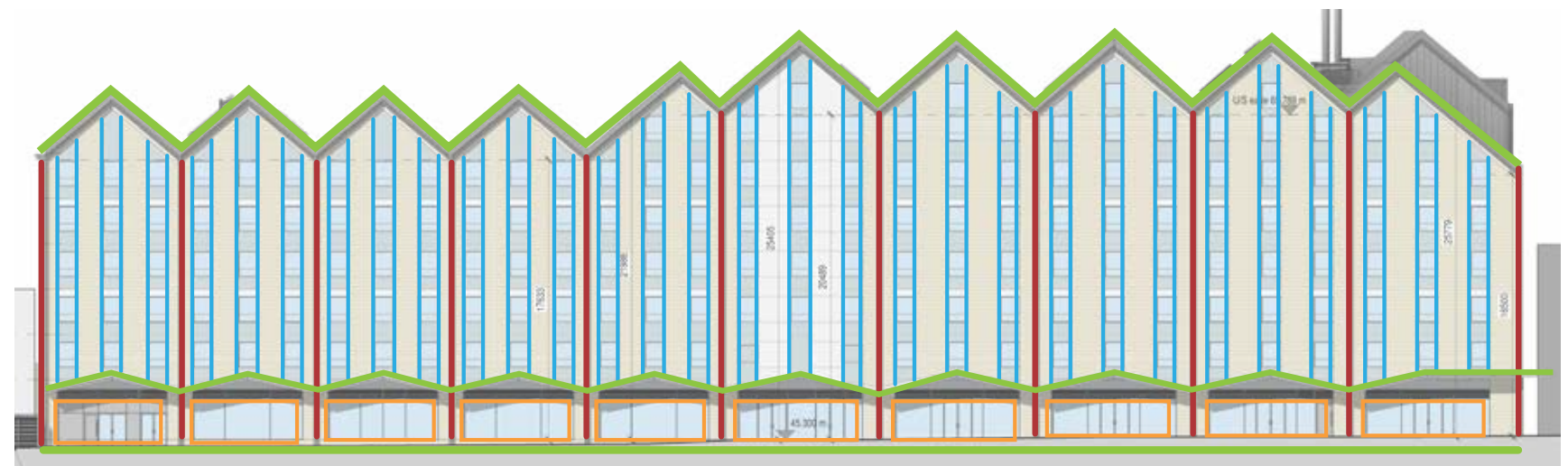
Top - articulated roof form - pitched roof / Gable fronted / Corner of building flat roof

- **Hierarchy of fenestration**

Descending scale of fenestration ascending up the building



The Depot - North Elevation (facing Summerland street)



- **Articulation of fenestration**

Windows grouped vertically with contrasting metal reveals and panels between

- **Materiality**

Primarily buff brick with metal window reveals. Metal base and elements of facade to break up mass.

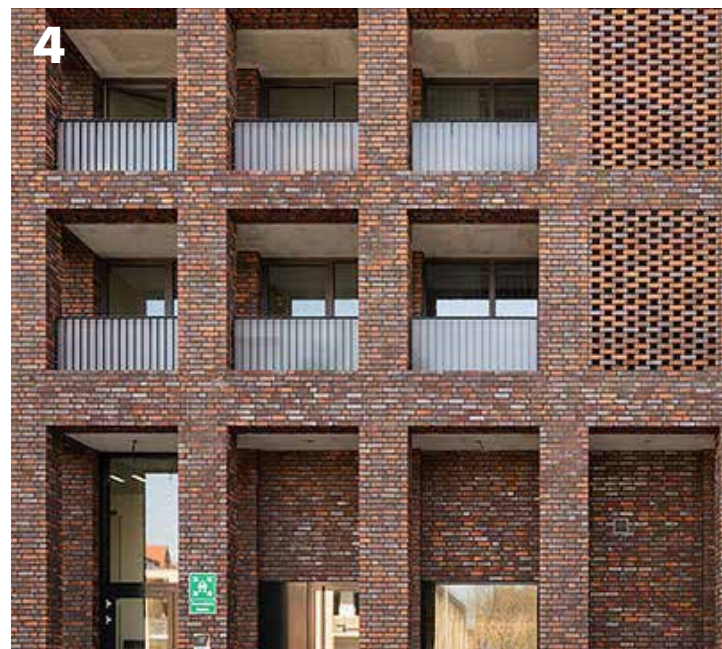
5.9 Precedent studies

Mansard Roof

Dormer Windows

Contrasting Base & Roof

Change in Material to Break up Mass



1. Broadwalk House - Co-working spaces

Mansard roof with dormer windows creating a light weight appearance of the top floor when experienced from ground level.

2. VITA Students - Newcastle

Potential to incorporate an articulated roof through options to recess the facade, including a mansard or pitched roofs, adding interest to the roofscape. The use of different material on the top floor to give a light weight appearance and adding interest to the facade.

3. LL Hawkins - Mixed-use Building

Feature dark shade brick on the main facade.

