

Figure 1.0 Indicative site context plan for use at the EDNC Design workshop.

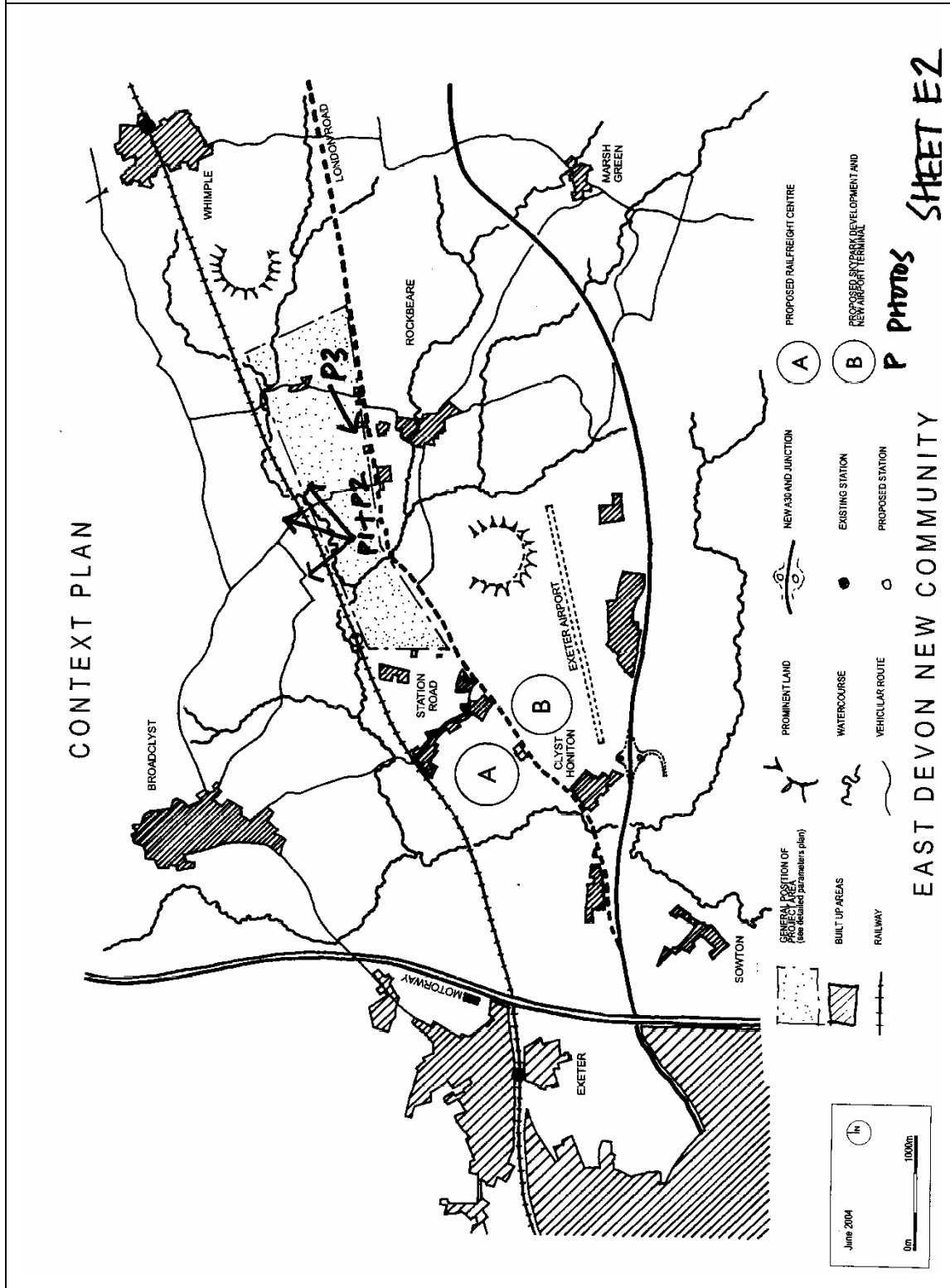
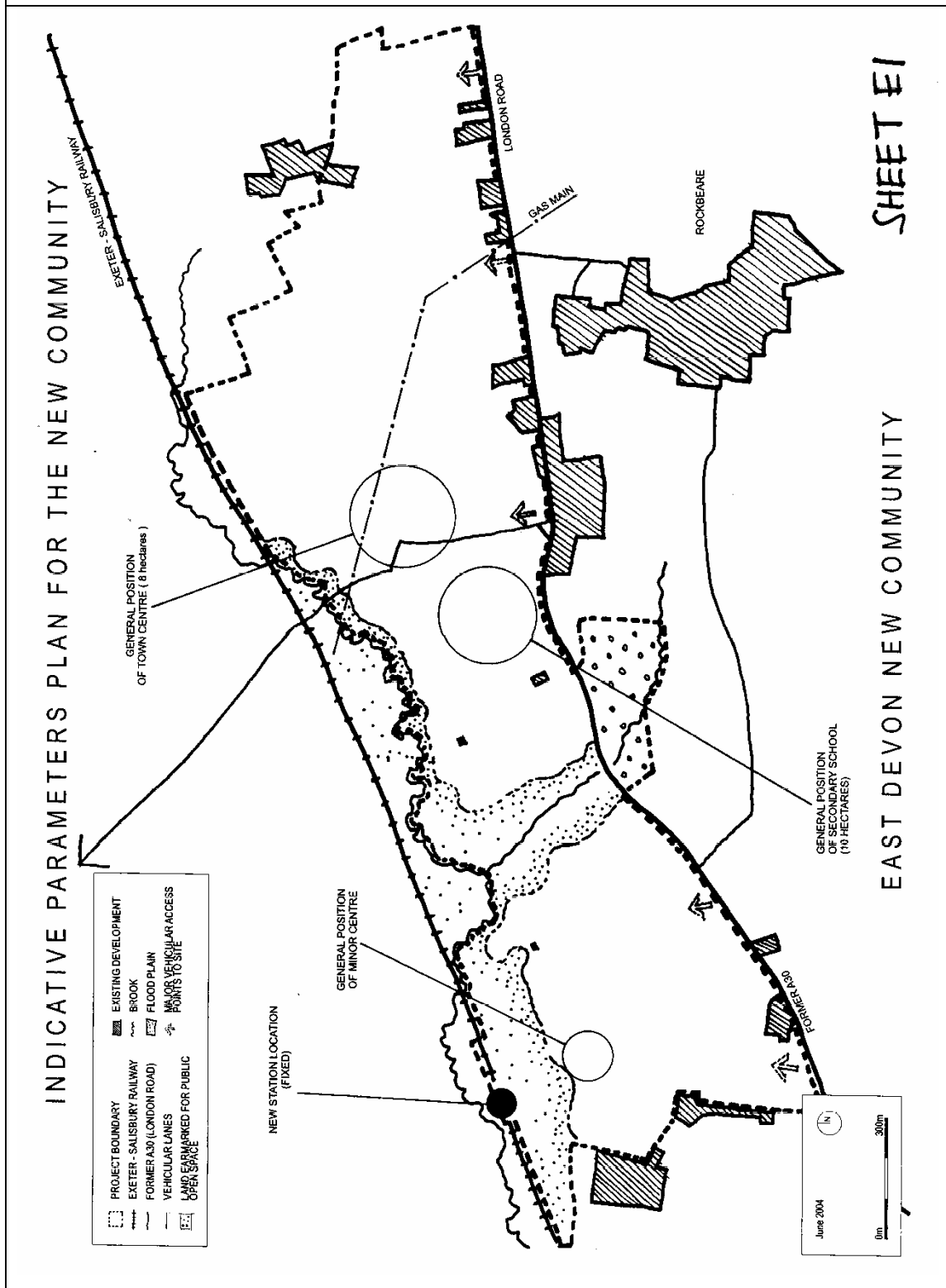


