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MATFORD BARTON

A NEW GARDEN NEIGHBOURHOOD



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AUTHORISED BY	JdH	JdH	JdH	JdH	JdH	JdH	JdH	JdH	JdH

Barton Willmore | 101 Victoria Street | Bristol BS1 6PU

tel: 0117 929 9677 | fax: 0117 929 4569

email: james.dehavilland@bartonwillmore.co.uk

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CHAPTER 1:
MATFORD BARTON
THE VISION

1.1. THE STRATEGIC VISION FOR MATFORD BARTON

The new community at Matford Barton will display a distinctly Devon hillside character, inspired by the topography, existing site assets and local context. It will aspire to develop a sense of community, through the provision of new key facilities, sustainable transport linkages and dynamic spaces and places. Delivering healthy lifestyles is a key aim; a multifunctional green infrastructure and new Ridgetop Park will form the heart of the proposals.



DISTINCTLY DEVON HILLSIDE

- » Use the topography as a basis for the creation of a distinct hillside development that will be complemented by a generosity of space, appropriate densities and well designed streets.
- » Celebrate existing site assets and use them to shape the structure of development, reflecting important heritage, archaeology, landscape and visual qualities.
- » Understand intrinsic qualities of existing Devon settlements that will help inspire the creation of a distinct character and sense of place.

DEVELOPING COMMUNITY

- » Ensure a healthy and inclusive community through the provision of accessible new facilities that encourage social interaction and form a landmark for the development.
- » Provide for a new school campus on the hillside that forms a beacon of learning and encompasses best practice sustainable education principles.
- » Understand key movement and green infrastructure connections within the South West Exeter development and to existing communities.

DYNAMIC PLACE, DYNAMIC SPACE

- » Maximise the opportunity to create a new place where people aspire to live.
- » Create a new distinctive landmark gateway to Exeter through the provision of high quality architecture and landscaping.
- » Seek to incorporate a network of dynamic spaces and places within the development that are fit for function and vary in character.

DELIVERING HEALTHY LIFESTYLES

- » Explore the creation of an attractive Ridgetop Park that is linked to the new and existing community via a lively, connected network of spaces.
- » Ensure recreation, healthy lifestyle and relaxation opportunities are created through the provision of multi-functional green infrastructure that caters for all ages.
- » Prioritise walking and cycling linkages and safe crossing points across the A379 to encourage exercise and decrease dependency on the car.
- » Retain and enhance existing biodiversity, ecology and landscape qualities within the site.

1.2. THE DAS – STRUCTURE AND PROCESS

1.2.1. This Design and Access Statement (DAS) has been prepared by Barton Willmore on behalf of Bovis Homes. It has been written in conjunction with AP Planning, FMW Consultancy Ltd, CGMS, EAD, Hydrock and Barton Willmore Landscape. This document supports an outline planning application for mixed use development at Matford Barton.

AIMS AND OBJECTIVES OF THE DAS

1.2.2. The DAS sets out and justifies the design rationale for the proposals. It has been prepared in accordance with guidance and policy contained in the following documents;

- » The South West Exeter Development Framework. This sets out principles, policy and a Land Use Plan that will guide the masterplan and design strategies presented in this document.
- » Guidance on Information Requirements and Validation (CLG, March 2012)
- » Development Management Procedure Order (2013)

» Streamlining the Planning Application Process: Consultation (CLG, 2013)

» Planning Practice Guidance (2014)

1.2.3. The document is part of a comprehensive package of information submitted with the application for outline planning permission and provides a detailed framework of guidance and specification to guide and control the elements of the development. It will explain the proposals in a concise and structured way to ensure that those considering the application will understand the rationale that underpins it.

DAS STRUCTURE

1.2.4. The CABE document 'Design and Access Statements – how to write, read and use them' (2006) refers to an 'assessment-involvement-evaluation-design process' which states, closely mirrors a good design process and enables the final design proposals to be informed by a clear understanding of the site and the wider context.

1.2.5. The DAS is structured in accordance with this CABE guidance and sets out the following;

Outline Planning Application Proposals

- » Presentation of parameter plans and associated wording that are to be 'fixed' as part of the outline planning permission.

Assessment

- » An analysis of the wider context.
- » Key design influences within Exeter and the wider area.
- » Site assessment.

Involvement and Evaluation

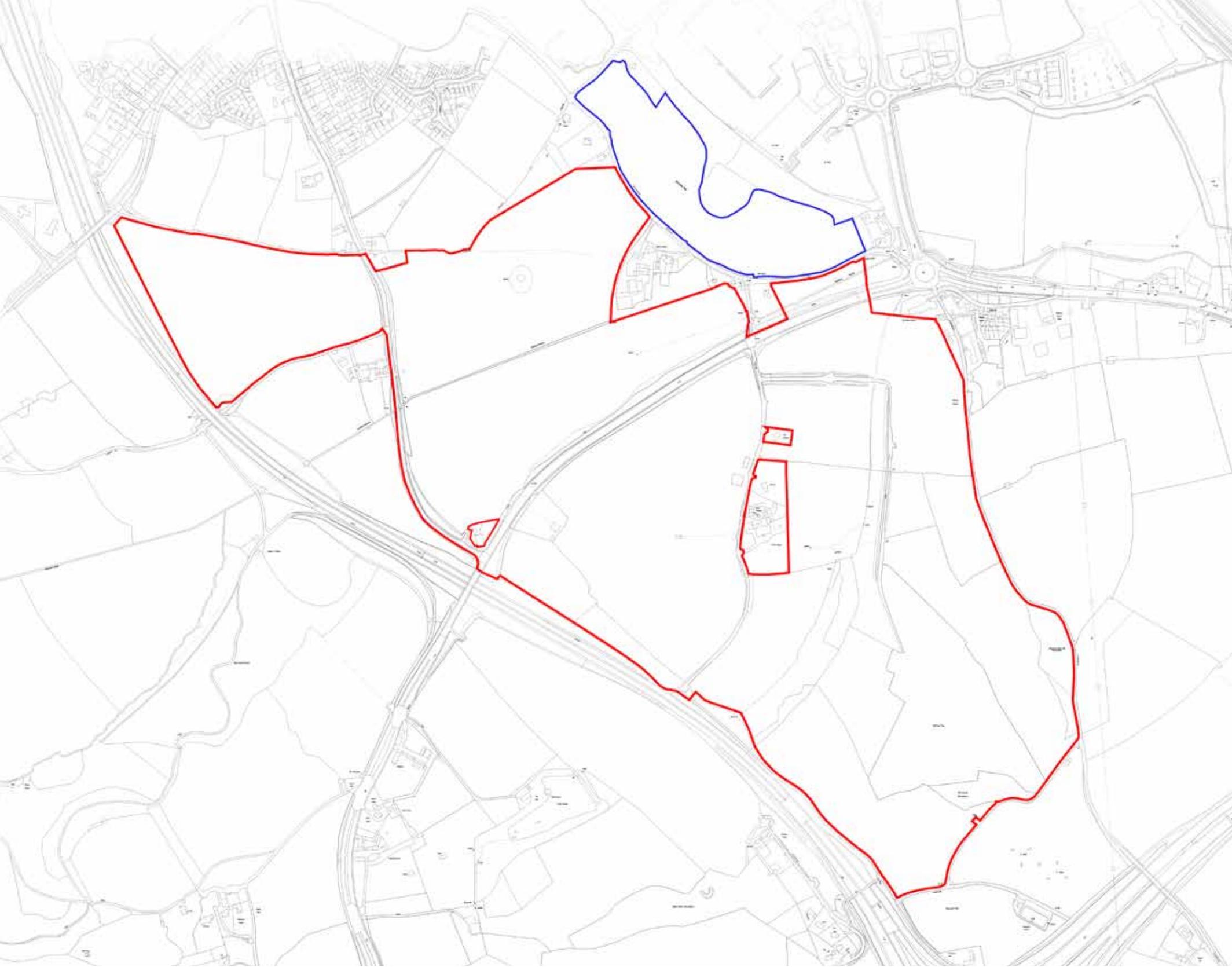
- » A summary of stakeholder and community involvement.
- » Evaluation based on assessment and involvement stages to inform a design concept and strategies.

Design

- » Illustrative strategies and key area plans which help to further explain the proposals.

1.2.6. As per regulation 8 (3) of the DMPO the DAS shall;

- (c) Explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
- (d) State what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
- (e) explain how any specific issues which might affect access to the development have been addressed.



Red Line Boundary plan

-  Site Boundary
-  Other land under control of applicant

1.3. THE SITE

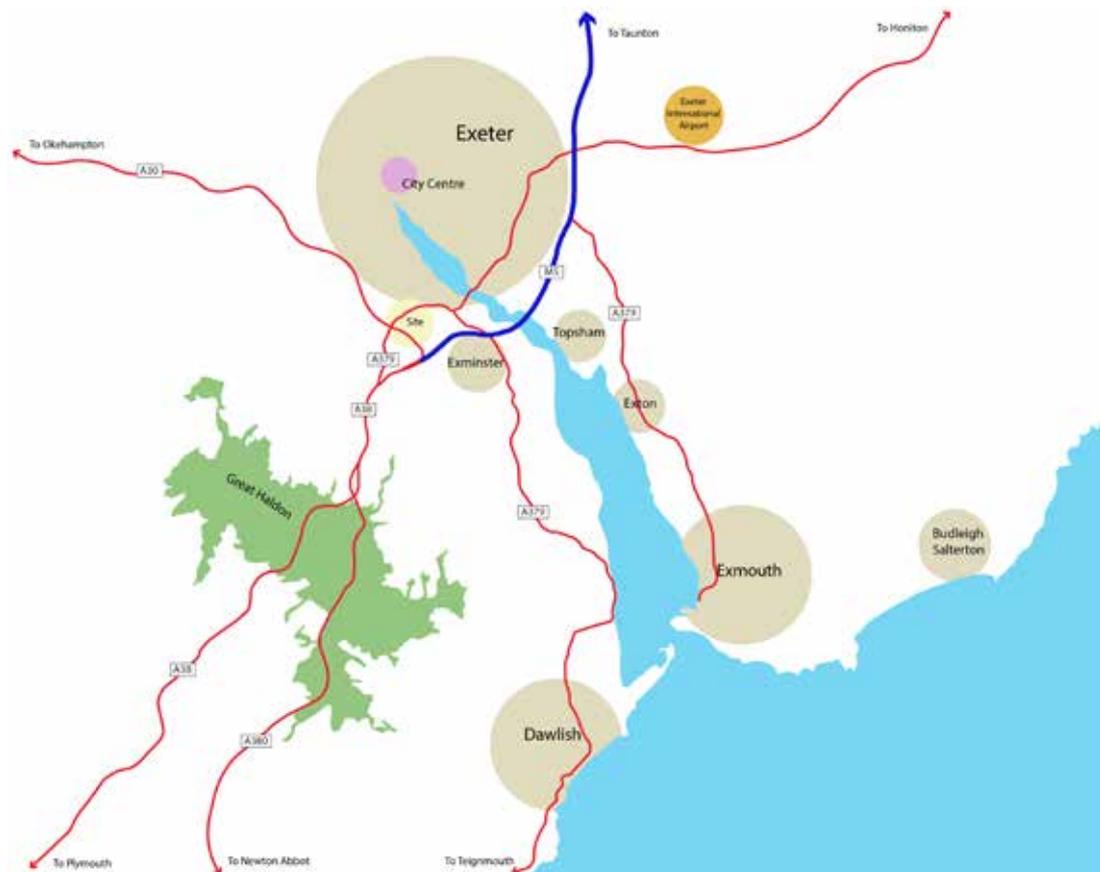
1.3.1. **The site is located within approximately 5km to the south west of Exeter city centre, with Alphington and Exminster located to the north and south east respectively. It lies to the western side of the Exe Valley, within an area of landscape characterised by a sloping topography, ridges and valleys.**

1.3.2 The site forms part of the South West Exeter allocation and is well placed to deliver strategic and local connections for foot, bus and bike to nearby local facilities and Exeter city centre. It also offers a significant opportunity to provide green routes and new, high quality areas of open space that are integrated with the new development and surrounding spaces.

SITE DESCRIPTION

1.3.3 The Matford Barton site comprises approximately 91 hectares. It is broadly separated by the A379, which runs east-west and provides a strategic link to the centre of Exeter. The site is predominantly in agricultural use with occasional groups of residential properties and farmsteads located along existing roads. There are also some areas of employment and leisure uses within close proximity to the site; including the Devon Hotel which located on the A379/B3123/Old Matford Lane roundabout.

1.3.4 The site is bounded by the A30 to the west, Old Matford Lane to the east, Markham Lane and Deepway Lane to the north and Deepway Lane to the south. To the south of the A379 the site rises steeply up to Pearce's Hill and forms the highest point of the site, with the ridgeline running alongside the M5. North of the A379 the Matford Brook, a minor tributary of the River Exe, runs east – west across the site within a broad shallow valley. The valley rises gently to a high point located on the edge of Alphington Village.



Site Location plan



Aerial Site plan

-  Site Boundary
-  Other land under control of applicant



Aerial View of the site looking north



Aerial View of the site looking south east

1.4. THE PROPOSALS

1.4.1 The development at Matford Barton offers an exciting opportunity to create a high quality and attractive extension to Exeter. The proposals will provide for an inclusive new community and ensure that sustainable forms of transport are promoted as an attractive travel option.

DEVELOPMENT OVERVIEW

- » Provision of approximately 1,350 new high quality dwellings that include a mix of tenures and cater to a range of lifestyles. If the secondary school site does not come forward, the number of dwellings will increase to a maximum of 1,500.
- » A vibrant mixed use centre which will include new key retail facilities and form a new social hub for the development.
- » A site large enough to accommodate a through school and community building, benefiting new residents and the existing community.
- » Additional housing will be provided if the secondary school is not delivered by the Education Authority.
- » A bridge crossing across the A379 to ensure the provision of a convenient and safe linkage across the road for all residents.
- » Sustainable transport opportunities in the form of bus routes, cycle routes and footpaths.
- » Connected and multi-functional green infrastructure comprising public open space, areas for play and recreation, strategic landscaping, habitat creation and wildlife corridors.
- » A new Matford Valley Park and area of SANG will form landmark spaces for the development.
- » Vehicular access taken from the A379, Chudleigh Road, Dawlish Road and Trood Lane.



Land Use Masterplan

 Residential	 Vehicular Access Point	 Potential Pedestrian/Cycle Connection	 SANG Car Park	 Proposed Areas for Play
 Mixed Use Centre	 Potential Vehicle Link	 PRoW	 Public Open Space	 Allotments
 Primary School <i>(indicative layout shown)</i>	 Potential Bridge Location	 Proposed Pedestrian/Cycle Route	 Scheduled Monument	
 Secondary School <i>(indicative layout shown)</i>	 Potential Bus Connection	 Proposed SANG Pedestrian/Cycle Access and Routes	 Proposed Attenuation Areas	



CHAPTER 2:
**OUTLINE PLANNING
APPLICATION PROPOSALS**

2.1. SUMMARY AND STATUS OF THE PROPOSALS

2.1.1. The parameter plans and associated wording in this chapter are to be ‘fixed’ as part of the outline planning permission and these provide a framework for future, more detailed designs. This approach is illustrated on the masterplan cascade diagram, presented opposite.

2.1.2. In order to provide as much helpful design information as possible at each appropriate stage a phased ‘cascade’ of plans is proposed. This allows for flexibility and adaptability so that the design of each phase can respond to issues important at a particular time or in a particular location on the site, but held within a consistent parameter approach. Importantly, the cascade sets a framework to provide for future design fixes at an appropriate time, as referred to in this chapter.

DESIGN INFORMATION SUBMITTED AS PART OF THIS OUTLINE APPLICATION

2.1.3. The following elements form part of this application;

Parameter plans

2.1.4. The parameter plans are fixed and for which planning permission is sought. They will provide information for;

- » Land use

- » Access and movement
- » Building heights

Supporting Design Strategies

2.1.5. The parameter plans will be supported by a clear set of design strategies that are set out in chapters 7 – 9 of the Design and Access Statement. In conjunction with the parameter plans a number of strategy plans may be identified as forming part of the Planning Application for the site by the Local Planning Authority. They are;

- » Street Hierarchy
- » Foot, Bus and Bike
- » Legibility Framework
- » Play Strategy
- » Cut and Fill
- » Residential Phasing

Key Area Plans

2.1.6. Additional, more detailed design material of an illustrative nature is contained within the following key area plans where specific spatial principles are suggested;

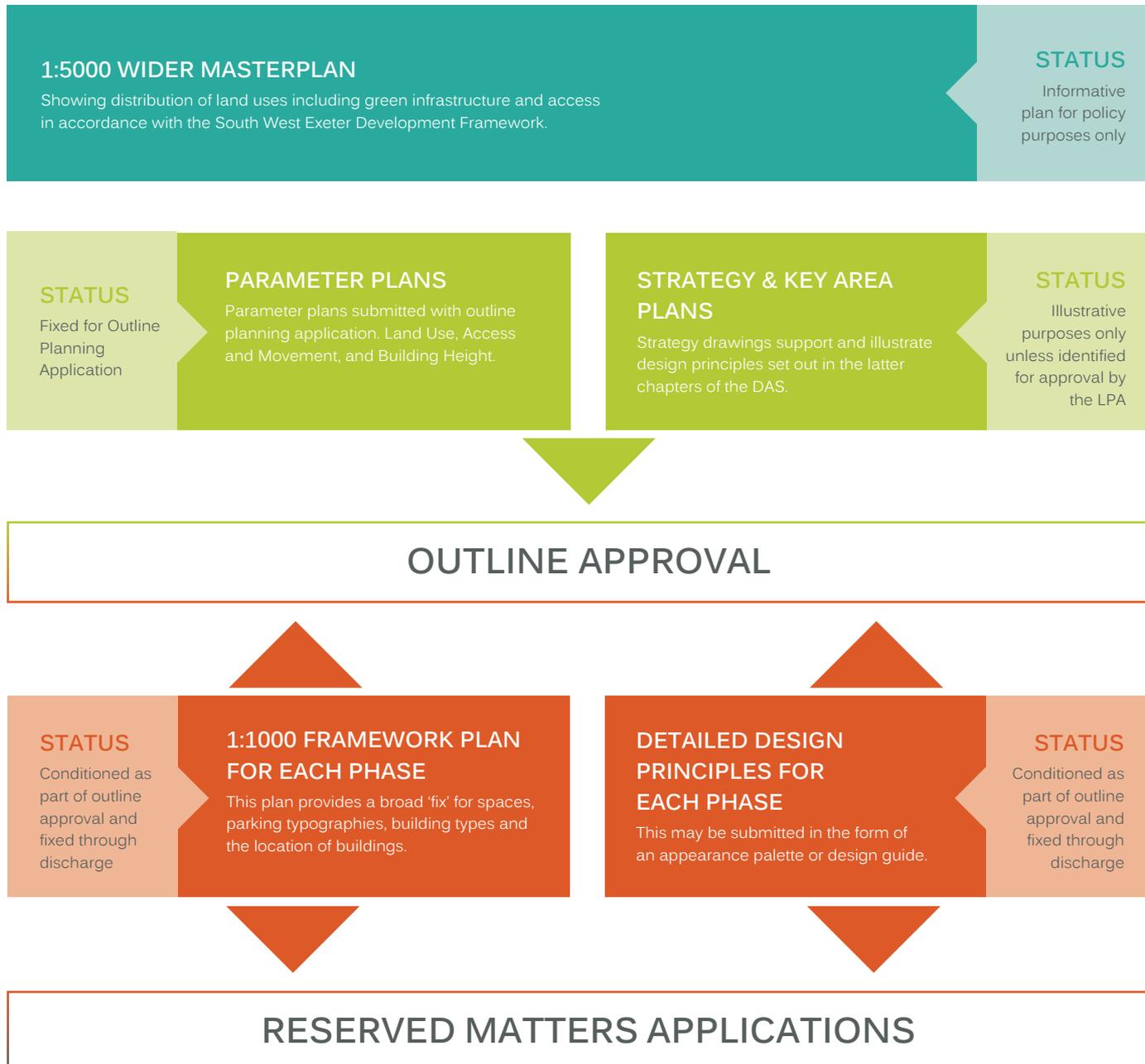
- » A379 corridor
- » Mixed use centre and bridge
- » SM (Scheduled Monument)
- » Matford Valley Park
- » SANG

DESIGN MATERIAL TO BE SUBMITTED POST APPROVAL OF THE OUTLINE PERMISSION IN ACCORDANCE WITH THE CONDITIONS

2.1.7. The following material will be prepared subsequent to the submission and approval of the outline planning permission. It will build on the principles set out in the Illustrative Design chapters of the DAS to show how a high quality place can be created that delivers the key vision objectives and design principles;

- » Framework Plans. They will consist of a 1:1000 illustrative plan showing indicative locations for plots and buildings and will be prepared for each phase of development. These plans will cover approximately 500 dwellings and will illustrate how the design principles in the DAS will be applied at a more detailed level.
- » A design guide or appearance palette. This short document will set out information on the proposed appearance of the area covered by the 1:1000 Framework Plan. It will provide principles for architecture, materials, landscaping and parking and references the principles presented within the DAS.
- » All of the above will be required (by condition) to be submitted prior to the submission of reserved matters applications.

MASTERPLAN CASCADE



2.2. LAND USE

2.2.1. **The land use parameter plan presented here defines the extent of the proposed land uses.**

RESIDENTIAL

2.2.2. Up to 35.57ha will be provided for residential development (excluding land for education uses). The Development comprises 1,350 dwellings, which will be delivered in a range of types and tenures. If the secondary school site does not come forward, the number of dwellings will increase to a maximum of 1,500.

2.2.3. The development proposes a phased approach; this is detailed in section 8.8.

MIXED USE CENTRE

2.2.4. A mixed use centre of up to 0.77ha will be provided. It will include retail, community and residential uses.

2.2.5. Maximum floorspace amounts for the mixed use centre are set out in the table below;

Mixed use Floor Space

Use	Maximum Floorspace (m2)
Local Centre (Uses A1, A2, A3, A4, A5, D1)	2,000
Community Building (Use classes D1/D2)	1,000
Health (Use class D1)	500
Small scale B1 as part of Local Centre (Use Class B1 (a))	2,000

EDUCATION

2.2.6. Education provision on site will be delivered in accordance with Devon County Council's education brief.

2.2.7. The development will provide a primary and secondary school in the form of a single education campus. Up to 2.2ha and 5.60ha will be provided to accommodate a primary and secondary school respectively as part of the development. This site will also include an early years facility.

2.2.8. The primary school entrance should be accessed from a public space which is adjacent to or part of the bridge crossing square. Every effort should be undertaken to ensure that the secondary school is appropriately located within the education site to allow it to be an integral and valuable element of the local centre and contribute to the community and vibrancy of the development.

PUBLIC OPEN SPACE

2.2.9. Up to 17.52ha of public open space will be provided on site to include Matford Valley Park, incidental green space, drainage, new planting, play areas, other associated open space and infrastructure including access.

SUITABLE ALTERNATIVE NATURAL GREEN SPACE (SANG)

2.2.10. The development will provide up to 25.54ha of SANG assuming the provision of 1,350 dwellings. This will be designed and delivered in accordance with the SWE 3 policy.

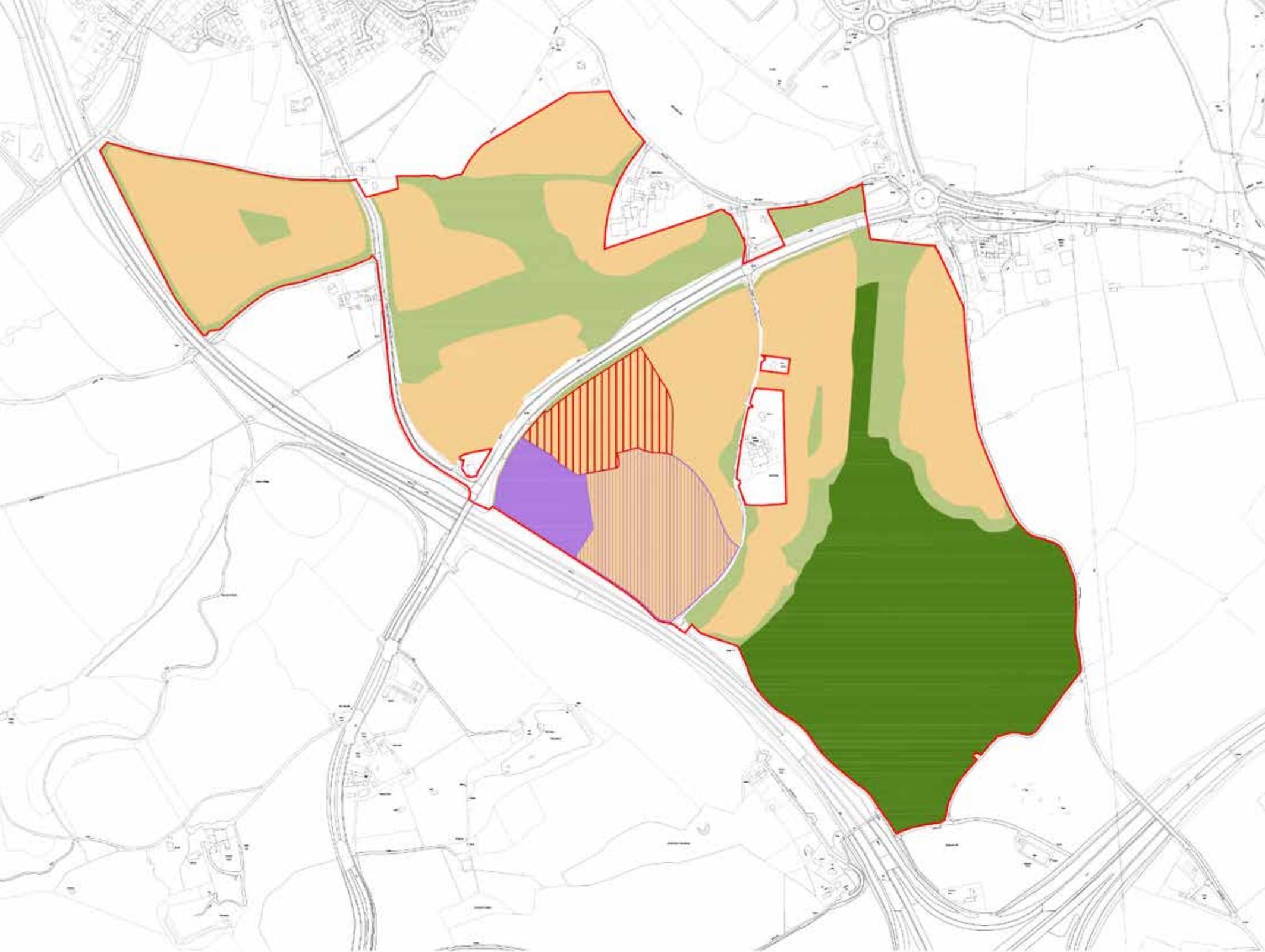
2.2.11. If the secondary school does not come forward this parcel of land will provide its own SANG.

SURFACE WATER DRAINAGE

2.2.12. Sustainable Urban Drainage Systems (SUDS) will be provided within areas of public open space.

GYPSY AND TRAVELLER PROVISION

2.2.13. As part of the overall mix of dwellings, provision will also include for gypsy and traveller pitches. These will be included in the overall dwelling numbers, rather than being in addition to them. For 1,350 dwellings, 16 pitches would be included in the above mix. Should an additional 150 dwellings be provided, in the absence of the secondary school, further provision as part of the unit mix would be considered.



Land Use Parameter Plan

- | | | | |
|---|---|---|--|
|  | Red Line Boundary |  | Area of Mixed Use and Residential
(inc. retail, residential, community and infrastructure)
(A1, A2, A3, A4, A5, B1a, D1 & C2) |
|  | Residential
(inc. incidental green space, access, drainage and infrastructure) |  | Area for SANGS
(Suitable alternative natural green space) |
|  | Site for initial Primary Education
(inc. infrastructure) |  | Area of Green Infrastructure
(inc. public open space, incidental green space, drainage, redirection of Mafford Brook, new planting, play areas, other associated open space, retained green infrastructure and infrastructure including access & habitat creation) |
|  | Site for secondary education and expansion of primary school or Residential
(inc. infrastructure, community facilities & formal play to include 3G pitches) | | |

2.3. ACCESS AND MOVEMENT

2.3.1. **The access and movement parameter plan presented here identifies locations for vehicular access points in addition to strategic vehicle, bus, cycle and pedestrian routes and/or connections.**

VEHICULAR ACCESS POINTS

2.3.2. Vehicular access to the proposed development will be taken from the following points;

- » The A379
- » Trood Lane
- » Chudleigh Road
- » Dawlish Road

ACCESS ZONES

2.3.3. An access zone will be located on the eastern boundary to allow for the continuance of the boulevard with additional development identified within the Development Framework.

2.3.4. A bus connection zone will be located on the north western site boundary on Markham Lane, allowing for a future connection with development land to the north of the site within Exeter City Council.

THE BOULEVARD AND AVENUES

2.3.5. The location of the boulevard and avenues will sit within a 30m corridor identified on the access and movement parameter plan. This allows for the detailed design of these routes to accommodate the topography of the site with regard to their horizontal and vertical design.

2.3.6. The boulevard and avenues will incorporate the following design elements;

- » Frontage overlooking the movement routes.
- » Two pavements, one at 3 metres to accommodate cyclists and pedestrians.
- » Verges to accommodate tree planting either side within the boulevard and one side on the avenues.
- » Properties fronting on to the movement routes will have frontage access for vehicles associated with the dwelling and where appropriate, set back to provide front gardens.

A379 BRIDGE

2.3.7. A new bridge across the A379 will be delivered as part of the proposals to ensure the safe passage of pedestrians and cyclists across the A379. A bridge location and landing zone is shown on the parameter plan.

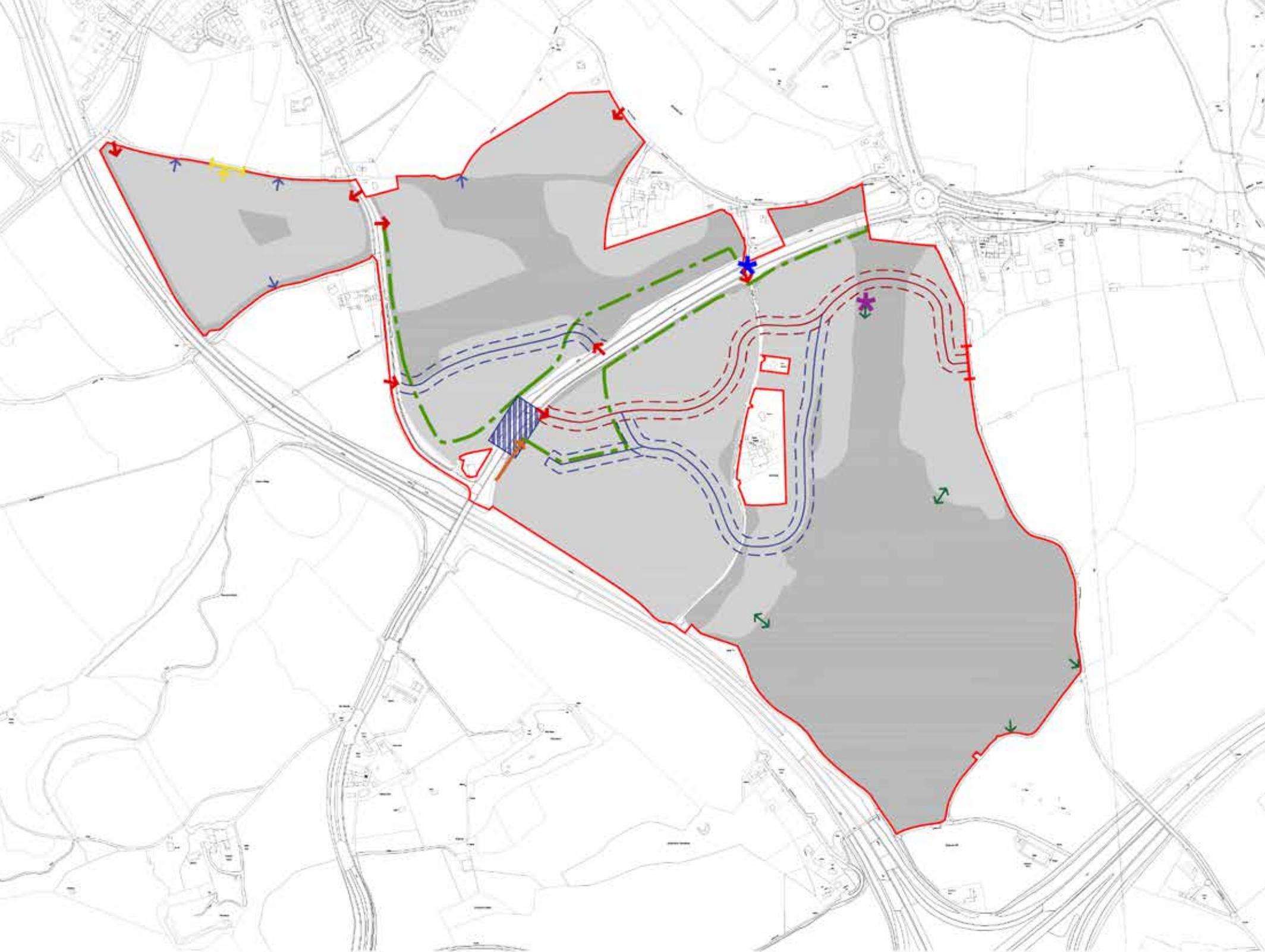
PEDESTRIAN AND CYCLE MOVEMENT

2.3.8. Pedestrian and cycle access to the development will be available via the vehicular access points identified. There will also be an additional number of pedestrian and cycle links proposed (to the site boundary), allowing for potential future links with other sites in the SWE1 allocation.

2.3.9. Strategic pedestrian and cycle corridors are shown on the plan, responding to key desire lines within the site and ensuring easy connections to the proposed bridge and at-grade crossing point on the A379, the mixed use centre and Matford Valley Park.

LINKS TO SANG

2.3.10. Pedestrian and cycle access to the SANG path network will be provided at locations shown on the parameter plan along with a location for the SANG car park.



Access and Movement Parameter Plan

- | | | | | | |
|---|--|---|--|---|--|
|  | Vehicular/pedestrian/cycle access |  | Bridge location and landing zone |  | Pedestrian/Cycle access to SANG path network |
|  | Pedestrian/Cycle link to boundary |  | Strategic pedestrian / cycle corridors |  | SANG car park |
|  | 30m Corridor in which Boulevard and bus will be routed |  | Access zone to other development |  | Bus connection zone |
|  | 30m Corridor in which Avenue will be routed |  | Pedestrian link to bridge | | |
|  | At grade crossing point | | | | |

2.4. BUILDING HEIGHT

2.4.1. Variations in building scale throughout the development will aid legibility and the creation of a distinct identity for the proposals.

2.4.2. The range of building heights illustrated on the parameter plan opposite have been established in response to a combination of factors including site and local context assessment, topography, proposed densities and urban design principles. These are maximum building heights that will be assessed as part of the Environmental Statement; it is intended that variation will happen within these maximum building height limits.

2.4.3. The building heights plan should be read in conjunction with the proposed cut and fill areas strategy plan, presented in section 8.6.

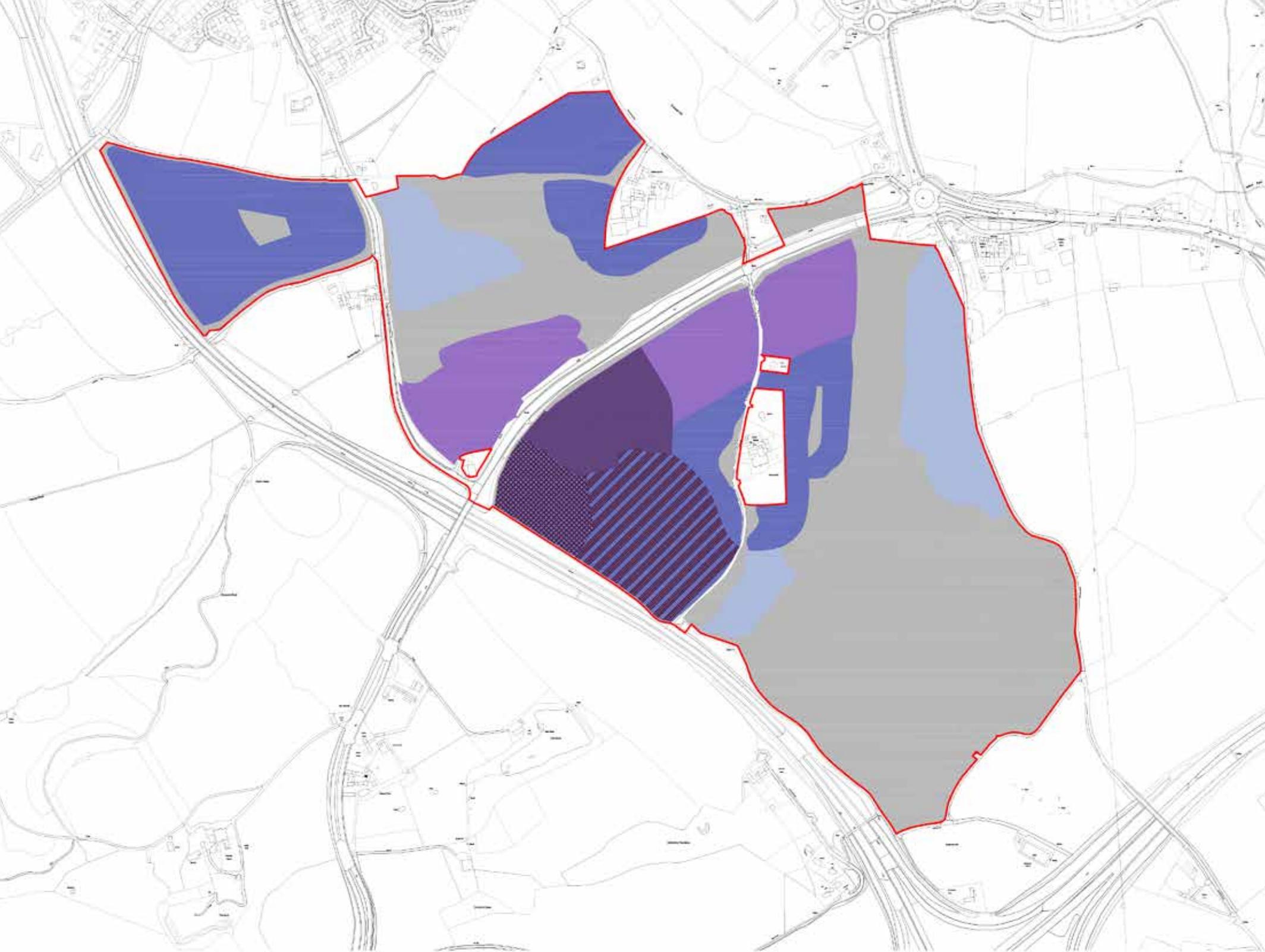
2.4.4. Each storey height range will include up to 5% buildings higher than the maximum parameter that can be utilised as key buildings. These key buildings are shown on the legibility framework plan, presented in section 9.1.

2.4.5. Development adjoining Old Matford Lane and the southern end of Trood Lane will be two storeys, responding to the topography and helping to provide a sensitive transition between open space and the proposed built form.

2.4.6. The majority of development north of the Matford Valley Park will comprise up to 2.5 storeys. This allows for elements of increased storey heights to be located along primary movement routes, overlooking green space or on a corner, aiding legibility and a sense of enclosure.

2.4.7. The parcel of development to the east of Chudleigh Road will be two storeys only, maintaining and respecting long distance views from the Ridge Top Park.

2.4.8. Increased storey heights will be located within the central part of the site and where development blocks adjoin the A379, ensuring that a strong frontage can be created along this route and to the potential bridge crossing. The mixed use centre will be up to 4 storeys, emphasising it as a key hillside landmark location for the development.



Building Heights Parameter Plan

- | | | | |
|---|------------------------|---|--|
|  | Site Boundary |  | Upto 4 Storeys (18m) |
|  | Upto 2 Storeys (10m) |  | Initial Primary School Upto 2 Storeys |
|  | Upto 2.5 Storeys (12m) |  | Secondary School Upto 3 Storeys / expansion of primary school upto 2 storeys or Residential 3 Storeys (13.5m) if no School |
|  | Upto 3 Storeys (13.5m) | | |

Note:

To be read in conjunction with the proposed out and fill areas strategy ref dwg 12525-C104 Rev D

To include 5% buildings higher than max in each zone to be utilised as key buildings - further details presented on legibility strategy plan and framework plan prior to submission of reserved matters.



CHAPTER 3:
**ASSESSING THE CONTEXT:
STRATEGIC**

3.1. PLANNING CONTEXT

3.1.1. The Southwest Exeter housing area has a lengthy planning policy history.

3.1.2. Following the adoption of the Devon Structure Plan 2016, in 2004, the Government published the draft Regional Spatial Strategy for the South West in June 2006.

3.1.3. That document first identified the potential for an urban extension to Exeter within Teignbridge District adjoining Alphington and Exminster.

3.1.4. This was identified as part of the wider scale areas of search which were shown on the Key Diagram of the draft RSS

3.1.5. As the RSS progressed through Examination and subsequent proposed changes following the Secretary of State's analysis of the Examination Report, a more refined area of search for 2000 dwellings within Teignbridge adjoining Exeter was identified in 2009 as 'area of search C'.

3.1.6. Teignbridge District Council first identified the potential to accommodate development on the South West Exeter site through work which was to have formed an Action Area Plan for the allocation. An Issues and Options consultation document was published by the Council in December 2009. The AAP was the subject of public consultation between December 2009 and January 2010. The consultation considered a number of potential scenarios for the development of the South West Exeter area.

3.1.7. In 2011 the South West Exeter Transportation Strategy was published identifying the key transportation infrastructure that would need to be delivered as part of housing and employment proposals.

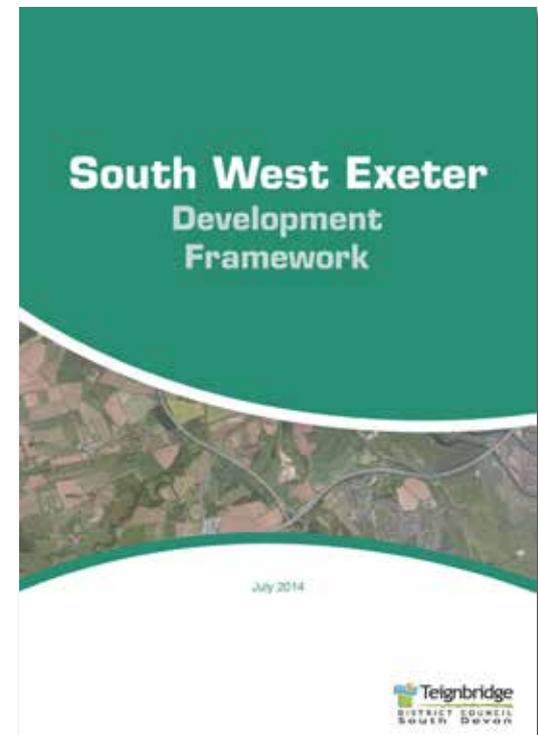
3.1.8. In summer 2010 Teignbridge Council published the Core Strategy Issues and Alternative Options which included the proposed allocation at South West Exeter.

3.1.9. Changes in the plan making regulations and other changes at national level led to significant delays in moving forward the Core Strategy and Teignbridge Council ultimately resolved to deliver the Core Strategy rather than the Action Area Plan.