4. KSW Architects - Residential and Commercial Development

Grouping windows

5. Odeon

Panel within Brickwork

6. University of Exeter UPP (East Park)

Variation of the facade treatment in the ground floor and upper floors

5.10 Materials

Pebble Grey Metal Window Frames

Red / Pale / Dark Brick



Recessed Brick Louvre



Dormers/ Slanted Roof

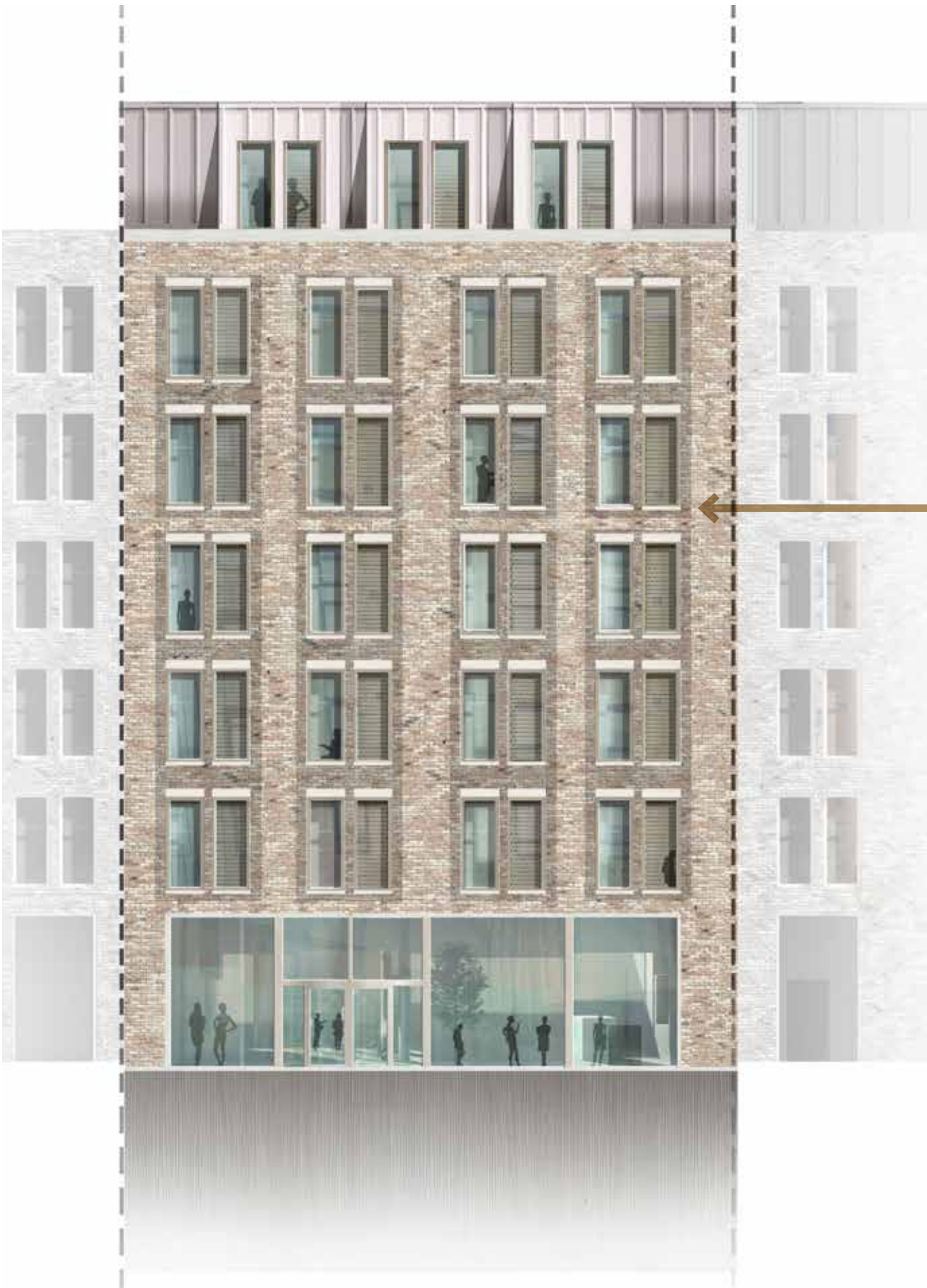


Contrasting Material to



5.11 Initial Sketch Proposals as presented to the Design Review Panel

Facade Development - South West Elevation - South East Elevation



Precedents



5.11.1 Initial Sketch Proposals as presented to the Design Review Panel - Facade

South East Elevation



Several iterations of the facade were developed to explore:

Breaking up the facade into base / middle / top, Hierarchy of fenestration, Window grouping , Articulation of corners, Articulation of roof form, Breaking up the mass with a change in material

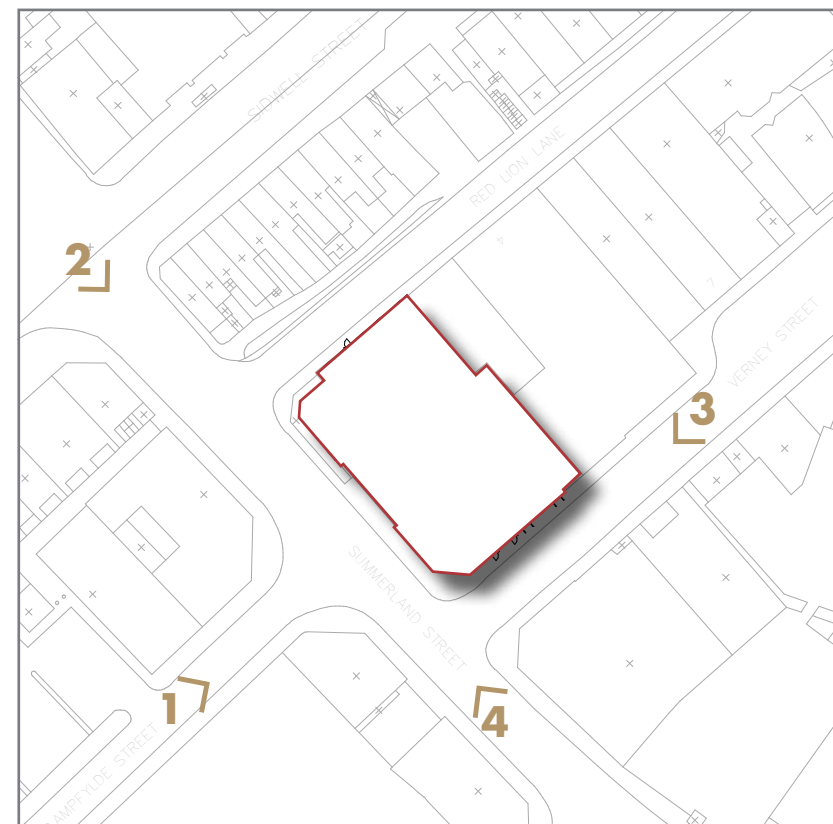
South West Elevation



5.11.2 Initial Sketch Proposals as presented to the Design Review Panel - Street Views



View 1 - Looking towards Summerland St from Bampfylde St



View 3 - down Verney St (facing The Depot)



The Depot



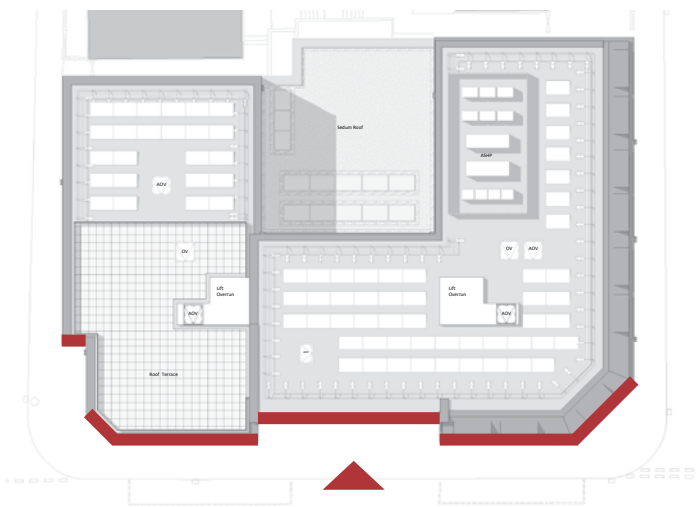
View 2 - down Sidwell St from Sidwell St



View 4 - up Summerland St looking towards Sidwell St

5.12 Elevational Strategy - Proposed Summerland Street Elevation

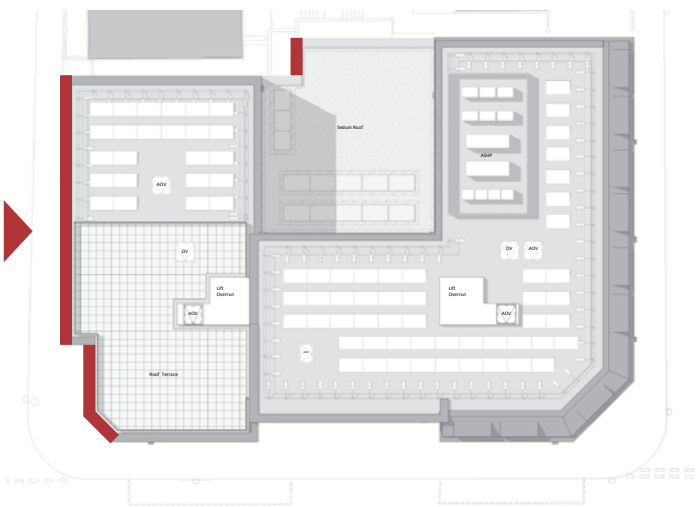
In Summerland Elevations we have grouped windows into a 3-2-1 grouping, we have provided a top, middle and bottom through the use of a roof terrace, mansard roof and recessed brick coursing.