Figure 2.0 Indicative parameters plan for use at the EDNC Design workshop.



Tables 6.0 to 9.0 also illustrate the implications of the S.W.O.B. analysis in terms of suggested actions that would need to be taken in order to build on the area's identified strengths and opportunities whilst also addressing its perceived weaknesses and barriers. The facilitators present the implications here as a means of alerting the interested parties to potential design actions that will need to be considered and decided on in more detail during the design and development process. A number of the suggested points are illustrated further by the participants in sub-section 3.2 regarding proposed links and movement, and high activity area specifications.

Normal text on tables 6.0 to 9.0 highlights the items from the S.W.O.B. analysis, text in italics highlights the potential actions identified as an alerting mechanism.

Table 6.0 Identified Strengths & the implications of building on the Strengths.
S1. Topography – allows vistas to and from the settlement to be framed – <i>identify specific views for retention and for use as vistas.</i>
S2. Existing trees and hedgerows – incorporate as appropriate in future designs. Potential to use some existing trees, field and hedge patterns to provide site layout structure. Creates historical context and legibility, helps stabilise microclimate and soil erosion. Provides habitat and enhances environmental quality. <i>Carry out an audit of ecological and landscape value and develop a landscape strategy.</i>
S3. Linear form of the settlement and clearly defined boundaries contained by existing features – enables good links within the site to transport corridors stops overspill and psychologically defines the new settlement.
S4. Flood plain and streams – water features and resources can provide amenity as parks and green fingers and add to biodiversity and wildlife. <i>Flooding profiles and ecological value audits will be required to identify suitable locations for amenity use and the ascertain wildlife value and management requirements.</i>
S5. Flattish site but also undulating – use the topography to add to the character and orientation of the settlement. Promote walking and cycling.
S6. Railway line and trunk road – provide connections and sustainable forms of transport.
S7. Proximity to Airport and employment areas- reduces need for long-distance car travel and enhances economic vitality
S8. Existing country lanes –adds character and wildlife habitat (<i>in verges & hedges</i>).
S9. Historical features – retain as they add identity and character. <i>Carry out an audit of historical and archaeological features to aid in identification of retention methods and locations.</i>
S10. Provision of new services – education and health – wider area will be able to access new facilities.

Table 7.0 Identified weaknesses and the implications of addressing the weaknesses.
W1. Water table and flooding – beware of the severity of serious flooding off and on site – <i>carry out an in depth flood analysis and design flood alleviation measures and management as needed.</i>
W2. Poor road infrastructure to the north – Improve pedestrian and cycle links. <i>Identify potential north- south connections and routes</i>
W3. Existing hedges and buildings limit road widths – <i>carry out an audit of existing site features</i> and prioritise the pros and cons of losing <i>certain</i> barriers.
W4. Loss of green-field land – keep “green-field character. <i>Carry out an audit of ecological and landscape value and develop a landscape strategy to identify those elements of the green character that might be retained/maintained.</i>
W5. Level crossing danger – match safety to need.
W6. Single track line – may not have sufficient capacity. <i>Undertake travel assessment and establish likely rail patronage within available capacity.</i>
W7. Lack of young trees – carry out new planting. <i>Carry out an audit of ecological and landscape value and develop a landscape strategy to location for new tree planting with in the new development.</i>
W8. Shape of the site – careful consideration of transport and general structure.
W9. Noise from the Airport. <i>Carry out a noise audit and identify noise mitigation measures to be incorporated in later design.</i>
W10. Views in to the area could be unpleasant. – <i>Identify specific view points requiring mitigating actions & possible use to inform a landscapestrategy .</i>
W11. Changes to tree cover – adding or removing tree cover will affect the water table – cost and management implication.
W12. Wildlife – residents may not like all aspects associated with wildlife e.g. waste -foxes & rats.
W13. Impact on neighbouring communities – noise, increased traffic, pollution.
W14. Noise from railway - <i>carry out a noise audit and identify noise mitigation measures to be incorporated in later design.</i>
W15. No existing built form references.
W16. Power lines.

Table 8.0 Identified opportunities and the implications of developing the opportunities.
O1. Historical features e.g. Roman road and Blue Hayes Farm – add character, possible tourist features.
O2. Surrounding views – give beauty and connect the site to its surroundings. <i>Identify specific views for retention and for use as vistas.</i>
O3. Rail connection – brings in money.
O4. Country lanes – add character; provide traffic calming and routes for walking and cycling.
O5. Wildlife – country park may enhance environmental tourism and education.
O6. Streams/water – potential to increase diversity of habitat – increased attractiveness.
O7. Potential to increase economic regeneration – put better systems in place.