3.1.10. Preferred Options for the Core Strategy were published in Spring 2012.

3.1.11. Further plan making changes led to the decision to widen the Core Strategy to be a "full" Local Plan culminating in the publication of the Proposed Submission 2013-2033 Local Plan in November 2012.

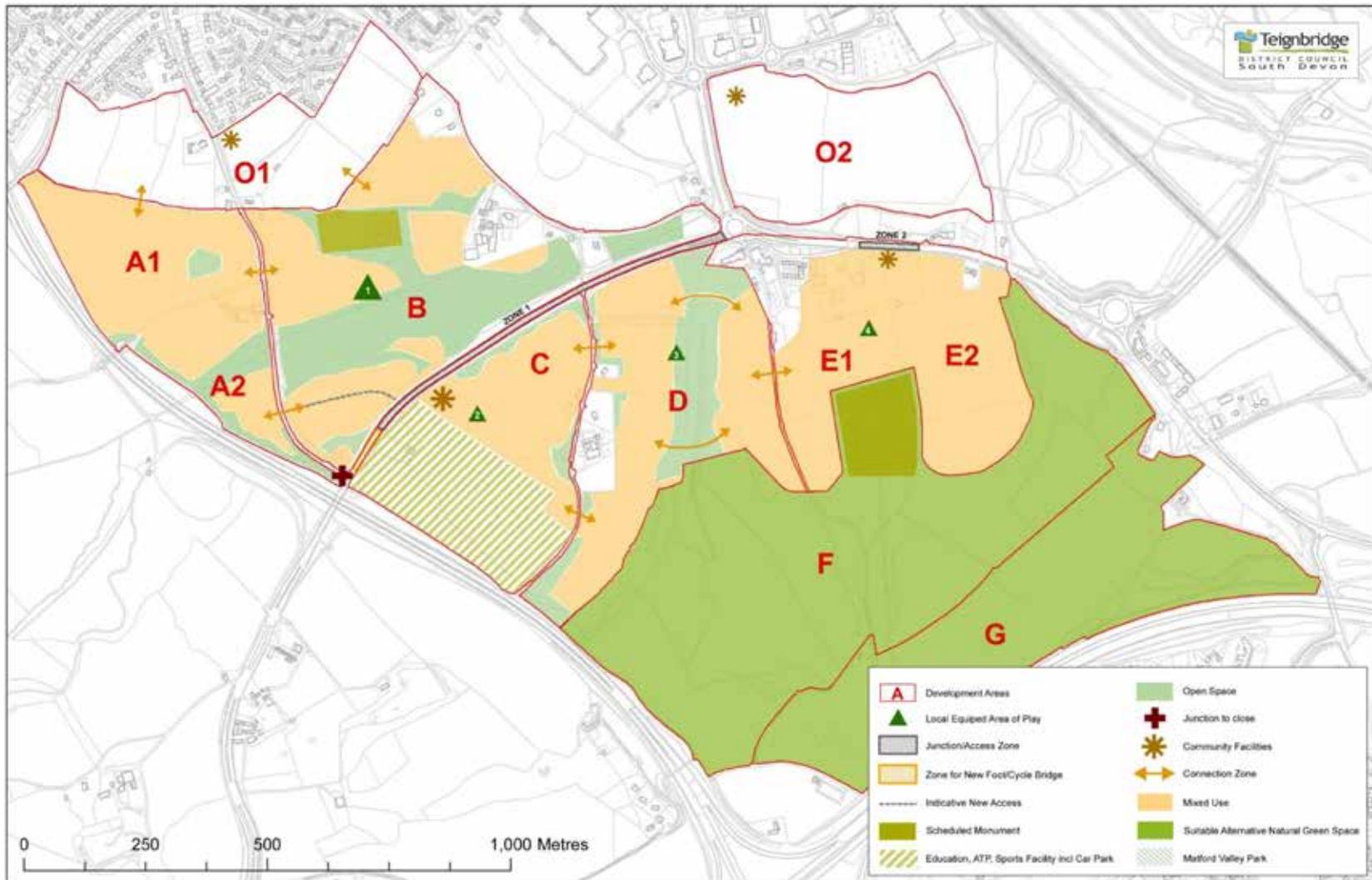
3.1.12. Key to the strategy of the Plan was the delivery of the South West Exeter housing and employment proposals together with significant areas of alternative natural green space (SANG) in the form of a new Ridgeway Park to offset the impact of the proposed housing development at South West Exeter and elsewhere in Teignbridge District on the Exe Estuary.



3.1.13. The Local Plan Examination was conducted in September 2013 and the Inspector reported with Proposed Main Modifications in December 2013.

3.1.14. The Inspector fully supported the allocation of the site, proposing only a handful of minor amendments to the detail of the policies.

3.1.15. The Local Plan was Adopted by Teignbridge on 6 May 2014 and this provides the Development Plan Policies which allocate the land which is the subject of the Bovis planning application.



SWE Development Framework - Land Use Plan

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3.1.16. As part of the preparation of the Local Plan Teignbridge Council and Devon County Council commissioned the preparation of the South West Exeter Masterplan. This document, June 2012, was prepared by LDA design. The document included preliminary analysis of key issues related to the site including highways and transportation environmental matters, topography, archaeology etc.

3.1.17. It provides the basis for the Local Plan allocation and many of its principles are set out in the South West Exeter Development Framework (see below) which has been adopted for the site.

3.1.18. The Adopted Local Plan deals with the South West Exeter site under three policies: SWE1 identifies land for 2000 houses and related infrastructure; Policy SWE2 provides for employment development to the south west adjacent at Peamore. Policy SW3 identifies the SANG Ridgetop Park.

3.1.19. Policy SWE1 proposes the development of 92 ha of land to deliver 2000 homes with 25% of these being affordable.

3.1.20. The Policy requires provision of gypsy and traveller pitches, 20 ha of green space comprising formal and informal green space and children's and young people's playspace; land for two primary schools and a secondary school and a range of community facilities including a multipurpose community and sports building, small scale shops, health provision and small-scale employment opportunities.

3.1.21. SWE1 delivers opportunities for sustainable travel through convenient green pedestrian and cycling links that seek to bridge the barriers presented by the existing transport infrastructure such as the A379. Further, the policy proposals in SW1 include the provision of a 1000 park-and-ride site within the allocated area and enhancements to the existing A379 and surrounding road network.

3.1.22. Finally the policy seeks to deliver a District Heating System using heat generated from the waste from the Marsh Barton energy facility.

3.1.23. The proposed employment allocation at Peamore proposes extending existing employment site by a further 5 ha for B2 and B8 uses. This area of land is physically separate from the housing area and does not form part of the Bovis planning application.

3.1.24. The Ridgetop Park which is proposed under SWE3 is based on the principle of delivering suitable alternative natural green space - SANG. This policy requires the provision of SANG space per 1000 population, equating to more than 36 ha of SANG for the SWE1 allocation.

3.1.25. Bovis began the process of detailed pre-application discussions with Teignbridge Council following the Examination in autumn 2013. It quickly became clear as a result of these initial discussions that were aspects of the to be adopted Local Plan policy for the site which had moved on as a result of additional information or changes in policies at local and strategic level.

3.1.26. In particular the County Council revised the strategy for the provision of park-and-ride facilities around Exeter resulting in the decision to no longer require a 1000 space facility within the South West Exeter allocated area.

3.1.27. The County, working closely with Teignbridge Council and Exeter City Council undertook a very detailed analysis of the potential locations of primary and secondary school facilities on the South West Exeter site. Nearly 20 alternative scenarios were considered including locating primary schools to the north and south of the A379, locating a school on the land within Exeter City and locating the secondary school on land around the City Council boundary close to Alphington.

3.1.28. The analysis process resulted in the decision to secure a three form entry primary school and a 600 place secondary school on a single site with the preferred site being within land controlled by Bovis south of the A379.

3.1.29. The decision to locate the school's campus to the south of the A379 resulted in a further amendment to the LP policy: the need for a pedestrian/cycle bridge across the A379 to provide safe and convenient access to the schools and other community facilities that would logically be located close to it.

3.1.30. As a result of these key policy changes Teignbridge Council working closely with Bovis and the other South West Exeter landowners undertook preparation of a Development Framework between January and July 2014.

3.1.31. The purpose of the Framework document is to identify each element of the overarching Adopted Local Plan policy and to set out where changes have superseded this policy or provided additional information where appropriate on key elements of the planning framework for the site.

3.1.32. The Framework also put in place a mechanism for the comprehensive and coordinated delivery of the South West Exeter housing and community proposals on land which is within the control of the number of developers/landowners in addition to Bovis homes.

3.1.33. The Framework was adopted by Planning Committee in July 2014 and provides the most comprehensive basis for the consideration of the planning proposals being submitted by Bovis on part of the allocated South West Exeter site.

3.1.34. The Framework is supported by a draft indicative layout plan which sets out the preferred disposition of key land uses on the allocated site including residential, the Matford valley park, the education campus, the preferred location for the new Bridge and indicative links between various development parcels.

3.1.35. The Parameter and Strategy plans prepared by Bovis Holmes are based very closely on the indicative layout plan in the Framework.

3.1.36. The Bovis application covers parcels A1, B, C, D and part of the SANG in area F.

3.1.37. Part of the South West Exeter allocation lies within Exeter City. In the adopted ECC Local Plan land is identified at South West Alphington for up to 500 homes, making the total allocation 2500 homes across the two authorities.

3.1.38. The City Council have adopted a Development Brief for the South West Alphington site. The Brief identifies the need to reduce the expected capacity of the site to around 350 to 400 new homes taking on board the character of the surrounding Alphington area. The brief also identifies the potential for the land to accommodate new children's play provision, bus links to adjoining areas and the potential to accommodate small scale neighbourhood retail and potentially a new doctors surgery as a new site for the Ide surgery in Alphington village which lies in on the highly constricted site.

3.1.39. It is expected that Planning applications will be submitted on the South West Alphington development site in Exeter City during the course of 2015.

3.1.40. Part of the South West Exeter allocation within Teignbridge District benefits from planning permission.

3.1.41. Land to the east of the allocation, identified as development parcel E2 in the framework was the subject of a planning application by Waddeton Park Limited, submitted in 2013.

3.1.42. The application provides for the development of 240 dwellings with the potential for a primary school should the County Council strategy of seeking a single primary school on the Bovis land not be taken forward.

3.1.43. The application was ultimately approved with S105 Agreements in September 2014.

3.1.44. It has recently been resubmitted by Waddeton Park Limited, together with applications to identify land for SANG and SUDS.

3.1.45. Land controlled by West Country land Limited, development parcel A2 is expected to be the subject of a planning application for around 200 new dwellings imminently.

3.1.46. Land parcel E1 lies within the control of Richard and Helen Parr. The Parrs have begun preparation of planning proposals for their site and it is expected that they will submit a planning application for around 200-250 new homes in 2015.

3.2. ACCESS AND MOVEMENT

3.2.1. The DCC South West Exeter Transportation Access Strategy document (2011) states that:

3.2.2. "South West Exeter is located close to Marsh Barton which is a large area of employment, with a major new office development planned at the southern edge of the industrial estate. This is within walking and cycling distance of South West Exeter. The development would also be located close to existing cycle routes, including the most popular city cycle route along the river. The route provides a fast, direct, attractive off-road cycleway between the edge of the city and city centre. There is approximately three times the level of cyclists using this route compared with a number of other cycle counts around the city. An enhanced bus service will connect to locations further away, including the city centre and the East of Exeter."

3.2.3. With the exception of the bus routes that are mentioned, the infrastructure for walking and cycling is already in place, at least in part to allow ease of movement to and from the area.

LOCAL ROAD NETWORK

3.2.4. As shown on the plan opposite the site is located to the south west of Exeter. The site is approximately 5km from Exeter city centre on both the north and south of the A379 and east and west of Chudleigh Road. To the north Dawlish Road provides a boundary for part of the development.

3.2.5. Exeter has good links to the M5, which forms the eastern boundary of the city, and to the A30 trunk road which provides the southern boundary of the city. Both of these links serve to provide the city and its local area with excellent access to the Primary Road Network.

3.2.6. There are four radial routes leading to Exeter from the east and south. The B3212 Pinhoe Road allows access from the north east but has no direct connection with the M5; the B3138 Fore Street / Honiton Road leads to the city centre from the M5 Junction 29 and the east; the B3182 Topsham Road from the south east; and the A377 Alphington Road from the A30(T) to the south of the city.

3.2.7. The eastern side of the city is additionally served by the A379 which leads from the M5 Junction 30 to the A3015 / A379 partial ring road. From here traffic can join Topsham Road, or head north on the ring road to Honiton Road, or south across Bridge Road to Alphington Road.

3.2.8. It is known that Exeter currently experiences traffic congestion in peak periods along its radial routes towards the city centre including Topsham Road and the Countess Wear Junction.



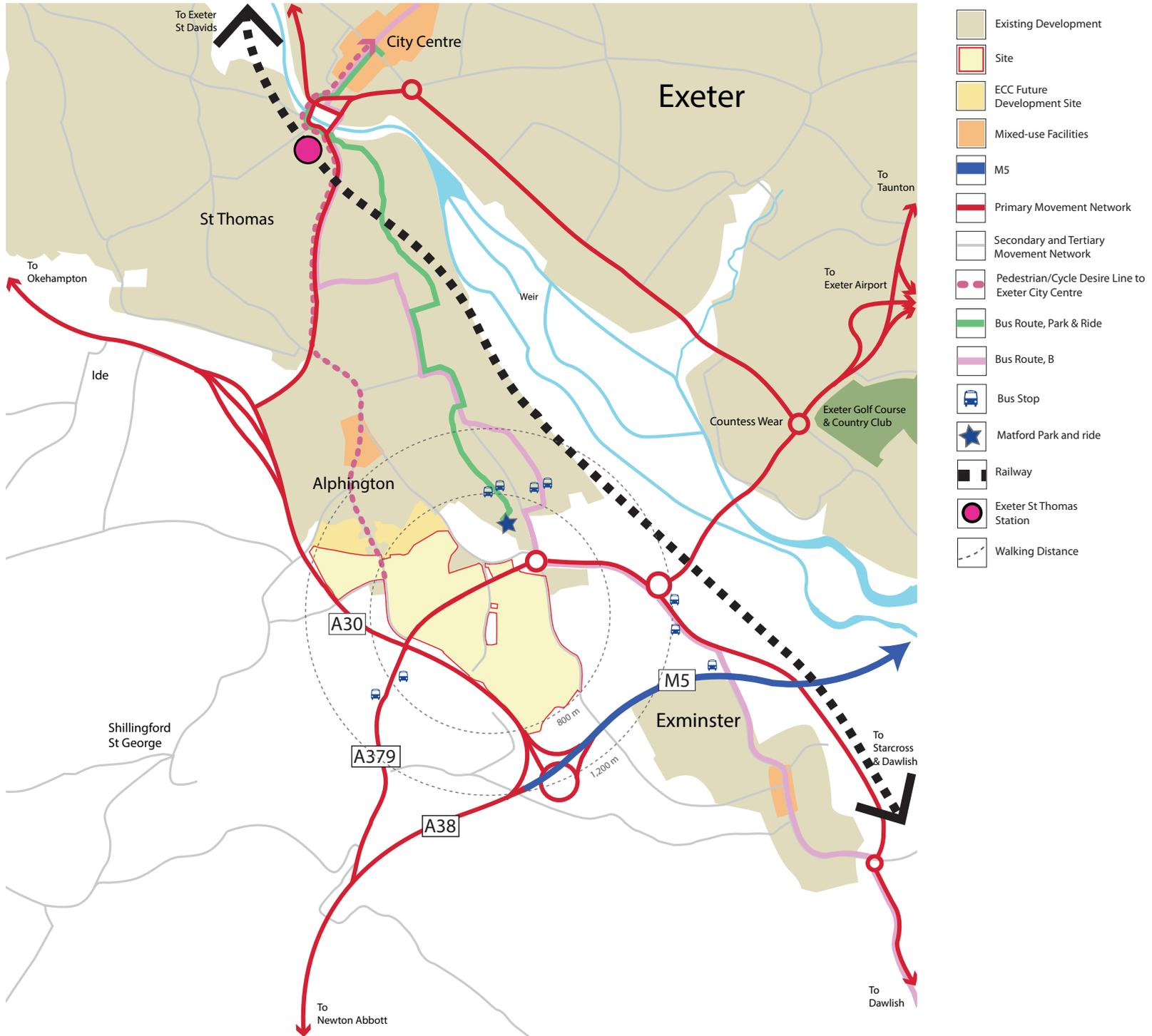
A number of PRoWs cross the site



A379



Chudleigh Road



Access and Movement Plan: Rail, Bus and Car



PEDESTRIAN AND CYCLE FACILITIES

3.2.9. A shared foot / cycle way is present on the southern side of the A379 approximately 3m in width. The road has street lighting at its junction with Chudleigh Road and its junction with the Devon Hotel roundabout. For approximately 700m between the aforementioned junctions the A379 has no street lighting at present.

3.2.10. Chudleigh Road has a 2m footpath along its eastern edge running from the A379 junction to the Waybrook Cottages site after which pedestrians need to cross and continue north into Alphington on the western side of the road. Therefore the site frontage along Chudleigh Road has footpath bordering it. In many places along the initial eastern stretch of footway cutting back of vegetation would be required to provide the full width of the footway.

3.2.11. Information obtained from DCC shows that there are two existing Public Rights of Way (PRoW) within the proposed site area (source: www.devon.gov.uk/prow).

3.2.12. The first PRoW in relation to the proposed site is accessed close to the existing units (light industrial / commercial) on Dawlish Road and runs initially south for around 90m, then turns to run due west for approximately 460m to Chudleigh Road. The route is predominantly flat.

3.2.13. The second route runs along the south western boundary of the southern element of the proposed site and crosses the A379 before continuing through the northern element of the proposed site along the same alignment and accessing Chudleigh Road. This route is also predominantly with an increasing gradient north of the A379.

3.2.14. The National Cycle Routes 2 and 34 are approximately 2km to the east, both accessed via the A379 Bridge Street. Route 2 is a long distance route between (once completed) Dover in the east and St Austell in the west. Route 34 is a local link that connects Exeter St Davids railway station and Route 2.

PUBLIC TRANSPORT

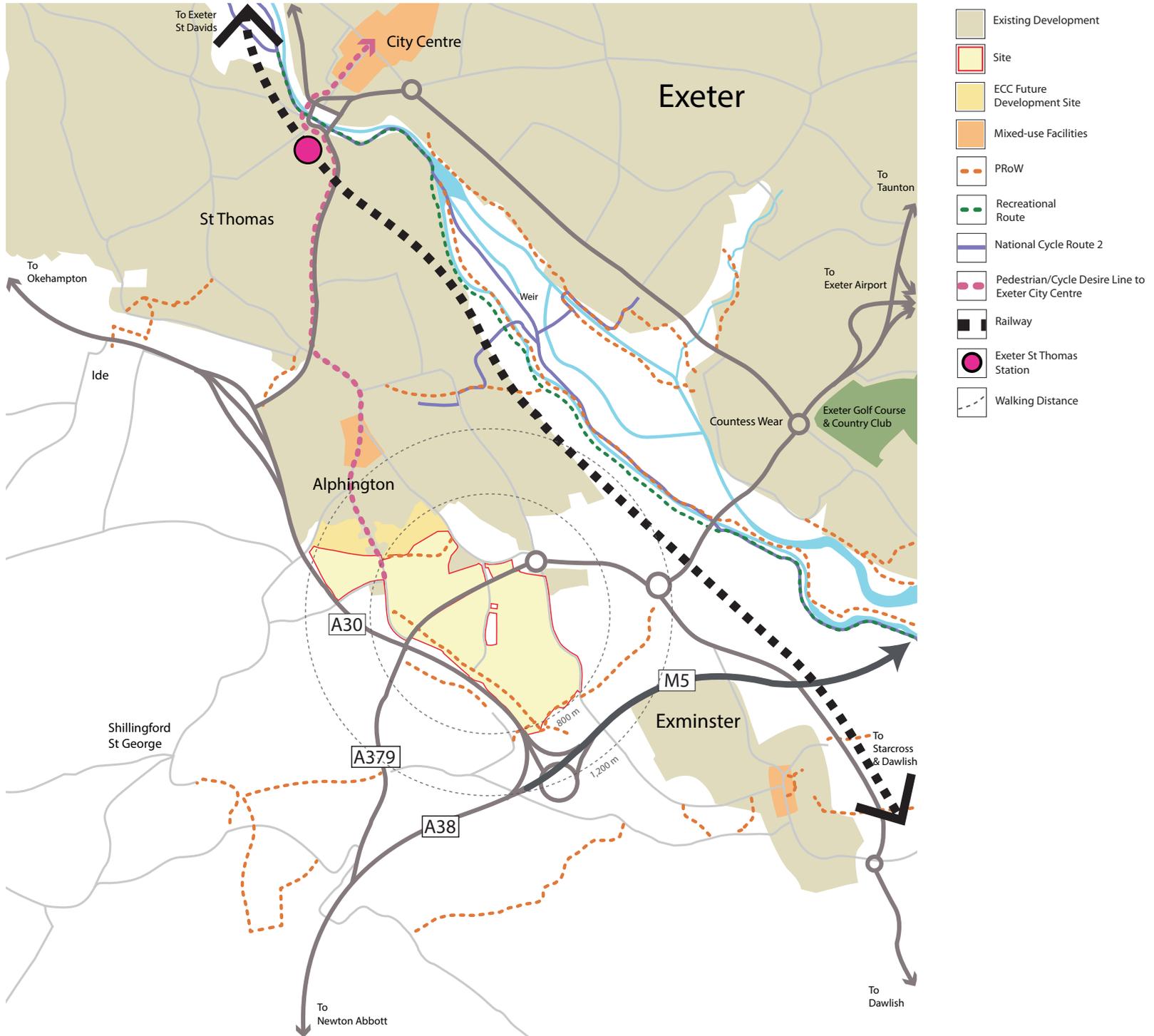
3.2.15. Given the size of the proposed site, the location of the nearest bus stops to the site is dependent on where in the site you would be starting your journey from and as services do not stop at all stops, where you want to travel to.

3.2.16. For those located to the north of the site there are stops located on Deacon Close and Fairfield Road / Chantry Meadow. From the centre of the northern area of site these stops are approximately 600m to the north. The Alphington stops provide access to Route A (Alphington – Exeter City Centre – Thornpark Rise).

3.2.17. If located at the south of the site, currently the nearest stops are opposite Peamore Garden Centre and Peamore lodge, both approximately 700m (from centre of southern site element) to the south along the A379. From these stops the 39, X38, X48 and X64 services can be accessed to destinations such as Newton Abbot, Paignton and Plymouth as well as the city centre of Exeter.

3.2.18. Matford Park and Ride which is approximately 1km to the north east of the site operates a 10 minute frequency of service into the centre of Exeter.

3.2.19. The nearest railway station to the proposed development is Exeter St Thomas which is approximately 5km to the north from the centre of the proposed development. Whilst the majority of the services from this station are local to Paignton and Exmouth, one service does run directly to London Paddington.



Access and Movement Plan: Foot and Bike

3.3. LOCAL FACILITIES

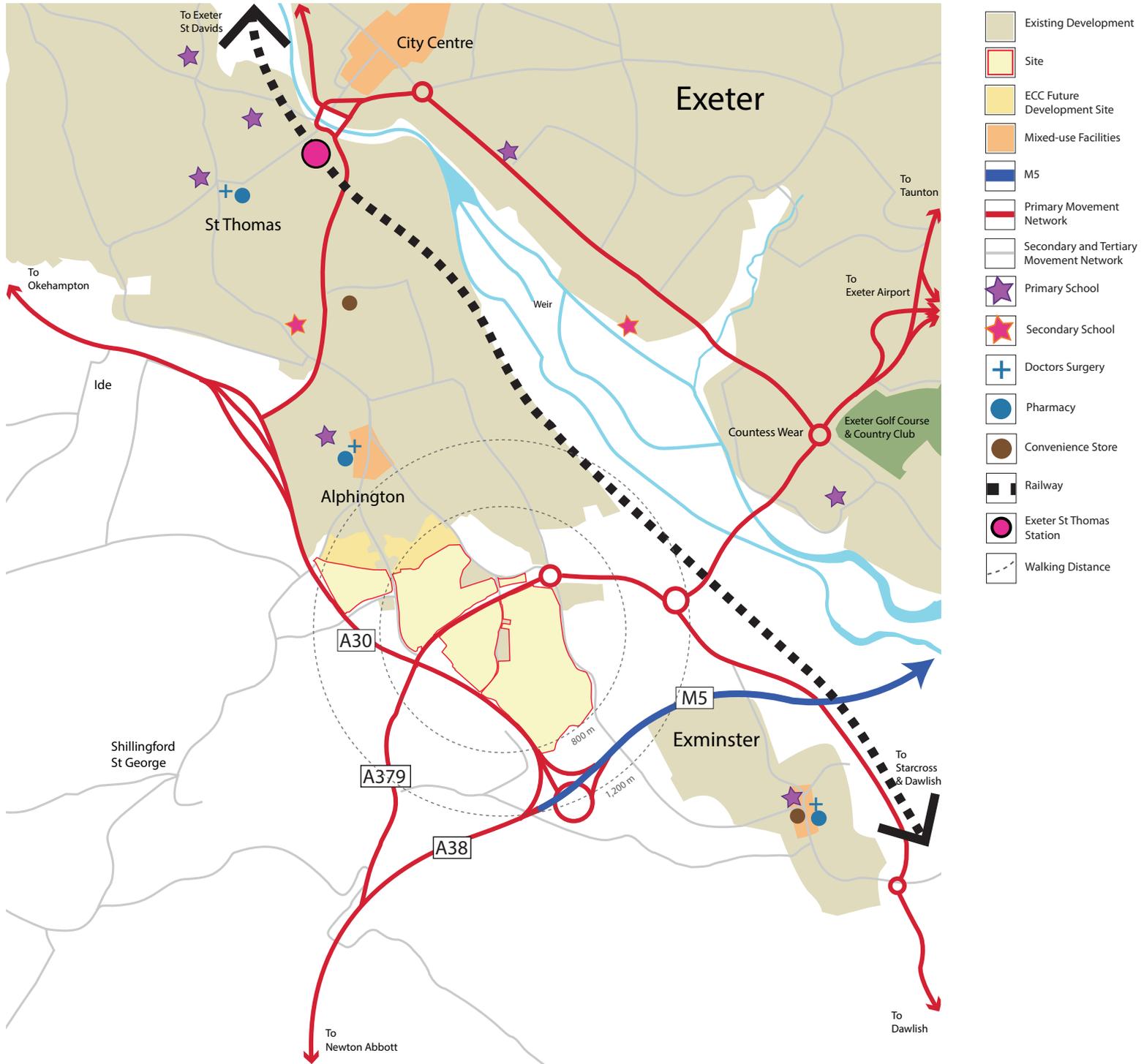
3.3.1. **The site is well located for the future use of sustainable travel to local facilities and services such as education centres, food and convenience shopping, employment opportunities, health facilities and Exeter city centre.**

3.3.2. Based on a walking speed of 1.4 m/sec or just over 5.0 km/h, the following facilities shown in the table below are within 25 minutes' walk from the site.

3.3.3. The table below identifies that the majority of day to day services and facilities are available within the maximum acceptable walking distance

of the site according to IHT guidelines. The topography of the main routes that will be used will be within the recommended gradients for ease of walking so pedestrian journeys to and from the south Exeter and Alphington destinations are likely to be a genuine travel choice for many potential residents.

Service / Facility	Walking Distance		IHT Guidance	Walk Times @ 1.4 m/s	
	North	South		North	South
Alphington Primary School	1,350m	1,920m	2km	16:07 mins	22:85 mins
Alphington Village Hall	1,200m	-	1.2km	14:28 mins	-
Ide Lane Doctors Surgery	1,200m	-	1.2km	14:28 mins	-
Alphington Pharmacy	1,200m	-	1.2km	14:28 mins	-
Matford Dental Centre	1,500m	1,350m	1.2km	17:85 mins	16:07 mins
Post Office	1,500m	-	1.2km	17:85 mins	-
Devon Hotel and Carriages Brasserie	890m	730m	1.2km	10:59 mins	8:69 mins
Church (St Michael & All Angels)	1,100m	-	1.2km	13:09 mins	-
Lidl Supermarket	1,500m	-	1km	17:85 mins	-
Spar Convenience Store	1,200m	-	1km	14:28 mins	-
Parr's Farm Country Store inc. Butchers	1,100m	900m	1km	13:09 mins	10:71 mins



Local Facilities Plan

3.3.4. Journeys on foot to the north, therefore Alphington Village require the use of Chudleigh Road which currently does not have street lighting for the entirety of its length. As part of the SWEUE development it is expected that both the pedestrian facilities and the street lighting will be considerably improved.

3.3.5. Journeys in the direction of Devon Hotel and Marsh Barton have the benefit of an established footway network which is well lit although generally alongside reasonably fast moving traffic. The proposed development would look to offer an alternative dedicated route within the site along its frontage.

3.3.6. Given the above distances to key day to day services and facilities, the application site is also considered to offer good access by bicycle.

3.3.7. The Department of Transport (DfT) Local Transport Note 2/08 Cycle Infrastructure Design (October 2008) suggests that a trip distance of over five miles is not uncommon.

3.3.8. "1.5.1 Urban networks are primarily for local journeys. In common with other modes, many utility cycle journeys are under three miles (ECF, 1998), although, for commuter journeys, a trip distance of over five miles is not uncommon. Novice and occasional leisure cyclists will cycle longer distances where the cycle ride is the primary purpose of their journey. A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose."

3.3.9. The Department for Transport outlines an average cycle speed on level ground of 18kph (5 metres per second).

3.3.10. Assuming a slightly lower speed of 12kph (3.3 metres per second) accounting for local topography, a 10 minute (1,980m) cycling distance from the proposed development would cover the vast majority of the Exeter and Teignbridge adjoining areas.

3.3.11. In summary the site is considered to be accessible on foot and by cycle for local trips to the village centre and beyond. The development itself will be designed to include high quality pedestrian and cycle routes throughout that link through to the existing off-site routes as well as with adjoining masterplan developments.



Devon Hotel

Opposite: View of Exeter City Centre from the site





CHAPTER 4:
ASSESSING THE CONTEXT: LOCAL

4.1. HISTORIC CONTEXT

4.1.1. Exeter dates back to Roman times, and today is an historic Cathedral and University City. It has prospered throughout the years and is associated with a rich wealth of history throughout the 16th, 17th and 18th centuries. The city was originally located on the River Exe at a point where it could be easily crossed.

4.1.2 Exeter continued to grow and by 1800 the city was renowned for engineering, iron founding, brewing, paper making and printing industries. Exeter Saint Davids rail station was operational from 1844, creating rail connections from Exeter to London and Newton Abbot. Transport improvements were made to the medieval plan of the city, with roads widened and new ones created.

4.1.3. The Second World War bombings destroyed and damaged many of the buildings in the city, including Exeter Cathedral. Therefore, from the 1950's onwards large areas of the city centre were rebuilt, with the City Council commissioning a town planning consultant, Thomas Sharp to prepare a re-development plan for the reconstruction of the city. One of these proposed schemes was Princesshay shopping centre.

4.1.4. Exeter has continued to expand since the 1950's and now has a population of approximately 117,000. The urban edges of the city now accommodate a large amount of 1950-1990's suburban development and the historic plans, presented here, show the growth of the south western area of Exeter around the Matford Barton site. The site area appears to have always existed as agricultural land, with the settlement of Alphington lying to the north.

4.1.5. In the 1800's Alphington consisted of historic ribbon development, with linear development blocks structured around a primary movement route. These routes converged to create a focal space that centred around the church. Over the last fifty years the area has extended to meet the boundaries of the A30 and Marsh Barton and to the south, past Shillingford Road.

4.2. LOCAL CHARACTER: THE APPROACH

4.2.1. **The character and form of the proposed development should be influenced by the distinctiveness of its surroundings. An analysis of the existing built environment provides useful character references which will help to guide the creation of a new neighbourhood for south west Exeter.**

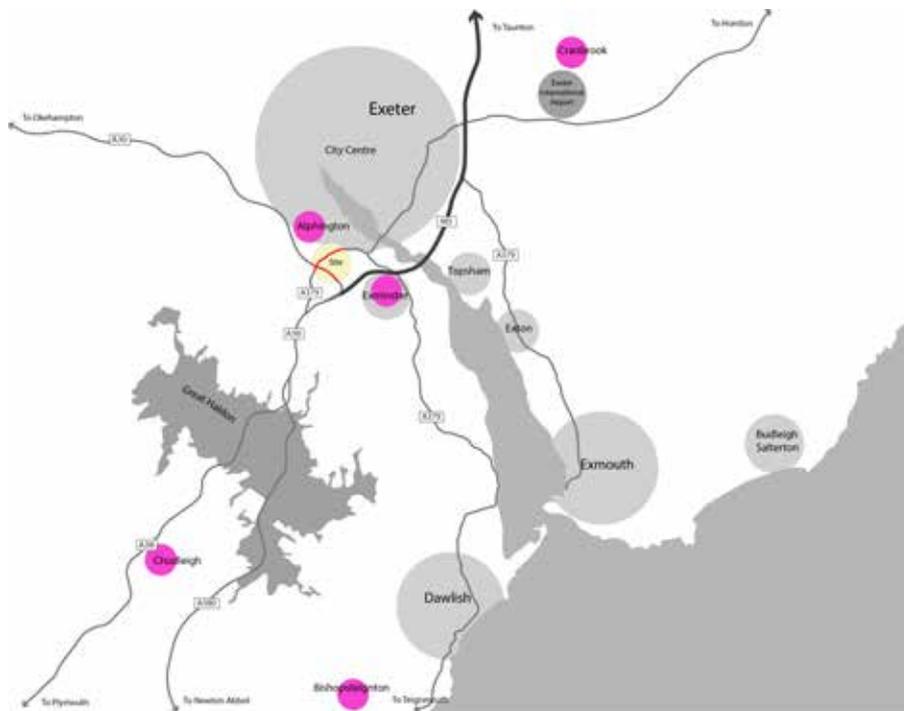
4.2.2. In order to achieve a design response that is distinctive and has a strong sense of place, five character areas have been chosen for the study. The character areas are listed below;

- » Alphington
- » Exminster
- » Cranbrook
- » Bishopsteighton and Chudleigh
- » Ashburton

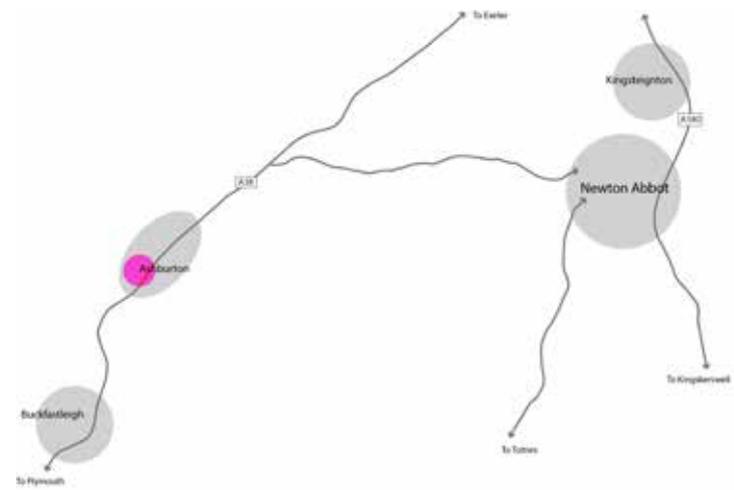
4.2.3. The following design elements have been assessed in order to help identify the key characteristics of each study area;

- » Urban Form
- » Built/Plot Form
- » Car Parking
- » Open Space
- » Details and Materials

4.2.4. Together, the study of these elements helps to inform the masterplan and illustrative material presented later in this document. It should be noted that the character area studies will seek to identify positive design references, and in some cases also identify design elements that negatively impact upon the creation of a distinct identity.



Character Areas Location plans



Opposite: Terraced properties in Chudleigh



4.3. ALPHINGTON

4.3.1. **Alphington is located to the south west of Exeter city centre. The area comprises an informal and suburban character, with a mix of architectural styles.**

URBAN FORM

- » Medium density development.
- » Alphington contains a historic core which centres around the setting of the parish church and the convergence of two primary movement routes. This area comprises a tighter urban grain and a more formal character.
- » Large development blocks based on an organic and irregular structure.
- » Streets are generally long and curving, aiding a series of glimpsed views. However, streets do not reflect a clear hierarchy, with large use of cul-de-sacs and wide roads that prioritise vehicular movement.

PLOT FORM

- » Mix of detached, semi-detached and terraced dwellings.
- » There is a noticeable definition of the street edge in the historic core of Alphington, with buildings mainly terraced and the building line close to the edge of the pavement
- » Predominantly 2 storey dwellings, with occasional use of 3 storeys and bungalows.
- » General use of larger front and back gardens.



Alphington figure ground - historic core



Alphington figure ground - suburban expansion

Opposite: Planting within front gardens softens the appearance of the built form



CAR PARKING

- » Car parking is predominantly on-plot, with some informal parking on-street. There is some use of parking courtyards which tends to negatively impact on the quality of the streetscene.

OPEN SPACES AND PLANTING

- » No formal street tree planting; this would help to re-enforce street hierarchy.
- » Small/medium scale green spaces are integrated with development. They tend to comprise informal recreation space and retained tree planting. SLOAP (space left over after planning) is also evident in the character area.
- » The retention of existing mature trees, planting within front/back gardens and verges help to aid a more suburban character and soften the appearance of the built form.



Car parking is largely on plot

ARCHITECTURAL MATERIALS AND DETAILS

- » Common use of red/brown brick façades with some use of render and tile hanging/ weatherboarding.
- » Alphington contains a mix of architectural styles due to the expansion of the area over the years.
- » General use of simple and traditional building forms. Chimneys, gables, porches and bay windows are used throughout the character area.
- » Residential boundary treatments comprise planting and brick/stone walls.



The historic built form comprises a more formal character



Central focal space formed by the convergence of movement routes

Opposite: Historic built form comprises a number of 3 storey dwellings



STYLERS
01392 217658

CHUDLEIGH
ROAD

onnells
For Sale

4.4. EXMINSTER (HISTORIC CORE)

4.4.1. **Exminster is located to the south east of Exeter city centre. It is formed of a historic core which has expanded significantly over the years to comprise suburban development.**

4.4.2. Elements of projection and recession within the streetscene, a variety of architectural styles and materials and a community hub are all distinctive character elements of Exminster.

URBAN FORM

- » The historic core of Exminster contains the primary movement route (Main Road) which structures the form of development. This development is linear in shape and is occasionally permeated by green space.
- » A small local centre, primary school and library are located within the heart of Exminster, adding to the vitality of the village and aiding the creation of a central community hub.
- » The local centre is successfully integrated with the street and remains in keeping with the existing scale and urban grain. The building is recessed to allow for bay parking spaces, ensuring that it is easily accessible on foot, bike or by car.
- » Medium density development.

PLOT FORM

- » Generally 2 storeys, with some 2.5 storey dwellings located in the centre of Exminster.
- » Mix of detached, semi detached and terraced dwellings.
- » Use of retaining walls and large gardens to accommodate level changes and sloping topography.
- » Dwellings tend to side on to corners. This can tend to create blank frontages along the primary movement route and negatively impact on the quality of the streetscene.
- » A variety of architectural details aid the creation of an informal character.



Exminster figure ground

Opposite: Parking for local retail is integrated within the streetscene



CAR PARKING

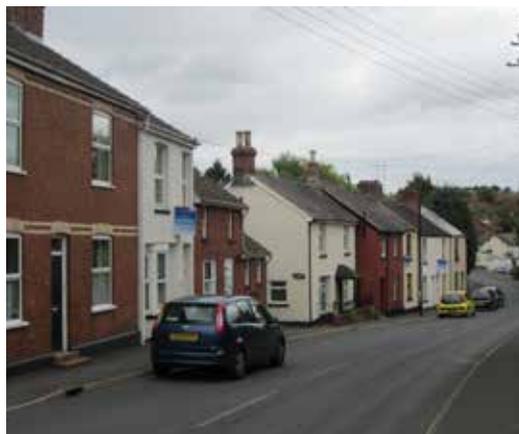
- » Mix of on street and on-plot car parking, with some use of parking courtyards.

OPEN SPACES AND PLANTING

- » Significant areas of open space tend to form the interface between development and surrounding countryside. They incorporate existing mature tree planting and provide areas for recreation, formal/informal play and local food growth.

ARCHITECTURAL MATERIALS AND DETAILS

- » Common use of render and red brick façades with slate and clay roof tiles.
- » Simple and traditional building forms.
- » A variety of architectural details and styles aid the creation of an informal character. Details include chimneys, gables, dormer windows, bay windows, porches.
- » Residential boundary treatments comprise low brick/stone walls and planting.



Common use of brick and render



Dwellings 'turn' corners, aiding an active and attractive streetscene



General use of simple and traditional building forms

Opposite: Large scale planting in front gardens can impede natural surveillance



4.5. CRANBROOK

4.5.1. **Cranbrook is a new mixed use settlement located to the north east of Exeter. It is characterised by a large mix of architectural styles, building forms and materials.**

URBAN FORM

- » Medium – high density development.
- » Development is generally structured in an informal grid pattern. Residential development, key spaces and facilities are linked via the primary movement route which runs centrally through the development.
- » Development is also structured by existing landscape features, aiding the creation of a site specific character.



Cranbrook figure ground

Opposite: Variations in roof pitch and contrasting colours create interest along the streetscene



PLOT FORM

- » Mix of detached, semi detached and terraced dwellings and apartments.
- » Largely continuous building frontage, aiding natural surveillance and activity.
- » Residential development generally comprises 2 – 3 storeys depending on location. Increased storey heights are located around the local and district centres, along the primary movement route or in a corner/focal location, aiming to aid legibility and the creation of an attractive street scene.
- » General use of small plots, in keeping with a higher density character. Larger plots tend to be located on development edges where development adjoins the site boundary or large areas of open space.

CAR PARKING

- » Car parking is predominantly on plot.
- » There is some use of parking courtyards within the development. They tend to negatively impact upon the quality of the streetscene.

OPEN SPACES AND PLANTING

- » The development provides a number of open spaces that vary in size, function and character. This ensures that they cater to a range of ages and requirements, whilst being accessible on foot or by bike.

ARCHITECTURAL MATERIALS AND DETAILS

- » A large amount of architectural facade materials are used throughout the development. They include;
 - » Render
 - » Brick
 - » Weatherboarding
 - » Slate tiles
 - » Man made stone
 - » Flint
- » The use of a number of architectural materials is helpful to aid the creation of a distinctive character and distinguish different character areas. However, a large mix within a small area creates a confused townscape and impacts upon legibility and the quality of the streetscene.
- » Common use of projecting architectural details such as bay/dormer windows and porches.
- » Mix of traditional and contemporary architectural styles.
- » Residential boundary treatments predominantly consist of low brick walls and/or railing and planting.



A number of streets do not incorporate street tree planting or verges, aiding a more urban character



Formal play located within the heart of the development



The local centre reflects a more contemporary architectural style

Opposite: Increased storey heights and a change in façade material are features of key buildings



4.6. CHUDLEIGH AND BISHOPSTEIGNTON

4.6.1. **Chudleigh and Bishopsteignton are broadly located 15 and 20km to the south of Exeter respectively.**

4.6.2. Chudleigh and Bishopsteignton are both characterised by a historic core which comprises a more formal character and urban form. The settlement boundary of both areas has expanded over the years to comprise suburban development.