5.12.2 Elevational Strategy - Proposed Verney Street Elevation



5.12.3 Elevational Strategy - Proposed Red Lion Street Elevation



Elevation B - Proposed Red Lion Lane Elevation
1:100

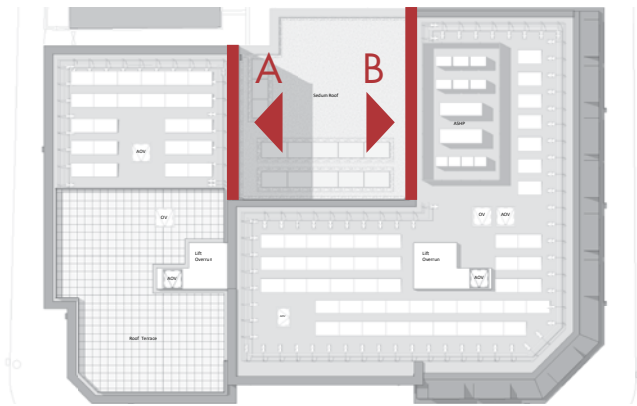
5.12.1 Elevational Strategy - Proposed Rear Elevation

The rear elevation is more reserved as it is one that isn't very visible. We have taken the opportunity to use different materials and window fenestration to maximise daylight on these north facing rooms.



5.12.4 Elevational Strategy - Proposed Courtyard Elevations

The Courtyard elevations are more reserved as it is one that isn't very visible. We have taken the opportunity to use different materials and window fenestration to maximise daylight on these north facing rooms.