URBAN FORM

- » Both areas comprise historic ribbon development where dwellings are organised around a primary movement route. They have then been subject to expansion over the years and thus, both areas now comprise a large proportion of 1950-1980's suburban development.
- » The structure of development and streets has been designed in accordance with the sloping topography. This is particularly evident in Bishopsteignton, which reflects a distinct hillside character.
- » Suburban development consists of large development blocks that form an irregular and organic structure. This tends to aid the creation of a confused street hierarchy, with a large use of cul-de-sacs, impeding cyclist and pedestrian movement.
- » Low – medium density development.



Chudleigh (Historic Core) figure ground



Bishopsteignton (Suburban Edge) figure ground

Opposite: Development in Bishopsteignton has a distinct hillside character



PLOT FORM

- » Largely detached and semi-detached dwellings. Terraced dwellings are located within the historic core of both areas.
- » Predominantly two storey dwellings. Three storey dwellings are located within central areas, emphasising the location of the historic primary movement route.
- » Suburban development is located within large plots. This allows front and back gardens to accommodate level changes where necessary.
- » A largely consistent building line is effective in emphasising a formal character along Fore Street.

CAR PARKING

- » Car parking is predominantly on-plot, with informal visitor parking provided on street.



Dwellings and front gardens are designed to accommodate the topography

OPEN SPACES AND PLANTING

- » Few areas of open space are integrated with development blocks. Large scale recreation space and areas of formal open space tend to be located on the periphery of the character areas. This provides a soft green interface between development and the surrounding countryside.
- » Street tree planting, verges and planting within front/back gardens help to aid the creation of a green and suburban character. Long distance views to surrounding green spaces also help to emphasise this.



Planting and views to open space soften the formal character of central Chudleigh

ARCHITECTURAL MATERIALS AND DETAILS

- » Common use of render (white and coloured) with some use of brick.
- » Use of simple and traditional buildings forms with a variety of architectural details, including hipped roofs, bay windows, dormer windows and canopy/recessed porches.
- » No residential curtilage within historic areas. Within suburban areas residential boundary treatments commonly comprise low brick/stone walls and small scale planting.



There is a common use of render in both character areas

Opposite: Chudleigh contains an attractive historic core with a distinctive identity



THE GLOBE



ROSS



ESTATE AGENTS



Ais Project Management

DY57 YWE

4.7. ASHBURTON

4.7.1. **Colourful render façades and a formal high street character aid the creation of a distinct identity for Ashburton.**

URBAN FORM

- » The development form of Ashburton is defined by topography and bounded to the south by the A38. This results in a relatively linear, tight knit pattern of development which changes to suburban cul-de-sac led development in the north eastern part of the character area.
- » Development blocks are structured in a loose grid pattern, with linear development running alongside the primary movement route (East Street).
- » Streets are generally long and gently curving, emphasising topography and allowing for views to surrounding hillside.
- » High density development along East Street.

PLOT FORM

- » General use of increased storey heights within the centre of Ashburton (3/4 storeys). Residential development outside of the village centre tends to comprise 2 storeys.
- » Predominantly terraced dwellings that sit within long and thin plots.
- » Use of a consistent building line and frontage (along with increased storey heights) helps to aid the creation of a formal character and an enclosed streetscape.
- » Use of focal buildings, emphasised by an increased storey height and difference in material.



Ashburton figure ground

Opposite: Central Ashburton comprises a range of architectural styles and materials



Glendinning

CAR PARKING

- » The use of a largely consistent building frontage and terraced dwellings does impact on parking arrangements in the character area as no on plot car parking is provided. Therefore, parking is accommodated within rear parking courtyards. This is not desirable and can lead to the creation of low quality spaces which are not overlooked.

OPEN SPACES AND PLANTING

- » Small scale spaces are integrated with development. Large scale open spaces tend to be located on the periphery of Ashburton.
- » No street tree planting.



Dwellings are located on the hillside

ARCHITECTURAL MATERIALS AND DETAILS

- » Common use of coloured render façades, with some use of stone and tile hanging.
- » Use of a few key architectural details including sash and bay windows, chimneys, recessed porches and pitched and parapet roofs.
- » Use of simple and traditional building forms.
- » No residential curtilage along East Street, contributing towards the creation of a formal and urban character.



The layout of development blocks and streets work in accordance with the topography



Key buildings (defined by storey heights and architectural material) are located along the high street

Opposite: Central Ashburton comprises a range of architectural styles and materials



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4.8. INSPIRATIONAL QUALITIES

4.8.1. **An analysis of each character area has been undertaken to help inform the design decisions within the masterplan and illustrative proposals for Matford Barton. A number of character generators are set out below as a result of this analysis;**

BUILT FORM

- » Development should generally comprise 2/2.5 storeys. Increased storey heights could be used within a local centre, along the primary movement route, or at a focal location, aiding legibility and the creation of an attractive streetscape.
- » All streets and spaces should be overlooked by a continuous building frontage where possible. Variations in the building line can be successfully used to aid a formal or informal character.
- » The development should incorporate a variety of densities that are responsive to uses, street types and location within the site. This will help to aid the creation of a varied and distinctive townscape.
- » The development should ensure that plot sizes are appropriate to the size of the dwellings, which can be dictated by location, density and character.

PUBLIC OPEN SPACE AND PLANTING

- » Street tree planting is successful in aiding the creation of an attractive green environment and can be used to define a clear street hierarchy, as shown in Chudleigh and Bishopsteignton.
- » Development blocks and streets should work with the topography of the site wherever possible to aid the creation of a distinct hillside character.
- » A connected and multi-functional green infrastructure should be integrated with development and help to aid a site specific character. Spaces could vary in size and formality, incorporating important site features, such as existing mature trees, hedgerows and watercourses in addition to providing new recreation, formal sport and biodiversity uses.
- » Planting in front gardens can help to soften the appearance of the built environment and encourage personalisation of the streetscene. The scale of planting in front gardens should be considered to ensure that dwellings are not completely screened from the street, impacting upon natural surveillance.

STREETS AND CAR PARKING

- » The development should incorporate a connected network of streets with a clear hierarchy, aiding legibility and way-finding for pedestrians, cyclists and vehicles.
- » Consideration should be given to how the proposals can prioritise pedestrian and cycle movement. This could be achieved through the provision of safe and accessible on/off road routes that respond to key desire lines within the site. The use of shared surface streets and materials can also help to slow vehicular speeds and contribute towards a high quality public realm.
- » Long and straight streets help to emphasise long distance views and topography. Curved streets can aid a more informal character and are effective in providing glimpsed views and reducing vehicular speeds.
- » Car parking should be provided on plot wherever possible, with a proportion of visitor spaces provided on street as necessary. Parking should be integrated into the design of the street so that it does not dominate the streetscene or impede pedestrian and cycle movement.

ARCHITECTURAL STYLE AND MATERIALS

- » The use of simple and traditional building forms is successful in emphasising the scale and massing of dwellings. Cranbrook has also shown that the use of a more contemporary architectural style and details is successful in creating a distinctive identity.
- » A distinct architectural style should be developed which is based on a simple palette of materials and restricted to a number of details. This could include brick and render, with some use of tile hanging and weatherboarding.
- » Elements including chimneys, bay windows, dormer windows and porches add interest to the streetscene and can be used to aid rhythm and repetition.
- » Residential boundary treatments should comprise brick/stone walls and/or planting where appropriate.



CHAPTER 5:
**ASSESSING THE CONTEXT:
THE SITE**

5.1. ACCESS

5.1.1. The boundaries of the site and its defined split created by the A379 are such that the most natural access opportunities arise from the aforementioned highway.

5.1.2. The A379 is deemed to be of strategic importance by DCC and offers good links to both Exeter City centre and the wider highway network with the opportunity to utilise it as a bus corridor also acknowledged. It also currently has a well-used pedestrian /cycleway to its southern edge which allows for further future scheme tie in.

5.1.3. The opportunity to take the main access from the A379 is therefore preferential as it is an existing high quality link which has the capacity to serve the proposed development.

5.1.4. Opportunities for Minor road access exist by utilising the local highway (Chudleigh Road, Dawlish Road and Trood Lane), which in some cases will require the improvement of infrastructure within the area. This is of benefit not only to the proposed development but also to the existing users of the network.

5.1.5. The southern boundary of the southern site is what will be the SANGS and then further onto the M5, and therefore inappropriate in terms of use for access other than potentially leisure use i.e. ramblers etc. due to the topographical levels and the potential areas of conservation.

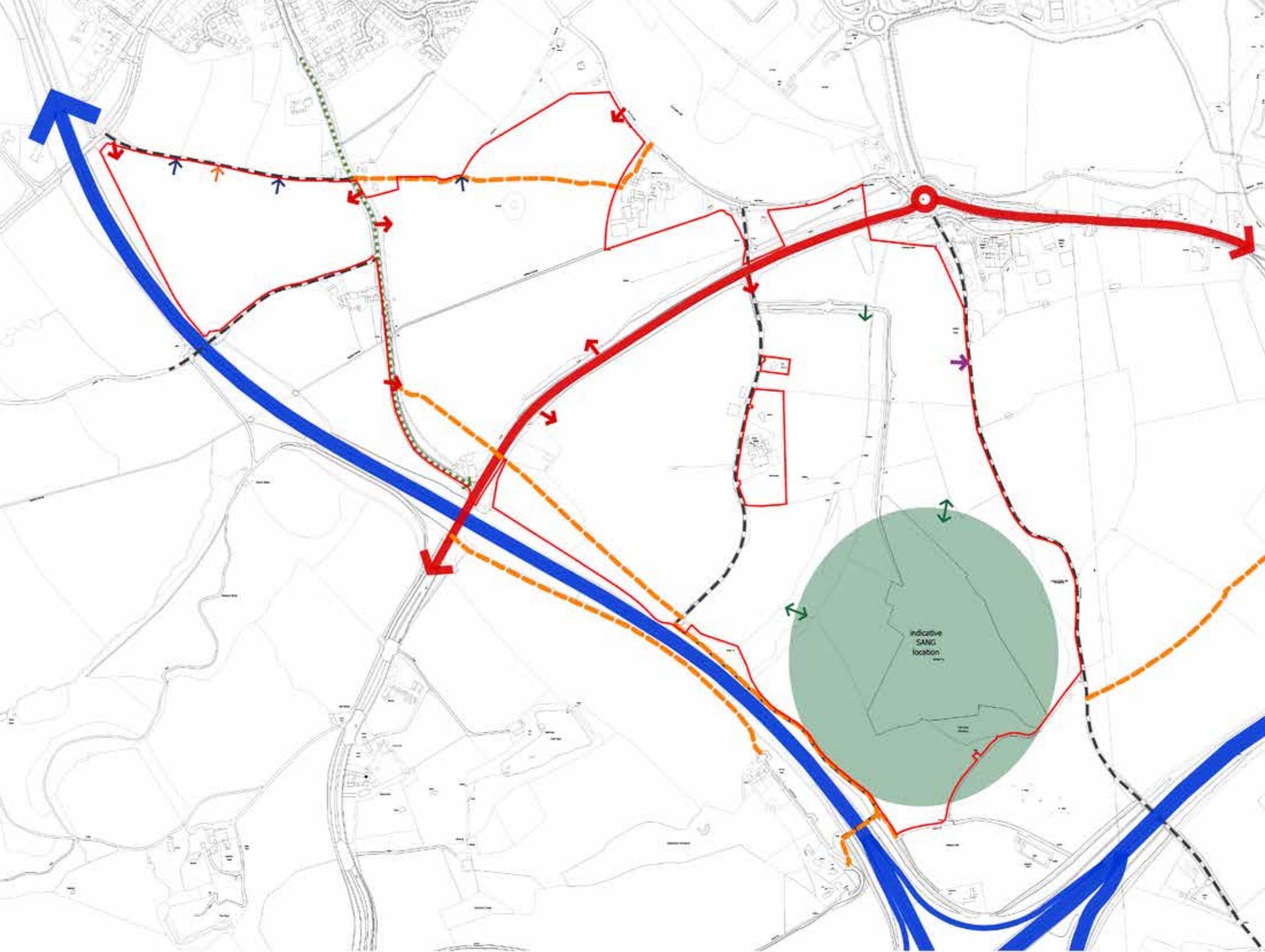
5.1.6. The western boundary of both the north and south sites is in general the A30, however any access from this road would not provide for local journeys and therefore has been discounted as the A379 would provide more benefit.

5.1.7. The eastern boundary of the southern site is 'land owned / controlled by others' which is part of the combined SWE1 allocation area but over which our applicant has no control over. This also applies to the eastern and northern boundaries of the northern site. Our development will plan for interconnecting links and will continue to liaise with both DCC and the relevant landowners.

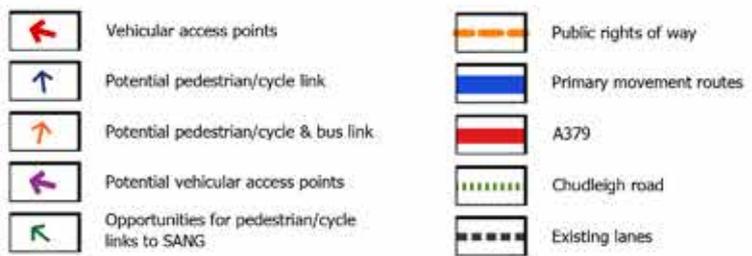
5.1.8. The site is currently Greenfield and therefore the nearest provision of Public Transport is not particularly close given that there is at present nothing to serve. However a number of services operate within the local area, which together with good strategic services running along the A379 and the Matford Park and Ride suggests that a high quality provision of public transport can be achieved in the future. This will be achieved through the provision of new stops and the diversion of existing services.

5.1.9. There is the opportunity to unite some of the sites environs via the provision of cycle and pedestrian routes through the site. This would also provide shorter walking distances to the commercial offer at the local centre and the educational campus thus helping to discourage car trips for short local convenience purposes.

5.1.10. Any access that is suggested is however as previously stated subject to the major constraint of topography, and the gradient change is also needed to be overcome when detailing the internal movement of all modes of transport.



Access and Movement plan - existing links



5.2. FLOODING AND DRAINAGE

5.2.1. The Matford Brook flows west to east through the site discharging to the east of the site. The site survey indicates that as the watercourse flows within a localised valley.

5.2.2. However the watercourse is only within the base of the valley for the downstream section, and where it flows under Trood Lane. In the upstream section of the site the watercourse has been artificially lifted around 2m from the base of the natural valley. This section of the watercourse is considered to be perched and was relocated in order to provide water to a now redundant downstream mill.

5.2.3. To the south of the A379, land within the site rises steeply and forms the high point of a ridge. Both sides of the ridge rise steeply from a small watercourse, named for the purposes of this report as 'Church Path Brook', drains northwards and is a tributary of the Matford Brook.

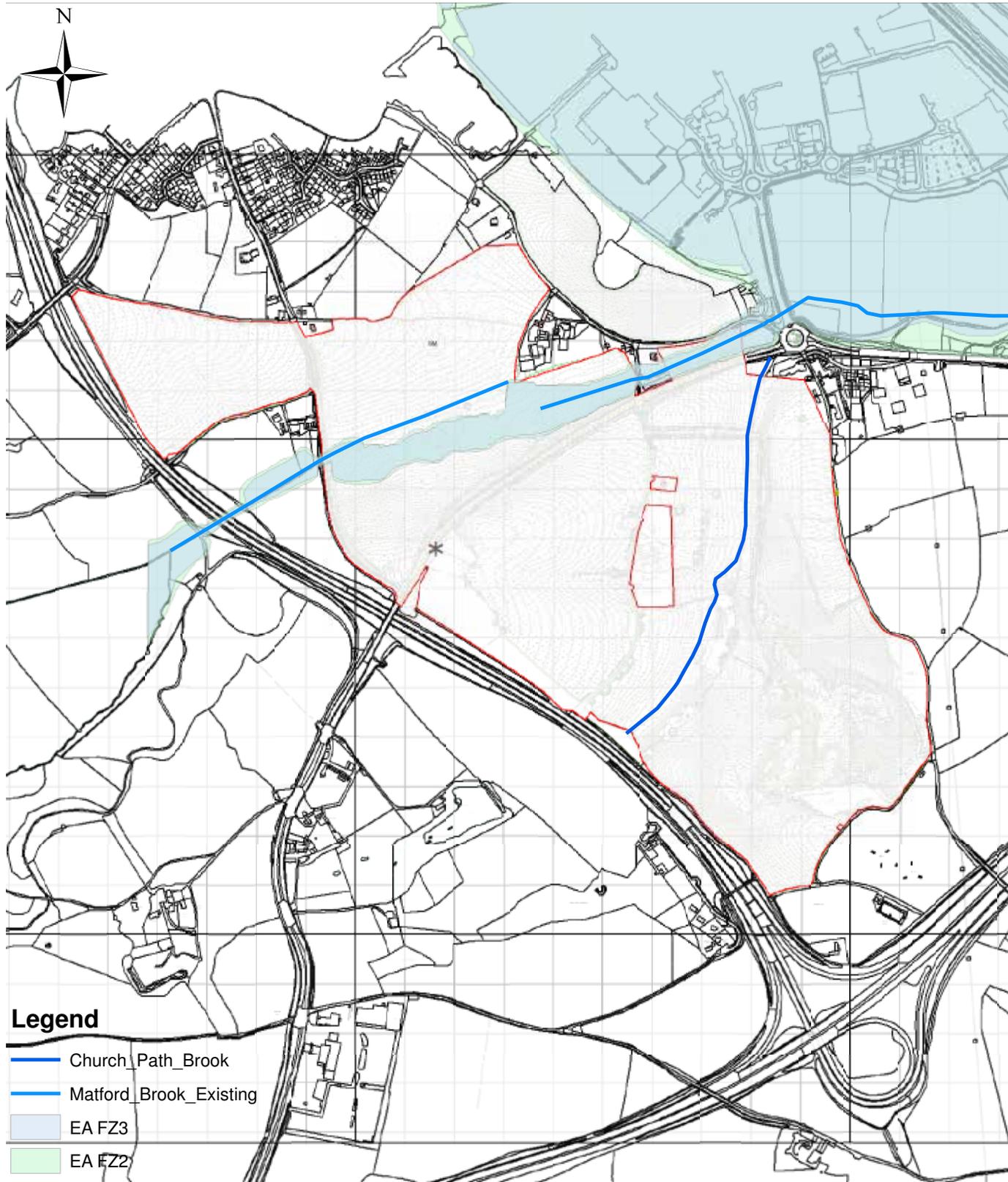
5.2.4. The site predominantly comprises land that has a less than 1 in 1000 annual probability of river or sea flooding in any year. However lower sections of the site that immediately border watercourses (and base of the valley) within the site and have been highlighted as being within Flood Zone 3 (land having a greater than 1 in 100 annual probability of river or a 1 in 200 or greater annual probability of flooding from the sea).

5.2.5. There is evidence that flooding has occurred within the downstream section of the site and upstream of Trood Lane with the area to the south of the watercourse being considered the worst affected. The cause of this is unknown but it is considered that there is inadequate culvert capacity which results in the back up of flows.

5.2.6. It is concluded that the majority of the site is at low risk from fluvial flooding. The lower areas to the site, particularly upstream of Trood Lane, that immediately border the Matford Brook would be considered at high risk of flooding.

5.2.7. The site is crossed by the Matford Brook which flows in an easterly direction through the north of the site and the Church Path Brook which flows in a generally northerly direction from the spring to the south of the disused quarry and flows into the Matford Brook.

5.2.8. There are no public sewers recorded within the site limits. The South West Water plans indicate public foul sewers near to the perimeter of the site to the north of the A379 which can be considered as potential connection points.



Flooding and Drainage plan

5.3. LANDSCAPE SETTING

5.3.1. The elements of landscape character: the landform, geology and the soil have a huge bearing on the form of the South West Exeter site. Other elements of landscape character include vegetation/tree cover, land use and proximity to settlement also make a strong contribution to the character of the site.

LANDSCAPE CHARACTER OF THE WIDER SETTING

5.3.2 National Character Areas (NCA), defined by Natural England, set out the distinctive characteristics and many of the broad typologies are present across the site and immediate setting. The site falls within NCA 148: Devon Redlands which stretches from the Teign Valley to the west and the Otter Valley to the East. The key landscape characteristics defined by Natural England which provide context to the site and surrounding area include the following (selected text has been emboldened to emphasise phrases of relevance to the site and its setting):

- » Hilly landscape of villages, hamlets, farmsteads, hedgerows and winding sunken lanes, steep sided but flat bottomed river valleys cut through steep-sided valleys with wide floodplains;

- » Red soils derived from the permo-Triassic sandstone;
- » In upper valleys small, broadleaved woodlands and copses give a strong sense of enclosure;
- » Mixed farming predominates. Fields tend to be small and irregular with dense hedgerows on top of earthbanks in transitional areas, while there is a larger, more open field pattern elsewhere;
- » Red sandstone, thatch and cob buildings are distinctive of the area;
- » Estuaries with reedbeds and salt and grazing marshes; and
- » Significant urban development around the estuaries and along the coast. The M5 motorway and trunk road network linking Devon and Cornwall cuts through the landscape.

LANDSCAPE CHARACTER OF THE LOCAL SETTING

5.3.3. At a local level the Teignbridge Landscape Character Assessment (Teignbridge District Council. 2009) identifies Landscape Character Areas (LCA) within the council's administrative area. The TDC assessment provides a finer grain of study of the key landscape features and characteristics. The site falls within the: 'Exe Estuary Farmlands' LCA, that TDC characterised by the following (selected text has been emboldened to emphasise phrases of relevance to the site and its setting):

- » Undulating landscape of small river valleys and dividing ridges;

- » Strong contrast between the deep red underlying soils, visible within ploughed fields and the network of green hedgerows and mature trees;
- » Estuarine and coastal views from ridges with the Haldon Ridge (Pearce's Hill) providing a backdrop;
- » Patchwork of medium to large-scale, pasture and arable fields, delineated by often short or gappy hedgerows; Network of sunken, winding lanes with often dense, high hedgerows;
- » Mature parkland, veteran trees, gardens, historic buildings and features (Peamore House);
- » Settlement pattern of nucleated villages, hamlets, farms and houses with frequent cob, thatch, stone/render and slate and some brick;
- » Open, flat, low-lying estuary landscape with expansive views across open water and intertidal mudflats from estuary edge and adjacent slopes;
- » Level, drained marshes close to Exminster, with coastal grassland divided by drainage ditches and with seasonal flooding;
- » Small boats, boatyards, moorings, quays and slipways and the Exeter Canal along the estuary shore;
- » M5 motorway crossing the estuary and major roads with associated modern residential, leisure and industrial developments on the edges of Exeter (Matford Barton Trading Estate); and
- » Variable sense of tranquillity, tranquil in inland valleys and parts of the estuary, disturbed close to settlements, railway and main roads.



LANDSCAPE CHARACTER OF THE SITE

5.3.4. The LDA study of 2012 commissioned by TDC and ECC defined six local landscape character areas across an area of study that was considerably larger than the site. The study looked at an extensive area south of the A30 and north of the A379 and this area is still relevant as it forms part of the local setting for the site. Within the site, LDA described three local landscape character areas; Pearce's Hill and Eastern Ridge, Matford Slopes and Valleys, and Matford Brook Valley Farmland.

Pearce's Hill and Eastern Ridge:

- » Local high point;
- » Flattish farmland along ridge, falling steeply towards the Exe floodplain;
- » Southern and eastern edges formed by sheer cliffs of M5 and A30;
- » Exposed red sandstone;
- » Steep slopes to the western side of Pearce's Hill are under pasture, flatter land typically large, regular arable fields;
- » Fields bounded by trimmed hedges;
- » Generally open, exposed character; and
- » Telecommunication masts and large woodland blocks prominent on ridge-tops.

Matford Slopes and Valleys:

- » Undulating complex of slopes and valleys;
- » Patchwork of smaller scale pasture and larger scale arable fields;
- » Fields bounded by hedgerows;
- » Some large woodland blocks and strong lines of mature trees create localised enclosure;
- » Rural qualities are affected by views across Exeter which have an urbanising influence; and
- » Landfill site, localised fly-tipping and the proximity of the A379 intrude on rural qualities.

Matford Brook Valley Farmland:

- » Shallow, gently sloping valley landscape;
- » Large, open arable fields bounded by trimmed hedgerows;
- » Brook itself is a minor feature;
- » Prominent, tree-covered Knowle Hill, strong lines of mature trees are prominent features;
- » A379 bisects the valley and causes localised intrusion; and
- » Land to the north is visually and physically separated from the main valley landscape character by its proximity to the built edge of Alphington.

5.3.5. Barton Willmore's landscape assessment work led to a further refinement as a result of more detailed survey information covering landform, ecology and tree and hedgerow cover. The fieldwork of the Landscape and Visual Impact Assessment (LVIA) also fed into the process of refining the definition for landscape character of the site. The LVIA looked at the wider Masterplan and described seven site based landscape character areas:

- » Alphington Edge: Dropping, contained, rural urban edge
- » Knowle Hill: Locally distinctive landform
- » Matford Brook Slopes and Valleys: Rising and folding hillside
- » Matford Brook Valley Floor: Low, open, brook side
- » Peamore Enclosed Farmland: Undulating parkland
- » Pearce's Hill Exeter Slopes: Open, prominent hillside
- » Pearce's Hill Top and Estuary Slopes: Open, prominent hilltop

5.3.6. Identification of these site character areas (further defined and explained within the LVIA) enables clear guidance to be formed that has informed and prompted the evolution of the development Masterplan.



Matford Valley and Knowle Hill



Pearce's Hill looking west over site



Shillingford Road looking south over site to Pearce's Hill

5.4. TOPOGRAPHY

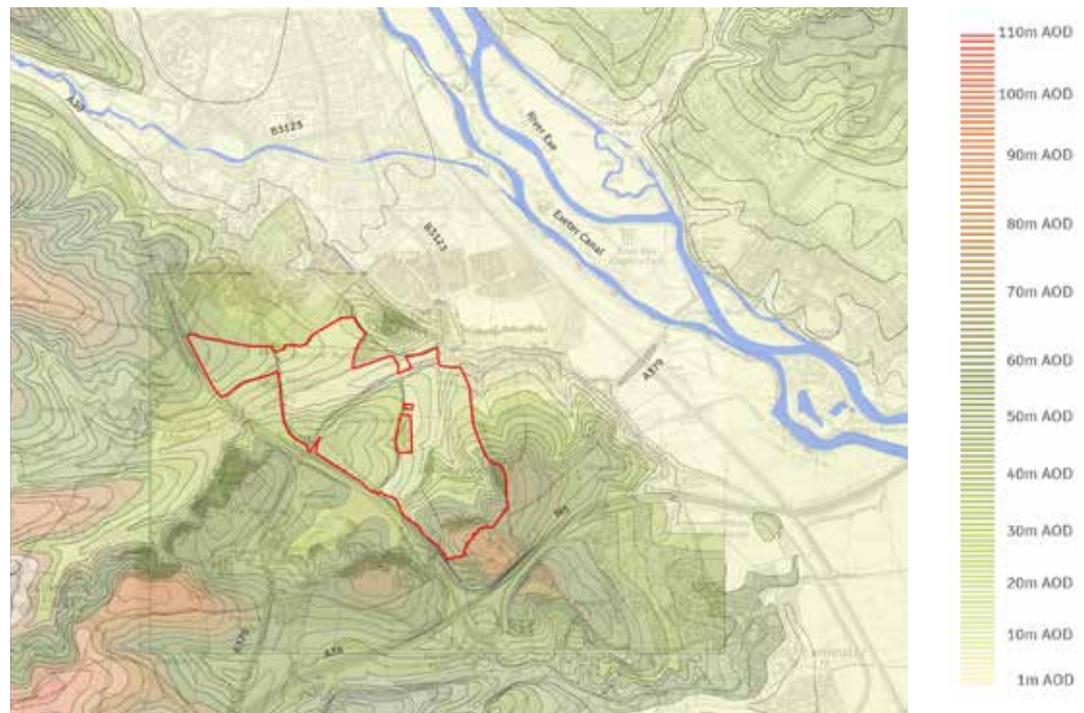
5.4.1. **Topography is the study and mapping of the features on the surface of land, including natural features such as hills, valleys, estuaries, water courses, semi natural features: woodland, copses and hedgerows, as well and constructed features including the roads, deep cut winding lanes, the railways and power lines.**

5.4.2. Landform is a more specific to just the natural physical features of the land and its surface. The hilly landscape of the south west Exeter site runs across Pearce's Hill, into the valley of the Matford Brook and rises to the west at Markham Lane south of Alphington.

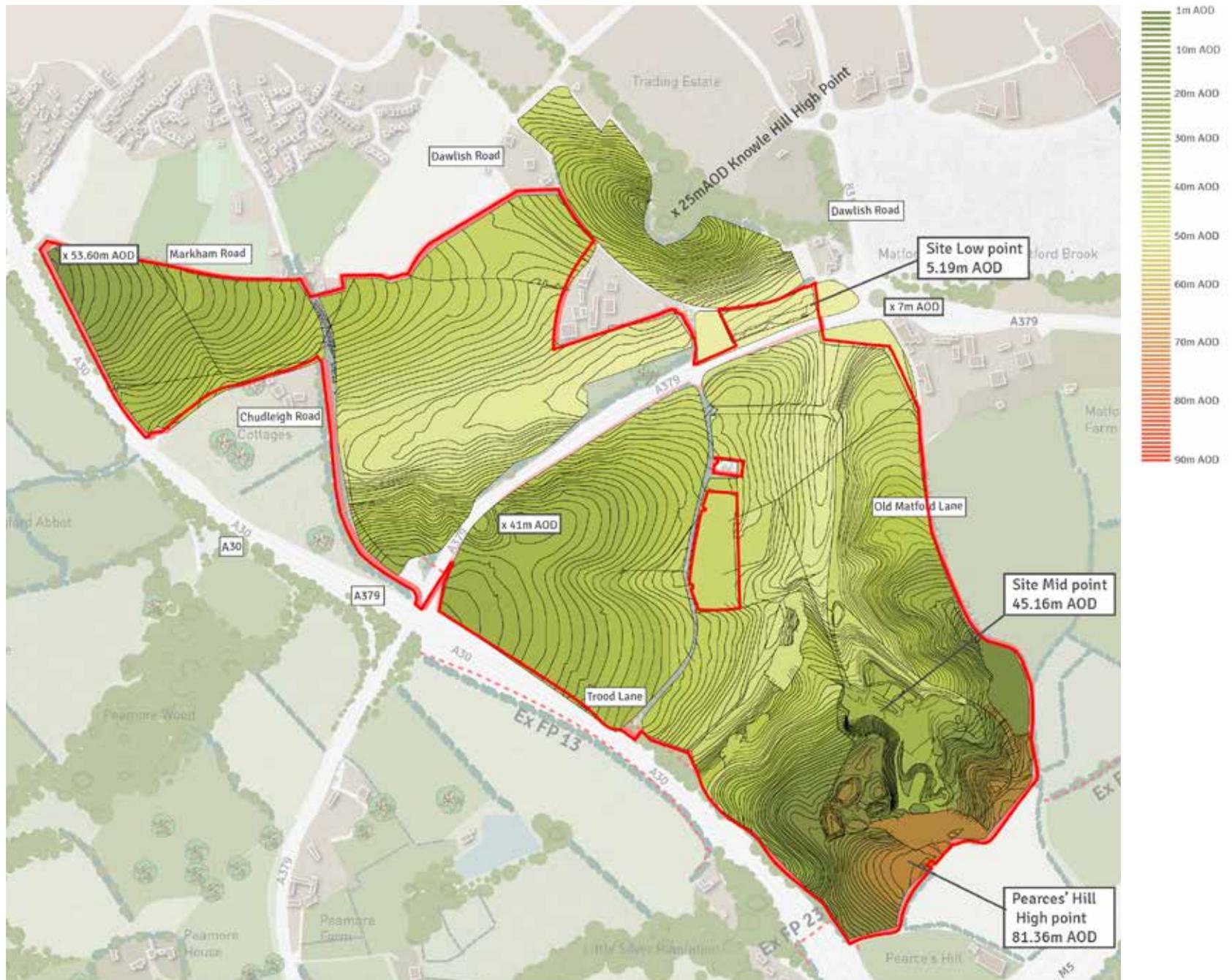
5.4.3. At its broadest level landform influences the topography and forms a fundamental element in the setting for the site. It is heavily related to Triassic red Sandstone of the geology and soil as it creates (highly visible at Knowle Hill in the open ground winter months), through natural process or the intervention of man, the form of the land of the site and the setting. It is also, therefore, a major determinant in the significance of the visual qualities of the site in terms of prominence or concealment.

5.4.4. The man made interventions have included the construction of the substantial cuttings through the Sandstone for the M5 and A30 roads at Pearce's Hill. At a small scale, the digging of the deep cut lanes: Markham, Waybrook, Old Matford, and Trood Lanes and others in the local setting cause minor interruptions to the flow of the landform. Agricultural enclosures and the planted woods and copses across the site that produces a pattern of enclosure with a range of scale: from the expansive scale of the Matford Brook Valley to the smaller scale of the more enclosed fields along Trood Lane. The landform causes the strongest character prompt.

5.4.5. The landform is distinctive: rising by approximately 76m from the low point of approximately 5.19m AOD at the eastern 'tip' near the Dawlish Road, to 81.36m AOD on the southern edge at Pearce's Hill above the A30. Within these limits there is considerable variation in slope and orientation of the landform. There is a pronounced south west to north east aspect to the slopes and roll in the landform of much of the site. The A379 has caused a significant local interruption to the drop in the sweep of the landform down from Pearce's Hill into the valley of the Matford Brook. The Pearce's Hill landfill site is still in operation and the ground is substantially disturbed but remediation work is also in evidence, returning the hillside to more natural slopes and form.



Wider Area Topography Plan



Site Topography Plan

5.5. ECOLOGY

5.5.1 A full assessment of the ecological impacts of the site's development has been undertaken as part of the EIA.

5.5.2 The ecological baseline was determined through desk study and site survey. The desk study involved the collation of existing records of designated sites of nature conservation value and species from the site and surrounding area. An Extended Phase 1 Habitat survey was undertaken to map the habitats within the site and this identified the potential for protected and notable species on the site. Further surveys were subsequently undertaken for hedgerows, great crested newts, reptiles, breeding birds, bats (roost and activity surveys), dormice, badgers and otters. All surveys were undertaken following standard published methodologies by members of the Chartered Institute of Ecology and Environmental Management (CIEEM).

DESIGNATED SITES

5.5.3 The desk study revealed that part of the site is designated as Trood House 'Other Site of Wildlife Interest' (OSWI), due to the presence of broadleaved woodland and semi-improved grassland. This site would be incorporated within the proposed green-space in the south of the site, with the opportunity to enhance its biodiversity value. The Farm (Exminster) County Wildlife Site (CWS) also occurs immediately adjacent to the south east site boundary. This site is designated for its mixed farmland with bird interest.

5.5.4 Fourteen statutory designated sites and 33 non-statutory designated sites occur within 2km of the site, including Exe Estuary Special Protection Area (SPA), Ramsar and Site of Special Scientific Interest (SSSI). The SPA is designated

for its assemblage of wintering birds, including populations of avocet and slavian grebe, which are of European importance. Potential recreational impacts on the Exe Estuary resulting from increased human population would be offset through a financial contribution to fund appropriate mitigation within the Estuary, and the provision of Suitable Alternative Natural Green Space (SANG) within the site. The proposed SANG features in excess of 4km of footpaths with a range of native habitats including woodlands, wildflower meadows and wetlands over varied topography. Facilities would include car parking, benches, picnic tables and toilets along with way-markers and interpretation boards.

HABITATS

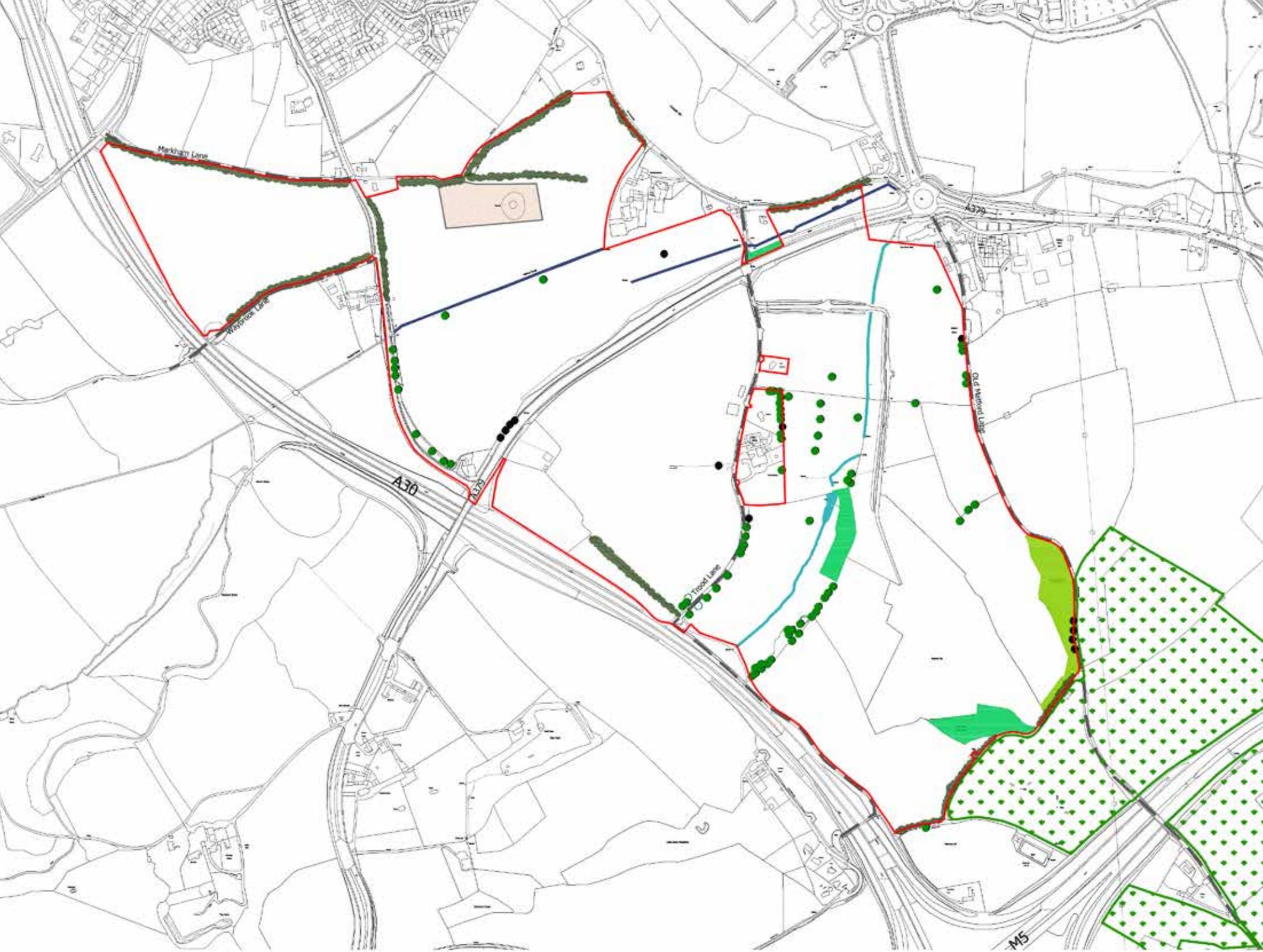
5.5.5 The majority of the existing site comprises agricultural land dominated by arable crops, improved grassland and species-poor, semi-improved grassland; these habitats generally have low biodiversity value due to their intensive management. Habitats of greater ecological value within the site include watercourses and adjacent marshy grassland; also many of the field boundaries comprise species-rich hedgerows and treelines which provide wildlife corridors throughout the site and habitat for a range of species. These habitats would be incorporated into the layout of the site and enhanced where possible. Small areas of woodland are present within the southern part of the site and mature trees are abundant throughout the site. All of the woodland within the site would be retained and enhanced where appropriate within the SANG site; mature trees would also be retained and protected within the layout wherever possible. Proposals for the site include the creation of a range of native habitats including new species-rich hedgerows, native woodland copses, ponds and wetlands which would be managed to maximise their ecological value.

SPECIES

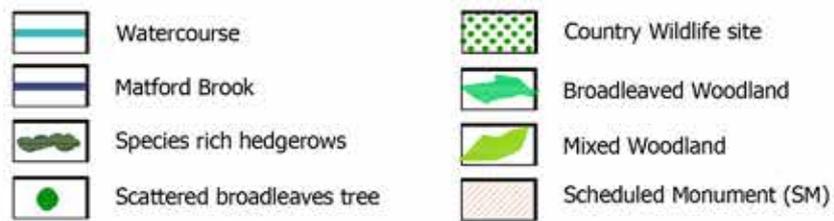
5.5.6 Ecology surveys confirmed the presence of a number of notable species within the site, including:

- » Localised populations of slow worm and common lizard;
- » Several notable species of breeding birds including bullfinch, house sparrow, linnet, song thrush, starling and spotted flycatcher which are all Priority Species. A single breeding pair of ciril buntings was also recorded on the site;
- » A minimum of 11 different bat species recorded during manual activity transects and static detector surveys;
- » Dormice present in hedgerows in some parts of the site;
- » Several badger setts and other evidence of badgers indicating their use of the site for foraging; and
- » Otter recorded on watercourses.

5.5.7 The results of the surveys have fed into the design of the site to avoid impacts on wildlife as far as possible. This has included measures such as the retention of woodland, hedgerows, mature trees and watercourses, along with the enhancement and protection of these habitats and the species which depend upon them. In general, the built form would be concentrated in areas of low ecological value, with higher value habitats incorporated within proposed green space. Existing and new habitats would create wildlife corridors throughout the site, providing species with opportunities for dispersal, foraging and commuting. Lighting would be carefully designed so that impacts on sensitive species such as bats are minimised, both during construction and afterwards.