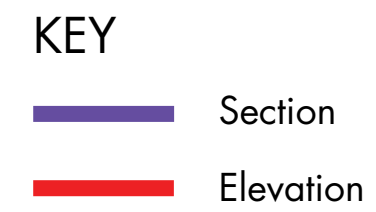
Elevation A



Elevation B

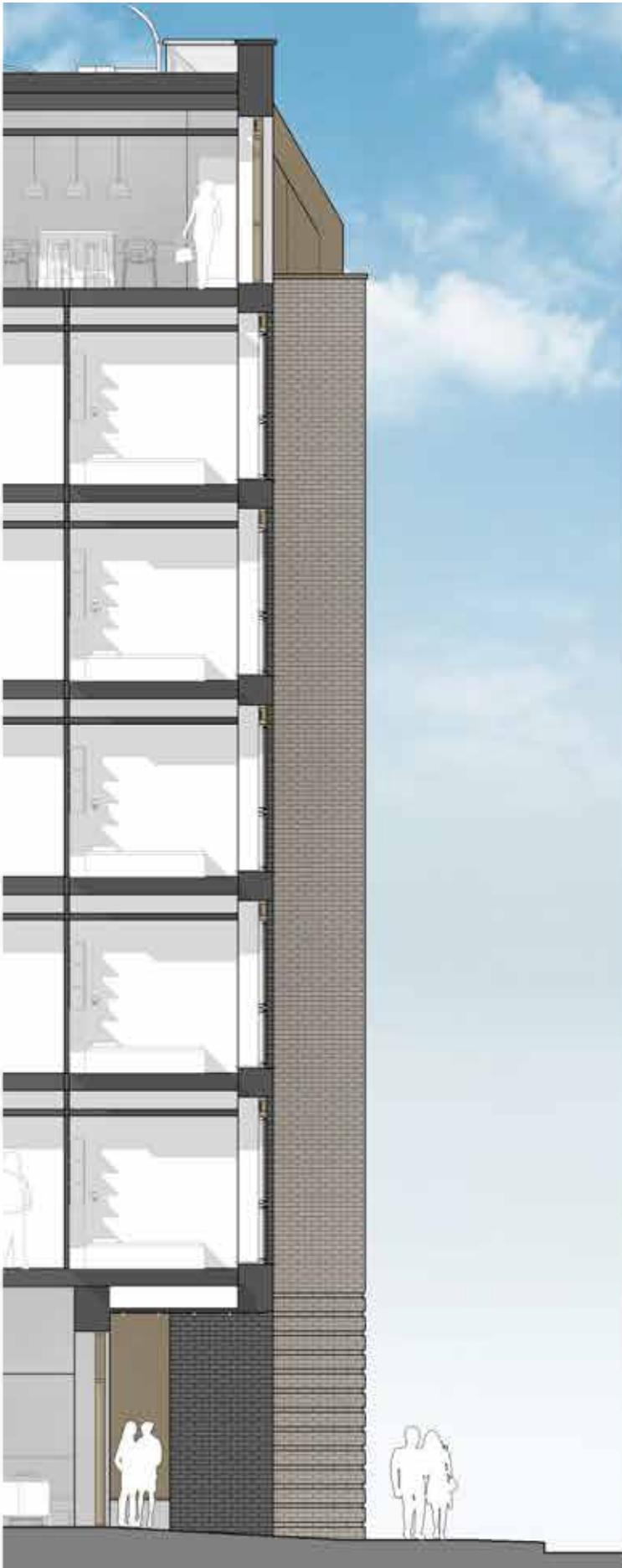


TV Snug



5.12.6 Elevational Strategy

Entrance

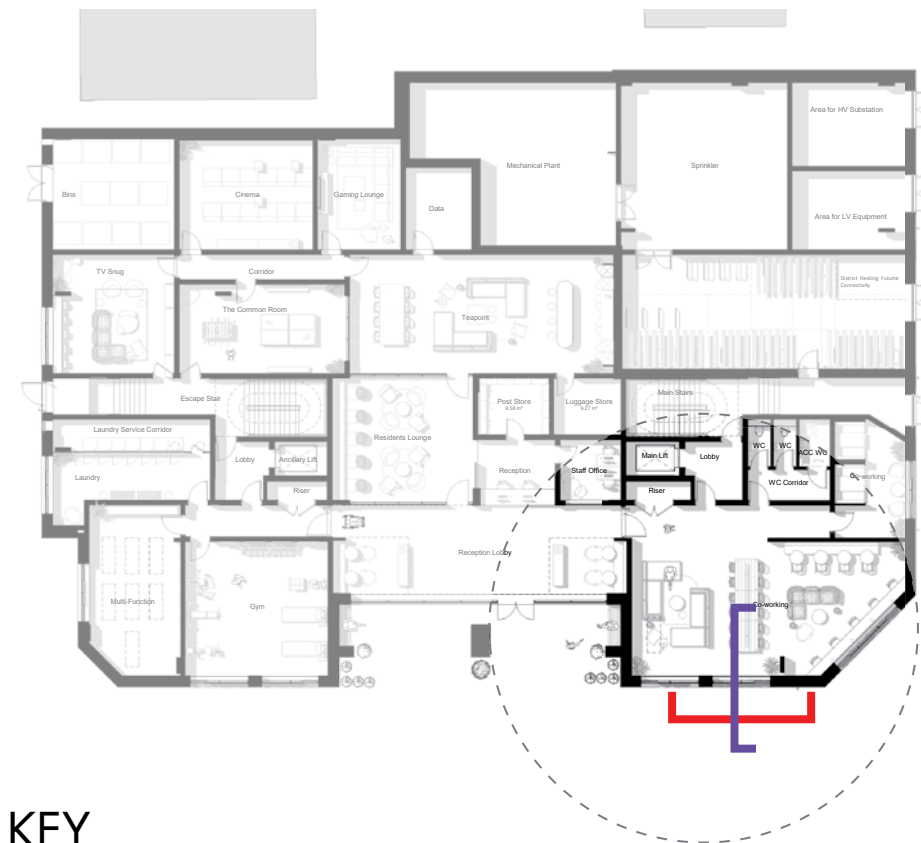


- KEY
- Section
 - Elevation



5.12 .7 Elevational Strategy

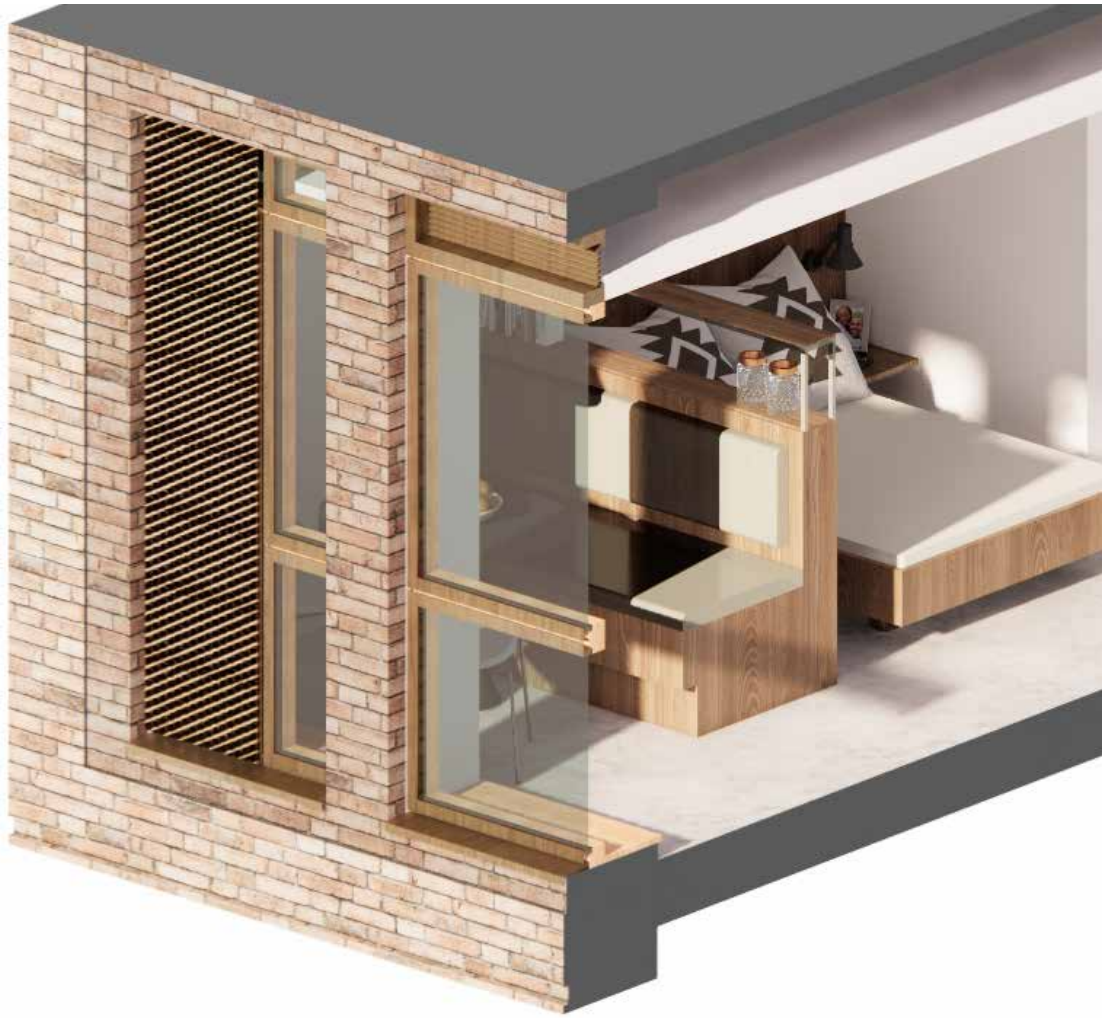
Co-working



KEY

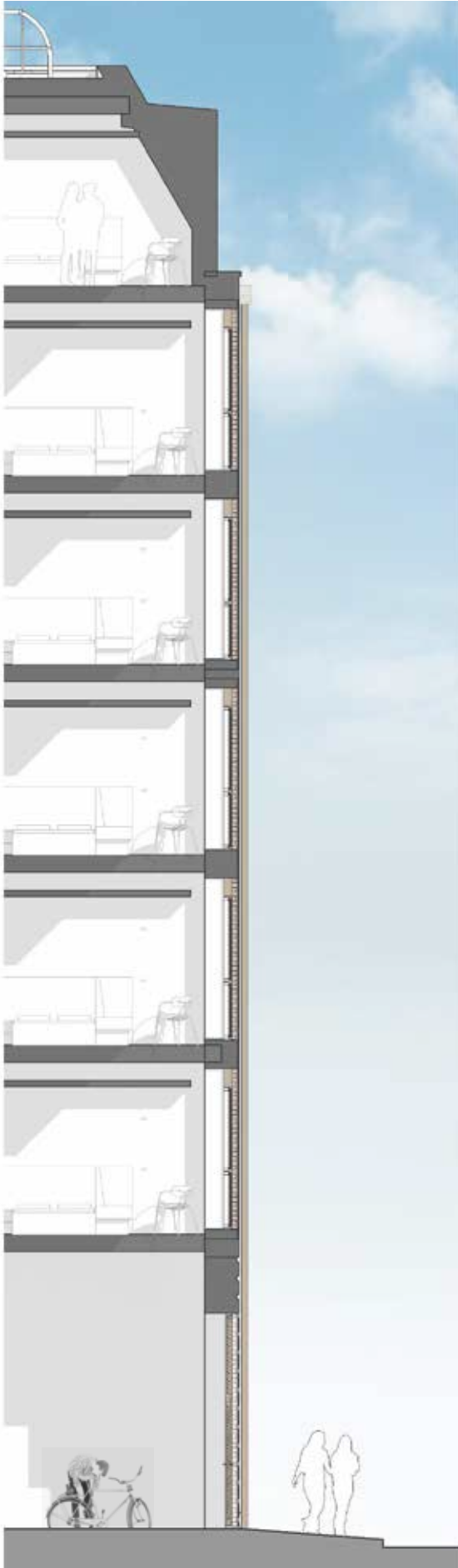
Section

Elevation



5.12.8 Elevational Strategy

Cycle Store



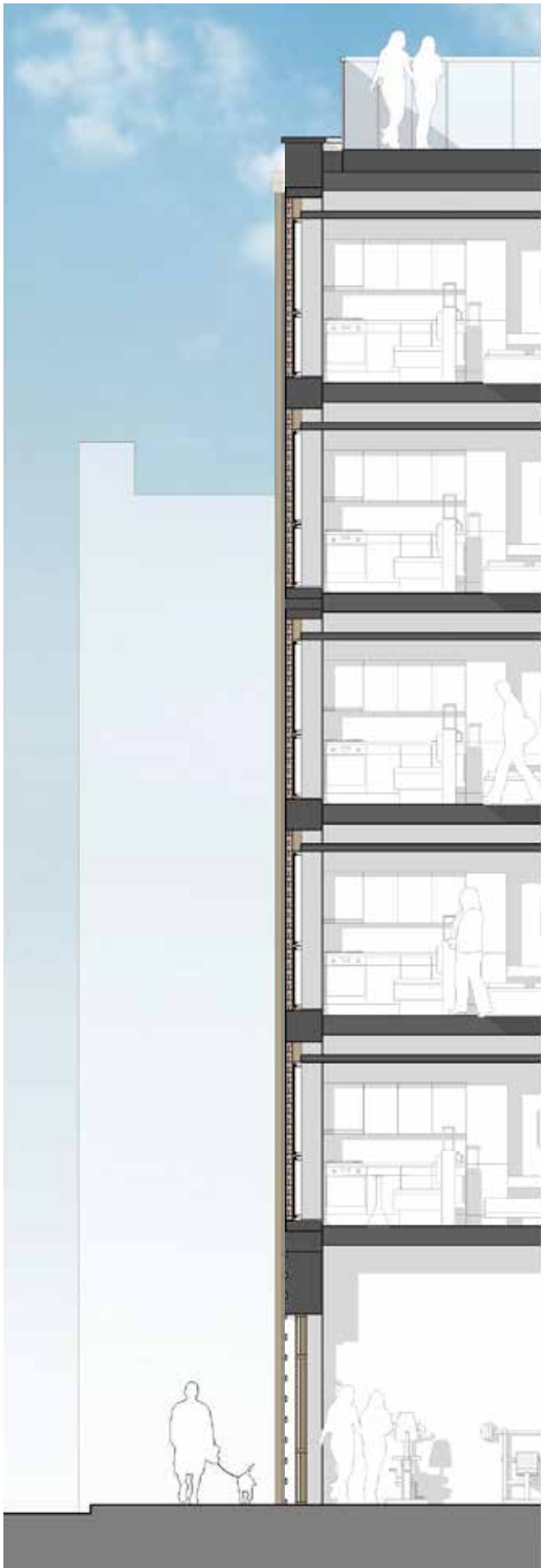
KEY

Section

Elevation

5.12.9 Elevational Strategy

Gym



- KEY
- Section
 - Elevation

5.13. Proposals - Street Views

The evolution of the Proposed Development's massing has been carefully considered to respond to the following elements:

- Introducing a covered external space at ground floor to signal the entrance and create an opportunity for street greening and encouraging biodiversity.
- Creating a 'C' shaped building to respond to the existing neighbouring properties, reducing the perception of mass.
- Stepping the massing on the north-western side of the building down to respond to the Methodist Church and Sidwell Street houses.
- Recessing central element on the main, Summerland Street elevation to break down the perception of mass and respond to views along Bampfylde Street.
- Setting back the top floor through mansard roof, aiding in reducing the apparent mass.