Existing Ecological Features plan



5.6. HERITAGE

5.6.1. The site is located in a landscape rich in cultural heritage resources:

DESIGNATED ARCHAEOLOGICAL REMAINS

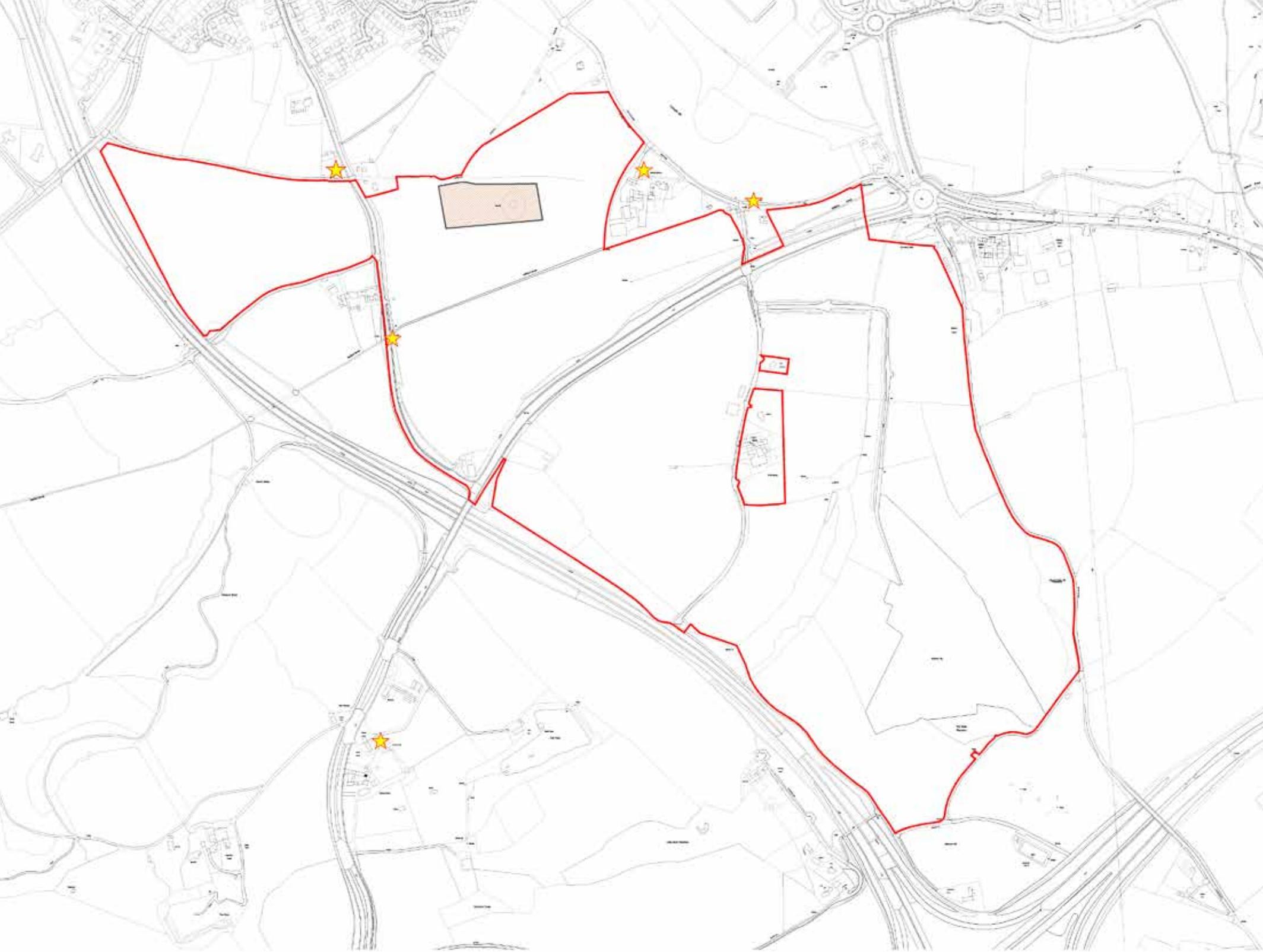
5.6.2. The site contains a scheduled monument, a Bronze Age barrow cemetery, which is situated centrally along the northern boundary of the site. The cemetery contains a large barrow in the east of the scheduled area, which survives as a substantial earthwork. Other scheduled monuments are situated in the wider area surrounding the site, including a cropmark complex to the west and an Iron Age/Romano-British earthwork enclosure to the east.

NON-DESIGNATED ARCHAEOLOGICAL HERITAGE ASSETS

5.6.3. The application site has been subject to a intensive programme of archaeological investigations which have revealed a number of archaeological resources, ranging from additional evidence of Prehistoric burials to Roman settlement remains, many of which are of regional / medium significance.

BUILT HERITAGE ASSETS

5.6.4. A number of built heritage assets are situated close to the site, such as Matford Barton and The Gables, both grade II listed buildings, and buildings of local interest such as Trood House and Matford House. More widely, distant views of the Church of St Michael in Alphington (grade II*), the Haldon Belvedere (grade II*) and the Cathedral Church of St Peter in Exeter (grade I) are afforded from some areas within the site.



Existing Heritage and Archaeological Features plan

-  Listed Building
-  Scheduled Monument (SM)

5.7. UTILITIES

5.7.1. Enquiries have been made of all of the utility providers known to be present in the vicinity of the site.

5.7.2. The principle companies that will be affected by the development and the resulting constraints and potential required mitigation measures are as follows;

ELECTRIC

5.7.3. There are existing overhead 11kV high voltage cables traversing the site which will need to be grounded through the development. Western Power Distribution have indicated that subject to grounding and with the provision of appropriate internal substations the intended development could be served from these services. There are also overhead 132kV high voltage mains running north/south through the adjacent land to the east of the site.

WATER SUPPLY

5.7.4. There is an existing 350mm diameter trunk main running along the southwest boundary of the site along the M5 then the A30 and then cuts across the north-western corner of the development site. This main will need to be maintained and protected within an easement where it encroaches within the site although lowering and protection may be required to accommodate the layout.

5.7.5. South West Water records also indicate a number of 4 inch distribution mains, notably running along the A379 as it passes through the site from east to west, then north and around the northwest sector of the site. There is also a service along Dawlish Road to the north.

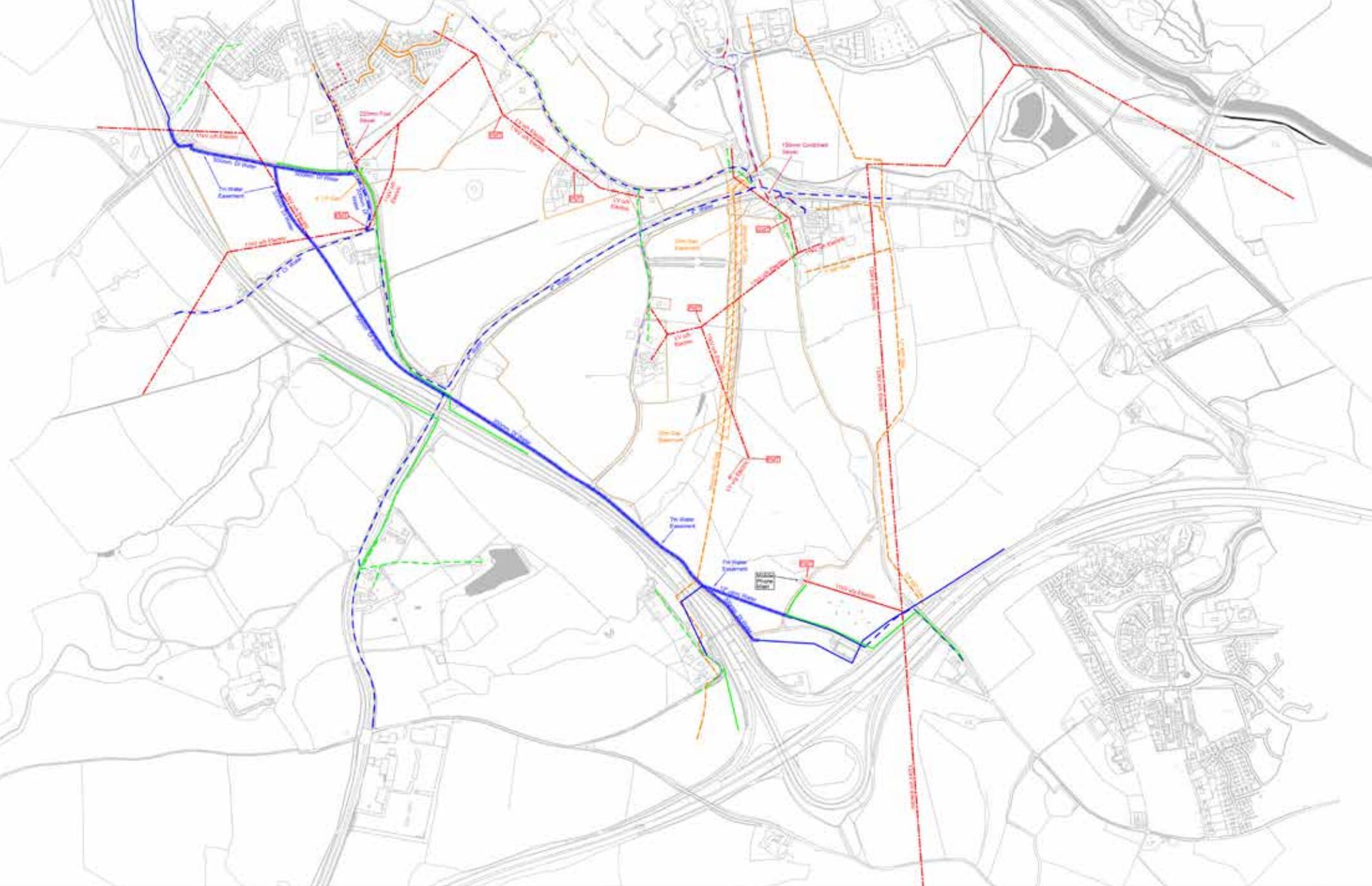
GAS

5.7.6. Records show the 'Kenn to Exeter' 350mmØ High Pressure main running south to north through the site, at an approximate depth of 0.9m. This main will need to be maintained and protected within an easement. Current advice is that the overall easement width is 30m.

5.7.7. A 12 inch medium pressure service runs north/south through the adjacent land to the east of the site. There is also a 4 inch LP main in Chudleigh Road to the north east.

TELECOMS

5.7.8. There are existing BT underground services running along Chudleigh Road and Dawlish Road to the north, and down Trood Lane to serve the brewery offices. These services can be retained but need protection or lowering where proposed levels dictate.



Utilities plan

	Site Boundary
	Public combined sewer
	Foul sewer sewer
	Overhead electric cables
	Underground electric cables
	Pole mounted transformer
	Ground mounted transformer
	Overhead telecom cables
	Underground telecom cables
	Gas main
	Water main - distribution
	Water main - trunk
	Water main - communication pipe

5.8. SUMMARY OF CONSTRAINTS AND OPPORTUNITIES

5.8.1 **A comprehensive analysis of the site has been undertaken and the findings have been evaluated to identify key opportunities and constraints relevant to the development of the site. This will ensure that the development at Matford Barton is responsive to important site features and the local context.**

LAND USES

- » Key facilities (including community, health, education and retail) should be located within a new mixed use centre that forms a key hub for the development, guided by policy set out in the South West Exeter Development Framework.
- » Development will be inspired by positive elements of the existing built form (as identified in section four) to help aid a distinctive character. This will also be informed by the urban design, architecture and landscape principles set out in the latter sections of the DAS.

ACCESS AND MOVEMENT

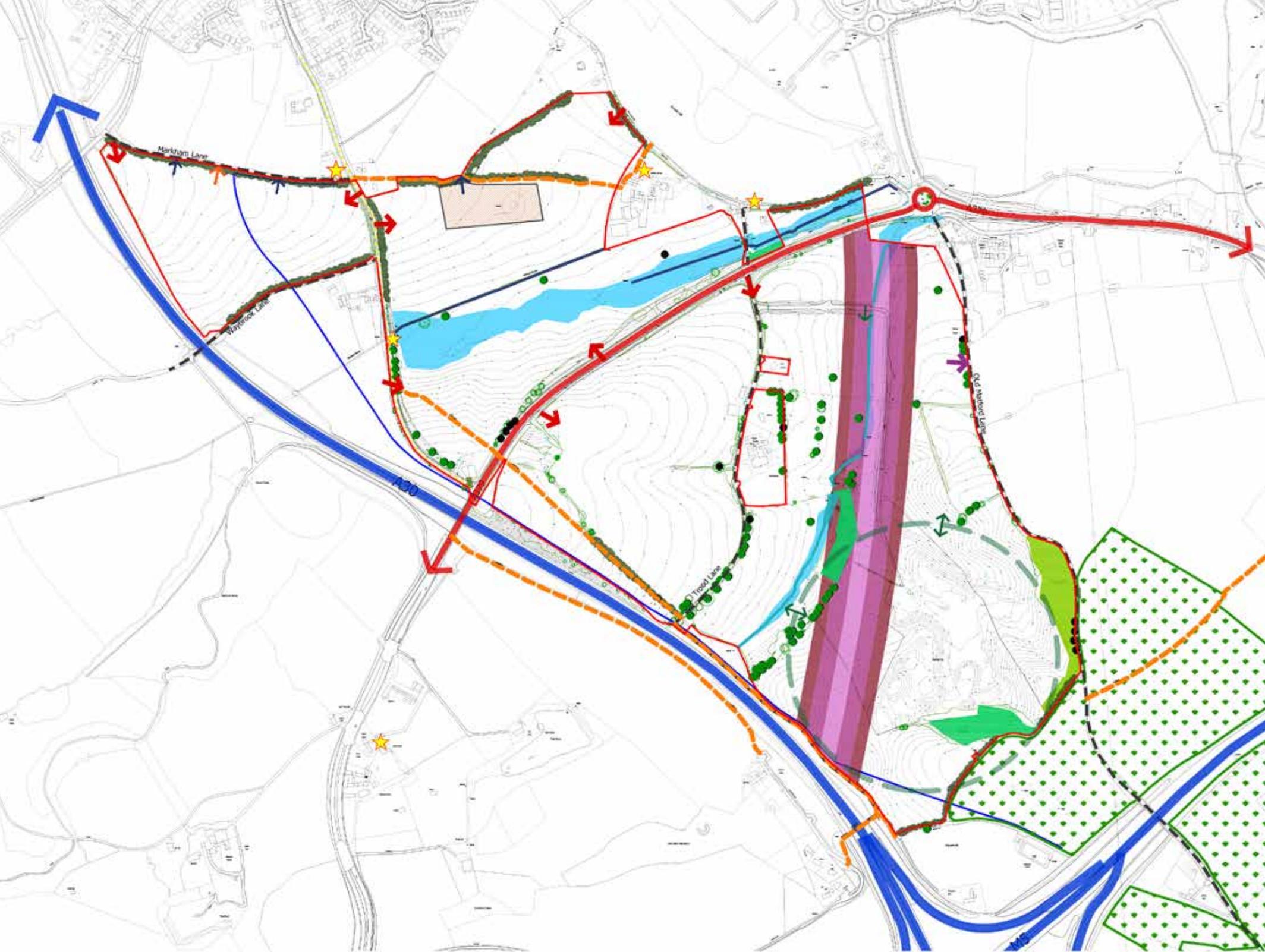
- » The site offers the opportunity to provide new links to existing strategic vehicular, public transport, pedestrian and cycle routes, connecting it with key facilities in Exeter.
- » The development should promote the use of sustainable transport, ensuring that journeys by foot, bus and bike are an attractive option.
- » Consideration should be given to the function and character of the A379, including measures of ensuring a safe crossing across the road for pedestrians and cyclists.
- » Vehicular access to the development will be taken from the A379, Chudleigh Road, Trood Lane and Dawlish Road.
- » The development should ensure that potential foot, bike and vehicular links to other sites within the SWE 1 allocation are provided, where necessary.

LANDSCAPE AND TOPOGRAPHY

- » The site sits close to the settlement edge of Exeter and Alphington and the landscape has some characteristics of the 'rural urban fringe' typology: the countryside does not come into the town and the town does not physically come into the countryside but both typologies exert an influence. In the countryside of Devon around the edge of Exeter, where substantial edge of city settlement growth has occurred and that is linked by numerous major roads, this fringe or edge typology is not unusual. The Matford Barton Industrial Estate has shown

considerable recent growth and now extends as far as the A379 along Bad Homburg Way and almost adjoins the site at its eastern edge. The presence of the built environment of settlements in this landscape causes urban influences to be a character driving component. In reality the influence of the settlements are never far away throughout the setting of the site.

- » The existing attributes in the landscape baseline of the site include to shape of the landform and the complex relationship that the site has with the hills and broad valleys of the immediate setting. The A379 cuts through the centre of the site and runs west and up the rising ground to the Haldon Hills to the south west. The rising and dropping landform of the site has a relationship with the hilly ground to the west and comprises the more gentle northern edge of the transition from the truly high ground close to Dartmoor National Park with ground above 200m AOD, down to the low, near sea level land along the Exe estuary near Countess Wear and Topsham.
- » The deep cut and winding lanes and their associate hedgerows, that cross the site and sit at its edges, frequently with mature and in places veteran Oak trees, are also an important attribute that require a preserved local environment.
- » The views across the valley of the Matford Brook from the rising ground along and south of the A379 are expansive and important. Depending on the precise location, visual receptors can see much of the city as well as clear lines of sight to Exeter cathedral. The longer range views to the west extend to the high ground of the Haldon Hills and the eastern



Summary of Constraints and Opportunities plan





edges of Dartmoor. Local views include Knowle Hill and the parkland associated with Peamore House and farm.

- » The landscape of the site is a rich resource of existing components that can accommodate the development proposal without harm. The Public Rights of Way are limited and a new public realm will enable a great degree of public access to the site changing the land use from agricultural to a potential more bio-diverse parkland.

FLOODING AND DRAINAGE

- » The site is shown to be predominantly in Flood Zone 1 with lower sections of the site that immediately border watercourses (and the base of the valley) located within Flood Zone 3. Development will be located outside of the flood zones and maximise the opportunity to integrate new Sustainable Urban Drainage systems (SUDs) with open space.

ECOLOGY

- » A full assessment of the ecological impacts of the site's development has been undertaken; findings from these assessments will inform the masterplan. A number of mitigation measures will be proposed to avoid impacts on wildlife, with built form concentrated in areas of low ecological value.
- » The masterplan will retain hedgerows and tree belts identified as ecologically important wherever possible and seek to integrate this existing vegetation with ecologically active green corridors that enhance biodiversity and existing habitats.

ARCHAEOLOGY

- » The setting of the Scheduled Monument (SM) and surrounding listed buildings within close proximity to the site should be respected and enhanced.

UTILITIES

- » Surveys have been undertaken to identify existing utilities crossing the site. Routes will either be undergrounded or stay in-situ, with offset distances as appropriate. The masterplan will be designed to accommodate this.

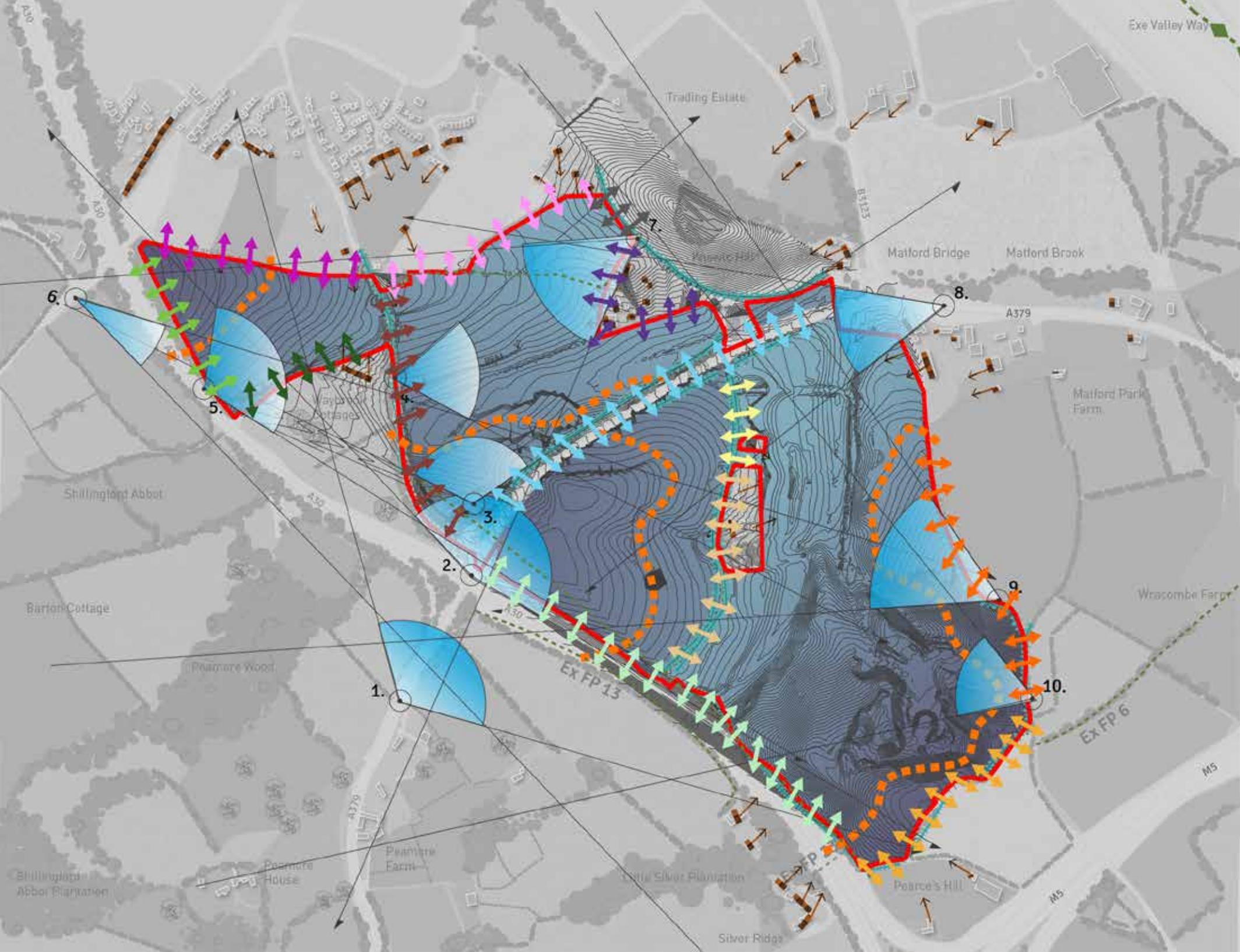
AIR QUALITY

- » An air quality impact assessment has been carried out to assess both construction and operational impacts of the proposed development.
- » An assessment of the potential impacts during the construction phase has been carried out. This has shown that during this phase of the proposed development releases of dust and PM10 are likely to occur during site activities. Through good site practice and the implementation of suitable mitigation measures, the impact of dust and PM10 releases may be effectively mitigated and the resultant impacts are considered to be negligible.

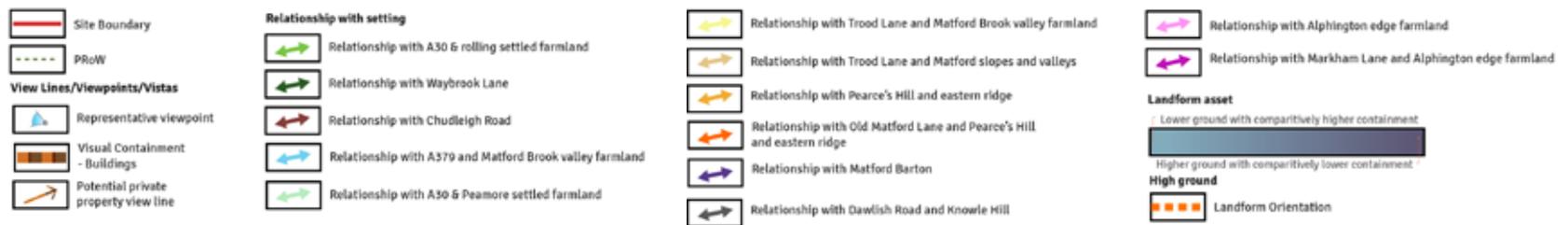
- » Air quality dispersion modelling has been carried out to assess the suitability of the site for development and to predict the impact of traffic generated by the proposal on local air quality. The proposed development would result in a negligible impact on air quality and pollutant concentrations at the site do not pose a constraint to the proposed development.

NOISE

- » A noise assessment has been carried out in accordance with the design standards outlined in British Standards (e.g. BS8233:2014 'Sound Insulation and noise reduction for buildings - Code of Practice') and WHO guidelines.
- » The noise assessment has been based on a series of environmental noise measurements undertaken at the site and noise predictions, taking due account of predicted future conditions at and around the site.
- » This assessment has identified that mitigation measures in the form of noise barriers/ bunds as well as uprated glazing/ ventilation specifications will be required on the noisiest façades facing the A30 in order to create a suitable environment with internal noise levels in compliance with BS8233 for the residential aspects of the proposed development. The masterplan is sensitive to the noise issues with other proposed residential units being effectively shielded by the proposed dwellings fronting the A30.



Landscape Constraints and Opportunities plan





CHAPTER 6:
EVALUATION

6.1. SUMMARY OF COMMUNITY AND STAKEHOLDER INVOLVEMENT

6.1.1. The proposals have been the subject of extensive stakeholder consultation over the last five years through the Plan making process and more recently through the process of bringing forward the Bovis planning application.

6.1.2 As noted above the site was first identified through the planning process as part of the RSS; more detailed proposals in the form of the draft Action Area Plan were the subject of detailed consultation by Teignbridge District Council including a series of meetings in the local area and public exhibitions in late 2009.

6.1.3 Further consultation was undertaken by the District Council during the preparation of various stages of the Core Strategy and Local Plan.

6.1.4 Bovis Homes submitted representations at each of these key stages and made Representations on behalf of one of the landowners in relation to the draft emerging Action Area Local Plan.

6.1.5 Despite the scale of the proposals, for the delivery of around 2000 new homes on a greenfield site, there were only a small number of representations submitted to the Local Plan related to the allocated site.

6.1.6 The Council at the Local Plan Examination highlighted to the Inspector their view that there was a significant level of community and stakeholder “buy in” to the South West Exeter proposals as a result of their lengthy policy history and the work undertaken by the Council in consulting and engaging with the local community.

6.1.7 At the Examination itself the discussion about the South West Exeter allocation was limited to less than a day’s Examination time. Representations were also made by the Exminster Parish Council and the Alphington Forum. Both groups set out detailed issues but had no underlying policy objection to the allocation of the site.

6.1.8 Bovis Homes acquired their interest in the South West Exeter allocation in 2012/13 and undertook full participation in the Local Plan making process, culminating in the Adoption of the Plan and the Framework in 2014.

6.1.9 Teignbridge Council has stressed the need to ensure that a co-ordinated and comprehensive delivery of the South West Exeter site which comprises land controlled by number of developers and landowners.

6.1.10 Teignbridge Council encouraged the South West Exeter landowners to cooperate to ensure the coordinated delivery of the allocation. The landowners have met on many occasions during 2013 and 2014 and have signed a Memorandum of Understanding to commit to the sharing of information and the timely coordinated delivery of the planning proposals across different land ownerships.

6.1.11. As well as the landowner meeting process Teignbridge Council has also held regular meetings with the wider members of the local community including the Parish Council and Forum as well as Councillors and Officers from the County Council and Exeter City Council.

6.1.12. Bovis Homes has been an active participant in these meetings and has made several presentations to these key stakeholders.

6.1.13. Bovis Homes led a presentation to a Members Forum of planning committee and other local Members in February 2014 when the landowners proposals for the development of the site were discussed at length.

6.1.14. At the Members Forum representatives of the local Parish Councils and the County and City Councils made their views known about the emerging proposals for the South West Exeter site. Key issues focused on the need to ensure comprehensive delivery of key infrastructure and in particular the location of the proposed schools within the allocated site.

6.1.15. Bovis Homes has held 4 public exhibitions to publicise the proposals for the development of land within their control at South West Exeter.

6.1.16. On December 9, 2013 an exhibition was staged at the Devon hotel.

6.1.17. Invites were delivered to all the local residents within the Bovis development area and meetings were held on the day with representatives of the Parish Council and the Alphington Forum. The local press covered the event which was attended by around 100 people on the day.

6.1.18. Many people completed consultation feedback forms at the event and others were subsequently submitted to Bovis through their consultation portal as part of a dedicated South West Exeter website hosted by the Company.

6.1.19. Virtually all of the comments received this time recognised that the allocation was a key part of the planning proposals for Teignbridge. Feedback concentrated on much of the detail of the proposals with key issues related to the relationship of the developments to Alphington and Exminster, and dealing with transportation issues and the location of education facilities within the development.

6.1.20. Several people commented on the proposed access for the new development, setting out concerns about crossing the A379, the scale of traffic and existing traffic problems at the Devon Hotel roundabout and surrounding road network.

6.1.21. The SCI shows how these comments were assessed and how the submitted application has been amended where appropriate.

6.1.22. At the request of Exminster Parish Council and the Alphington Forum the exhibition was restaged in both villages in January and February 2014.

6.1.23. The Alphington exhibition was very well attended following the publicising of the events by the Alphington Forum to all local residents. A separate meeting was held with members of the Parish Council.

6.1.24. Representatives of Exminster Parish Council and the Exminster Neighbourhood Plan group also attended the Exminster exhibition.

6.1.25. Teignbridge District Council consulted widely on the proposed South West Exeter Development Framework in May 2014.

6.1.26. Key stakeholders such as the County and City Councils and the Parish Council all submitted comments as did many local residents.

6.1.27. Bovis Homes continued a detailed process of pre-application engagement with Teignbridge Council during the course of 2013 and 2014 in particular. Regular meetings were held with key officers of the District Council and County Council focusing on detailed aspects of the proposals including the location of schools, transport infrastructure, proposed new bridge, proposals related to the treatment of the area around the Ancient Monument and the detail of delivery of the Valley Park, SANG etc.



6.1.28. Bovis signed a formal Planning Performance Agreement (PPA) with Teignbridge Council to cover the pre-application process leading to the submission of this planning application in October 2014.

6.1.29. During 2013 and 2014 Bovis has also engaged with other key organisations and stakeholders on various aspects of the allocation proposals.

6.1.30. The County have been closely involved with discussions related to the education campus, bridge and park and ride and highways infrastructure.

6.1.31. Bovis consulted with English Heritage on their proposals related to the Ancient Monument and have followed this up with trial trenching and other archaeological investigation across the whole site.

6.1.32. Key offices at Teignbridge Council have been consulted on detailed aspects of the emerging proposals including urban design, gypsy and travellers, affordable housing, landscape, trees, ecology, green infrastructure and cycle links.

6.1.33. Natural England have been consulted about the emerging proposals for the SANG on the Bovis land and the detailed implementation of this as part of policy SWE3.

6.1.34. In November 2014 Bovis undertook a further public exhibition of their proposals for the allocated area. It was noted that the proposals which had been consulted on originally in November 2013 have been the subject of significant changes such as the removal of the park and ride and changes to the location of the proposed schools etc.

6.1.35. The public exhibition held on 18 November 2014 was again widely publicised with invitations posted directly to all local residents within the Bovis area and further invitations extended to the local community and other stakeholders via the South West Exeter website and notices in the local press.

6.1.36. The exhibition was attended by around 70 people with many with comments submitted on the day and subsequently through the website.

6.1.37. There was recognition in the comments of the significant work undertaken by Bovis and the District Council to refine the South West Exeter proposals and general support for the delivery of a bridge as part of the proposals to ensure safe access to the education campus within the site.

6.1.38. The exhibition included draft proposals showing the potential development of the area around the school's campus in the local centre and many of these were the subject of positive comments.

6.1.39. Bovis presented their draft application proposals to Planning Committee Members in a closed briefing during December 2014.

6.1.40. The PPA meetings process has also been dealing in detail with the delivery of key infrastructure having regards to the adoption of the Community Infrastructure Levy in Teignbridge on 1 October 2014. The Bovis application will be the subject of CIL as well as S106 contributions. The process of engagement with Teignbridge and the County Council in particular, with input from ATLAS on behalf of the HCA on these delivery issues is ongoing.

6.1.41. In summary the Bovis Homes application proposals have been the subject of very extensive consultation and stakeholder engagement over the last 18 months. The wider allocated area has previously been the subject of extensive public consultation by the local planning authority extending several years before.

6.1.42. There is a significant level of local community knowledge and acceptance of the proposals as a result of this process.

6.1.43. Bovis Homes will continue to work closely with the local community and other key stakeholders throughout the determination period associated with this application.

6.1.44. Further details are set out in the submitted Statement of Community Involvement.



Public Exhibition December 2013



Public Exhibition December 2013



Public Exhibition December 2013



Public Exhibition boards

6.2. EVALUATION

6.2.1. Site, wider context assessment and involvement of the community and stakeholders have provided valuable information to shape and evolve the design proposals. This section sets out an evaluation of the proposals to show how they deliver policies contained within the South West Exeter Development Framework.

6.2.2. The development at Matford Barton has evolved in accordance with the Development Framework; the Land Use Masterplan (Plan 3) set out within the document largely reflects the Matford Barton Masterplan, reflecting significant amounts of liaison with TDC and DCC, which in turn has been informed by feedback from the community and other key stakeholders.

6.2.3. The table below explains how the masterplan achieves the key principles embodied within the Framework and policy text of SWE 1 and SWE 3.

LAND USE

6.2.4. Assessment references for relevant SWE 1 policy

- » Criterion (a) Housing
- » Criterion (b) Gypsy and Traveller Pitches
- » Criterion (d) Education
- » Criterion (e) Community Facilities

ACCESS AND MOVEMENT

6.2.5. Assessment references for relevant SWE 1 Policy

- » Criterion (f) Sustainable Movement
- » Criterion (g) Transport and Highways

GREEN INFRASTRUCTURE

6.2.6. Assessment references for relevant SWE 1 and SWE 3 Policy

- » Criterion (c) Green Space
- » Ridge Top Park

6.2.7. The latter chapters of the DAS and additional reports produced as part of the application will also explain how the proposals meet the requirements of the Development Framework.

KEY PRINCIPLE LISTED IN THE DEVELOPMENT FRAMEWORK	INVOLVEMENT	ACHIEVED IN THE MATFORD BARTON MASTERPLAN?	HOW IS THIS DELIVERED?
Inclusion of green links and multi-functional green spaces	Undertaken with the Local Authority and relevant stakeholders	YES	<p>The Site is comparatively well served by Public Rights of Way (PRoW) and by a network of lanes. The Site north of the A379, is connected to the countryside by Markham Lane and Wellbrook Lane that run westwards from the Site. These lanes are typical of their location: they are sunken, narrow and generally quiet lined with hedgerows with mature oaks growing along the bank tops. South of the A379 Trood Lane and Old Matford lane perform a similar role and possess the typical sunken Devon lane characteristic.</p> <p>The PRoWs that cross the Site add to this highway connectivity. The Development will deliver pedestrian routes that connect to all these existing links to the countryside. Some of the lanes: Old Matford Lane and Markham Lane will be largely closed to vehicles making the environment in these attractive locations more easy to enjoy.</p> <p>The existing attributes: the landform of the Matford Brook valley and of Pearce's Hill will be captured and respected in the creation of new publicly accessible open spaces. The views to the Devon countryside: to the Haldon Hills and the eastern slopes of Dartmoor give a visual link that is important to enriching the quality of the new open spaces and the Development as a whole.</p> <p>The open spaces will have a multi-functional role: they will deliver a public amenity as parks and green spaces; they will be places for informal and for equipped play; they will provide extensive dog walking routes and they will through the careful design and management of the storm water drainage ponds; provide an important addition to the diversity of habitat and a key feature within the Green Infrastructure network.</p>
Delivering a connected community	Discussions with TDC and DCC have taken place regarding this design principle.	YES	<p>A new mixed use centre will be provided on the hillside south of the A379. It will be integrated with the single education campus; aiming to create a central community focus that aids cohesion and place-making.</p> <p>It is recognised that the community is either side of the A379 and to ensure that this is properly connected a new bridge with easy, accessible and fortuitous routes will lead to and from it.</p>
Respecting the settlement limits and heritage assets	Undertaken with the Local Authority and relevant stakeholders	YES	<p>All archaeological heritage assets have been identified through a series of investigations and where they would be impacted by the Development, this effect would be mitigated by a programme of archaeological works, designed to realise the research potential of the remains and enhance understanding of more significant remains in the area.</p> <p>The scheduled barrow cemetery within the northern part of the Site will be conserved as part of a managed open space. The detailed design of this space and its management would be agreed in a detailed planning application, but will be guided by the principles in the Heritage Management Plan provided in Appendix 7.6 of the ES.</p>

KEY PRINCIPLE LISTED IN THE DEVELOPMENT FRAMEWORK	INVOLVEMENT	ACHIEVED IN THE MATFORD BARTON MASTERPLAN?	HOW IS THIS DELIVERED?
Incorporating biodiversity, consideration of ecology and associated enhancements	Undertaken with the Local Authority and relevant stakeholders	YES	Woodland, hedgerows, mature trees and watercourses are retained and enhanced within the masterplan, protecting these habitats and the species which depend upon them. In general, the built form has been concentrated in areas of low ecological value, with higher value habitats incorporated within proposed green space. The masterplan features a variety of new habitats which create wildlife corridors throughout the site, providing species with opportunities for dispersal, foraging and commuting. Mitigation would be included to ensure that there were no significant effects on the ecological resource during either the construction or operation of the Site; it is expected that there would be an overall net gain in biodiversity as a result of the Development.
Phased infrastructure delivery	Undertaken with the Local Authority and relevant stakeholders	YES	Discussions are ongoing with regards to the infrastructure requirements resulting from the individual phasing..
Highways infrastructure	Undertaken with the Local Authority and relevant stakeholders	YES	<p>A suitable level of financial contribution will be agreed for Public Transport routes, the improved Alphington Park and Ride, the Marsh Barton Rail Halt.</p> <p>The development will be served by seven vehicular access points, three of which will be signal controlled and sited along the A379. The remaining access junction will be on the minor links of Chudleigh Road and Dawlish Road.</p> <p>Potential for future access to the Parr Land to the east across Old Matford Lane will be designed into the scheme.</p> <p>The proposed access arrangement and internal road network is in line with Manual for Streets and is appropriate to serve a development of the order that is proposed.</p> <p>All roads will be designed to adoptable standards with close liaison with DCC highways officers.</p> <p>A financial contribution to ensure pedestrians and cyclists safe crossing of the A379 will be made and utilised by DCC who have recommended that a foot / cycle bridge is constructed to span between both elements of the development site. Whilst the preferred position of the bridge is near to the educational facility, the fixed location and design of the structure will be determined post application and secured by condition.</p> <p>Whilst the preferred position of the bridge is near to the educational facility, the fixed location and design of the structure will be determined post application and secured by condition.</p>

KEY PRINCIPLE LISTED IN THE DEVELOPMENT FRAMEWORK	INVOLVEMENT	ACHIEVED IN THE MATFORD BARTON MASTERPLAN?	HOW IS THIS DELIVERED?
Delivery of a single education campus	Discussions with TDC and DCC have taken place regarding the preferred location for education facilities (this is detailed further in section 6.3 and the SCI). A number of potential locations for the school campus were discussed and evaluated against LPA and best practice urban design criteria.	YES	The masterplan proposes a single education campus. This will be integrated with the mixed use centre to aid the creation of a thriving and active community and delivered in accordance with the DCC education brief. A potential location for a footbridge crossing is also shown on the masterplan, aiding safe crossings to the school campus for pedestrians and cyclists.
Well connected community facilities	Discussions with TDC and DCC have taken place regarding this design principle.	YES	Key community facilities and green infrastructure will be easily accessible by foot and bike. The mixed use centre is located on the route of the boulevard, with a new bus stop proposed in this location. A network of new pedestrian and cycle routes will be integrated with existing PRow and provide links to and across green space. Streets will also be designed to accommodate foot and cycle ways.

6.3. DESIGN EVOLUTION

6.3.1. **The following pages show how the masterplan has evolved and describe the different options that were explored during the design process, in collaboration with the Local Planning Authority and additional key stakeholders.**

6.3.2. The evolution of the proposals has been guided by the vision, planning policy, technical survey and input and feedback from the community and stakeholders.

AUGUST 2013

6.3.3. This concept plan was produced for the Statement of Deliverability, a document submitted to the Local Planning Authority to present details of the emerging proposals in accordance with the SWE1 policy. This plan was informed by technical surveys and incorporates the following concepts;

- » Mixed use centre and primary school located on the hillside, south of the A379.
- » Secondary school located within the north eastern area of the site, responding to the location of the SM.
- » Significant areas of green space located within the Matford Valley and along the ridge top.
- » Proposed vehicular access points on the A379, Chudleigh Road, Trood Lane and Old Matford Lane.
- » Establishment of a primary movement routes that provide easy and quick access to existing movement routes and other sites allocated as part of the SWE1 policy.
- » Consideration of important site boundaries and how they respond to other adjoining development areas in terms of landscape design, access and movement links, and distribution of land uses.



Concept Masterplan August 2013 (also showing additional sites allocated as part of policy SWE1)

NOVEMBER 2013

6.3.4 A revised concept plan was produced in November 2013 in response to further technical, Local Authority and Stakeholder inputs.

6.3.5 The plan shows the following revisions;

- » Removal of the secondary school from the SM site, with provision of green space in

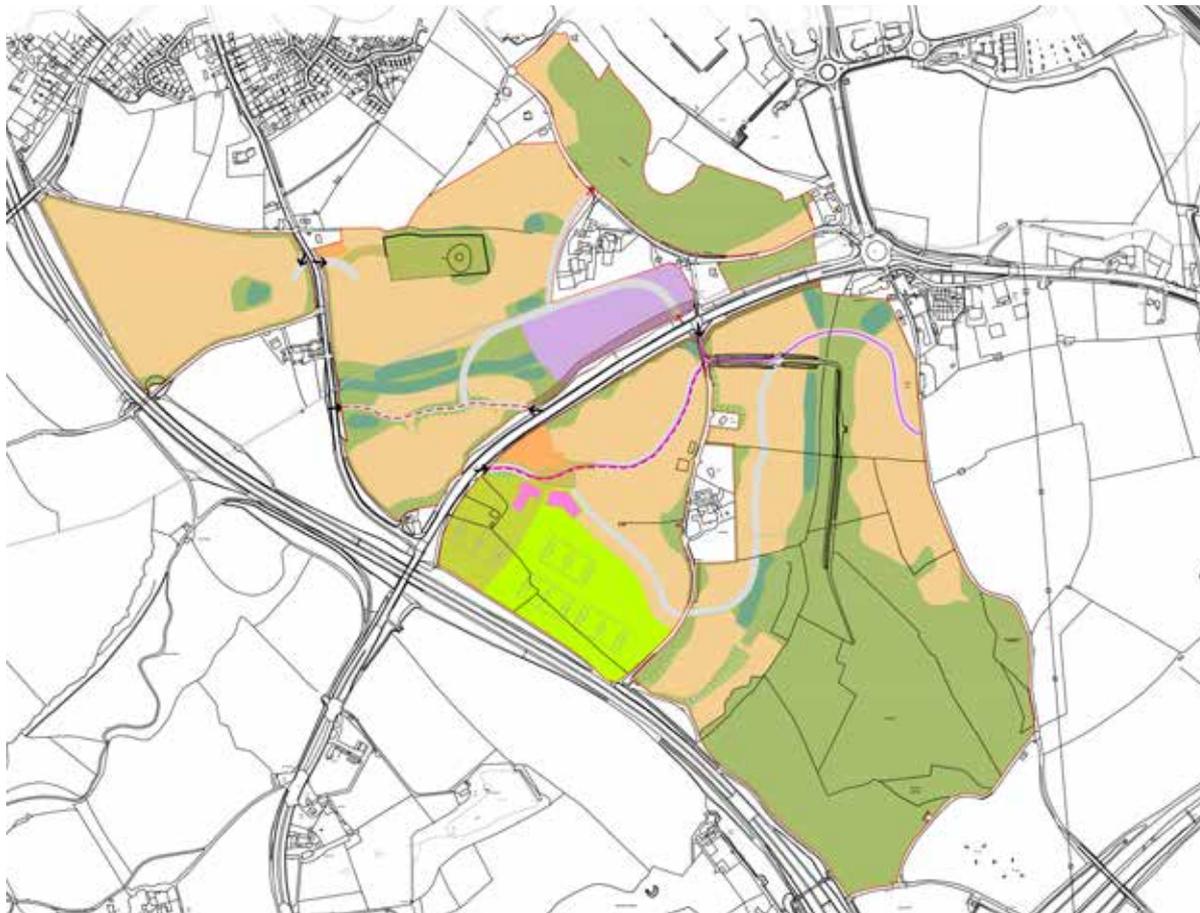
this area, in response to comments from English Heritage. This part of the site was then designed to accommodate residential development, with the provision of a small retail element at the Chudleigh Road site entrance.

- » Location of new park and ride site in the Matford Valley in accordance with the South West Exeter development framework.

- » Provision of through school south of the A379, integrated with the mixed use centre.

- » Provision of attenuation areas (mostly accommodated within areas of large scale open space).

- » Development located on Knowle Hill, in accordance with the topography.



Land Use Masterplan November 2013

JANUARY 2014

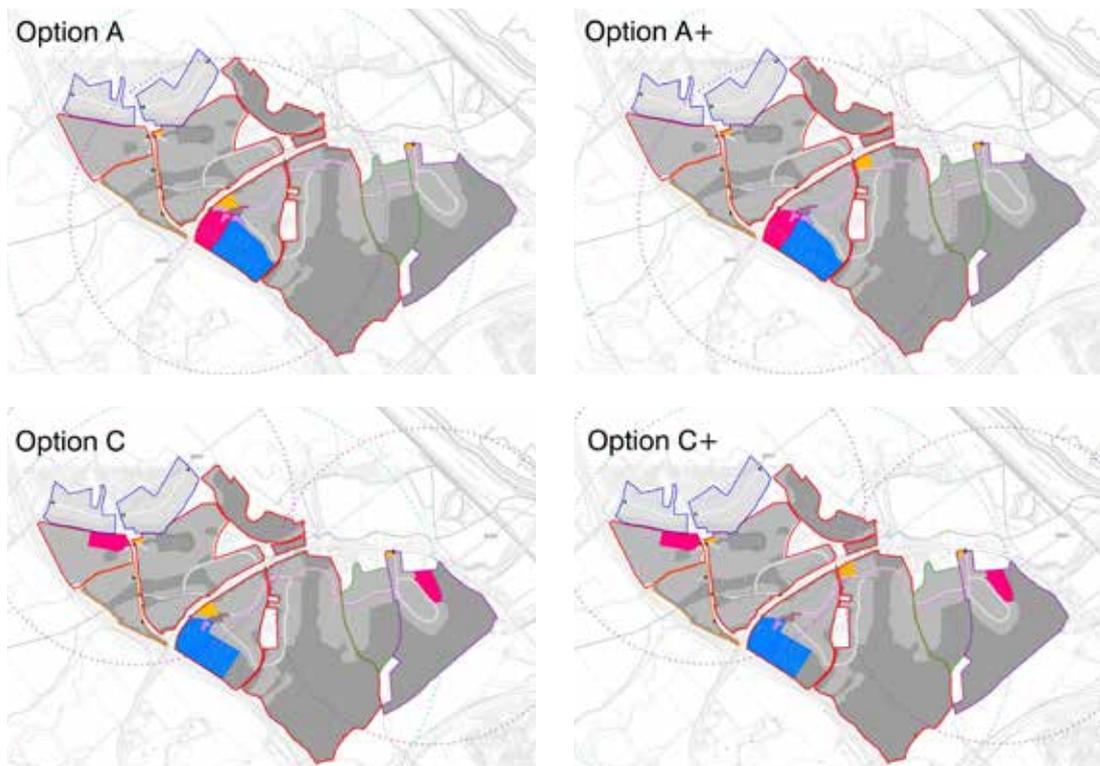
6.3.6 A large amount of discussion between the SWE 1 applicants, Teignbridge District Council and Devon County Council took place during January - March 2014 in the form of a number of design workshops that focussed on agreeing a preferred location for the primary and secondary schools and also the proposed function and character of the A379. The plan presented here shows the original school options presented (this was accompanied by a report that assessed each option in accordance with TDC and DCC policy and best practice urban design principles.) After discussion and feedback over a number of sessions four final options were agreed;

- » Option A - This option showed a through school located south of the A379 comprising a 2.2ha 2 form of entry primary school and a 5.6ha secondary school.
- » Option A+ - Same as option A but with the mixed use centre located to the east of Trood Lane.
- » Option C - This option showed 1.4ha 1 form of entry primary schools located west of Chudleigh Road (on the Matford Barton site) and one on the Waddeton Park land. It was proposed that the secondary school would be located south of the A379.
- » Option C+ - Same as option C but with the mixed use centre located to the east of Trood Lane.

6.3.7 Options A and C were then taken forward, with the principle of locating retail, community and education facilities together being preferred to aid the creation of a single vibrant and active community hub on the hillside. The school option drawings and accompany reports are presented in an appendix at the end of this document.

6.3.8 The A379 was a key component of school discussions as it was agreed that safe crossings for school children must be provided if the school

campuses were to be provided south of the A379. This also led to the character and function of the road discussed, with the preference from DCC being to maintain the A379 as a strategic route into Exeter with a 40mph speed limit opposed to this route being civilised, with reduced speeds and at grade crossing for pedestrians and cyclists being encouraged. Discussions on this matter have been an on-going part of the design process, with a key area plan for the A379 corridor presented in section 7.1.



Final four plans for the location of Primary and Secondary School(s)

APRIL 2014

6.3.9 After the workshop discussions concluded two land use masterplans were produced in accordance with Options A and C. A number of updates made to the plans also responded to more detailed elements of the Development Framework including;

- » Identification of two potential bridge locations, reflecting discussions on ensuring safe

crossings for pedestrians and cyclists across the A379, in particular school children from areas of the site north of the A379.

- » Removal of the park and ride in accordance with the revised South West Exeter Development Framework document.
- » Initial identification of ridge top park SANG area.

- » Green links provided to connect the SM, with Matford Valley Park.

- » Further amendments to the design of attenuation areas in the Matford Valley Park in accordance with the removal of the Park and Ride.

- » CreProvision of vehicular connection between Chudleigh Road and Dawlish Road.



Land Use Masterplan options April 2014



Land Use Masterplan options April 2014

SEPTEMBER 2014

6.3.10. The land use masterplan was revised in September, reflecting further additional detailed design work that had been undertaken since April. Further consultation was also undertaken with English Heritage on the SM. The through school option was chosen as the preferred option to take forward, as per the revised Development Framework.

- » Removal of vehicular link from Chudleigh Road to Dawlish Road as a result of discussions with English Heritage, who felt that this link would negatively impact upon the SM.
- » Amended local centre design and location; an illustrative plan was produced to inform this, with consideration given to desire lines, key spaces and primary movement routes. This illustrative plan is presented in section 7.2.
- » Additional detailed work undertaken to ascertain development platforms and retaining walls for steeply sloping parts of the site.
- » Illustration of potential bridge location, in accordance with work undertaken by DCC.



Land Use Masterplan September 2014

JANUARY 2015

6.3.11. A final version of the masterplan was produced in January 2015; this is the masterplan presented in the DAS.

6.3.12. The revised masterplan incorporates amendments of a minor nature, including a reduction in the area for the mixed use centre, revisions to attenuation areas and the extension of the SANG to include a car park (accessible from the boulevard at the northern end of the ridge top park).

6.3.13. As part of the Planning Performance Agreement (PPA) a number of working groups were set up to discuss various aspects of the proposals. This included elements of detailed design, with the Development Framework being used as a consistent reference for the proposals. Discussions focussed on the following design elements;

» Green Infrastructure and Biodiversity, including the SANG and Matford Valley Park.

- » The A379 corridor.
- » Mixed use centre and masterplan cascade
- » Bridge
- » Parameter plans and supporting key area and strategy plans
- » Structure and content of the Design and Access Statement..



Land Use Masterplan January 2015

6.4. DESIGN PRINCIPLES AND CONCEPT

6.4.1. The vision and an analysis of the site and local character have informed a number of key design principles in addition to feedback from the community, stakeholders and the Local Planning Authorities. These principles show how the vision and policies contained within the Development Framework can be delivered.

6.4.2 The five main design ideas that have formed the heart of proposals for Matford Barton are set out below and illustrated on the plan opposite.

1. A VIBRANT NEW COMMUNITY ON THE HILLSIDE

6.4.3 The development at Matford Barton proposes an cohesive new community formed by a mixed use centre containing key retail, health, community and education uses. The new mixed use centre will form the focal space for the development, being defined by its hillside location and complemented by the use of high quality architecture and public realm design.

2. AN ACTIVE AND ENGAGING RIDGE TOP PARK

6.4.4 The provision of a new ridge top park is a key asset of the proposals. It will be an engaging and attractive destination to visit for residents of the development and the existing community. It will provide a significant new space for recreation and biodiversity enhancement, the design of which is inspired by existing views, topography and landscape features.

3. CONNECTED AND ACCESSIBLE

6.4.5 The creation of attractive, accessible and convenient foot, bus and bike connections are at the forefront of the proposals. The new development will be easy to move around, with key facilities located on the doorstep to further encourage trips to be made by sustainable modes of transport. The potential provision of a bridge across the A379 will help to facilitate safe and easy crossings across the A379 for pedestrians and cyclists and aid the creation of one cohesive community.

4. DYNAMIC SPACES AND PLACES

6.4.6 Green infrastructure is a key structuring element for the masterplan, with the creation of a connected network of dynamic spaces and places that vary in size, function and character. The new Matford Valley Park is a landmark space for the development, providing a new naturalistic area for recreation, relaxation and habitat creation.

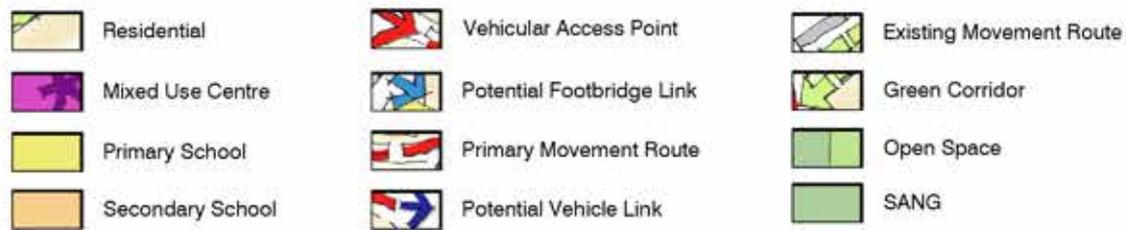
5. DISTINCTLY DEVON

6.4.7 The creation of a distinctive Devon hillside character for the development underpins the masterplan approach. Analysis of the site and identification of positive design elements that significantly contribute to the creation of a distinctive character (presented in section 4) will help to ensure that a site specific identity is created that has a strong sense of place.

6.4.8 The design principles have formed a strong framework for the concept masterplan. The concept masterplan provides a more detailed illustration of how the SWE Development Framework Land Use Plan could be realised for the Matford Barton site.



Design Principles Plan





LAND USE

6.4.9. **Assessment** references for relevant SWE 1 policy

- » Criterion (a) Housing
- » Criterion (b) Gypsy and Traveller Pitches
- » Criterion (d) Education
- » Criterion (e) Community Facilities

L1 Residential development

L2 Mixed use centre to include a multi purpose building, retail, health and small scale employment.

L3 Primary School

L4 Secondary School

L5 Potential location for new bridge

ACCESS AND MOVEMENT

6.4.10. **Assessment** references for relevant SWE 1 Policy

- » Criterion (f) Sustainable Movement
- » Criterion (g) Transport and Highways

A1 Vehicular access point

A2 A379 corridor – to accommodate cycle route and footway

A3 Boulevard

A4 New pedestrian and cycle green routes

A5 Existing public right of way

GREEN INFRASTRUCTURE

6.4.11. **Assessment** references for relevant SWE 1 and SWE 3 Policy

- » Criterion (c) Green Space
- » Ridge Top Park

G1 Ridge top park

G2 Matford Valley park

G3 Green space located on SM site to retain and enhance its setting

G4 Areas for formal play

G5 New areas of public open space

G6 Attenuation areas



Concept Plan

 Residential	 Vehicular Access Point	 Potential Pedestrian/Cycle Connection	 SANG Car Park	 Proposed Areas for Play
 Mixed Use Centre	 Potential Vehicle Link	 PRoW	 Public Open Space	 Allotments
 Primary School <small>(indicative layout shown)</small>	 Potential Bridge Location	 Proposed Pedestrian/Cycle Route	 Scheduled Monument	
 Secondary School <small>(indicative layout shown)</small>	 Potential Bus Connection	 Proposed SANG Pedestrian/Cycle Access and Routes	 Proposed Attenuation Areas	





CHAPTER 7:
**ILLUSTRATING THE QUALITY OF
DESIGN: STRATEGIC ELEMENTS**

7.1. A379 CORRIDOR

7.1.1 At an early stage of the design process it was identified that the A379 could be perceived as a barrier to movement and the successful creation of a cohesive community. Initial design responses looked at civilising the road with regard to function and character, and providing numerous at grade crossing locations.

7.1.2 Further investigation of this clearly indicated that due to the topography of the site adjacent to the A379 (the road being cut into the hillside) and the need to maintain the full strategic functionality of the A379 as a main arterial route into Exeter an alternative approach would be required. After it was decided that a single location for all community and commercial facilities and services would be the most successful manner in which to deliver these as a community hub it was then agreed that access should be given to this centre in its chosen location via a foot and cycle bridge over the A379 in the currently proposed location.

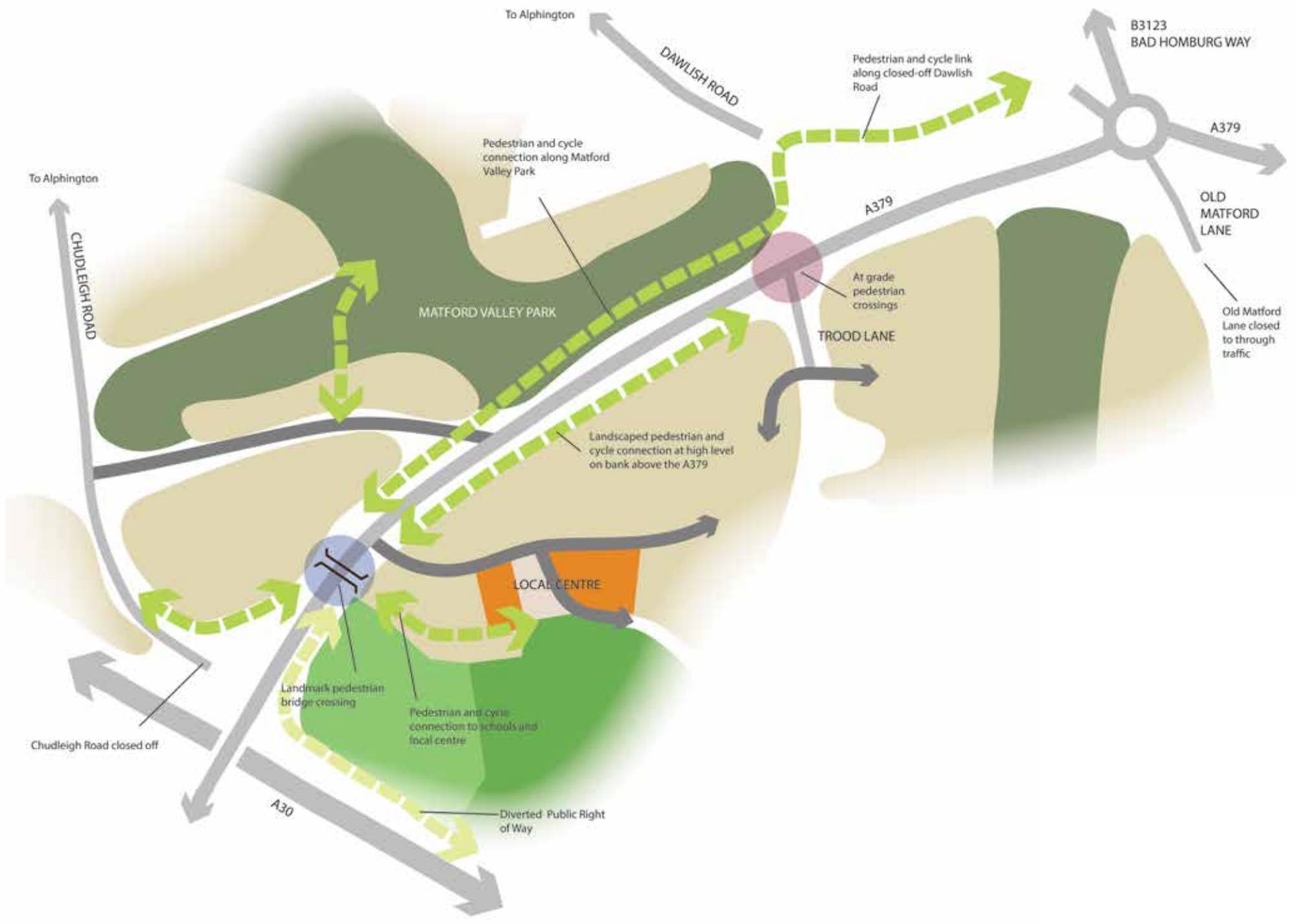
7.1.3 This illustrative corridor design aims to ensure that the proposed development is not disadvantaged by its proximity to the A379. As part of this study the design team have looked at the likely level changes associated with accommodating development and green space either side of the highway, and have addressed the relationship of housing frontage and its appropriate arrangement both in orientation and plot layout.



Existing cribb wall along A379



A379 corridor



A379 Corridor Concept

- | | | | | | |
|---|--|---|---------------|--|-----------------------|
|  | Key existing off-road footpaths |  | Proposed road |  | Primary School site |
|  | Key proposed off-road pedestrian and cycle links |  | Residential |  | Secondary School site |
|  | Existing road |  | Mixed Use | | |

7.1.4. The corridor study also aims to identify the incorporation of important new strategic pedestrian and cycle routes adjacent to the A379, locating them where their relationship to the highway does not diminish their attractiveness, visually and in terms of their use.

7.1.5. The western side of the corridor predominantly consists of large scale strategic planting on significant banking that relates to existing topography. It proposes the enhancement of the highway as a landscape corridor that provides the setting for a new gateway to Exeter from the south and the primary access to the southern part of the development at junction 1. Past junction 2 the corridor proposals show how the northern part of the site provides significant landscaped open space, benefiting from frontage development further to the north. On the southern elevated banks of the A379 development will front out, providing a strong continuous frontage softened by appropriate strategic planting.

7.1.6. The corridor study also identifies how a 'cause for pause' is introduced at the point where the new cycle and pedestrian path running along the A379 corridor enters the development. This element of public realm also benefits from elevated views across the Matford Valley Park and Knowle Hill in the distance forming a viewing point and key entrance space for pedestrians and cyclists into the development.



View from proposed public realm across the Matford Valley Park area with Exeter city in the distance



Illustrative image – viewing area



Illustrative A379 Corridor Study



7.2. MIXED USE CENTRE AND FOOTBRIDGE

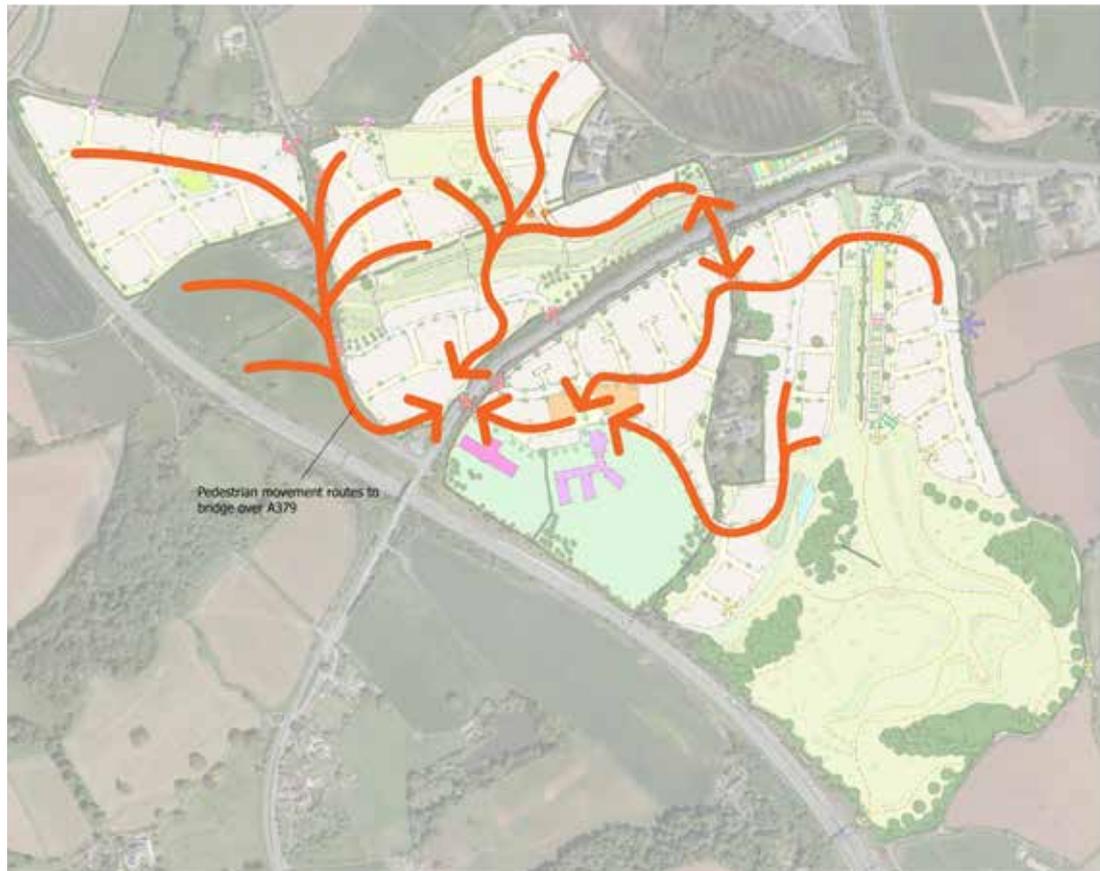
7.2.1 **As identified in the design evolution section, there has significant with LPA, stakeholders and community regarding the location, accessibility and distribution of key community uses.**

7.2.2 After consideration of more disparate arrangements of the uses it was concluded that the most appropriate manner of delivery and arrangement of the community uses would be to form an integrated hub. This would then allow each use to benefit from critical mass and shared footfall. Therefore, the agreed approach would ensure the greatest success in creating community and delivering a high quality place within a location conveniently accessible by all.

7.2.3 An illustrative concept layout for the mixed use centre is presented opposite. This shows one possible arrangement for the area which provides a mix of uses based around two squares, set within the primary movement network. This starts to address the complex topography and suggests level arrangements to allow for ease of access to essential services and facilities. A pedestrian and cycle bridge across the A379 is also shown; it lands on the southern side within the primary

school entrance square and is accessed from the northern part of the site via ramped paths at suitable gradients.

7.2.4 As part of the studies undertaken to determine the bridge location the likely desire lines to and from essential facilities and services were considered, as indicated on the pedestrian and cycle movement strategy plan.

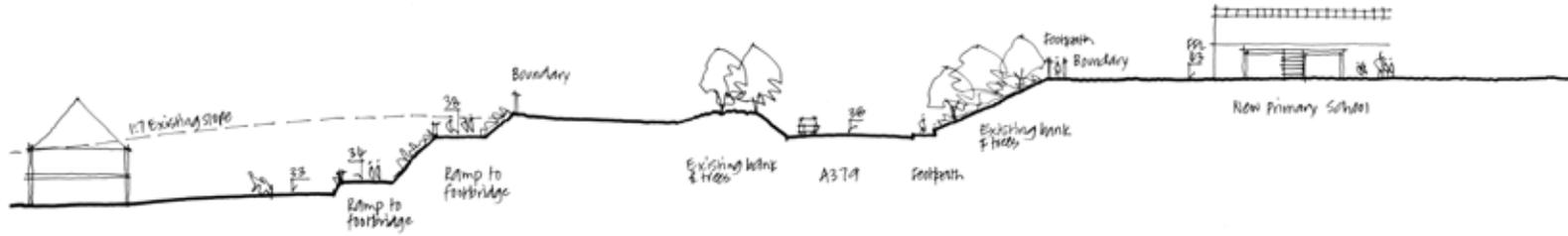


Pedestrian and Cycle Movement Strategy Plan



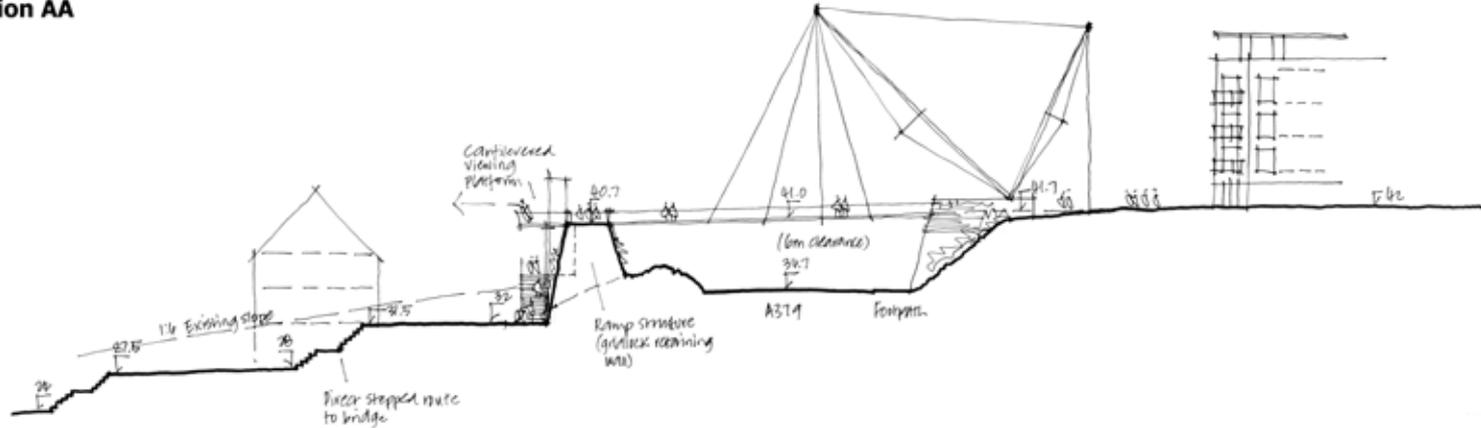
Mixed Use Centre Illustrative Masterplan





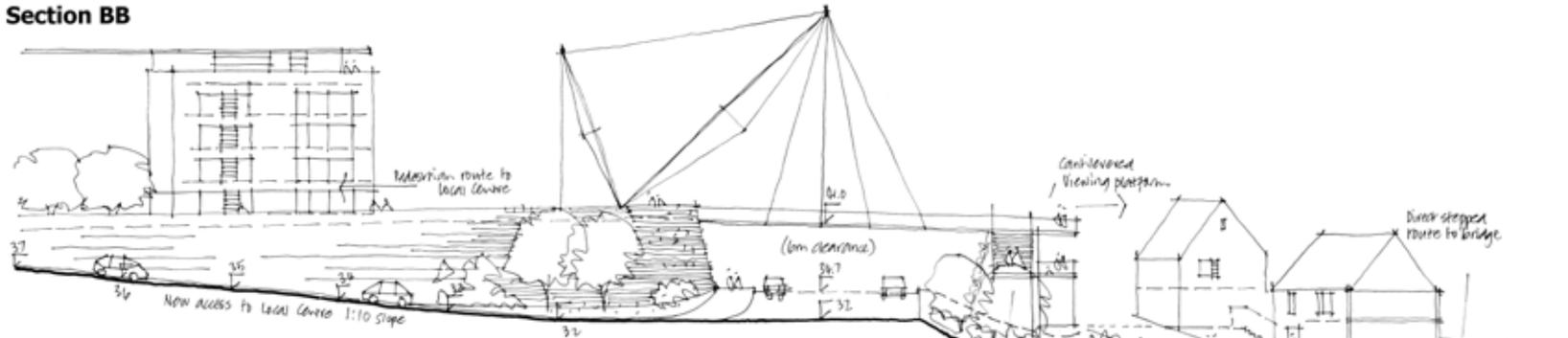
DATUM 20.0 AAD

Section AA



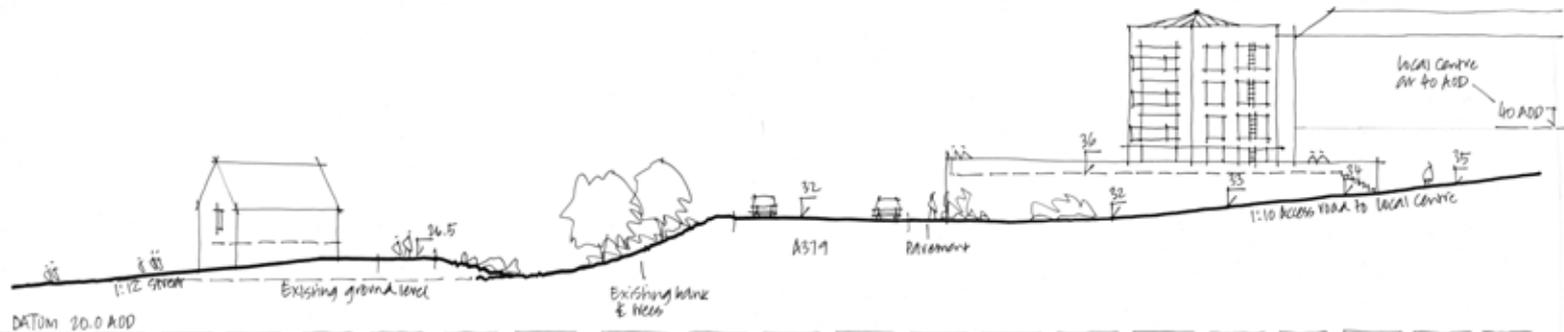
DATUM 20.0 AAD

Section BB



Section CC

DATUM 20.0 AAD



Section DD



Illustrative Mixed Use Centre Visual



Illustrative Mixed Use Centre Sections and Plan

7.25. The sections presented opposite provide an early indication of likely level arrangements for the mixed use centre and bridge. They are for indicative purposes only.

7.26. The above artist's illustration looks at one possible way that the proposals could be realised. This illustrates the level changes and the importance of the bridge landing close to the

primary school entrance and associated public realm, with additional commercial public realm in close proximity.

7.27. The visual also illustrates how the bridge and its associated landmark buildings can create a strong new gateway to Exeter and a visual attractor to ensure its productive use for everyday access to the mixed use centre and schools.

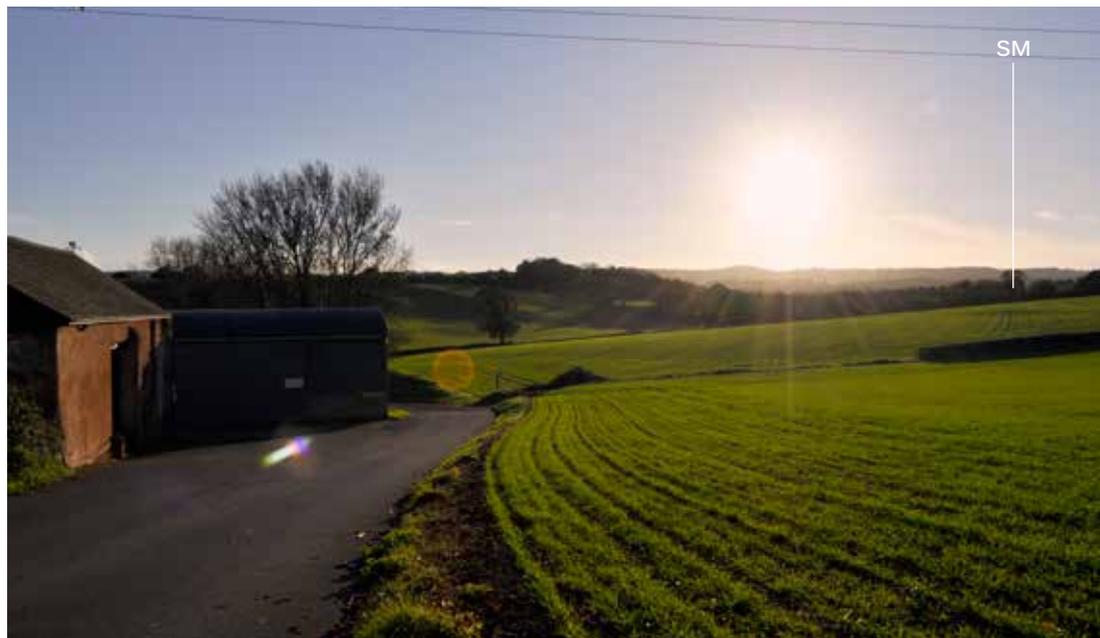
7.3. SCHEDULED MONUMENT (SM)

7.3.1 **A rectangular area containing the protected burial ground. The proposed footpaths are located to the parameter of the SM with viewing areas on its higher ground allowing for wider views.**

7.3.2 An area of Natural Play is located to the south of the SM outside its boundary. Planting is possibly limited to wildflower meadows and flowering trees within play areas. Some boundary hedges may be provided outside the SM.



Old Matford Lane on Pearce's Hill looking north west across the site to Alphington



Matford Barton looking south west across the site to the Haldon Hills



- 1 Existing hedgerows to be retained
- 2 View point area
Formal seating space overlooking the SM
- 3 Proposed species-rich native hedgerow
- 4 SM - linear crop mark area seeded with wildflower meadow and managed through low frequency cutting.
- 5 Proposed small Copse including shrub planting with blackthorn, hawthorn and gorse to support habitat for Gird bunting.
- 6 Neighbourhood Equipped Area for Play with buffer planting
- 7 Informal Local Area for Play (LAP)
- 8 Meadow grass to enhance site's biodiversity

Illustrative SM Proposals



Small Copse



Species rich hedgerow



Wildflower meadow



Informal toddler's play



Equipped Area for Play



Viewpoint area

APPROACH TO SCHEDULED BARROW CEMETERY

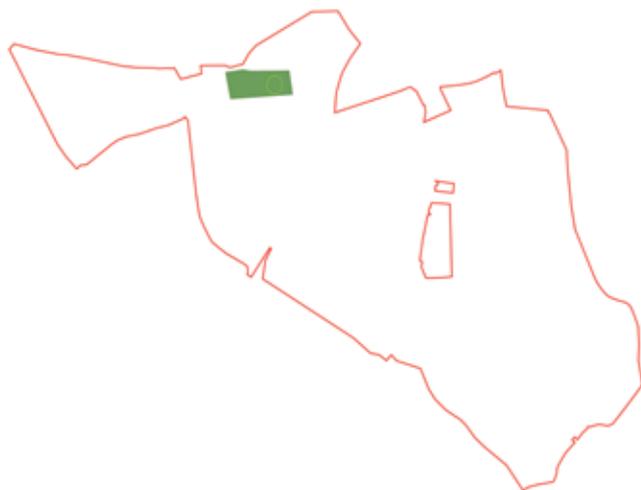
7.3.3. The presence of the scheduled barrow cemetery within the site requires careful consideration and liaison with key consultees. Meetings were held with English Heritage and the Devon County Council Archaeological Officer to discuss the best way to conserve the monument within the development. It was agreed that the best outcome would halt the current ploughing of the monument, which is gradually degrading its fabric, and would also remove the monument from future development pressures and ensure its long term conservation. Key views of the monument, and from the monument, were also agreed to be of importance, as was the ability to appreciate the preservation of the surviving earthwork of the easternmost barrow of the cemetery.

7.3.4. All of these matters were key design considerations for the masterplan, and were incorporated into the design of the development, both in the immediate vicinity of the monument and more widely, where they helped to inform the location of the schools among other considerations. Specifically building heights were calculated to preserve the identified key views to and from the monument. Also, key design principles were established to guide the design of residential development in the area surrounding the cemetery, such as the management of cycle routes, use of fencing and the general layout of the masterplan.

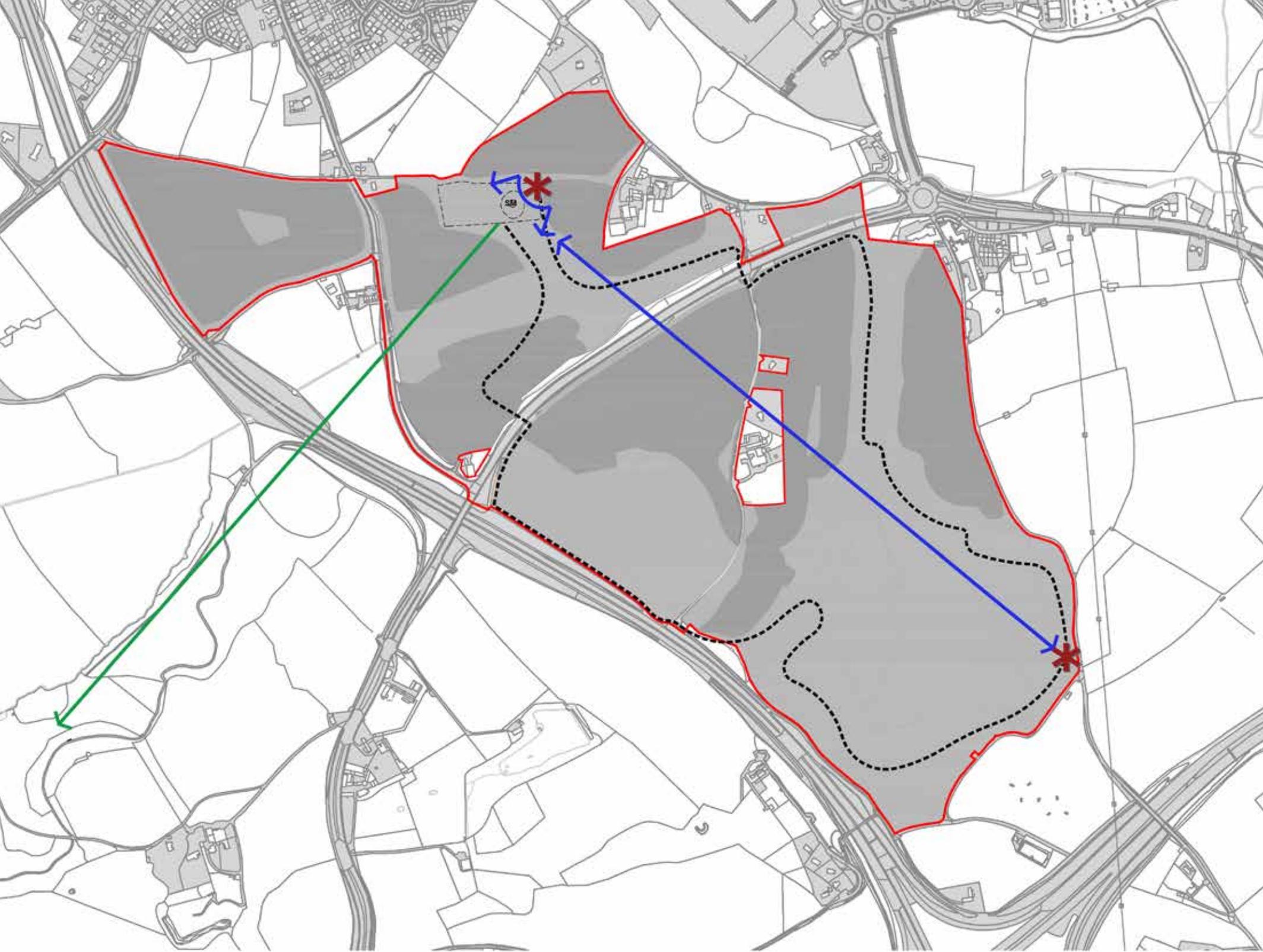
7.3.5. The agreed principles have been reaffirmed in a draft heritage management plan, which is provided in Appendix 7.6 of the ES. It confirms

that the design constraints agreed would be implemented in the event of the development gaining consent, and also the need to agree a clear and binding mechanism to guarantee the long term conservation of the monument. The draft plan also proposes a heritage information trail, to enhance understanding and increase appreciation of the significance of the monument (see also Appendix 7.6 of the ES).

7.3.6. These measures have ensured that benefits resulting from design process and mitigation measures serve to balance the loss of rural landscape surrounding the monument. The result is a development with considerable benefits, and a relatively neutral overall effect to this sensitive heritage asset.

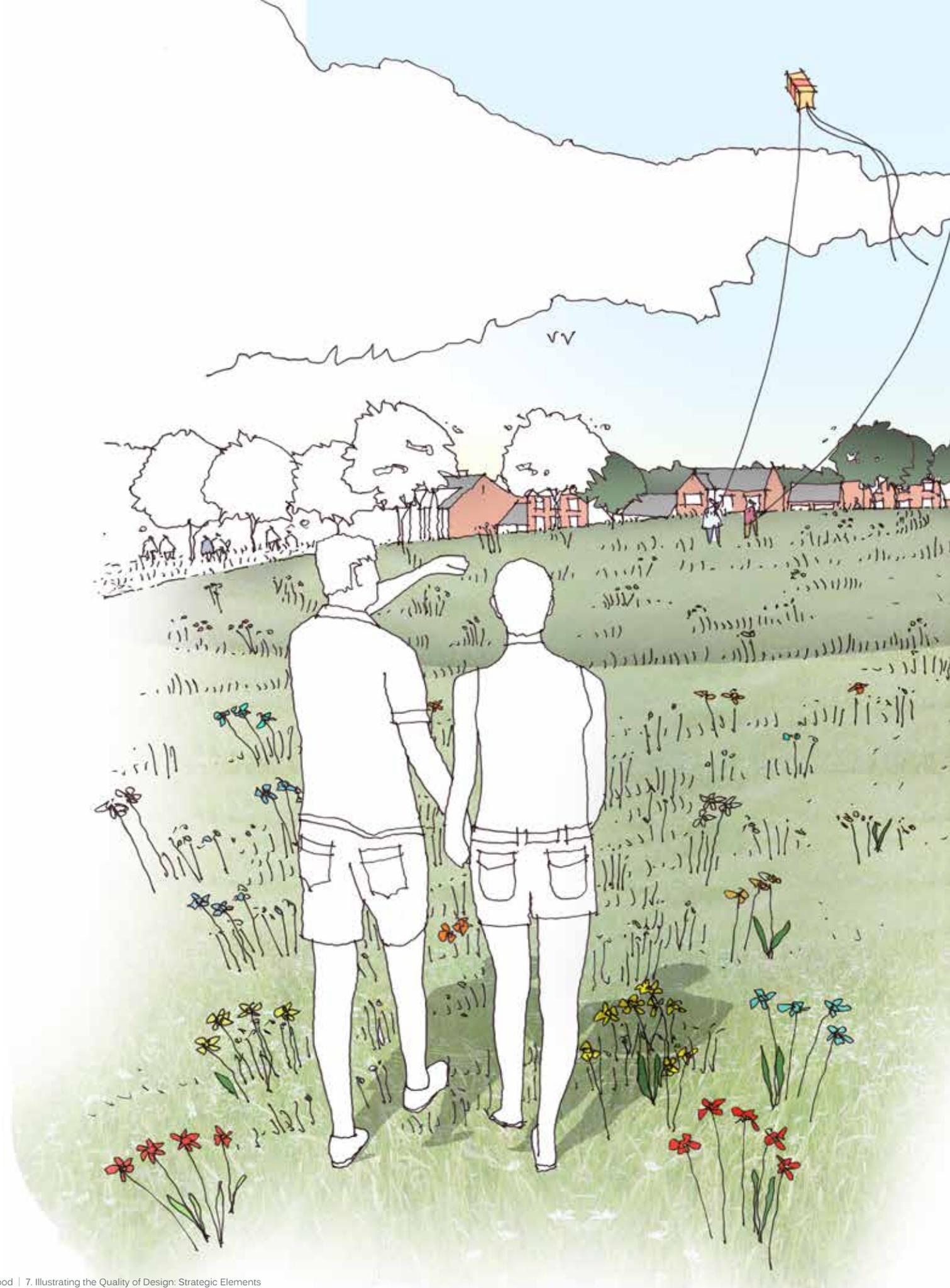


SM inset from the Illustrative Landscape Masterplan



Heritage Strategy plan

-  Interpretation board sites
-  Linking views to scheduled monuments
-  View to Haldon Belvedere
-  Heritage walk



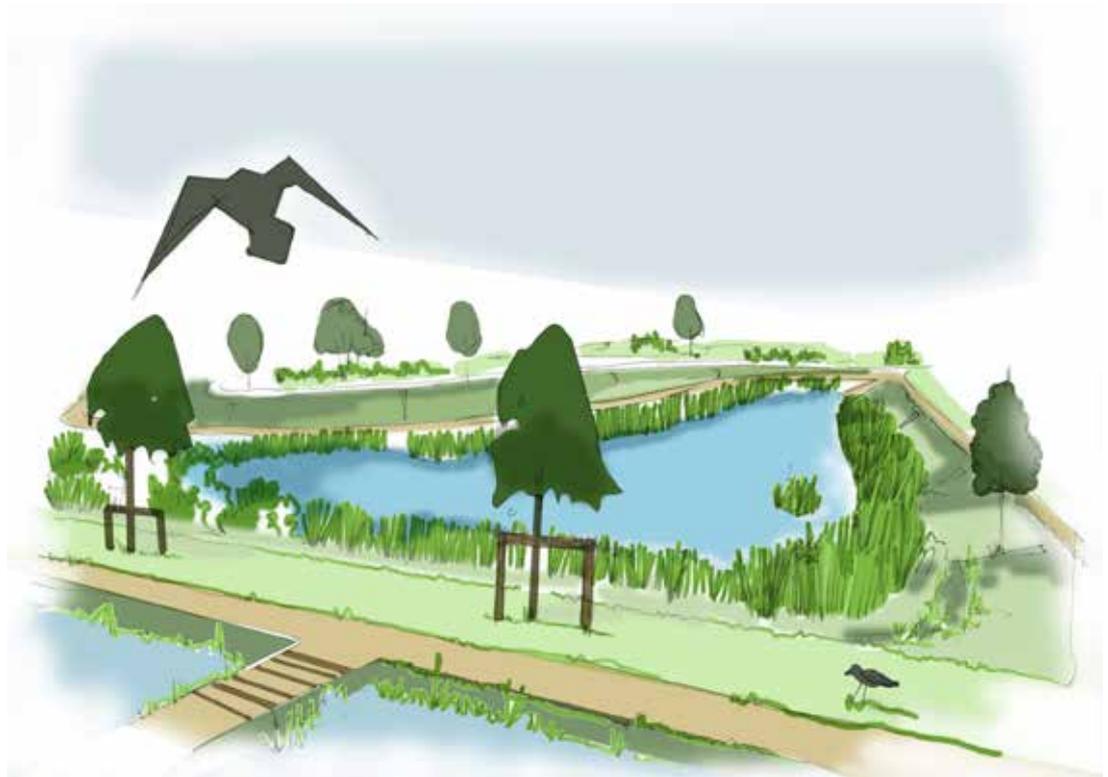
View towards the southwest over Barrow Garden, the parkland created around the Scheduled Ancient Monument



7.4. MATFORD VALLEY PARK

7.4.1. **The Valley Park is bounded by Chudleigh Road to the west and Trood Lane to the east with A379 to its southern boundary.**

7.4.2. The Park will form an important green space for the residential scheme. It will have a naturalistic character within an urban setting. Ecologically rich area with watercourse and wetland meadows. Pedestrian / cycle path bridges may allow to cross over the Brook and informal path infrastructure increases walking experience within the park. Seating areas are to be provided with litter and dog bins. The park will offer a peaceful oasis with the opportunity to observe the wildlife.