- The opportunity has also been taken to provide a south-west facing roof terrace to take advantage of views and the evening sun.
- Articulating the base and top differently to the central element, refining the perception of massing further.

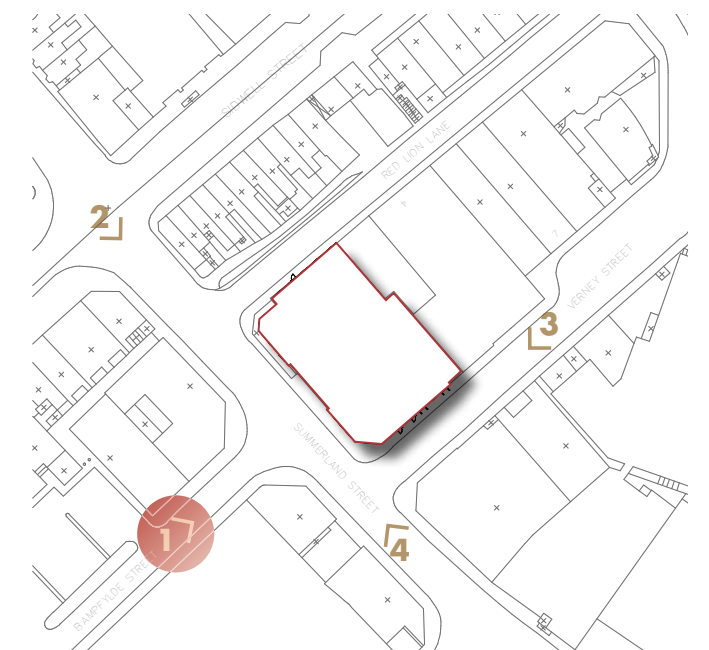
The evolving design has also been tested with the local planning authority through an iterative design process that has involved pre application and a Design Review Panel. Public consultation, including a members' working group, was also undertaken.

The Proposed Development has been carefully considered and developed to respond to its context, both in terms of height and massing as well as materials and architectural articulation. The appearance, materiality and architectural articulation draws inspiration from and compliments both the material palette and architecture of the surrounding heritage assets, as well as other local developments, providing a high quality design aligned with national and local policy. It incorporates elements of red brick, decorative brick detailing, relief details and dynamic roof forms, all of which are characteristic of the conservation area and nearby listed buildings.

Heritage consultants Turley consider the proposed development to be an appropriate response to the redevelopment of the Site, improving its existing character and sustaining the special architectural and historic interest of the listed building.