Matford Valley Park - concept sketch



Illustrative visual looking across the Matford Valley Park towards the mixed use centre



Matford Valley Park inset from the Illustrative Landscape Masterplan



Parkland trees



Natural play



Attenuation feature



Informal footpath



Attenuation pond



Semi-rural cycle path



Marshland meadow



Informal seating



Mown grass path



Informal play

- 1** Attenuation pond including wetland vegetation
- 2** Matford Brook including flood zone
- 3** Species-rich hedgerow
- 4** Parkland trees
- 5** Play areas
- 6** Informal path structure
- 7** Potential location for Allotments

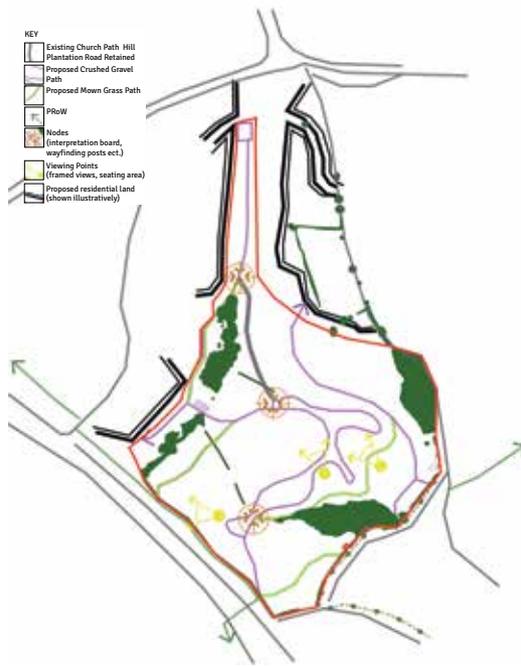
7.5. SANG

7.5.1. This open space is part of the mitigation strategy for the proposed development. The aim is to draw visitors away from the Exe Estuary and Dawlish Warren protected European wildlife sites and provide an on-site facility for residents, visitors and dog walkers.

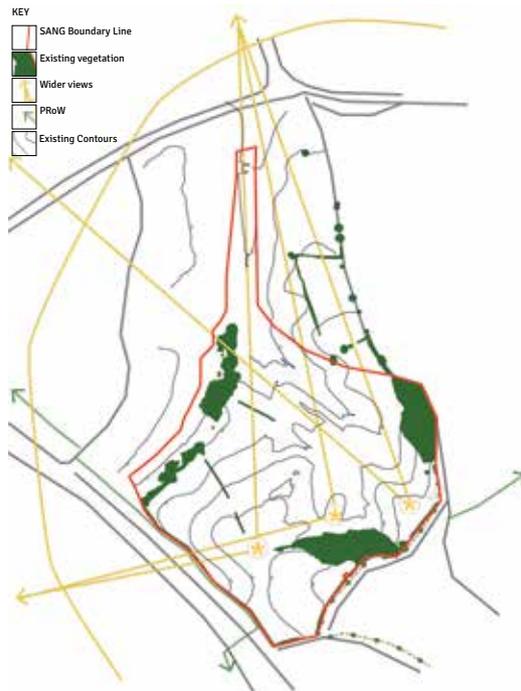
7.5.2 The SANG features over 4km of footpaths that may include crushed stone and mown grass paths as well as the existing track to Church Path Hill Plantation. A visitor car parking is to be provided to the north of the SANG with facilities that may include toilets and other facilities.

7.5.3 The SANG is to be a semi-natural space with little intrusion of artificial structures. Way finding markers, seats and benches including litter and dog bins will be provided within the SANG area. Viewing places are to be located on the highest ground. The area will feature varied habitats including semi-natural woodlands and copses, water bodies, hedgerows, semi-improved grassland, wildflower meadows and amenity grass.

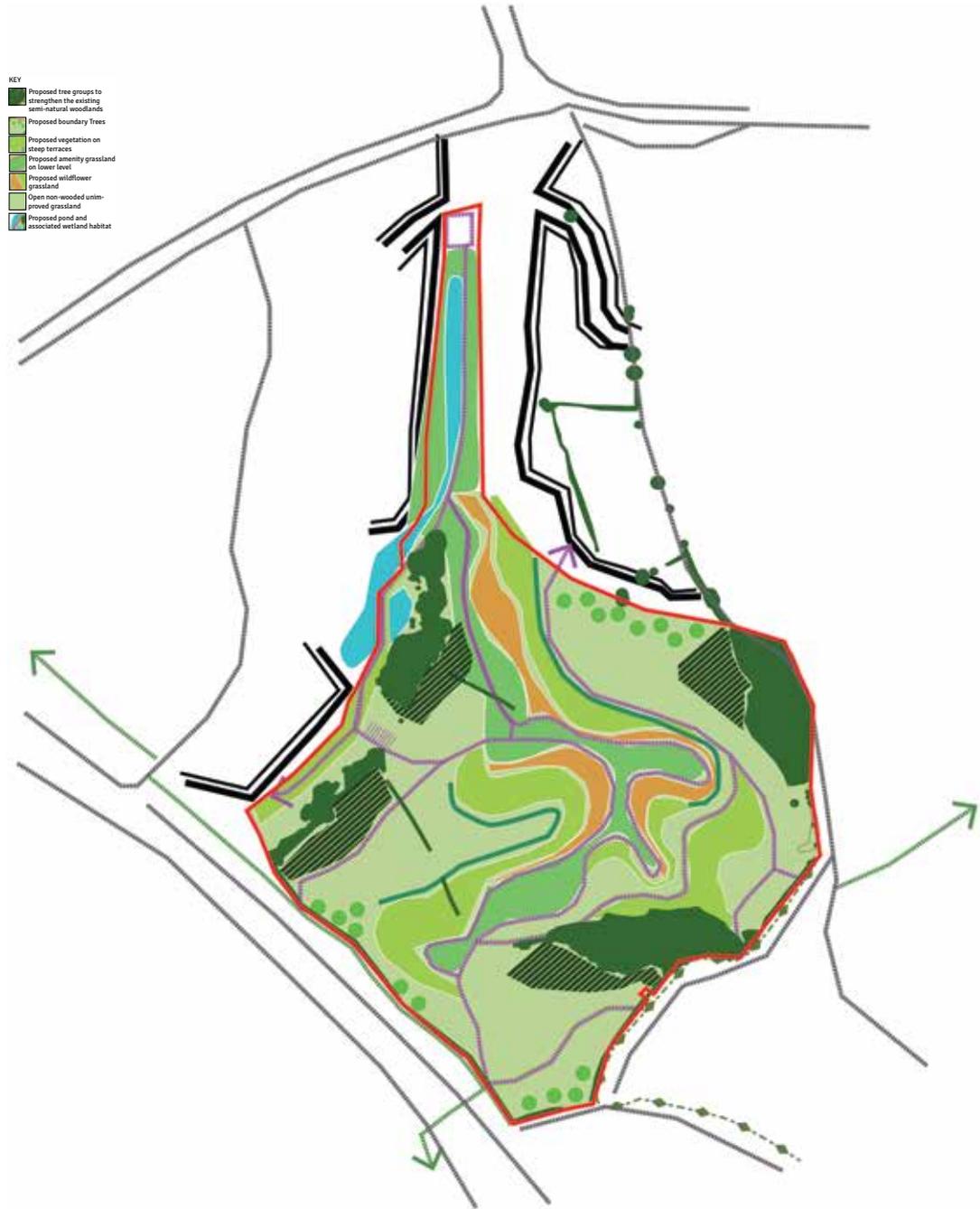




Existing Site Analysis Diagram



Proposed Movement Diagram



Proposed Ecological Enhancement Diagram



Wildflower grassland



Tree group



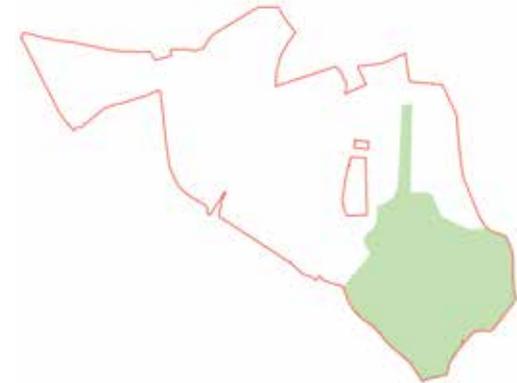
Wood logs for reptiles



Dog friendly areas



Natural Open Space



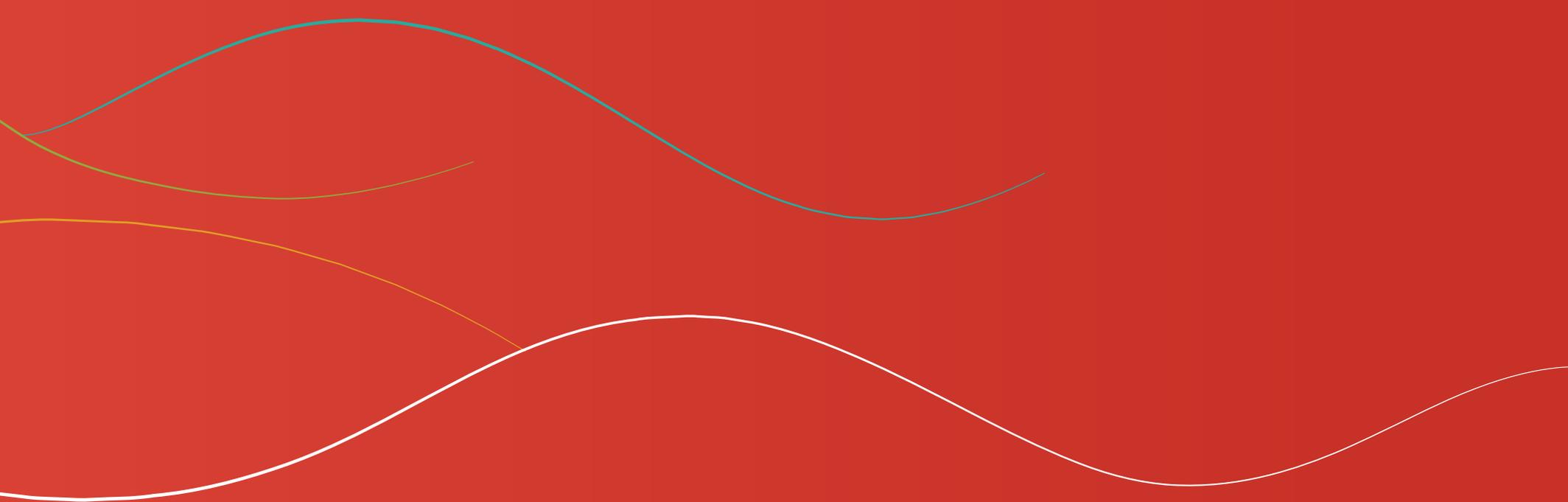
- 1 Proposed tree groups to strengthen the existing semi-natural woodland
- 2 Proposed boundary specimen trees
- 3 Proposed amenity grassland on lower level
- 4 Proposed pond and associated wetland habitat
- 5 Proposed wildflower meadow
- 6 Existing grassland managed through low frequency regime
- 7 Species rich hedgerow
- 8 Species vegetation on steep terraces
- 9 Viewing point
- 10 Mown grass path
- 11 Boardwalk
- 12 Hoggin footpath
- 13 Car park with associated facilities





View from the upper parts of Ridge Top Park down over the new community with Barrow Gardens, the park created around the Scheduled Ancient Monument, in the distance. On the left hand side of the view can be seen the local centre with the pedestrian bridge beyond





CHAPTER 8:
**ILLUSTRATING THE QUALITY OF
DESIGN: SUPPORTING STRATEGIES**

8.1. ACCESS AND MOVEMENT

8.1.1. The facilities proposed to provide access to the development site by each of the three main modes of travel identified; namely car, walking and cycling is detailed in this section.

8.1.2. Interaction between these three modes is essential in order to achieve an integrated package that will provide easy and safe access to the site for all modes of transport. It is important to note that an integrated approach to transport does not specifically exclude provision for the private car in favour of more environmentally friendly modes. Indeed, the mainstay of an integrated approach is to ensure that the different modes of travel compliment rather than exclude each other.

FACILITIES FOR CARS

8.1.3. Seven vehicular accesses will be provided to serve the development site as shown on the plan opposite. Three of which will be signal controlled and sited along the A379.

Junction 1

8.1.4. Junction 1 will be a signal controlled junction with the minor arm (site access) providing access into the southern element of the site and is envisaged to be the major access point for both the educational facility and local centre.

8.1.5. A staggered Toucan crossing will be provided across the site access arm.

Junction 2

8.1.6. Junction 2 will be a signal controlled junction with the minor arm (site access) providing access into the northern element of the site. This junction will also allow further access to Chudleigh Road (which will be closed at its previous junction with the A379).

Junction 3

8.1.7. Junction 3 of the proposed network is a signal controlled junction providing a second access to the southern element of the site along the existing alignment of Trood Lane. A full Toucan crossing will be provided on all arms of the Trood Lane junction.

Junction 4

8.1.8. As part of the development it is proposed to close the existing Chudleigh Road junction with the A379 and allow movement to the A379 through the northern element of the development site. Implementing this change creates Junction 4 which gives priority to the north south (Alphington – A379) movement and means that Chudleigh Road south of the junction gives way.

8.1.9. Chudleigh Road (south of this point) remains open to allow access to the White Land development.

Junction 5

8.1.10. Junction 5 provides minor arm priority access from Chudleigh Road to the northern element of the site.

Junction 6

8.1.11. Junction 6 provides minor arm priority access from Chudleigh Road to the north western element of the site.

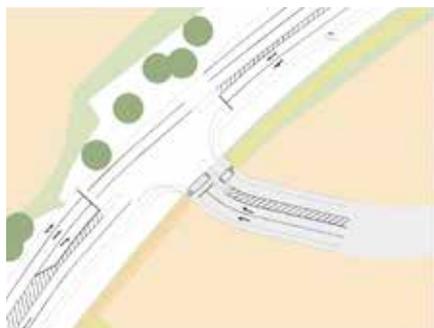
Junction 7

8.1.12. Junction 7 is envisioned to be a minor priority junction with Dawlish Road.

8.1.13. All roads will be designed to adoptable standards with close liaison with DCC highways officers.



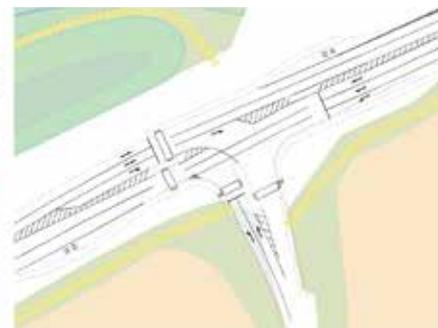
Junction Location plan



Junction 1 Detail



Junction 2 Detail



Junction 3 Detail



FACILITIES FOR PEDESTRIANS AND CYCLISTS

8.1.14. Given the low traffic volumes expected to be travelling within the development internally, it is considered that there is little merit in providing dedicated traffic free cycle facilities as part of the development. Cyclists will therefore be able to travel quite safely on-street within the development site. There are two instances where the introduction of dedicated routes has been deemed necessary, one serving the northern development and one the south.

8.1.15. The internal road network has at every point of the design process been considered in accordance with the cut and fill strategy to achieve a reasonable and acceptable slope ratios in accordance with Devon County requirements. This will ensure easy and convenient access for walking and cycling throughout the site.

8.1.16. The development will provide permeable linkages through the site leading to what is expected to be similar links through both the Parr and Waddeton Park Land developments. In doing so, there will be a network of links that will connect the site to the existing national and local cycle network within Exeter.

8.1.17. For pedestrians, the main access roads will provide 2.0m footways on both sides of the carriageway. The remaining internal roads will provide either at least 2.0m footways or take the form of a series of shared surfaces which will comply with DCC standards.

8.1.18. As part of the site access strategy, the dedicated 2.0m foot / cycle way on the southern side of the A379 will be maintained and improved where necessary at the new Junctions as agreed with DCC. Appropriate pedestrian / cycle access points will be located along its route to provide additional permeability into the site.

8.1.19. Chudleigh Road will be improved if necessary to provide a continuous footway into the village of Alphington allowing pedestrian access to a number of key facilities within the existing urban area.

8.1.20. Within the northern element of the proposed site pedestrian and cycle access points will be introduced along both the southern boundary with the A379 and western boundary with Chudleigh Road to ensure that the site is permeable and user friendly to all modes.

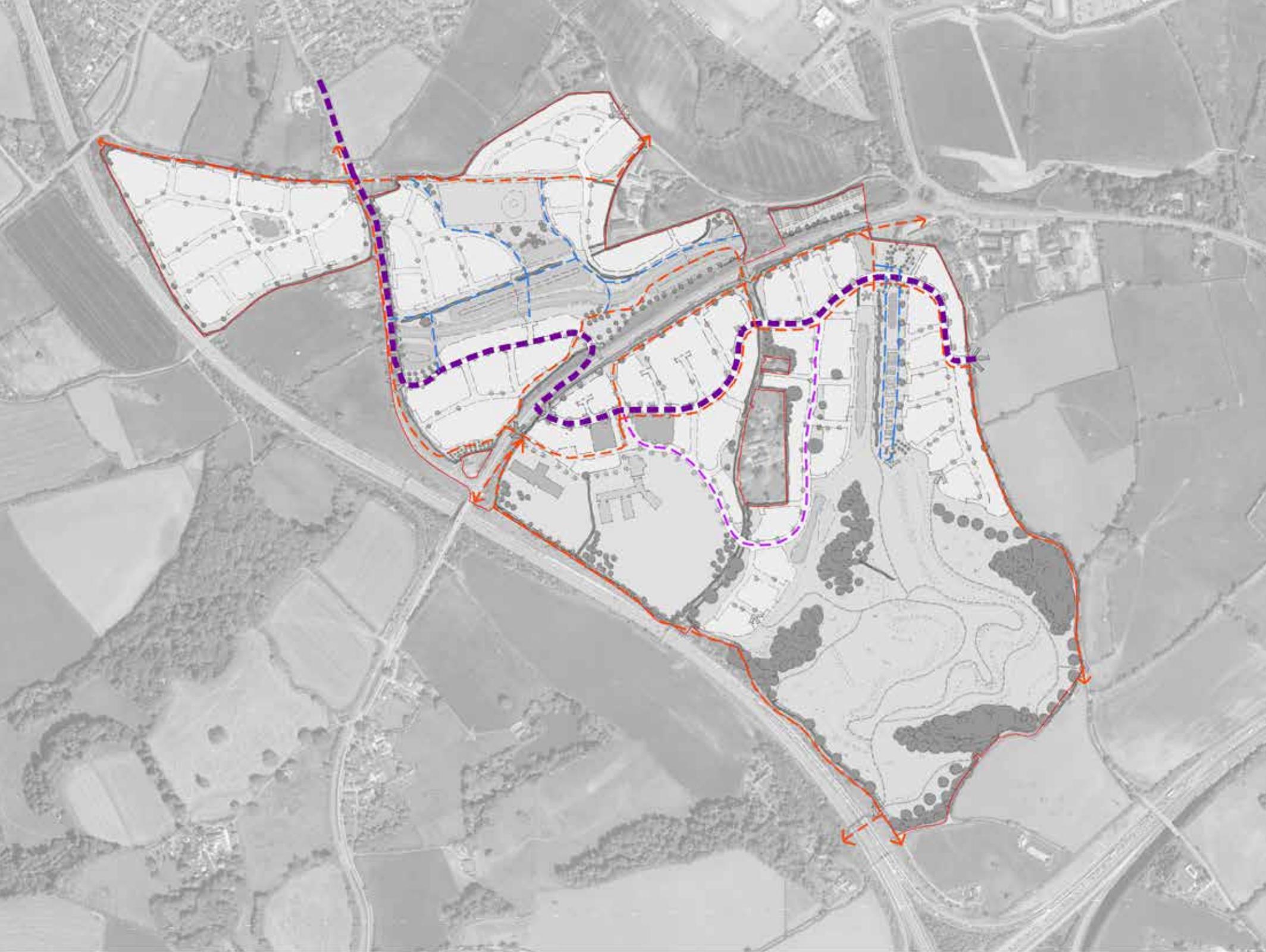
8.1.21. Cycle parking facilities will be provided at all points of interest within the site i.e. the educational facility, local centre etc. Parking facilities will also be incorporated within the design of the residential areas and individual properties where appropriate.

8.1.22. In order to ensure pedestrians and cyclists safe crossing of the A379 DCC have recommended that a foot / cycle bridge is constructed to span between both elements of the development site. Whilst the preferred position of the bridge is near to the educational facility, the fixed location and design of the structure will be determined post application and secured by condition.

8.1.23. The Public Right of Way located along the western boundary of the southern element of the development will be retained and where necessary re-routed around the educational facility.

FACILITIES FOR PUBLIC TRANSPORT - BUSES

8.1.24. DCC are satisfied that the site can be served by public transport and that there are two options for how this may be achieved – either the B or the A service. The B service is perhaps an easier service to deliver, particularly in the earlier phases, but the A service would provide a better frequency and permeate the site better. The A service would likely increase the number of people who may travel by bus. As public transport is covered by CIL, the service that is extended to serve the site will ultimately be determined by DCC and bus operators. DCC have requested that the ability to cater for both options is retained within the masterplan design namely by including connections between development areas. Where neighbouring sites are outside of Bovis' control, roads should be taken to the boundary.



Foot, Bus and Bike Plan

-  Primary Bus Route
-  Interim Bus Route
-  Foot & Cycle Paths
-  Informal Foot Paths

8.2. STREET DESIGN

8.2.1. A distinctive hierarchy of street types is proposed for the development at Matford Barton, based on the principles of Manual for Streets. Each street will provide an attractive place to live alongside, or to pass through and enjoy.

8.2.2. The categories of street will each have a different character and role within the scheme, the function of each is set out on the street hierarchy plan, presented opposite.

8.2.3. The development will incorporate the following street types;

- » Boulevard
- » Avenue
- » Community Street
- » Neighbourhood Street
- » Private Drive

8.2.4. The principal function of streets is explained and set out below. Each of these principles will be used across the scheme to identify elements and objectives for the design of these routes.

PLACE

8.2.5. This defines the character and role of the street and elements that will make it distinctive and/or characteristic. The sense of place will be informed by a number of factors, including the buildings defining the space, the degree of enclosure, street trees, surface materials and function.

MOVEMENT

8.2.6. These principles explain the movement and function of the street in terms of flows and the priority given to different modes of travel. A key objective of the movement strategy is to prioritise pedestrian and cycle movement wherever possible.

ACCESS

8.2.7. This describes how users will access buildings from the street. Where possible, the objective is to provide building frontages that are directly accessible on foot, with vehicle parking close to the main entrance of the property.

PARKING

8.2.8. This principle explains how parking for both visitors and residents is conveniently accommodated within the street scene and easily accessible from dwellings.

UTILITIES

8.2.9. This explains the location of utilities within each street type.



Street Hierarchy Plan

	Boulevard		Green Lane / Private Drives
	Avenue		Mixed use centre square
	Community Street		
	Neighbourhood Street		



BOULEVARD

Place

8.2.10. The boulevard will be a distinctive and attractive route through the site; its design will reflect the importance of it functioning as the primary movement route for the development. The route will incorporate verges and tree planting on both sides of the street, with plot boundaries largely being defined by hedges which aim to soften the visual appearance of the built form.

Movement

8.2.11. The boulevard will accommodate the highest flows of vehicles within the site, providing a potential future strategic link to development adjoining the south eastern site boundary. Its route through the site has been structured in accordance with the topography and forming connections with the Avenue, ensuring the creation of a movement 'loop' through the southern area of the site.

8.2.12. The design of the boulevard will aim to prioritise pedestrian and cycle movement, with the provision of an off road cycle route and vehicular speeds restricted to 30mph.

Access

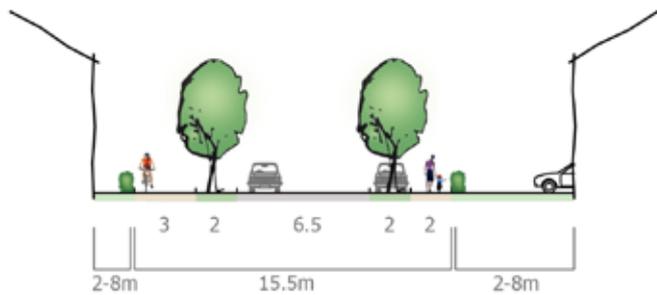
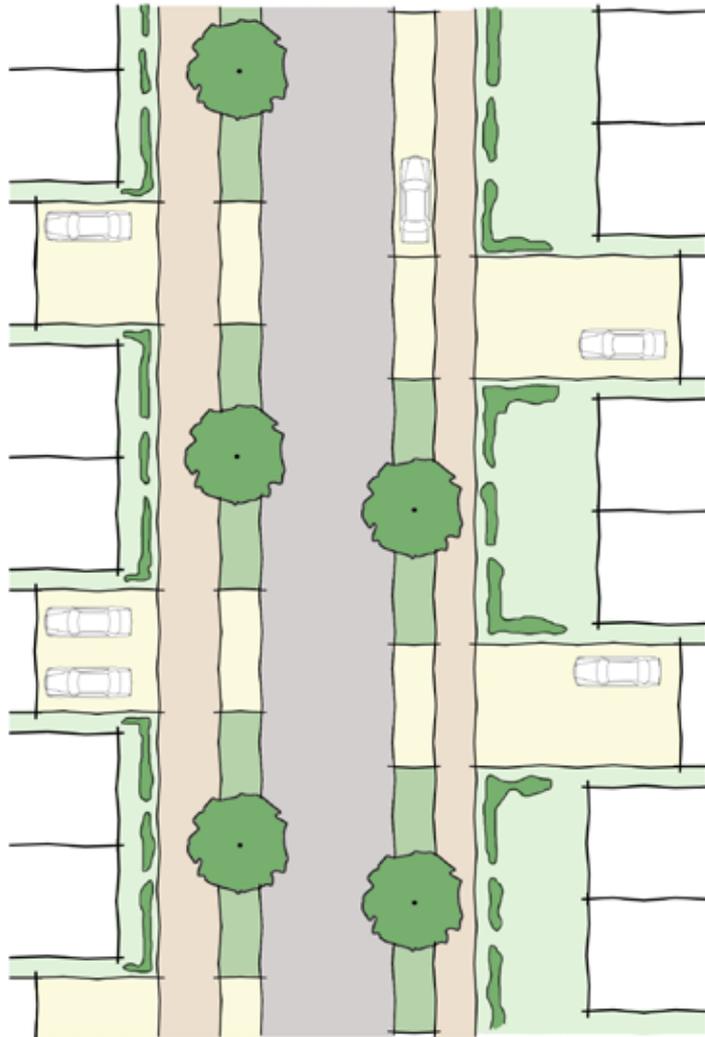
8.2.13. The boulevard will provide direct frontage access to dwellings.

Parking

8.2.14. On-plot parking will be provided for dwellings, with car parking provided for flats located along the boulevard as appropriate. Visitor parking will be provided at intervals along the street, as necessary.

Utilities

8.2.15. Servicing will be accommodated beneath the highway and footway. It will be located to avoid conflict with tree planting.



Indicative image of Boulevard



Indicative image of Boulevard

AVENUES

Place

8.2.16. Avenues will have a formal and green character, incorporating tree planting and verges on one side of the street. There will be some variations in character along of avenues depending on their location within the development.

Movement

8.2.17. Avenues form the secondary movement network and allow the creation of movement 'loops' within the site, facilitating easy and direct movement around the site for vehicles, pedestrians and cyclists.

Access

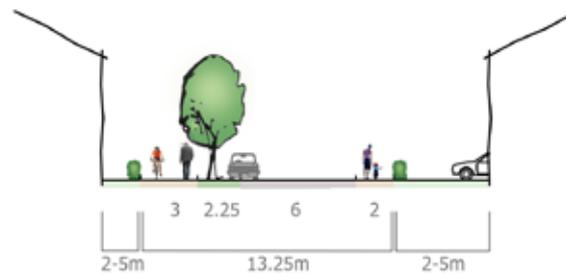
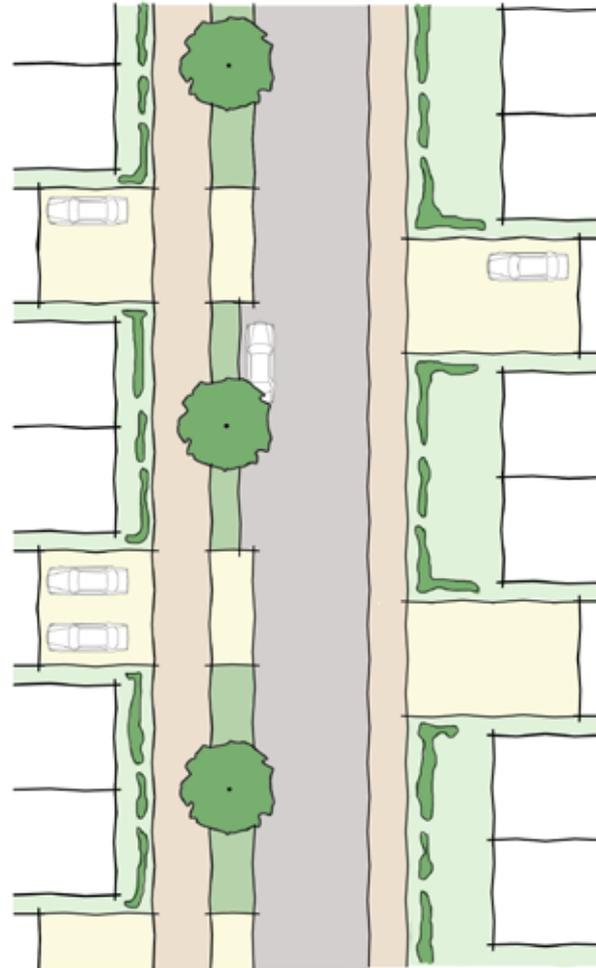
8.2.18. Avenues will provide direct frontage access to dwellings.

Parking

8.2.19. On-plot parking will be provided for dwellings (subject to the topography). Visitor parking will be provided at intervals along the street, as necessary.

Utilities

8.2.20. Servicing will be accommodated beneath the highway and footway. It will be located to avoid conflict with tree planting.



NEIGHBOURHOOD STREET

Place

8.2.26. Neighbourhood streets will have a less formal character than the avenue. This could be emphasised by variation in building forms and the building line to emphasise a more informal and green character.

Movement

8.2.27. Neighbourhood streets form part of the tertiary movement network. They will be designed to encourage low traffic speeds, with pedestrian footways provided either side of the highway.

8.2.28. Neighbourhood streets do not provide for cycle movement off carriageway, but maintain a sufficient carriageway width to ensure safe passage for cycle movement.

Access

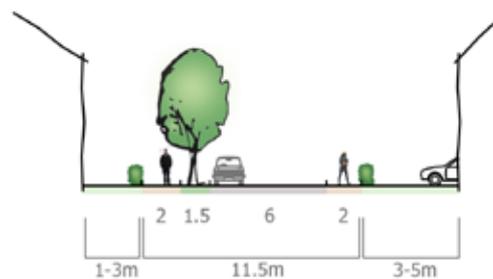
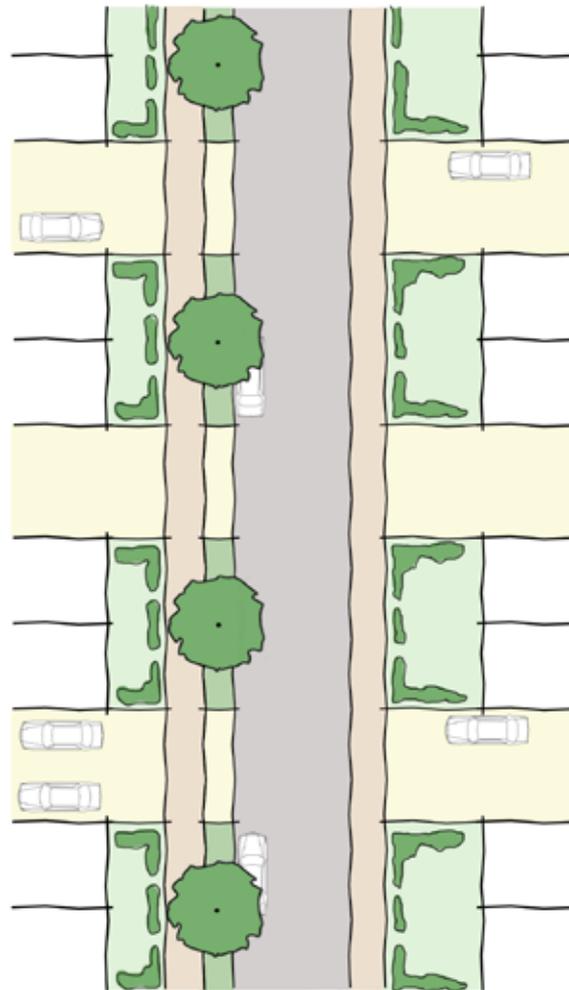
8.2.29. Direct access to dwellings will be provided along the length of this typology.

Parking

8.2.30. Car parking will be on plot with visitor parking provided within the street.

Utilities

8.2.31. Servicing will be accommodated beneath the highway and footway.



PRIVATE DRIVE

Place

8.2.32. Private drives are informal spaces, often located alongside open space. The low levels of traffic allow the carriageway to be a shared space between pedestrians, cyclists and vehicles.

Movement

8.2.33. These street types will have low traffic levels and have pedestrian/cycle priority.

Access

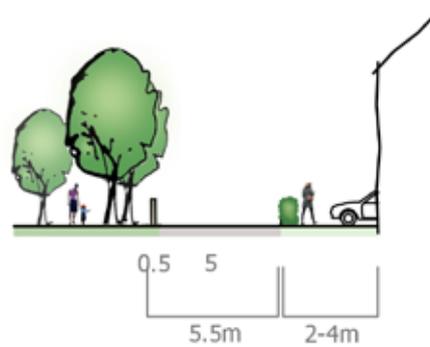
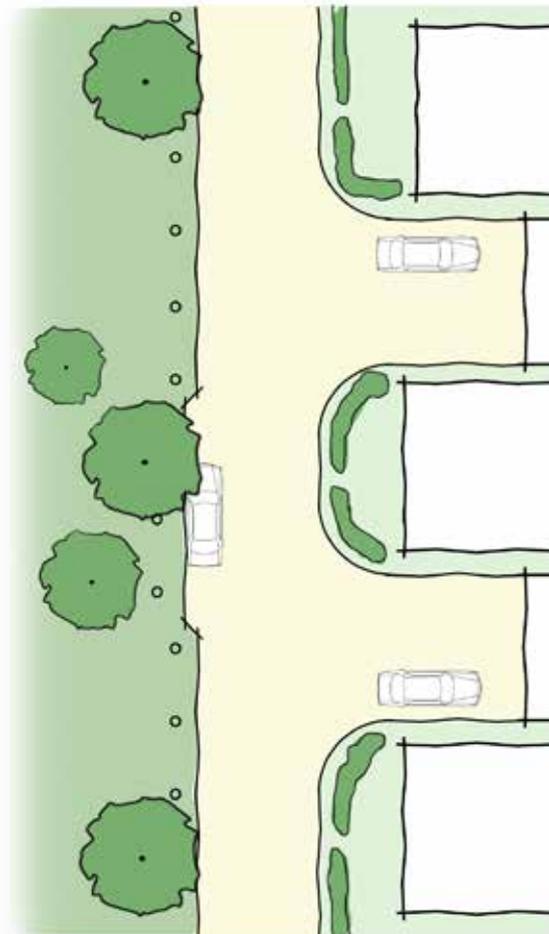
8.2.34. Private drives will provide direct access to dwellings.

Parking

8.2.35. Each dwelling will have sufficient on-plot parking. Visitor parking will be provided informally within the street.

Utilities

8.2.36. A 0.5m strip for services and drainage will be provided.



8.3. CAR PARKING

8.3.1. **This section details a set of principles that could be used to ensure that car parking is appropriately and attractively accommodated within the street-scene.**

8.3.2. The overall objective is to create streets which are attractive and functional places for pedestrians, cyclists and personal transport in an environment where car parking is accommodated conveniently on plot or on street near to the front door.

CAR PARKING PRINCIPLES

8.3.3. The following principles shall be applied wherever possible;

- » The quantum and location of resident and visitor car parking shall be discussed with the LPA.
- » Residents parking should be provided on-plot or on-street in a location that is convenient and overlooked.
- » Visitor parking will be provided at the appropriate ratio in accessible locations, usually on street.
- » Parking shall be designed to be as unobtrusive as possible by providing screening such as planting or hedges where appropriate.
- » Rear parking courts should only be used in exceptional circumstances; where used they should be small and overlooked.

- » Appropriate levels of disabled parking spaces will be provided in key locations.

8.3.4. The car parking arrangements presented in this section are considered appropriate for allocated parking. They seek to provide an appropriate amount of parking in accessible and convenient locations which are overlooked by dwellings.

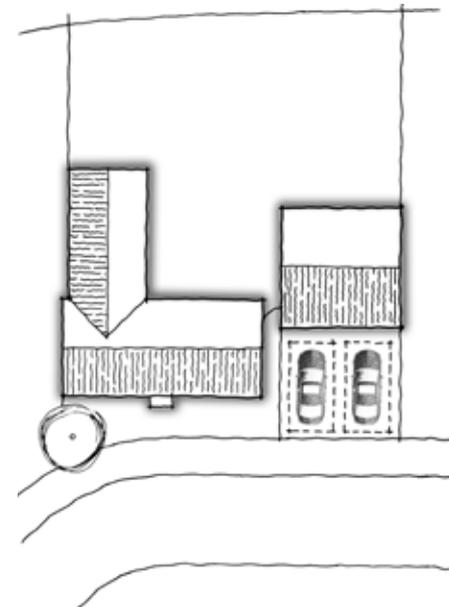
CYCLE PARKING PRINCIPLES

8.3.5. The following principles shall be applied wherever possible;

- » Cycle parking should be good quality and placed in prominent locations to help increase sustainable travel choices.
- » Cycle parking spaces for individual dwellings should be provided within the curtilage of the residential dwelling.
- » For flats cycle parking should be provided as a secure communal facility.

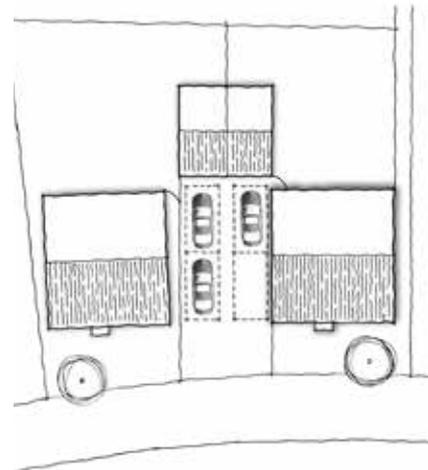
On plot detached dwelling Option 1

- » 2 on-plot parking spaces with hard surface area as well as double garage
- » Spaces overlooked by windows on front and side of property
- » Front garden softens visual impact



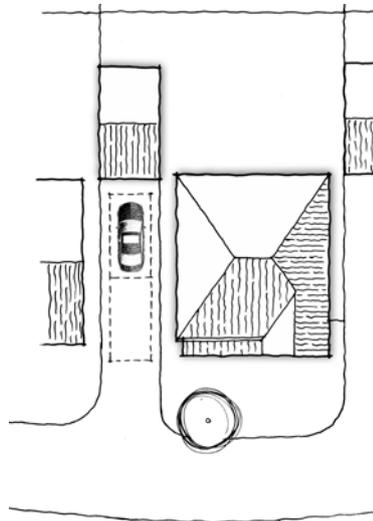
On plot detached dwelling Option 2

- » 2 on-plot parking spaces with hard surface area as well as single garage
- » Spaces overlooked by windows on side of property
- » Front garden softens visual impact
- » No visual impact, all cars are hidden on the side of properties



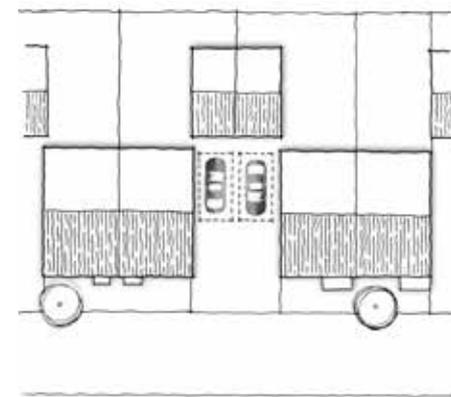
**On plot detached dwelling
Option 3**

- » 2 on-plot parking spaces with hard surface area as well as single garage
- » Spaces overlooked by windows on side of property
- » Front garden softens visual impact
- » No visual impact, all cars are hidden on the side of properties



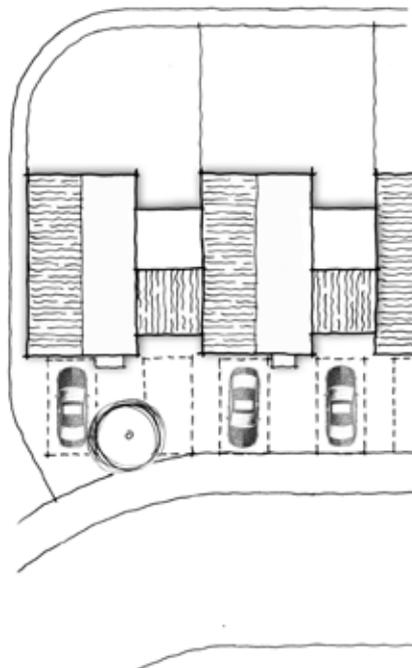
**On plot to the side of
semi-detached dwelling
Option 5**

- » 1 on-plot parking space with hard surface area as well as single garage
- » Spaces overlooked by windows on side of property
- » Front garden softens visual impact
- » No visual impact, all cars are hidden on the side of properties



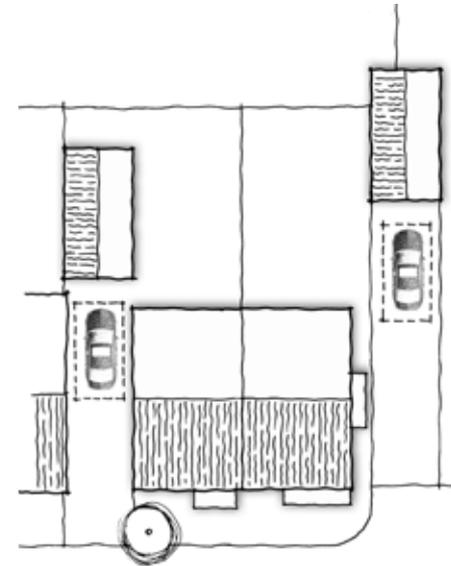
**On plot linked detached
dwelling Option 4**

- » 2 on-plot parking spaces with hard surface area as well as single garage
- » Spaces overlooked by windows on front of property
- » Street tree planting softens visual impact



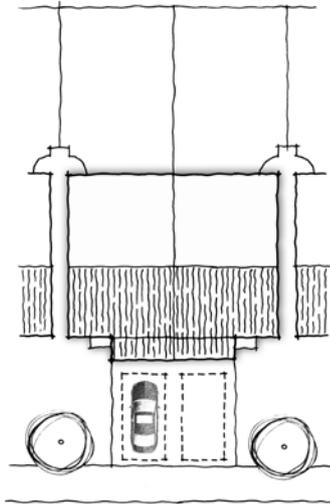
**On plot to the side of semi-
detached dwelling Option 6**

- » 1 on-plot parking space with hard surface area as well as single garage
- » Spaces overlooked by windows on side of property
- » Front garden softens visual impact
- » No visual impact, all cars are hidden on the side of properties



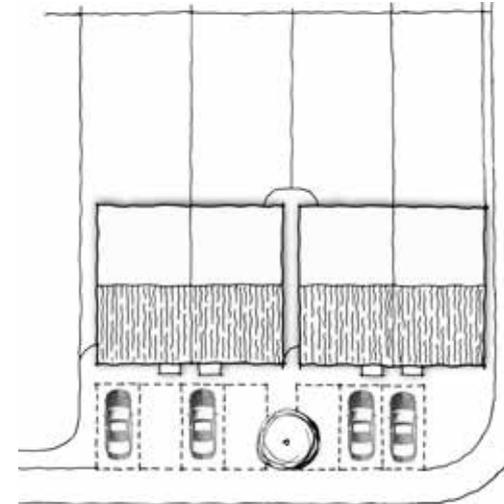
**On plot to the front of semi detached dwelling
Option 7**

- » 1 on-plot parking space with hard surface area as well as single integral garage
- » Spaces overlooked by windows on front of property
- » Street tree planting softens visual impact



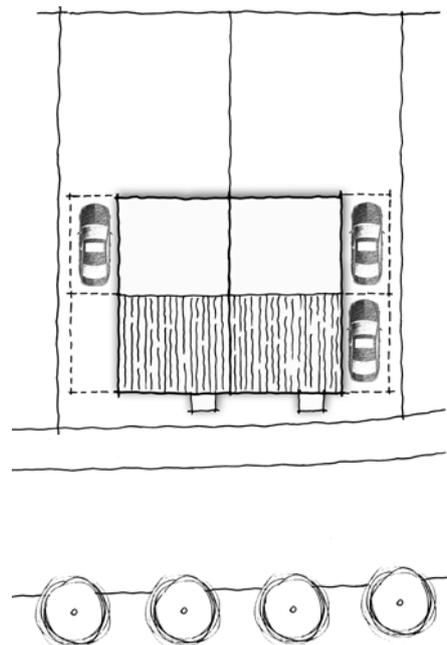
**On plot to the front of semi-detached dwelling
Option 9**

- » 2 on-plot parking spaces with hard surface area
- » Spaces overlooked by windows on front of property
- » Street tree planting softens visual impact



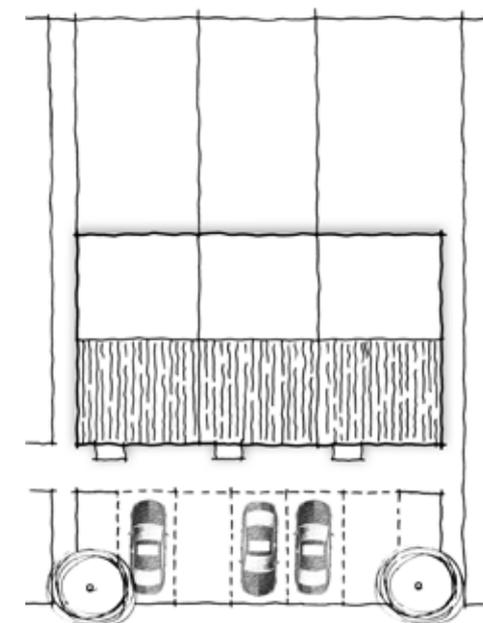
**On plot to the side of semi-detached dwelling
Option 8**

- » 2 on-plot parking spaces with hard surface area
- » Spaces overlooked by windows on side of property
- » Front garden softens visual impact
- » No visual impact, all cars are hidden on the side of properties



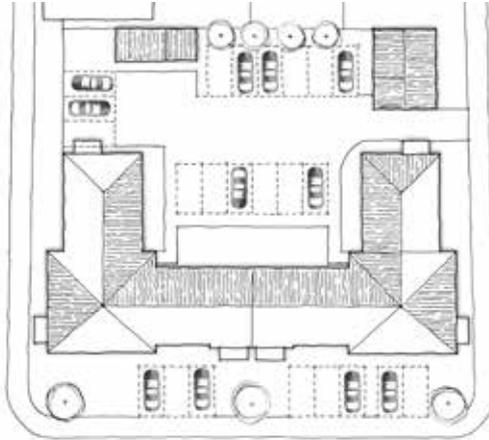
**On plot to the front of terraced dwelling
Option 10**

- » Up to 2 on-plot parking spaces with hard surface area
- » Spaces overlooked by windows on front of property
- » Street tree planting and planted raised beds soften visual impact



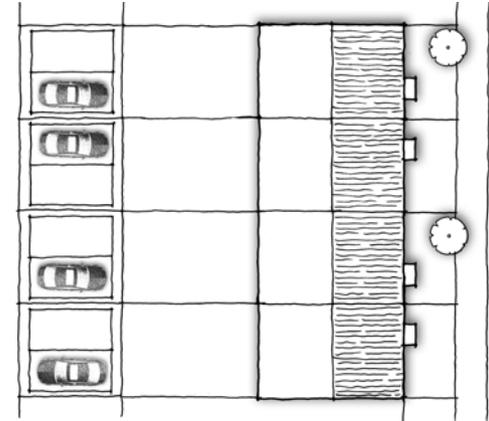
**On plot to the front and rear of apartments
Option 11**

- » 1 on-plot parking space with hard surface area and single garage
- » Spaces overlooked by windows on front and rear of property
- » Tree planting softens visual impact



On plot to the rear of dwellings fronting on to the A379 Option 12b

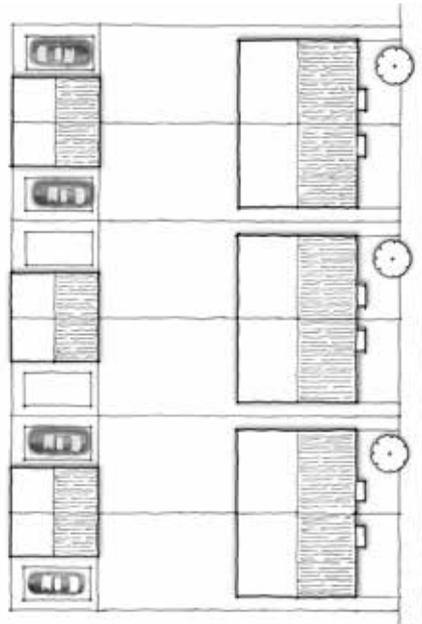
- » Parking located to the rear of the property
- » Two on plot spaces provided
- » Minimal visual impact, car parking is screened by dwellings



On plot to the rear of dwellings fronting on to the A379 Option 12a

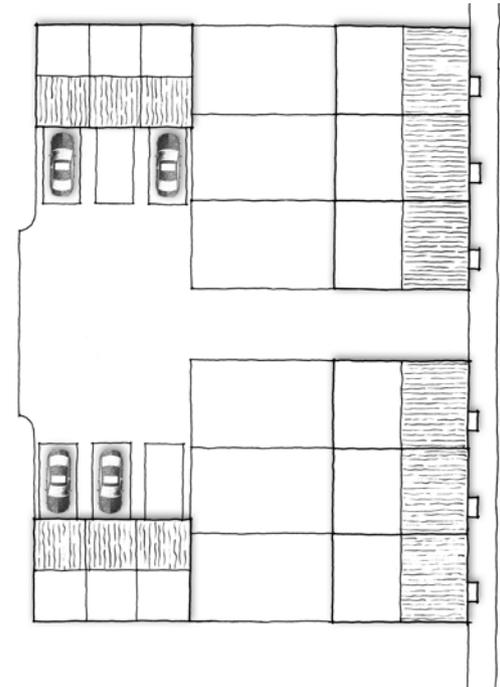
8.3.6 Options 12a and b have been created due to the sloping topography in this area of the site. These parking scenarios also aim to avoid car parking impacting upon the design quality and views of the A379 frontage.

- » Parking located to the rear of the property
- » One on plot space provided in addition to a garage
- » Minimal visual impact, car parking is screened by dwellings



Parking Courtyard Option 13

- » Use of this scenario should be restricted wherever possible
- » Up to 2 on-plot parking spaces per dwellings
- » Minimal visual impact, car parking is screened by dwellings
- » Layout of courtyards to vary according to location



8.4. LANDSCAPE AND GREEN INFRASTRUCTURE

8.4.1. **The proposed development will provide a robust and connected green infrastructure that retains existing tree and hedge planting wherever possible to form a primary structuring element of the masterplan.**

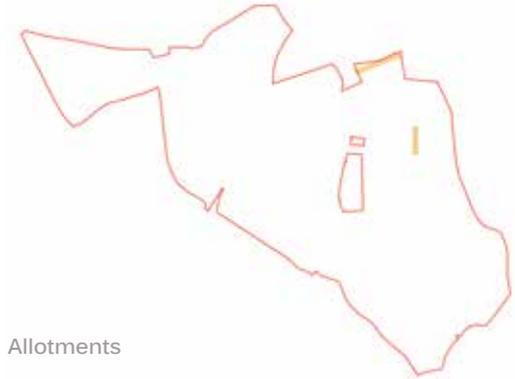
8.4.2. Green corridors will incorporate new pedestrian and cycle routes, aiding permeability and easy access throughout the development.

8.4.3. Areas of high quality public open space comprise spaces for play and dog walking opportunities to encourage healthy living and provide spaces for recreation and relaxation. Surface water drainage features are integrated with public open space and will control surface water drainage across the whole site in addition to providing functional and attractive areas of visual interest.

8.4.4. The development will retain the expansive views from higher land towards Exeter and slopes of Dartmoor. Development and streets will work with the contours to help emphasise these views. Ecological habitats will be improved and enhanced within the site particularly along existing tree/ hedgerow corridors, SM, Matford Brook Valley Park and the SANG.



Edge planting



Allotments



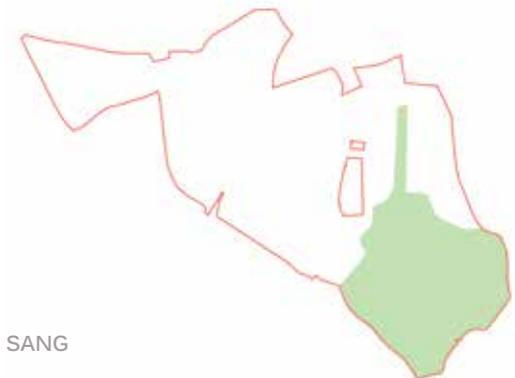
Water in the landscape



Matford Valley Park including SM



Formal and pocket park



SANG



KEY LANDSCAPE AND GREEN INFRASTRUCTURE AREAS:

Suitable Alternative Natural Green Space (SANG)

8.4.5. Refer to 7.5

Matford Green

8.4.6. The Green is to be a public space with a formal character and a landscape design that relates to both the new residential area as well as the countryside of the setting. It is to be an enclosed green area featuring equipped play, an ornamental garden with seating along the paths and allotments. It is located close to the SANG car park with formal gates between the two areas.

School Grounds

8.4.7. The school grounds will also have a role as a transition between the development and a country side. They are to be part of the Green Infrastructure. The PRoW will be diverted to create a route around the boundary of the school. Noise attenuation features will be provided to its western boundary with habitat areas and sports pitches within School grounds. Boundary hedgerows are to be provided to increase habitat creation within the site.

A379 Corridor

8.4.8. The landscape treatment for this busy road will work with engineering and architectural proposals. The views from the high ground to the north side of the road are expansive and extend to Exeter

and the Cathedral and will be realized within the scheme. The aim is to change the landscape character of the transport corridor in a manner that enables visual and physical links, where safe, to be made across the road as part of the development. New tree planting, new boundary elements and public viewing areas and a safer environment for pedestrians are some of the aims of the landscape design.

Matford Brook Valley Park

8.4.9. Refer to 7.4

SM (Scheduled Monument)

8.4.10. Refer to 7.3

Markham Green

8.4.11. This formal green space is located within the residential parcel south of Markham Lane. The concepts feature formal tree and hedge planting, ornamental shrubs and herbaceous planting. A formal play area will be located to the centre of this space.

A30 Edge

8.4.12. The landscape treatment for this edge zone will be to provide a planted buffer between the new housing, the A30 and the countryside of Devon to the south.



Opposite: Illustrative Landscape and Green Infrastructure Proposals (NTS)



- 1** Suitable Alternative Natural Green Space (SANG)
- 2** Matford Green
- 3** School Grounds
- 4** A379 Corridor
- 5** Matford Brook Valley Park
- 6** SM (Scheduled Monument)
- 7** Markham Green
- 8** A30 Edge

8.5. PLAY STRATEGY

8.5.1. The strategy for the provision of play is based on a structure of play hubs that cater to a variety of ages, arranged along a strategic green link that joins the SANG to the open countryside to the west.

8.5.2 Each play hub amalgamates a LEAP and a NEAP either within the same open space locality or in close proximity to each other. This provides a significant play facility for all ages within the required walking distances to ensure easy and convenient access.

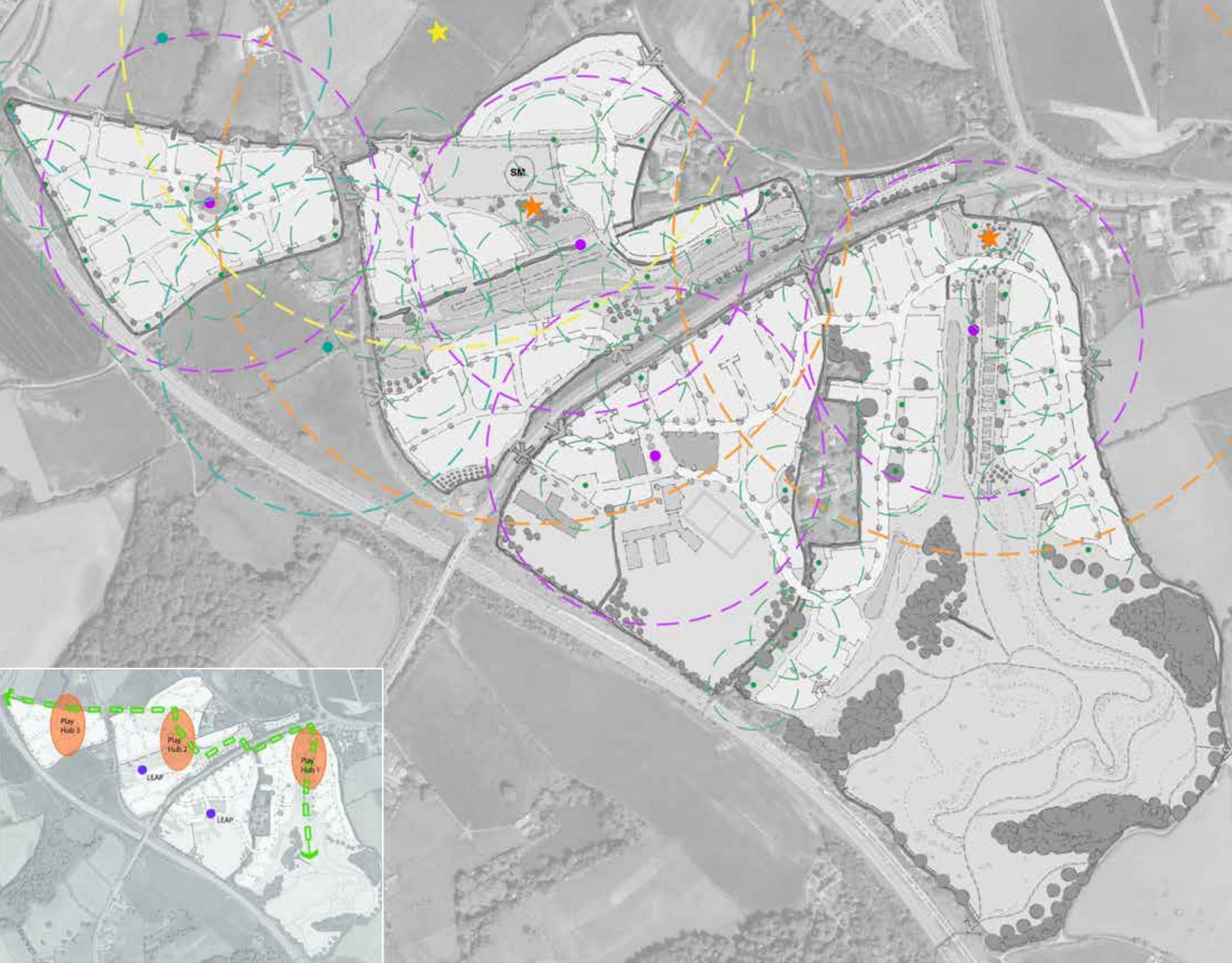
8.5.3 The play strategy has also been considered in conjunction with adjoining land which is contained within the SWE 1 Development Framework, which will provide some of these facilities as part of other applications. For example, the strategy assumes that play hub 3 will locate the LEAP within green space associated with this planning application and the NEAP associated with play hub 3 within Exeter City Council land to the north.

8.5.4 In addition to this play hub structure two further LEAPs are located within the masterplan; one in the Matford Valley Park and another in the mixed use centre to ensure a balanced distribution of LEAP facilities, with appropriate walking distances. The approach that has been taken for the provision of LAP facilities is defined by a 'play along the way' strategy which provides accessible LAPs located along likely pedestrian routes to other essential facilities and services.

8.5.5 There is potential for an additional play hub to be established around facilities that will be available within the secondary school site when this is fully designed and agreed with the Devon County Council and the manner and mechanism in which public access will be given and managed to these facilities.

8.5.6 It is envisaged that a wide variety of natural play elements will be provided within the formal play facilities interspersed with more traditional play equipment, such as swings and slides. The provision of natural play elements will be drawn from the landscape of the place. The land form, the trees and the countryside of Devon will all act as prompts for natural play. Seasonal change is an important part of natural play as it enables children to respond to the changing natural environment which will inspire investigation, learning and appreciation of the natural world.

8.5.7 Toddler play, as part of 'play along the way' strategy and may take the form of play sculptures in certain key areas. This will allow the introduction of elements of art as well as functional pieces of play equipment. The approach is to encourage safe social interaction between young children in an environment that is stimulating.

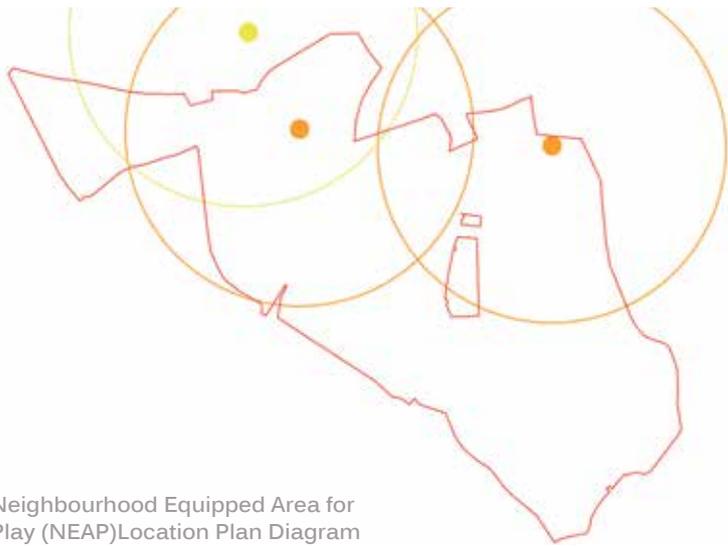


Play Strategy plan

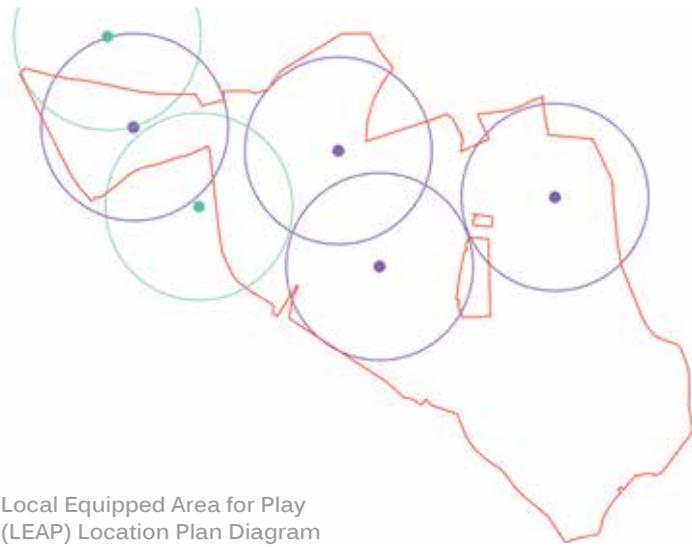
-  Local Area of Play (LAP)
-  Local Equipped Area of Play (LEAP)
-  Neighborhood Equipped Area of Play (NEAP)

-  Likely Location of NEAP
-  Likely Location of LEAP

8.5.8 The diagrams on this page illustrate the proposed play strategy with regard to NEAP, LEAP and LAP provision



Neighbourhood Equipped Area for Play (NEAP) Location Plan Diagram



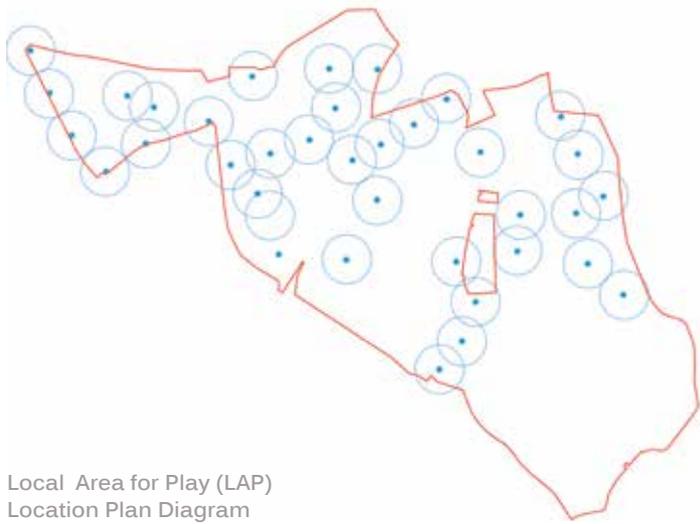
Local Equipped Area for Play (LEAP) Location Plan Diagram



Climbing



Drawing and interacting



Local Area for Play (LAP)
Location Plan Diagram



Play Areas Location Plan
Diagram



Toddlers play



Balancing



Natural Play

8.6. TOPOGRAPHY AND LANDFORM

8.6.1. The existing site generally has a steep topography with ground slopes ranging between approximately 1 in 20 and 1 in 5, with a significant proportion of the land zoned for development at 1 in 12 or steeper. The flattest area is in the flood plain of the Matford Brook and is therefore not considered as part of the cut and fill analysis.

8.6.2 The proposed development cut and fill strategy plan should be read in conjunction with the building heights parameter plan and associated wording, presented in section 2.4.

8.6.3 The four main features that determine proposed site levels are, existing features to be retained, road gradients, drainage and development platform slopes. All of these elements need to be considered together and have to be checked to ensure that they tie in with the boundary constraints of the site.

8.6.4 Road gradients are set by the design criteria laid down by the highway authority, in this case Devon County Council. A reasonably flat gradient is required at road junctions in order to provide a safe platform for vehicles using the junction, thereafter the gradient can be a maximum of 10% (1 in 10) although this may be subject to consideration as to whether the road is a bus route or not and thus perhaps needing a flatter grade.

8.6.5 In the case of the proposed development, there are a number of attenuation ponds throughout the site which provide storage for water in extreme storm events as well as an opportunity for landscaping and ecological benefits. In order to try and maintain an ability for these areas to be useful as open space and to be safe, the side slopes to the ponds should be at around 1 in 4 / 1 in 5. In the case of Alphington this is not always a practical proposition and the side slopes have been set at 1 in 2 / 1 in 3. Whichever case, by virtue of the fact that a water body is a level feature, ponds on this site create issues with cut and fill requirements.

8.6.6 Development platforms for buildings, gardens, parking areas, create a requirement for a relatively level slope across the development parcel. In general a slope of approximately 1 in 15 should remove the need for any significant retaining structures, although the exact plot layout will determine what may be required.

8.6.7 As outlined above, the majority of the developable site has an existing fall of around 1 in 12 and steeper. By inspection, a development parcel gradient of 1 in 15 is going to create a requirement for cut and fill. The general method for determining the extents of cut and fill has been as follows;

1. Extend principle road corridors from fixed existing points using the maximum allowable gradients and fix proposed road levels.
2. Determine locations of attenuation ponds and fix levels of pond base and top water level to suit incoming drainage and outfall points.
3. Ascertain boundary levels for development parcels, taking into account items 1 and 2 above, together with fixed existing ground levels, and check the resulting overall slope across the parcel.
4. Where the resulting parcel slope is steeper than 1 in 15 embankments are introduced where possible to try and 'level up' the development platform. Where possible the aim is to balance the cut and fill however this is not always possible where a number of the above constraints all come in to play.

8.6.8 In some locations, the space available to remove the level differences is limited, therefore significant depths of cut and fill cannot be avoided. This can principally be seen for the parcel between the A379 and Matford Brook to the east of Chudleigh Lane where there is a cut depth of up to 12m

8.7. EDGE CONDITIONS

A 379: SECTION AA'

8.7.1. The landscape proposals for this important internal edge are more closely tied to the eventual built environment of the scheme than any other edge of the Development.

8.7.2. The A379 runs through the middle of the Development: the Site is generally higher than the road and at its north eastern limit near the Devon Hotel and generally lower than the road at its south western limit near the bridge over the A30. In places this arrangement changes and near the Chudleigh Road junction the Site is higher than the A379 on both the southern and northern sides.

8.7.3. Development proposals have been examined that aim to link the Site, visually and physically, across the busy A road. There are however, few established movement patterns across the A379. The footpath network is fragmented in this area of the Site: Public Right of Way (PRoW) ExFP22

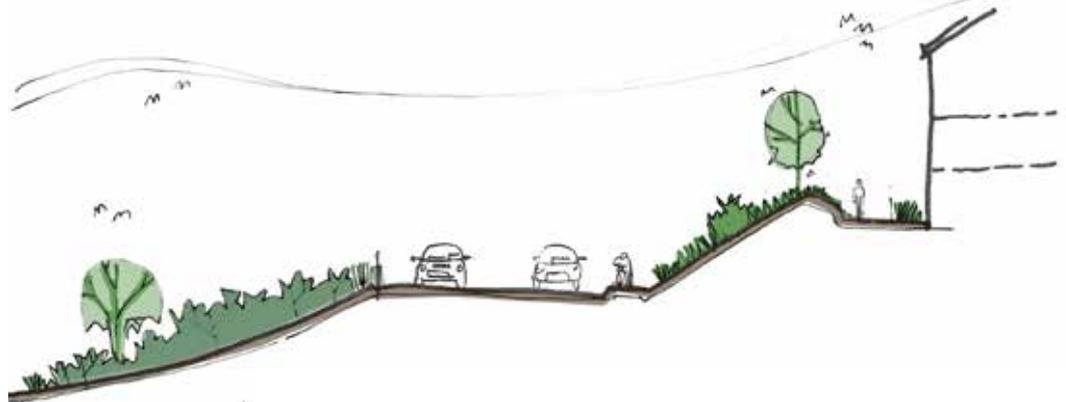
and ExFP13A run from Pearce's Hill and the high ground to the south east towards Alphington but the off-road path is severed by the A379. Trood Lane has also been cut by the A road as has the linkage that Old Matford lane once had with Dawlish Road.

8.7.4. The landscape proposals at this conceptual stage have sought to reinforce the landscape character setting in this 'Matford Brook Slopes and Valleys' Landscape Character Area. Similarly the views out from the higher ground of the Site, to the north and towards Exeter, over the A379 are also regarded as a distinct asset. The sketch proposal cross section AA shows a soft, planted treatment of the embankments above and below the A road. The aim is to improve the quality of the appearance of the road as a corridor for people passing through as well as residents. The section shows proposed tree planting but not as a screen or buffer.



Sections Location plan

Section AA



Existing vegetated embankment	A379	Foot / Cycle path	Proposed bank planting	Shared cycle / pedestrian path	Proposed housing
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OLD MATFORD LANE: SECTION BB'

8.7.5 The asset to the Development that this historic lane presents exists on many levels and the concepts for the Masterplan have sought to make the best advantage of its potential. The attributes exist as physical or landscape components, as a series of sequential viewpoints providing vantage points towards Exeter and the countryside of Devon, as a historic route that has made a line and pattern across the hillside for generations, and also as a biodiversity asset as a considerable habitat in its own right and as part of the local network of habitats.

8.7.6 It is of course also a public highway for vehicles, horse riders, cyclists and pedestrians. It is narrow – less than 4m in width with no separate footway and very few places for pedestrian refuge. This narrowness is compounded by the deeply cut nature of the carriageway: frequently over 1.50m below the adjoin ground. The sunken nature is made more pronounced by the strong

hedgerows that run along much of both sides of the lane. Lastly the tree cover requires particular attention on two counts: firstly the majority of the trees are substantial, mature and exhibit veteran qualities (trees older than many in the surrounding tree cover); and secondly there is an unusual and distinctive amount of Pines in amongst the more common English Oak.

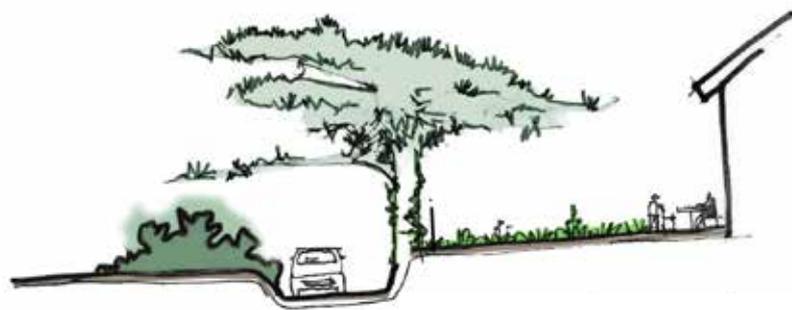
8.7.7 The lane runs up the hill side and it is steep and twisting but where there are clearings between the tree canopies, the views out to the north are give a wide panorama to Knowle Hill and over the Site to Alphington, Exeter and the countryside of Devon.

8.7.8 The proposed concept cross BB section shows a profound change in the use of the lane: vehicles are to be prevented from using much of Old Matford Lane. For as much of its length as possible it is to be restricted to pedestrians and cyclists.



Old Matford Lane

Section BB



Existing vegetation

Old Matford Lane

Boundary fence

Back garden (proposed)

MARKHAM LANE: SECTION CC'

8.7.9. Markham lane exhibits many of the characteristic attributes of Old Matford Lane. It is generally sunken, the banks are covered with wild flowers in the spring and summer and the hedgerows have substantial and mature English Oaks growing on the banks. There are no Pines however and the hedges tend to be gappy and not as high as along Old Matford Lane.

8.7.10. The lane has grass growing along a centre line between the paths of the wheels: dog walkers are common.

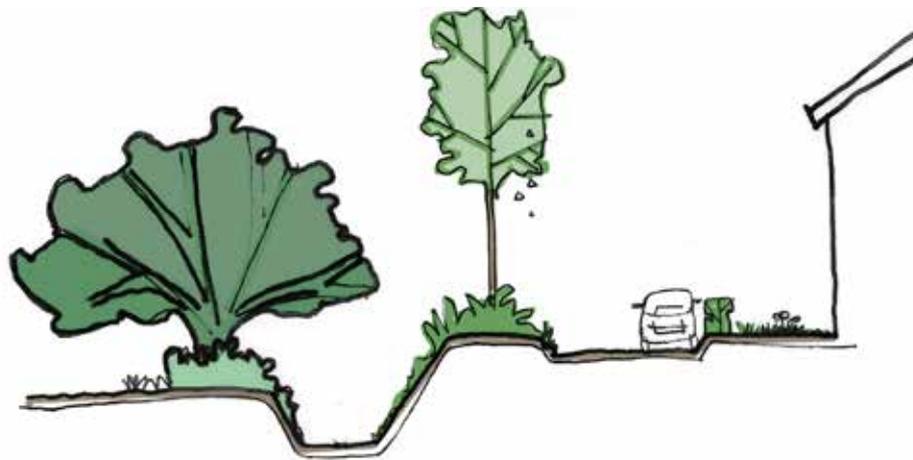
8.7.11. Markham Lane is not crossed by any PRow but it connects Shillingford Road to PRow:ExFP60 that runs to Matford Barton.

8.7.12. The proposed concept cross section CC shows a profound change in the use for the lane: vehicles are to be prevented from using much of Markham Lane. For as much of its length as possible it is to be restricted to pedestrians and cyclists.



Markham Lane

Section CC



Existing vegetation

Markham Lane

Structural planting

Proposed housing with access road

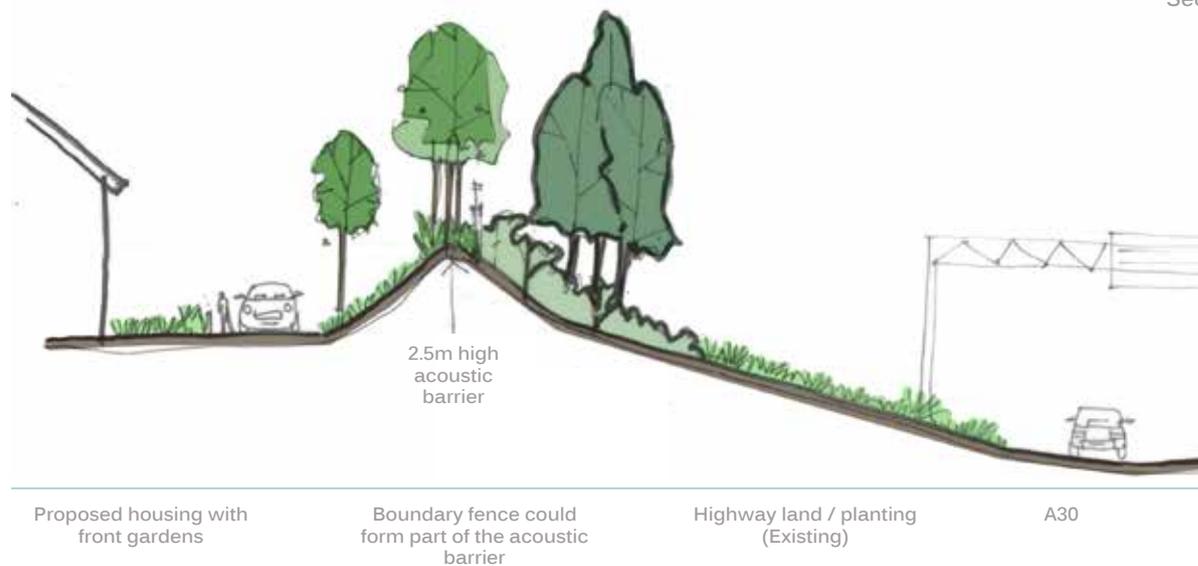
A30: SECTION DD'

8.7.13. The highway land associated with the A30 adjoins the Site along the southern boundary. This dual carriageway, with no permitted pedestrian access is a major transport route. The 'Hours of Darkness' study has recorded how traffic causes lights in the night sky at the edge of the settlement. There are substantial embankments and cuttings that adjoin the Site and these earthworks created to form the A road have been heavily planted with trees and hedgerow plants: Hawthorn, Dogwood, Gorse and Blackthorn for example. The tree cover is predominantly deciduous: Oaks and Ash but Pines have also been planted. These trees are still young and are modest in height; none seem to be higher than about 8m. They will grow considerably taller with oaks and the pine reaching 20m high.

This will in time produce a relatively dense tree cover at the southern edge of the Development.

8.7.14. The proposed concept cross section DD shows a noise attenuation barrier at 2.50m above ground level. The noise attenuation chapter of the Environmental Statement describes the scenarios for the required noise attenuation. A barrier: mound, or fence or mound and fence combination at 2.50m high is the worst case scenario for the boundary with the A30. In the cross section DD a planted earth mound is illustrated. Planting would be native and of local value to the Green Infrastructure network that the Development would create.

Section DD



Sections Location plan

8.8. DRAINAGE

8.8.1. There are no existing public surface water sewers in or near the development site therefore all runoff will be directed to existing local watercourses in a manner that will correspond as closely as possible the existing catchment areas.

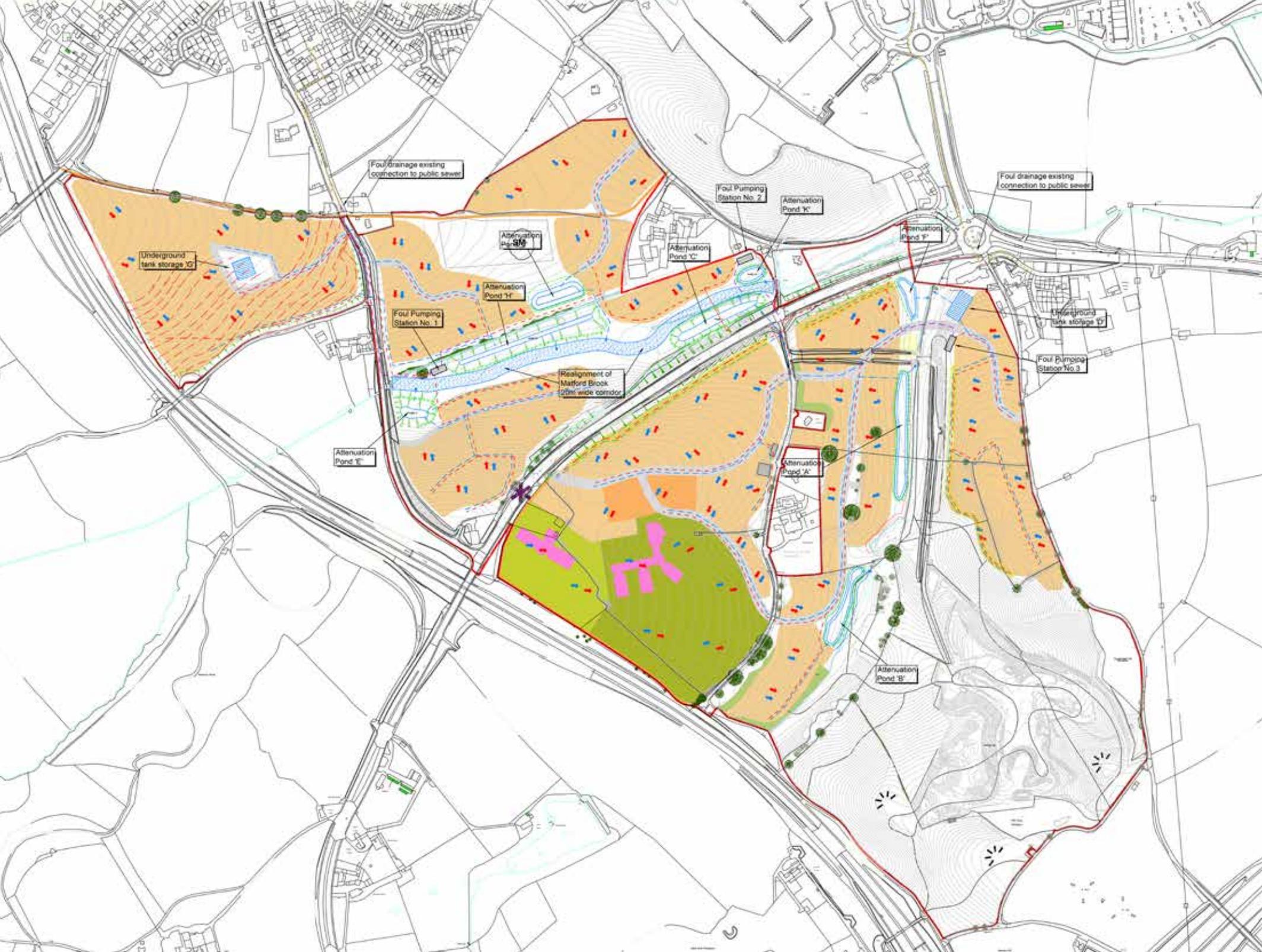
8.8.2. The existing site is undeveloped and thus the site proposals will significantly increase the amount of impermeable area thus increasing the rate and volume of runoff.

8.8.3. The proposed system is to provide a positive drainage network across the site with attenuation areas and flow controls provided to ensure the discharge to the surrounding area is not at a greater run-off rate than existing. The attenuation features can be combinations of basins, oversized pipes, swales or underground tanks.

8.8.4. Any system should be designed to ensure that any discharge from the site is restricted to the Greenfield run-off rate with excess volume, up to the 1 in 100 year plus climate change event, being retained on site and discharged at a controlled rate as to mimic existing conditions.

8.8.5. The principle form of storage will be dry attenuation basins which will be constructed with side slopes that will allow the areas to be used as open space during normal periods of little to low rainfall. The discharge from each attenuation feature will be limited to the existing undeveloped runoff rate set at QBAR, (the 1 in 2.3 year return period event) and this will be uniform for all storms up to and including the 1 in 100 year event plus an allowance for climate change.