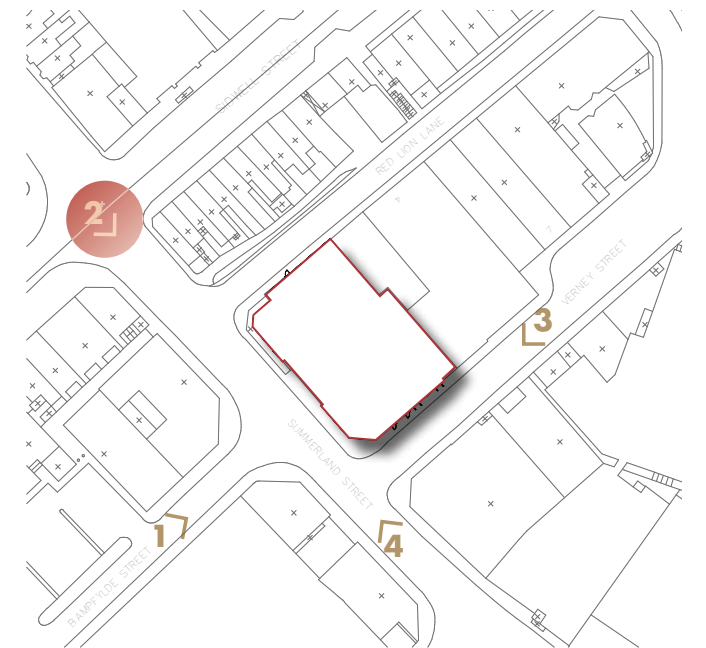
View 1 - Looking towards Summerland St from Bampfylde St



5.13.1 Proposals - Street Views



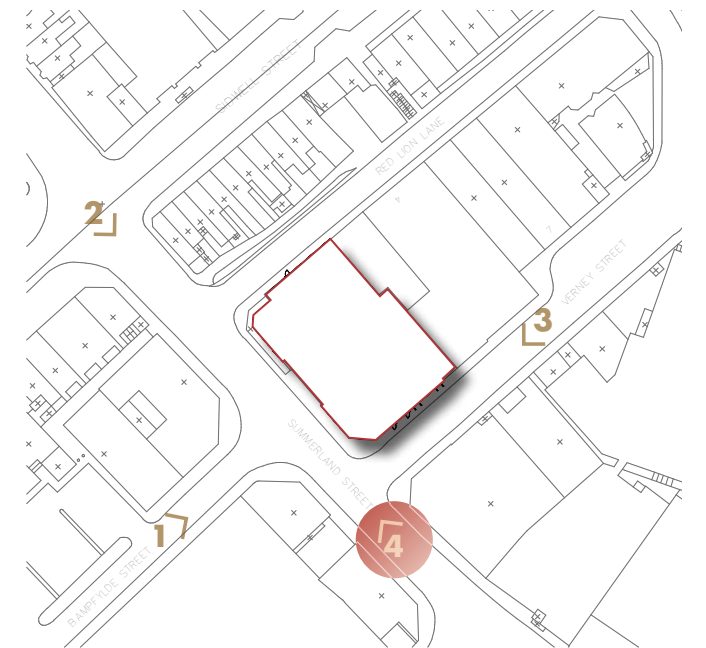
View 2 - Looking down Summerland St from Sidwell St



5.13.3 Proposals - Street Views



View 4 - Looking up Summerland St towards Sidwell St



6.0 Quantum

6.1 Quantum

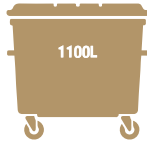
6.1 Quantum

167 beds 

753m² (4.5m²/bed) 

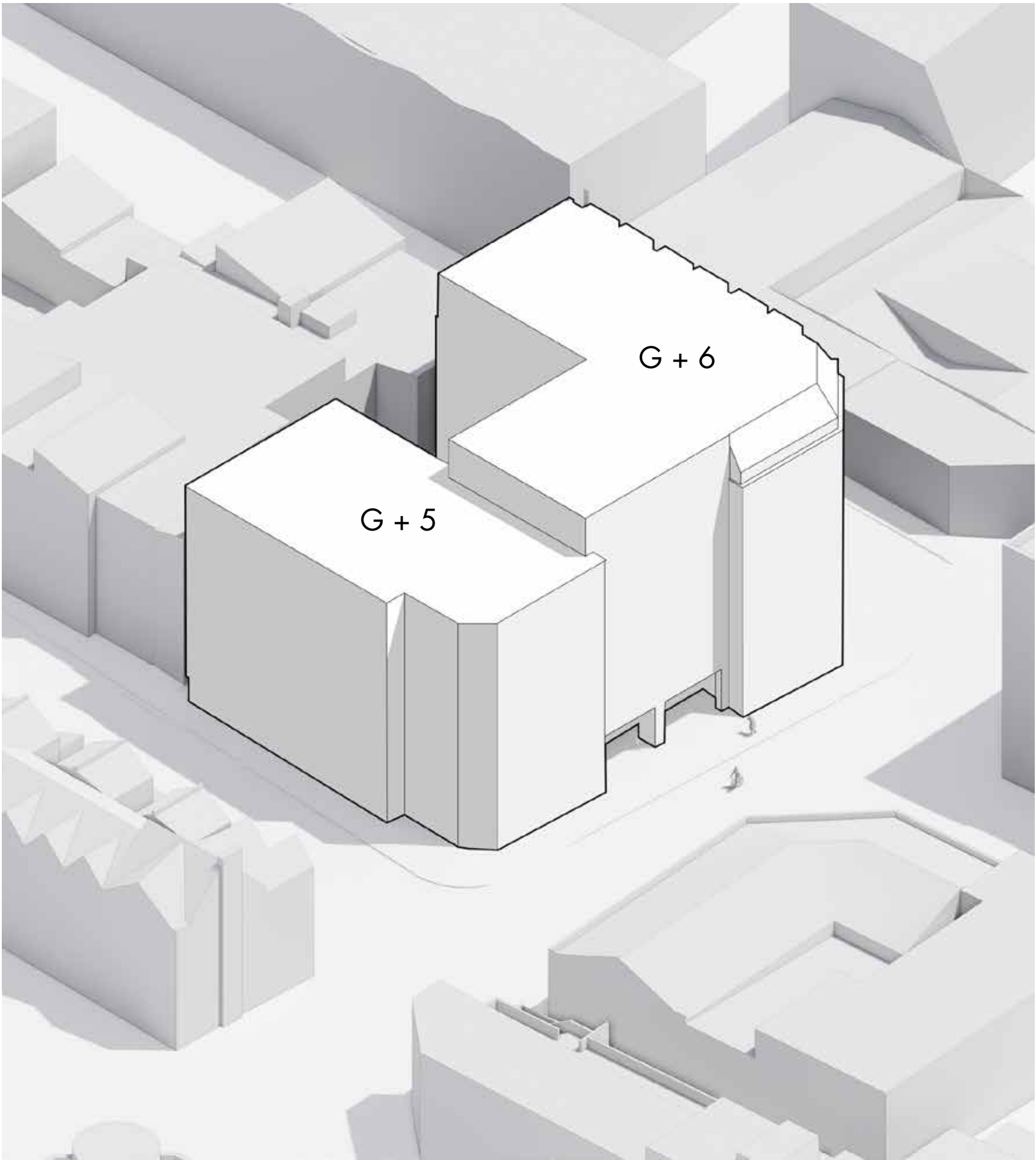
170m² (1m²/bed) 

88 (1 per unit for first 10 units, 1 per 2 units thereafter) 

circa. 70 litres / unit
Target 11no. 1100ltr Eurobins 

11 Accessible Rooms 

20% Affordable Housing 



7.0 Access

- 7.1 Access Statement - Pedestrian Overview**
- 7.2 Access Statement - Parking Overview**
- 7.3 External Access + Movement**
- 7.4 Internal Access + Movement**
- 7.5 Part M - Accessible bed locations + plan**

7.1 Access Statement - Pedestrian Overview

This section of the report describes how the development is accessed by residents and how it connects to existing surrounding areas and public transport links. It continues to describe access and movement within the building, identifying the Part M strategy for the development.

Crossing Summerland Street

The Design Team have been working with transport consultants Advance Consulting to produce a travel plan and transport statement for the development. Advance Consulting assessed the existing adjacent highway, pedestrian and cycle network and determined that the availability to cross Summerland Street is currently very good with a signalised crossroad junction of Summerland Street, Sidwell Street and York Road located approximately 50.0m to the northwest of the site, providing controlled pedestrian crossing points on all arms of the junction in the form of 'puffin' crossing points, as demonstrated on the diagram opposite. This enables a low risk pedestrian route from the site directly to the services, facilities and amenities available within the city centre via Sidwell Street. In addition, a signalised junction that provides dropped kerbing and tactile paving on all arms is provided 115.0m to the south of the application site.

It was noted that the Design Review Panel suggested potentially "Extending the paving across Summerland Street to create a wide informal crossing would reinforce the frontage and the pedestrian links but would also assist in managing lower traffic speeds in Summerland Street". This was considered as a strategy, however upon review of the pedestrian links that route directly to the city centre, as described above, and the fact that Summerland Street is already subject to a 20mph speed limit, it was concluded that further traffic calming is not required.

It is proposed that at the priority T-junctions where Red Lion Lane and Verney Street connect with Summerland Street, tactile paving will be provided in order to facilitate low-risk movements of pedestrians who are visually impaired, as seen in screen shot of existing tactile paving provided at the adjacent Bampfylde Street.



KEY

- Proposed Tactile Paving
- Existing Tactile Paving
- 20mph
- Services, Facilities and Amenities
- Existing controlled pedestrian "puffin" crossing points
- 50m distance



7.2 Access Statement - Parking Overview

Car Club / Collaboration with Car Sharing Scheme

Within both the Transport Statement and Travel Plan it is stated that the development will seek to bring forward a communal car club and / or collaborate with a local car club provider such as Co Cars that offer an affordable car / van hire that includes Electric Vehicles. It is noted that there are numerous locations within Exeter with cars available from Co Cars with the nearest located approximately 350m to the south of the application site within the Triangle Car Park and approximately 500m to the east of the application site onto Belmont Road.

Information regarding a car club scheme will be provided within a Travel Information Pack distributed to all residents as part of the on-going and monitoring process associated with the Transport Statement and actioned by the Travel Plan Coordinator. A Section 106 agreement will be sought to secure the Travel Plan.

Contact has been made with Co Cars to begin discussions on implementing an arrangement at the proposed development. considering any infrastructure that may need to be provided, such as dedicated car sharing spaces, appropriate signage and electric vehicle charging facilities.

Disabled Parking / Pick-Up / Drop-Off Area

It is proposed that the single yellow line at the building entrance on Summerland Street is removed and this area is provided as a drop off / pick up area for disabled users or car club users, as highlighted opposite. This is not only ideally located directly in front of the entrance but also does not encroach on any existing parking or loading bays.

All of the existing areas of on-street Pay & Display parking, disabled parking and loading / bus bays are illustrated opposite, supporting a car free development.



KEY

-  Existing Pay+ Display Parking
-  Bus Parking
-  Loading Bay
-  Potential Park up/ drop off area for disabled users and car club
-  Pedestrian crossing

7.3 External Access + Movement

Pedestrian movement



- KEY
- External Amenity
 - Existing paving - dropped kerbs
 - Proposed paving - dropped kerbs
 - Towards Sidwell Street
 - Towards City Centre and Coach Station
 - Pedestrian access

The building is entered via Summerland Street, opposite Bampfylde Street, visually connecting to the main shopping area and bus station.

The site has pavement access on all three accessible sides of the building, with no access to the rear. With existing and proposed dropped kerbs providing direct access to the main local facilities and amenities.

The site is well connected with good pedestrian links around the city centre:

- The coach station and Leisure Centre are only a few minutes walk away;
- The main shopping area is between 5-10minutes walk to the west of the site;
- An approximate 5-10minutes walk to the north of the site is St James' Park train station;
- And only about 20minutes walk to Exeter Central.

Cycling movement



- KEY
- Cycle Store
 - Bike Rack
 - Off Road cycle path from Exeter to near Woodborough
 - On Road cycle path Quay Bike Loop

Access into the cycle store is off Verney Street. The cycle store has internal access into the building so that residents do not have to walk back out and in through the main entrance.

The Site is in close proximity to existing cycle routes connecting across the city.

Parking movement



- KEY
- Potential Park up/ drop off area for disabled users and car club
 - Existing Pay + Display Parking
 - Bus Parking
 - Loading Bay

7.4 Internal Access + Movement

Front Door / Reception



- KEY
- Reception Lobby
 - Main Entrance

The main entrance to the building is in a clearly identifiable location, central to the Summerland Street-facing facade, opposite Bampfylde Street, connecting further into the city center. The entrance is recessed on all floors and includes a deeper recess at ground floor, welcoming residents home, with a friendly face awaiting at the reception desk directly opposite the front door.

Stairs



- KEY
- Primary Stair
 - Secondary Stair
 - Fire Escape Exit

There are two circulation cores within the building, mirrored on either side of the reception, clearly legible for residents. The primary core is on the right of the reception, which takes residents all the way to the top floor. Each core has a protected escape route to the outside.