8.8.6. As part of the development it is proposed for the Matford Brook to be realigned to follow its natural course by diverting it to the base of the existing valley and low point on the site. This has been discussed with the EA and is an approach they would support. The watercourse would enter the site at the existing culvert under Chudleigh Road before then flowing in an easterly direction within the base of the valley in a two-staged channel. This channel will be designed to ensure that 'normal' flows will be contained within the primary channel. The secondary channel has been designed to provide capacity for all events up to an including the 1 in 1000 year extreme event. This results in a total river corridor of around 20m through the low point of the site.



Drainage plan



8.9. PHASING

8.9.1. **The construction of the Development is anticipated to commence in 2016, subject to gaining planning permission, with a completion year of 2026.**

8.9.2. The indicative construction programme for the Development is anticipated to span approximately 10 years.

Indicative Construction Phasing Table

8.9.3. This table shows the indicative construction phasing and a phasing plan is presented below.

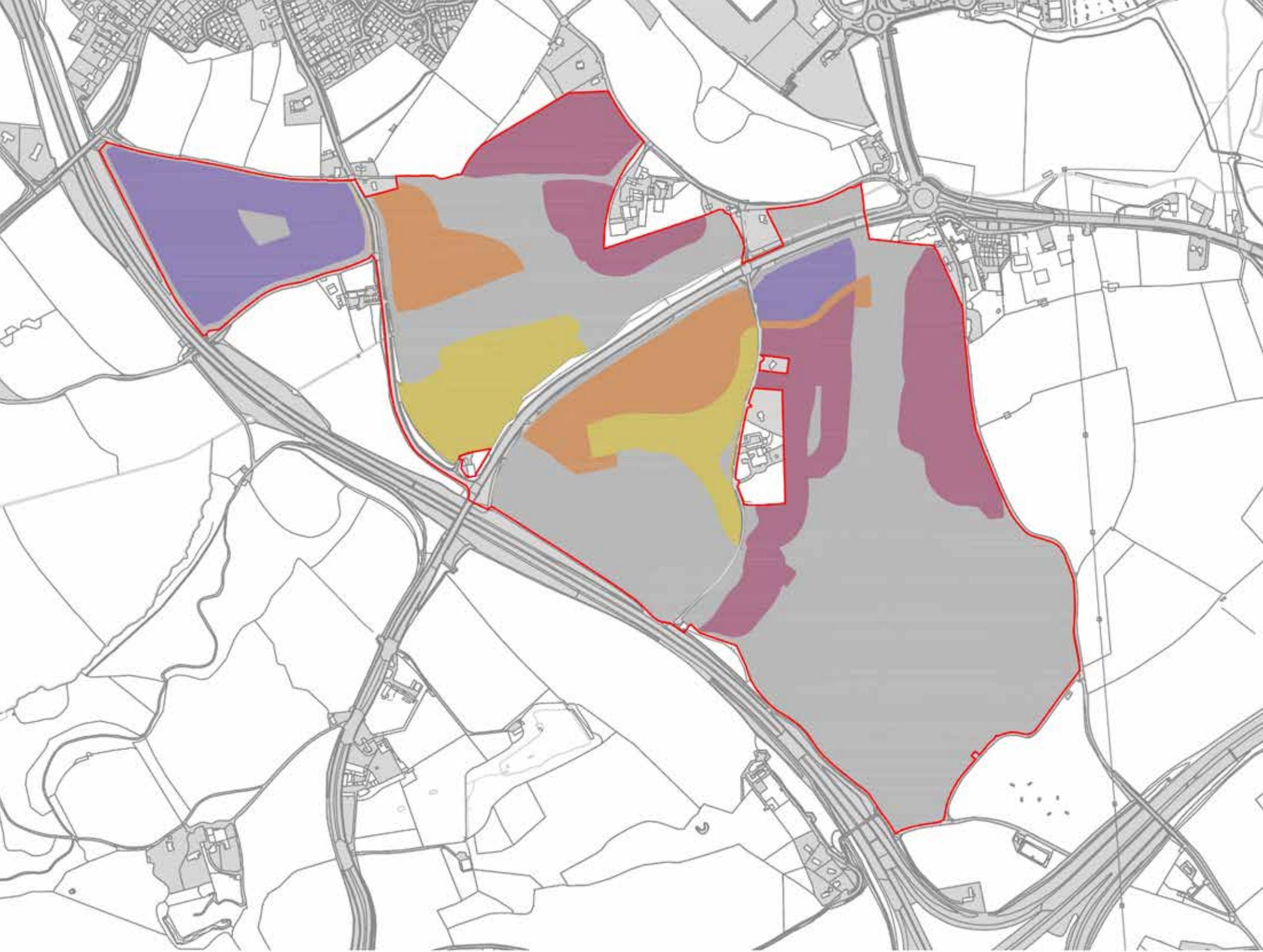
8.9.4. Furthermore, the construction of the SANGS area will be appropriately phased to ensure that as each phase of the Development is completed sufficient areas are provided in advance of occupation. This is shown on the proposed SANG Phasing plan. This includes an area of temporary SANGS to service Phase 1 to ensure sufficient provision is in place prior to the completion of further phases of the SANGS area.

Note to Table: *this phase allows for up to 150 dwellings to come forward should the secondary school not come forward. See chapter 2 for additional explanation of this scenario.

PHASE	YEAR	ASSUMED YEAR	RESIDENTIAL CONSTRUCTION		
			UNDER CONSTRUCTION	CUMULATIVE OPERATIONAL	TOTAL FOR PHASE
Phase 1	1	2016	20	0	271
	2	2017	70	20	
	3	2018	140	90	
	4	2019	41	230	
Phase 2	4	2019	99	271	238
	5	2020	139	370	
Phase 3	6	2021	200	509	338
	7	2022	138	709	
Phase 4*	7	2022	62	847	653
	8	2023	200	909	
	9	2024	200	1109	
	10	2025	191	1309	
Full Operation	11	2026	0	1500	



SANG Phasing Plan



Residential Phasing Plan

-  Phase 1
-  Phase 2
-  Phase 3
-  Phase 4



CHAPTER 9:
**ILLUSTRATING THE QUALITY OF
DESIGN: DEVELOPMENT FORM**

9.1. APPROACH TO CHARACTER

9.1.1. **The proposals for Matford Barton will comprise a distinctive character and a strong sense of place, guided by important site features and an analysis of existing development within Exeter and immediate settlements.**

LEGIBILITY FRAMEWORK

9.1.2. The legibility framework plan establishes a number of important character generators for the development. These character generators support the urban design principles that underpin the concept plan and further shape the approach to character and the creation of a distinctive development.

9.1.3. This plan provides advice at a strategic level of importance. It is not exhaustive, and at a detailed level, smaller areas are likely to be identified that require additional design consideration.

9.1.4. Key character generators are set out below and illustrated on the Legibility Framework Plan;

Green Edge

9.1.5. Green edges aim to provide an attractive and sensitive interface between key open spaces and the built form. They have also been identified as areas that will feature in long distance views between northern and southern areas of the

development and therefore, their design and treatment requires more careful consideration to ensure visual delight within the development.

9.1.6. These edges could be defined by planting, larger front gardens and a considered palette of materials and architectural details, ensuring the creation of an attractive and appropriate frontage. They have been identified in the following locations;

- 1 SM and Matford Brook Valley Park.
- 2 SANG – Ridge Top Park and Matford Green.

Key Buildings

9.1.7. Key buildings help to aid legibility, define spaces and streets and provide attractive points of interest along the street-scene. They could be defined by an increased storey height or variation in architectural material or detail.

9.1.8. Key buildings are located in the following locations;

- 1 Overlooking Markham Green, providing a strong focal point to help define the area of open space and the parcel of development west of Chudleigh Road. The corner of this building will provide a terminating view on the street when entering the development.
- 2 Positioned on prominent corners overlooking
- 3 Matford Brook Valley Park, these buildings will form part of key views from the SM to the SANG.

4 Prominently positioned adjacent to Chudleigh Road, this will provide a strong focal point to the view from the top of the hill and an anchor to the Matford Valley Park and the access to the development from Chudleigh Road.

5 A strong marker building providing a focus for the access points to the site from the A379.

6 Twinned buildings that mark the entrance
7 point to development across the open space adjacent to the formal park.

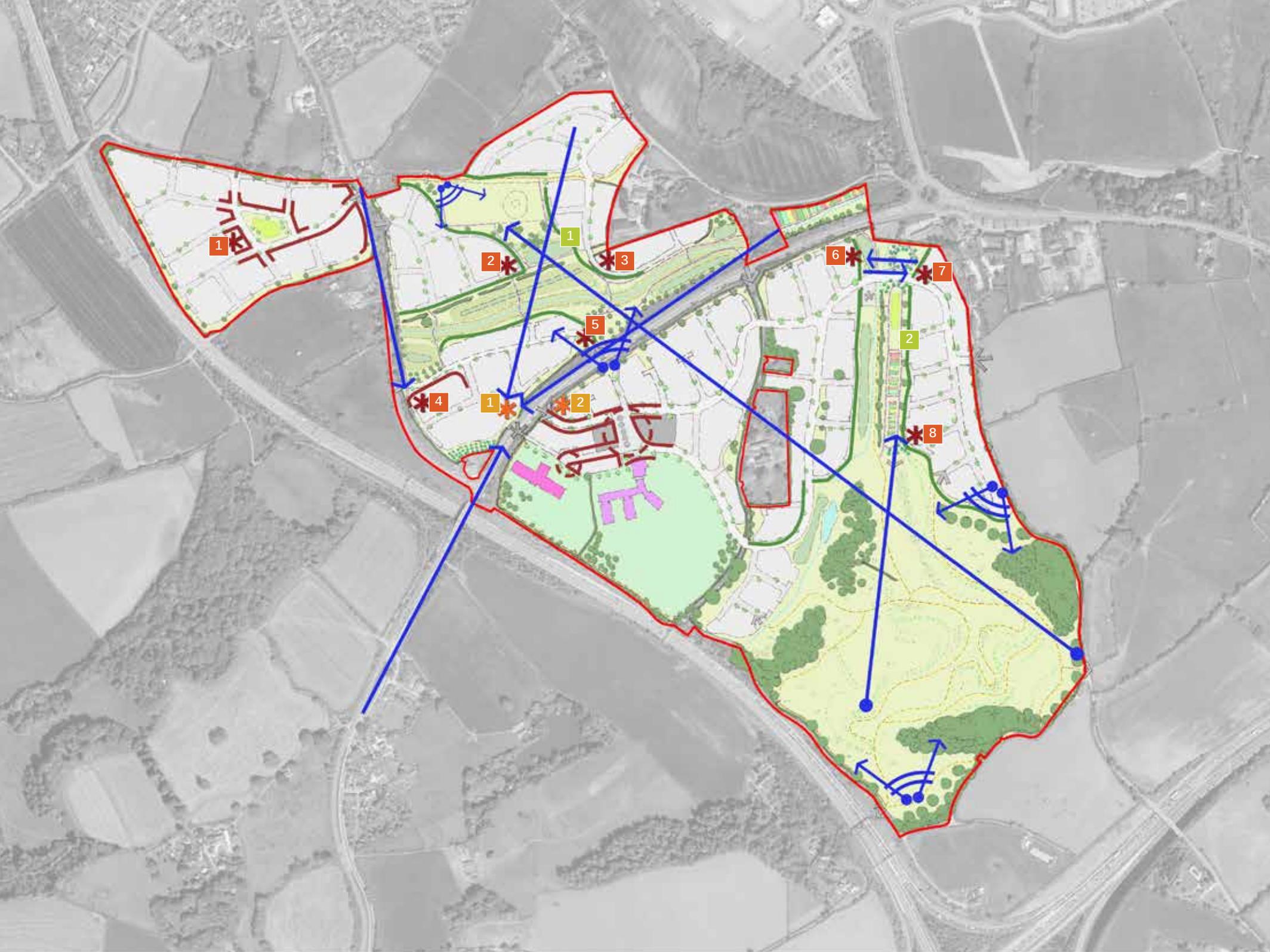
8 A tall building to be located on the top of the hillside with a prominent position which marks the point where the SANG area joins with Matford Green.

Landmark Buildings

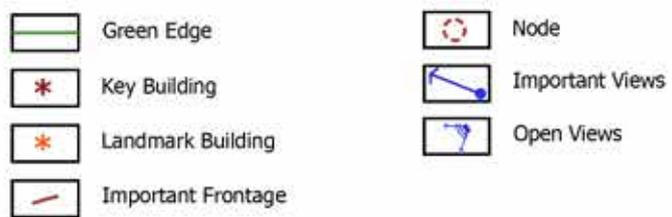
9.1.9. Landmark buildings will truly define the character of the development at Matford Barton. They aim to provide an attractive entrance to the development and also aid the creation of a distinctive gateway into Exeter.

9.1.10. Landmark buildings are located in the following locations;

- 1 This building will provide a landmark for guiding pedestrians and cyclists from the northern part of the site to the bridge.
- 2 Positioned site entrance leading to the mixed use centre. A landmark building in this location will be used to create an attractive and distinctive entrance to the mixed use centre.



Legibility Framework Plan





Important Frontage

9.1.11. Important frontages are identified within the legibility framework plan to ensure that certain locations with more social significance are well defined and create an attractive environment to promote their use and enjoyment.

- 1 A strong continuous frontage that defines Markham Green and the main route into this parcel of development.
- 2 Key frontage facing on to Matford Valley Park adjacent to Chudleigh Road that also provides a strong view stop, terminating the important view from the top of the hill from Alphington.

3 A strong frontage that defines the entrance to the mixed use centre. This requires continuous frontage which has a minimum amount of breaks as it climbs the hill. The southern side of the road will be formed by a retaining walls and buildings.

4 Buildings fronting on to the community square will be required to display architectural quality and uniqueness, capitalizing on an active frontage at ground floor and higher storey heights associated with the mix of uses.

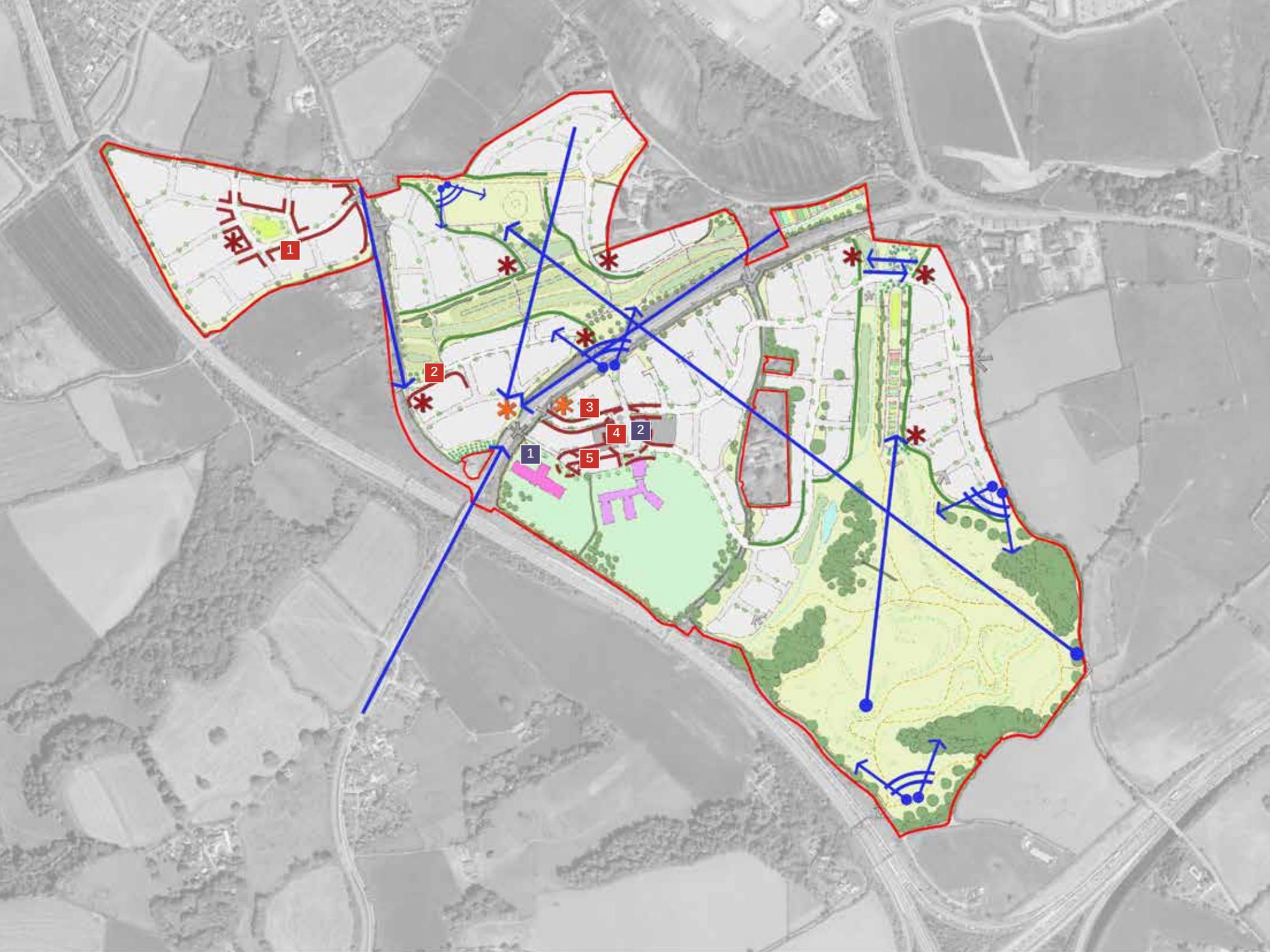
5 A shared surface space fronted onto by residential properties that display a rhythm in their façades to create a high quality linear space between the school square and community square.

Nodes

9.1.12. Nodes are areas which encourage activity and interaction, ensuring the creation of a vibrant and cohesive new community.

9.1.13. Nodes are located in the following locations;

- 1 The bridge landing space south of the A379 will form an important space to ensure the easy movement for pedestrians and cyclists across the bridge to the mixed use centre. The area will be designed as a 'cause of pause' where people can sit, relax and interact before they continue their onward journey.
- 2 The mixed use centre will be a key node for the development at Matford Barton. The junction of the boulevard and avenue will create a new square that forms the heart of the new community. The square will be an active and enjoyable hub that encourages social interaction through the provision of key facilities and prioritisation of pedestrian/cycle movement.



- | | |
|--|---|
|  Green Edge |  Node |
|  Key Building |  Important Views |
|  Landmark Building |  Open Views |
|  Important Frontage | |

Important Views

9.1.14. Establishing important views helps to identify other character generators, in particular key/ landmark buildings, green edges and important frontage. The proposals aim to retain and enhance these views, aiding legibility and the creation of a site specific place.

9.1.15. The following important views have been identified;

- 1 Important view from the north down the hill along Chudleigh Road. This view will be shaped by strong linear landscaping which opens out into the Matford Valley Park and as one progresses down the hill this view will be terminated by an important frontage and key building 4.
- 2 Entering the city from the south west along the A379 and over the A30 bridge a changed view is now stopped by the gateway that is created by the new bridge and landmark buildings. This will form a new gateway to Exeter from the south.

3 View from the north east corner of the SM open space area across the Matford Valley Park providing a strong visual link towards the landmark building that marks the landing point for the pedestrian and cycle bridge. This strong visual link encourages pedestrian and cycle movement to and from the local centre.

4 View stop created by the new bridge and landmark building while leaving Exeter City travelling up the hill on the A379. It is a processional view to this important gateway.

5 Long distance focussed view from the SANG Ridge Top Park down across the entire development towards the SM on the opposite hillside. This foreshortened view benefits from the enhanced green infrastructure and will be the likely location for SM interpretation boards as part of the proposed historic trail.

6 Another elevated view from the SANG Ridge Top Park looking north to Matford Green which is framed by green edges either side with panoramic broad views of Exeter in the distance.

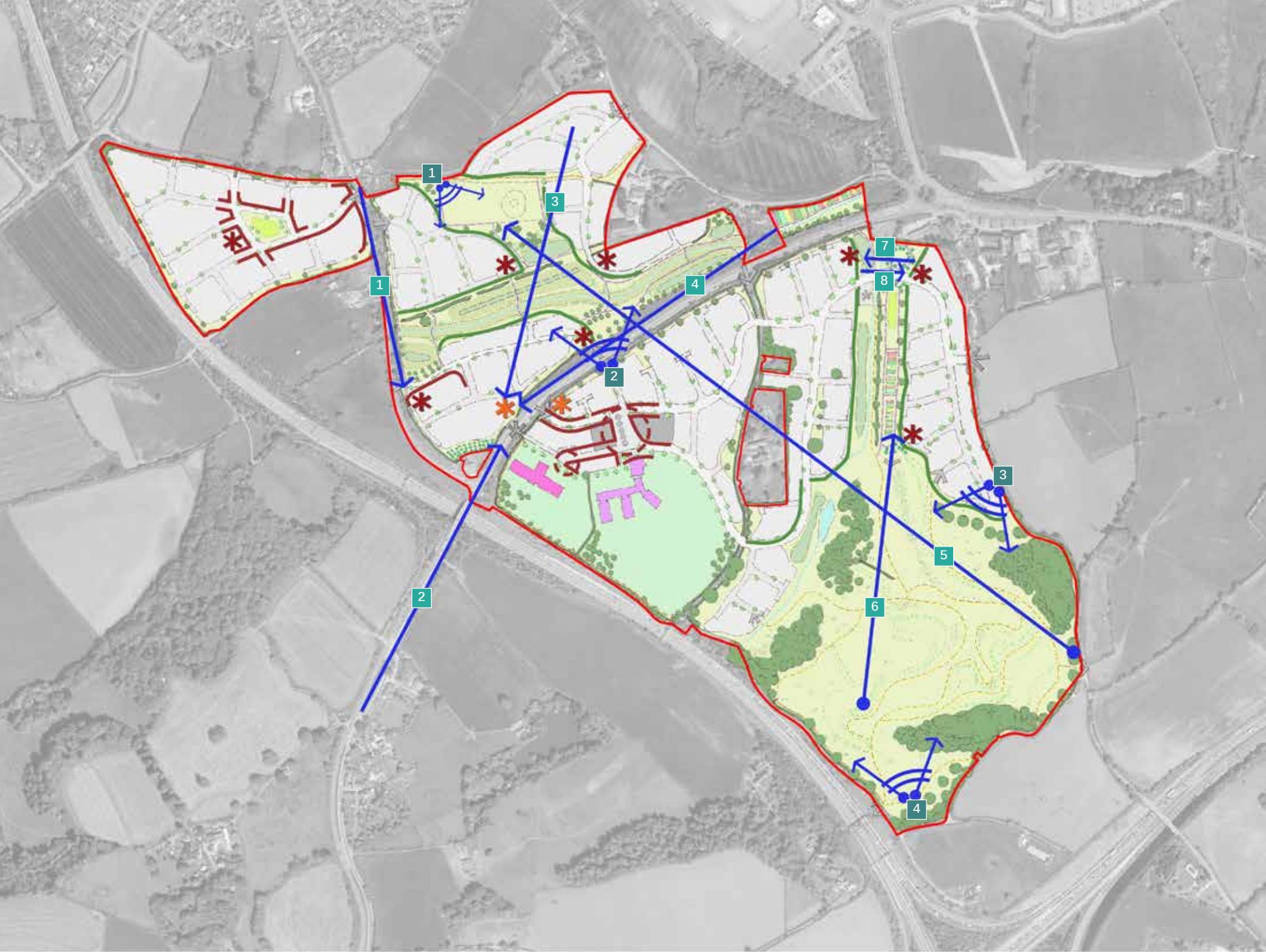
7 Twinned short views terminated by key
8 marker buildings that define the road entrance point to development either side of Matford Green open space.

Open Views

9.1.16. In addition to important views, a number of open views within the site have also been identified. They tend to be located within key open spaces on areas of higher ground; the retention of these views is highly valuable to ensure visual connectivity between the northern and southern parts of the site, wherever possible.

9.1.17. The following open views have been identified;

- 1 A broad view from the north west of the SM across the Matford Valley Park and up towards the Ridge Top Park and SANG, creating a strong visual link between the two green infrastructure elements of the site.
- 2 A cause for pause small viewing platform at high level on the A379 embankment that looks out across the Matford Valley Park and the hills beyond. This also marks the point at which strategic pedestrian and cycle movement routes turn into the development to meet the mixed use centre.
- 3 Elevated view from the development at the point of descent to the SANG pathway which provides a broad panoramic view of the entirety of the SANG Ridge Top Park, with open countryside in the distance.
- 4 Elevated panoramic view from the top of the SANG Ridge Top Park with broad views of the SANG, development and open views of Exeter in the distance, providing a strong visual relationship with the city.



- | | | | |
|--|--------------------|--|-----------------|
| | Green Edge | | Node |
| | Key Building | | Important Views |
| | Landmark Building | | Open Views |
| | Important Frontage | | |



CHARACTER AREAS

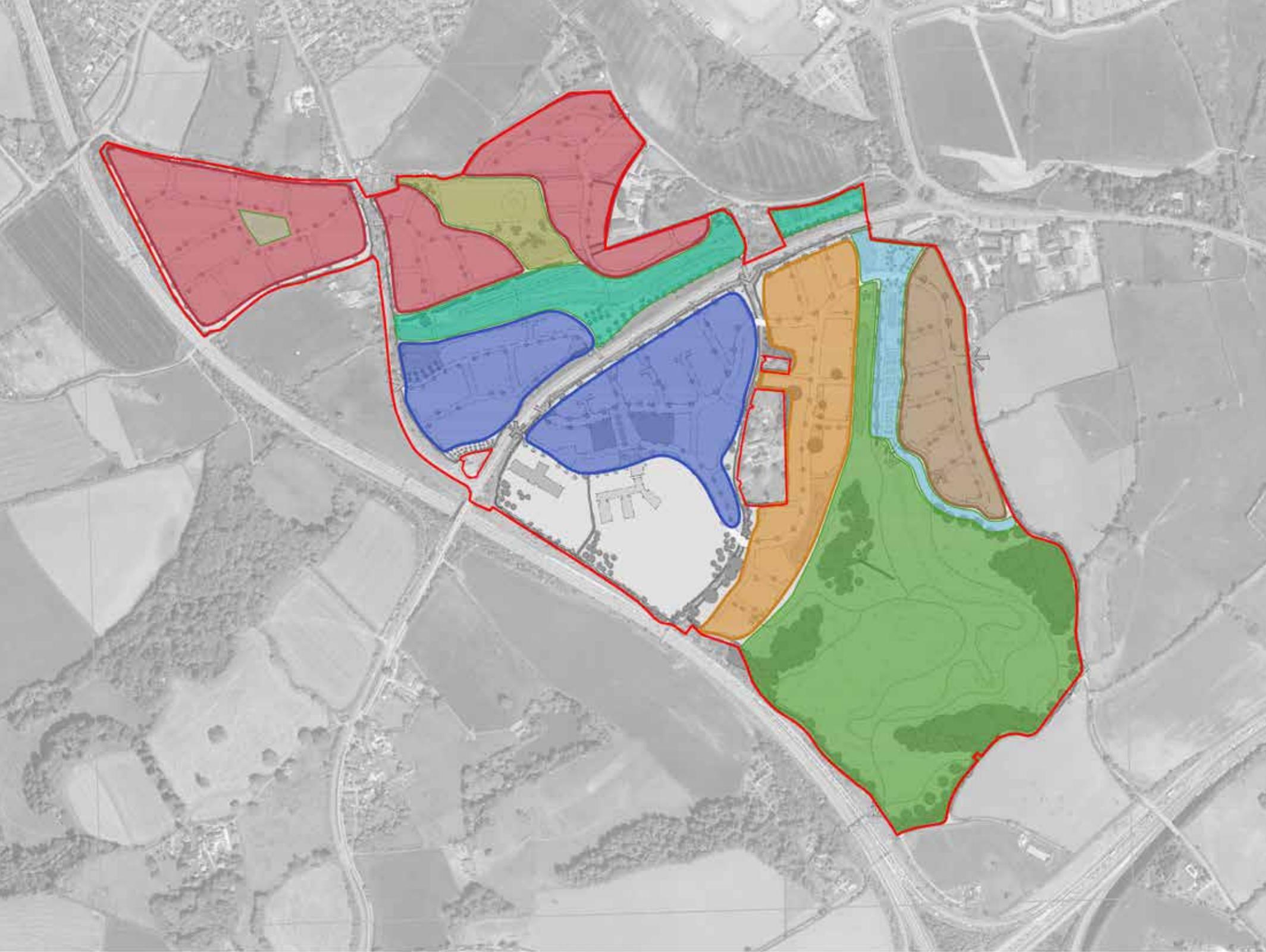
9.1.18. The development proposes five distinct character areas which seek to respond to existing site features, location and variations in density, scale and formality. The character areas location plan shows the boundaries of the five proposed character areas. They are;

- » Alphington Fields
- » Trood Gardens
- » Trood Valley
- » Matford Rise
- » Bridge Gateway

9.1.19. A number of key spaces that strongly contribute towards the character and distinctiveness of the development have also been identified. These spaces are;

- » Markham Green
- » Barrow Gardens
- » Matford Brook Valley Park
- » Matford Green
- » SANG Ridge Top Park

9.1.20. Identification of positive character elements in Exeter and surrounding settlements, identified in section 4.8 will also inform the character of the development.



Character Areas Plan

Character Areas

-  Alphington Fields
-  Trood Gardens
-  Trood Valley
-  Matford Rise

Key Green Spaces

-  Markham Green
-  Barrow Gardens
-  Matford Brook Valley Park
-  Matford Green
-  SANG Ridge Top Park

Density Strategy

9.1.21. A variety of densities are proposed across the development; this will also help to aid the creation of distinct character areas. These densities accord with site context, building heights and proposed land uses. A series of 'up to' densities are proposed to ensure that a significant variation in density can occur within development parcels, as appropriate.

9.1.22. Overall, development will predominantly be up to 40 dph (dwellings per hectare).

9.1.23. Lower densities (20 -28dph) are located around the Matford Valley Park where the topography is steep and development adjoins significant areas of open space. It should be noted that this excludes apartment development which will be located in these areas where appropriate, to aid the creation of a strong frontage to the A379 and to the potential bridge crossing.

9.1.24. Medium densities (up to 35 and 40dph) are proposed in the south and northern areas of the site respectively. This allows densities to vary in accordance with green space, site edges and the primary movement route.

9.1.25. Higher densities are proposed within the mixed use centre and around Trood Lane, responding to the location of the primary movement route and the aspiration to create an active and vibrant new community hub, with the weight of population being close to this area.

9.1.26. The plan opposite and accompanying table provide a more detailed overview of densities across the site that will inform the character of the proposed development.

PARCEL	AREA	LIKELY POSSIBLE DENSITY	UNITS
1	3.87 Ha	35 dph	135
2	0.67 Ha	32 dph	21
3	1.55 Ha	40 dph	62
4	1.74 Ha	37 dph	64
5	1.59 Ha	37 dph	59
6	1.33 Ha	35 dph	46
7	1.61 Ha	42 dph	68
8	3.51 Ha	45 dph	158
9	3.09 Ha	30 dph	92
10	0.75 Ha	25 dph	19

PARCEL	AREA	LIKELY POSSIBLE DENSITY	UNITS
11	0.98 Ha	30 dph	29
12	1.06 Ha	30 dph	32
13	0.58 Ha	37 dph	21
14	2.28 Ha	37 dph	84
15	2.92 Ha	40 dph	117
16	7.25 Ha	38 dph	276
17	0.87 Ha	45 dph	40
18	0.77 Ha	Local Centre	27
Total	36.42 Ha		1350



Density Strategy Plan



Land Use plan with parcel numbers



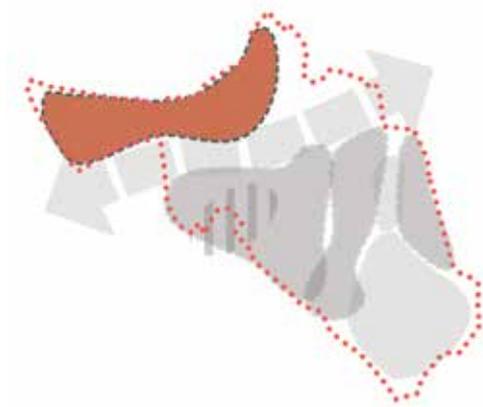
9.2. ALPHINGTON FIELDS

9.2.1. A leafy new neighbourhood based on garden city principles.

9.2.2 Set on the northern hillside, Alphington Fields will reflect a traditional approach overall, with cottages and semi detached properties fronting on to neighbourhood streets. At the interface of development and open space a more formal approach to the positioning of detached villas will be used to create a high quality frontage to the Matford Valley Park. The intimate western green space Markham Green, will be framed with terraces, creating a continuous frontage, interspersed with some cottages for variety. Materials will generally be brick and tiles, with some use of render.



View towards the southwest over Barrow Gardens, the parkland created around the Scheduled Monument



Character Area Location plan



View towards the southwest over the central green with the equipped area for play lying at its heart



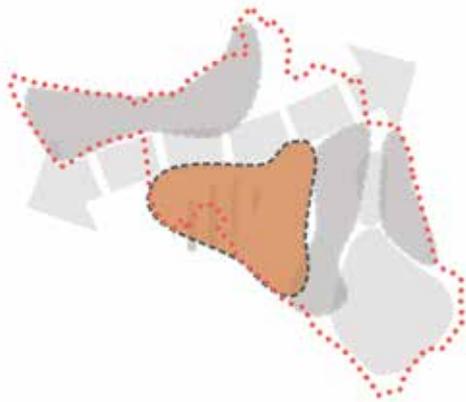
Indicative Images

9.3. TROOD GARDENS

9.3.1. **Trood Gardens character area is located at the heart of the development, set close to and around the mixed use centre and education hub.**

9.3.2. It incorporates a more formal arrangement that will accommodate the weight of population, with use of higher densities and increased storey heights. The two parts of this character area are linked via the new foot and cycle bridge with important frontages and spaces marked by a series of key and landmark buildings. The character area will present innovative solutions to frontage conditions where it interfaces with the A379, and provide for a formal frontage

arrangement to enclose and shape the community square and local centre. This formal arrangement will lend itself to a more repetitive use of architectural details that could include gables to create rhythm along the streetscene. Materials could include a predominant use of brick with the use of slate and some elements of render for key buildings. Tree planting within the boulevard and the avenue will soften the more urban nature of this character area.



Character Area Location plan



View of a typical street within Trood Gardens, showing the emphasis on creating pedestrian-friendly places



View southwards across the Matford Valley Park towards Trood Gardens, with the new pedestrian bridge in the distance



Indicative Images

9.4. TROOD VALLEY

9.4.1. **An attractive green character area situated on a long piece of land to the east of Trood Lane and sloping down to the valley floor.**

9.4.2. Taking its design cues from the rendered properties and their generally traditional arrangements on the hillsides within the Devon villages of Chudleigh, Bishopsteignton and Ashburton, Trood Valley will provide an informal arrangement of properties with a traditional style. The character area will benefit from the existing mature vegetation associated with Trood Lane; this will be enhanced with additional planting and by the location of Ridge Top Park and Matford Green Park. A more formal approach may be appropriate along the avenue as it passes through the character area.



Character Area Location plan



Indicative Image



View within Trood Valley, showing the retention of existing large trees within an informal setting, with distant panorama up towards the highest parts of Ridge Top Park

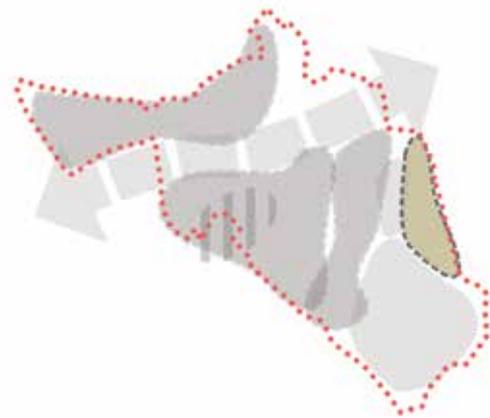


Indicative Images

9.5. MATFORD RISE

9.5.1 Sitting on the top of the hillside, the topography of this area will have a strong influence on the overall character which will reflect a distinctly Devon style, utilising render and gables as predominant design elements in the character area.

9.5.2 This hillside hamlet aims to reflect a new Devon vernacular with an architectural details/ materials palette that includes render and gables. It will benefit from long distance views across new green spaces and to the wider development and countryside; the layout will seek to ensure that glimpsed views from streets are created to benefit all residents. New planting will be situated on the edge of the development as the hillside descends to Matford Green, helping to soften the appearance of the built form that sits on the hillside.



Character Area Location plan



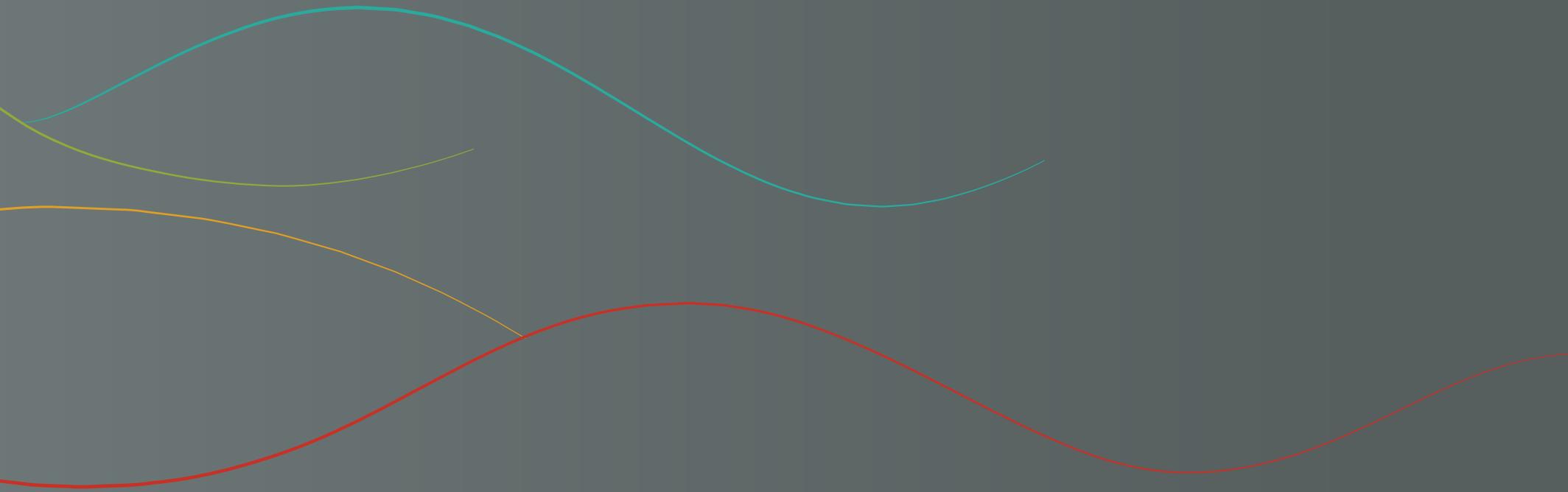
Indicative Image



View to the southeast up towards Matford Rise from across the northern tip of Ridge Top Park



Indicative Images



CHAPTER 10:
SUMMARY

10.1. SUMMARY

^{10.1.1.} This Design and Access Statement has set out a clear explanation of the design process and comprehensive consultation with the Local Planning Authority, stakeholders and the community. A summary of how the main vision objectives will be met is set out here.



DISTINCTLY DEVON

10.1.2. Matford Barton will form an attractive and distinctive landmark development for Exeter and Devon. The DAS has set out an analysis of the site and surrounding area; identifying important site features and positive elements of the existing built form that contribute towards a distinctive Devon character. This has enabled the creation of a site specific development with a strong sense of place, with topography, important views and a strong multi-functional green infrastructure network forming key structuring elements of the masterplan.

10.1.3. The proposed character areas set out in section nine present a series of illustrative visuals to show how a distinctive Devon character could be achieved with regard to the urban and built form, including architectural materials and details. This has been guided by the existing character analysis set out in section four.

DEVELOPING COMMUNITY

10.1.4. A new mixed used centre forms the heart of the Matford Barton proposals. It will provide a vibrant, active and attractive community hub that includes retail, health and community uses. The mixed use centre will be integrated with primary and secondary education facilities, forming a hillside landmark that marks the creation of an inclusive and cohesive new community. Key area plans and illustrative visuals for this area are set out in section seven.

10.1.5. A new pedestrian and cycle bridge across the A379 is a key element of the proposals, enabling safe crossing and easy access to the mixed use centre for development north of the A379. Consequently, pedestrian and cycle desire lines to the bridge have been an important consideration for the masterplan, with the creation and identification of strategic links that enable direct and safe routes to the bridge.

10.1.6. The masterplan also seeks to ensure integration with the other sites within the SWE 1 allocation with regard to the location of key facilities, open space and access and movement connections.

DYNAMIC PLACE, DYNAMIC SPACE

10.1.7. The development at Matford Barton will be a place where people aspire to live; shaped by the provision of key facilities, landmark spaces and plentiful sustainable transport connections. The proposals will deliver a number of significant areas of open space including the Matford Valley Park and the Ridge Top Park (SANG) which vary in character and function. These spaces form part of a multi-functional and connected green infrastructure that aids relaxation, recreation and habitat creation. The green infrastructure strategy and illustrative designs for key spaces are set out in sections 8.4 and 7.3 – 7.5 respectively.

10.1.8. The proposals will form a distinctive new gateway to Exeter, shaped by high quality architecture and landscaping. A corridor study of the A379 is set out in section 7.1.

DELIVERING HEALTHY LIFESTYLES

10.1.9. Delivering healthy lifestyles is a key aim of the masterplan, promoted through the provision of large scale spaces on the doorstep that aid physical activity, play, relaxation and food growth. The provision of a significant quantity of open space also ensures that dwellings have views to green space wherever possible, aiding mental well-being.

10.1.10. The new Ridge Top Park will be an important asset of the proposals, providing over 4km of footpaths set within a semi-natural setting, bringing significant benefit to both the new and existing community.

10.1.11. The Matford Barton proposals provide for maximum connectivity within the site, central Exeter and surrounding areas, including sites that form the SWE 1 allocation. Opportunities to promote sustainable forms of transport, in particular on foot or by bike have been explored by the proposals, with existing links retained and enhanced in addition to new routes being provided. A low speed environment for vehicles will be created, with foot and cycle routes being provided within the street and green infrastructure network. The strategy for movement via foot, bus and bike is presented in section 8.1.



10.1.12. The parameters and supporting strategy and key area plans demonstrate how the vision set out at the start of the DAS can be delivered, in addition to the policies contained within the South West Exeter Development Framework.

10.1.13. The table set out within section 6.2 details how the development delivers the policies set out within the Development Framework. This should be read in conjunction with additional documents submitted as part of the outline planning application.

10.1.14. The DAS has included;

- » The establishment of a vision and vision objectives
- » Presentation of the masterplan cascade and parameter plans for which outline planning permission will be sought.
- » A comprehensive assessment of the site and its context to identify important site features and existing design elements which are influential in shaping the character of Exeter and surrounding settlements.
- » Production of a concept plan which seeks to deliver the vision, respond to assessment work and feedback from the local community, Local Planning Authority and stakeholders.
- » Development of clear strategies and key area plans which establish a framework for detailed design proposals going forward.

10.1.15. In conjunction with the parameter plans a number of strategy plans may be identified as forming part of the Planning Application for the site by the Local Planning Authority. These strategy plans are presented opposite and include;

- » Street Hierarchy
- » Foot, Bus and Bike
- » Legibility Framework
- » Play Strategy
- » Cut and Fill
- » Residential Phasing

PARAMETER PLANS



STRATEGY PLANS