Lift



- KEY
- Secondary Lift
 - Firefighting Lift

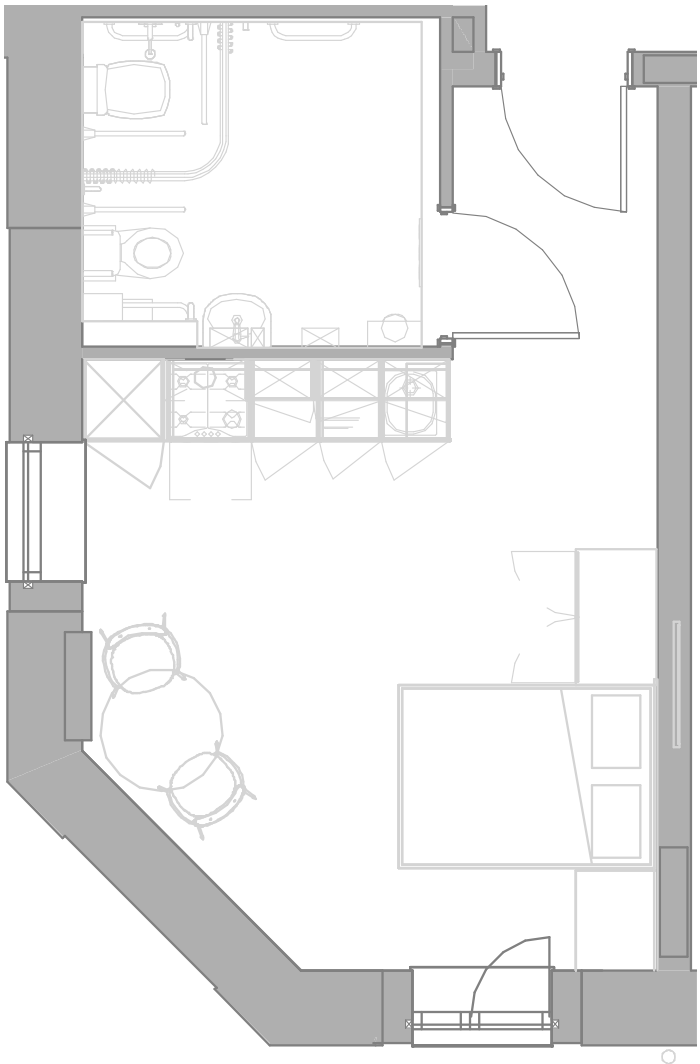
Within each core is a lift that extends to the top floor of each core. The lift in the primary core is to be a fire fighting lift.

7.5 Part M - Accessible bed locations + plan

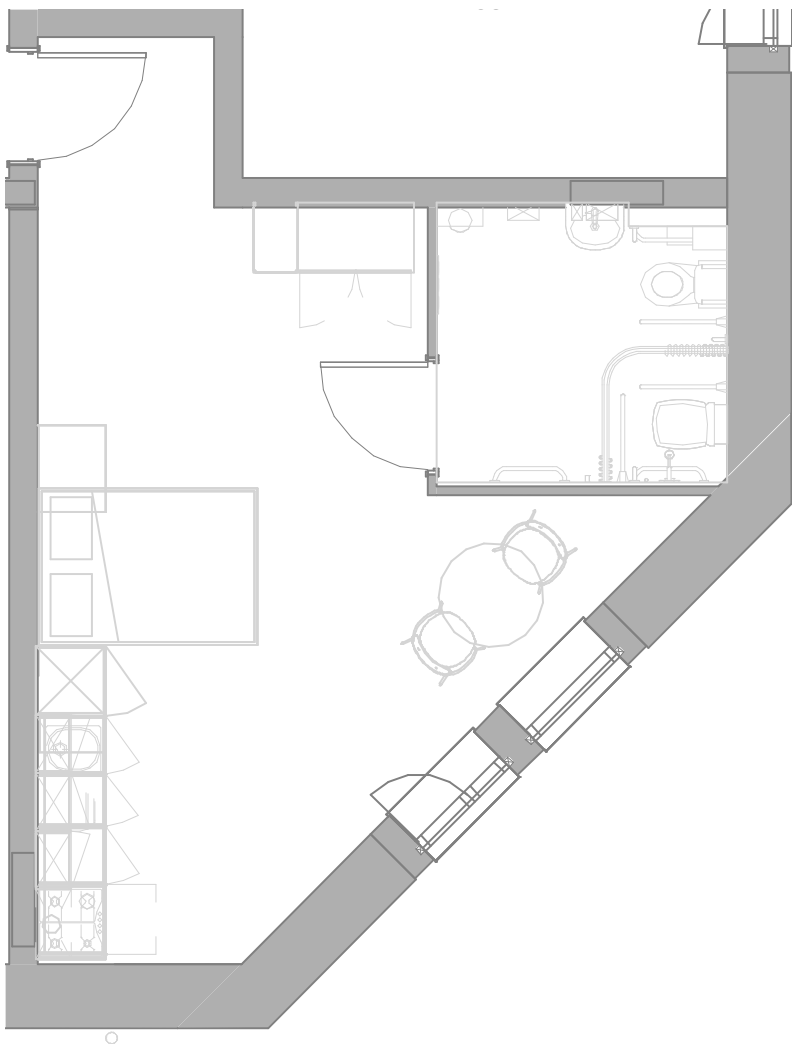
Accessibility has been a key consideration when forming apartment layouts. All apartments are NDSS (Nationally Described Space Standard) compliant. This means they fulfill criteria such as sufficient floor area, storage and floor to ceiling heights.

The apartments are also Part M Cat 2 compliant (excluding the 1B1P apartments) meaning they are considered accessible and adaptable dwellings.

A further 25 (6%) of the dwellings are Part M Cat 3 compliant. The provision of M4(3) units is policy compliant against the 2% required under policy DM4. They are deemed suitable for wheelchair users having taken into account access into and out of the apartment, occupation and facilities within.



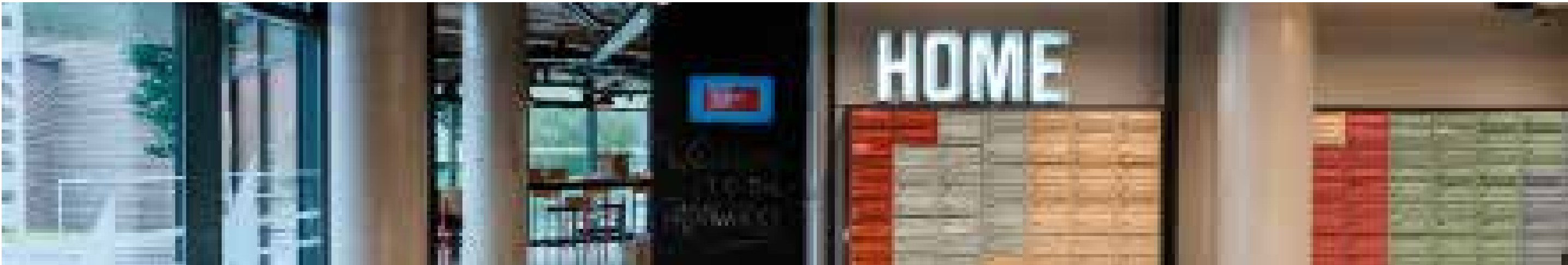
Typical Floor Acc Bed Options



Sixth Floor Plan Acc Bed Options







Contact

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leediggle@stridetreglown.com

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Residential
Technology & Innovation

Offices

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Birmingham
Bristol
Cardiff
London
Manchester
Plymouth
Truro
Winchester

STRIDE TREGLOWN

FILE	
154670-STL-XX-XX-PP-60XX-PP01	
PROJECT	
Summerland Street	
CLIENT	
McLaren (Exeter) Limited	
STRIDE TREGLOWN JOB No.	
154670	
PREPARED BY	CHECKED BY
VP	LD
DATE	REVISION No.
28.03.2023	P19

REVISION	
1	P01 First Issue
2	P02 Update following initial comments from Exeter City Council
3	P03 Update for DRP following Pre-App advice
4	P19 PLANNING SUBMISSION
5	X
6	X