Table 9.0 Identified barriers and the implications of addressing the barriers.
B1. Potential conflict of desires & needs of existing and new residents. Potential conflicts of interests between different groups in new population and between developers and public. Community development trust to be set up to help create community involvement to make decisions as the community grows.
B2. Railway – lack of policy and funding – viability and deliverability of the rail station questioned.
B3. Country Lanes – long term maintenance & the needs for wider carriageways. Impacts on Southbrook, Crannaforde and Station Road.
B4. Trees – siting of existing trees & hedgerows.
B5. Historical features – siting of features – Blue Hayes Farm.
B6. Wildlife – new development and process of development may adversely affect wildlife.
B7. Water – scale of flooding and catchment area.
B8. Industry – existing movements of goods traffic and existing businesses.
B9. Airport –the new community adversely impacts on (<i>possible</i>) airport expansion.
B10. Provision of adequate sewage and refuse disposal.
B11. Bridge on Southbrook Lane
B12. National trust land to the North of the Railway.

Analysis of the participant's S.W.O.B sheets shows a high level of agreement on most issues contained in the S.W.O.B analysis with three main themes developing. These themes can be summarised under the headings listed below as potential actions that would address the major points raised through the S.W.O.B analysis.

1. Carry out an **audit of the existing landscape** in order to identify;
 - a. features for retention;
 - b. potential open space locations;
 - c. Identify existing ecological features, quality and value.
2. Produce a **visual impact, identity & legibility analysis** in order to identify;
 - a. existing views for retention;
 - b. existing site features for retention;
 - c. specific focal points, features and potential vistas in any new movement system;

3. ***Produce a flood alleviation plan*** addressing volume and frequency of flooding in relation to the location and provision of amenities, wildlife habitat provision and building positions.

3.2 EDNC Development proposals.

To address some of the issues raised by the S.W.O.B. analysis and the earlier design principles the participants were asked to work on four key factors – calibrating links and movement, identifying the location of activity levels, specifying the make up a good high activity area and indicating the character of the high activity area.

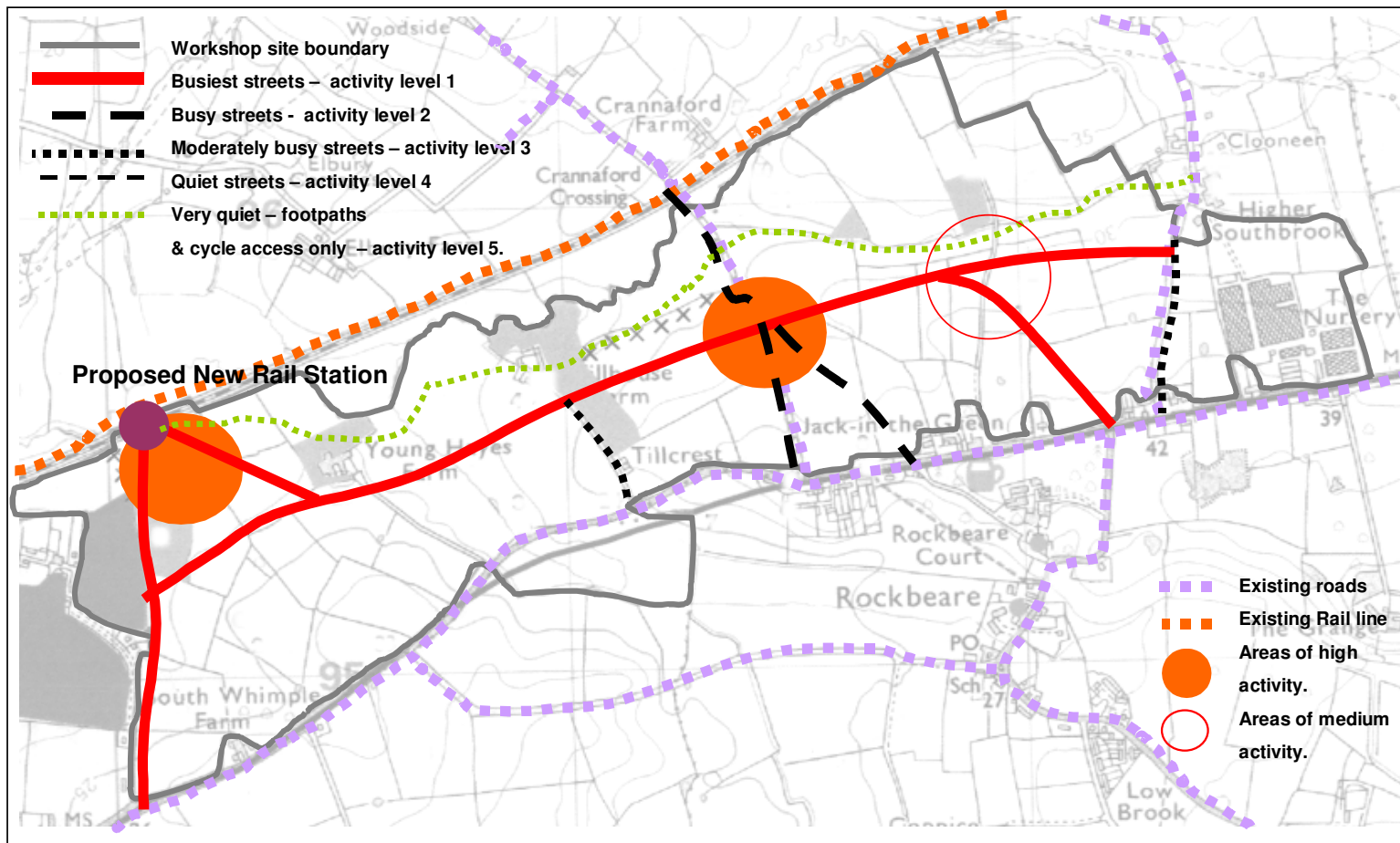
Each group was asked to:

- i. devise a movement network that would ensure the area was connected to its surroundings and that allowed easy movement within the EDNC development site, calibrating routes from busy (5) to quiet (1);
- ii. Identify the general locations of high and medium activity areas (based on indicative information provided in figure2.0);
- iii. indicate the possible make up of a generic high activity area.
- iv. Indicate the physical character of differing parts of the high activity area.

These tasks were undertaken at a strategic level aimed at producing general proposals rather than detail layout positioning and route type definition. The issues of movement distribution were produced using site plan overlays. The following section summarises the proposals made by the four groups.

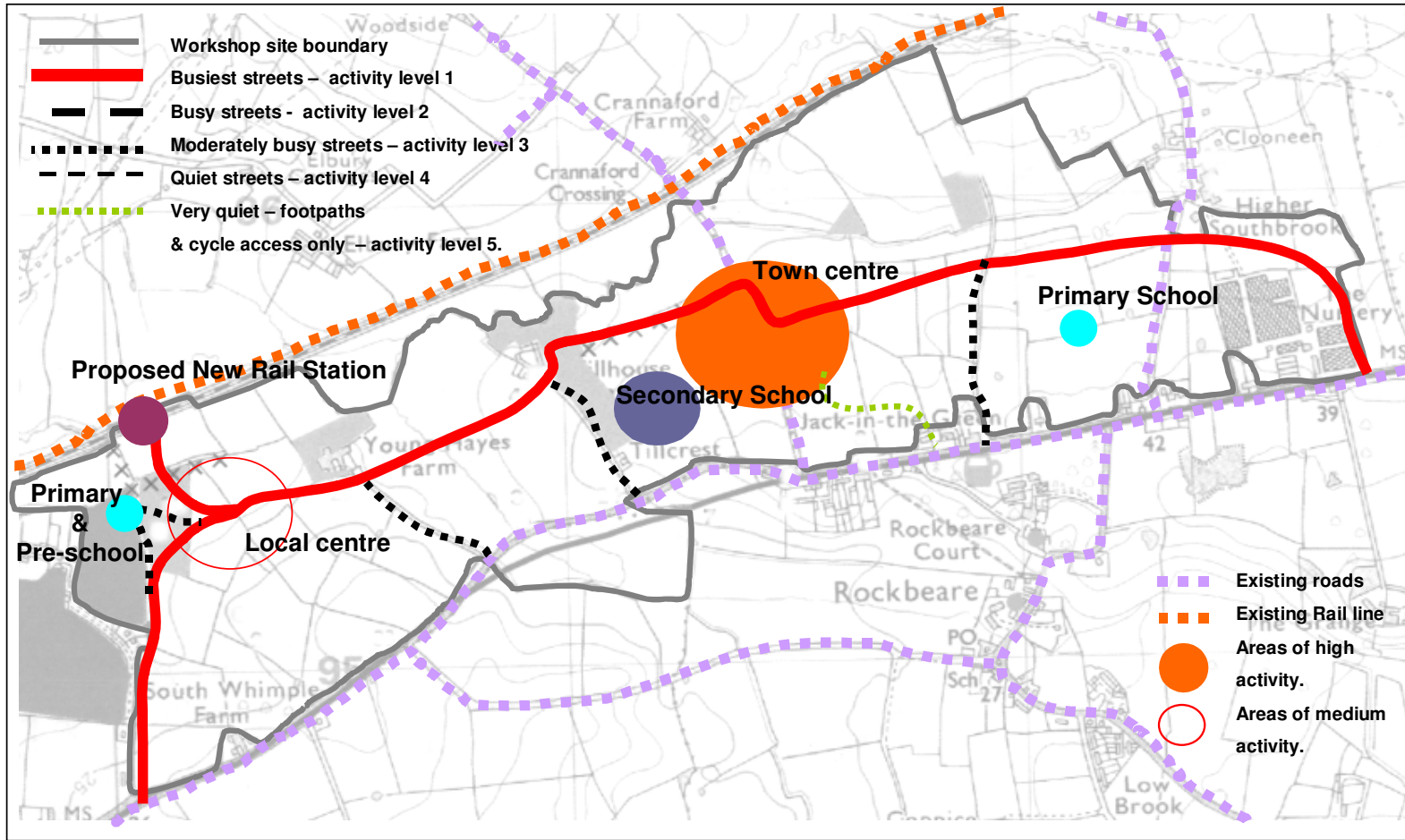
3.2.1 Calibrating links and movement.

In regard to links and movement figures 2.0 to 6.0 present the group's movement proposals and indications of areas of high activity (see section 3.2.2).



Not to Scale

**Figure 3.0 Group A
Movement & Links proposals.**



Not to Scale

**Figure 4.0 Group B
Movement & Links proposals.**

Each group was asked to indicate the potential movement patterns into and within the workshop site area and to calibrate each proposed route from 1 (busiest) to 5 (quietest). The plans figures 3.0 to 6.0 represent variations on a number of common themes. Two design qualities developed from Day 1 were used to direct the movement system layouts

- accessibility and
- connectivity;

The main common features are:

- The primary route entering the site at the southeast corner, forming a spine through the centre of the area and exiting at the southwest corner - linking the heart of the site with the old A30 at two points.
- Secondary streets linking the central area to the old A30 via the existing Crannaford Lane and Southbrook lane. Group C showed vehicle access via Crannaford Lane as being restricted.
- The potential railway station shown on the Indicative site parameters plan (figure 2.0) is linked directly to the central spine in most cases.
- Primary movement system shown as a deformed grid system of connected streets.
- The proposals of three groups incorporated a cycle path route running east-west across the northern boundary of the site with links to the proposed railway station.

3.2.2 Identifying areas of high activity.

Figures 3.0 to 6.0 also indicate were the group's felt that areas of high and medium activity would occur. They were asked to indicate the location of areas of high activity and medium in relation to:

- The urban design principles from day 1, that emerged from the Honiton analysis;
- the previous calibration of levels of links and movements;
- characteristics and distinctive features from the site analysis; and
- taking into account the overall consideration of reducing car dependency and the support of public transport.

Again figures 3.0 to 6.0 represent variations on common themes. The main common features are:

- Most plans indicated three areas of either “high”, or “medium high” activity. *These can be equated to the location of a “Town Centre” (as described by Group B) and local or neighbourhood centres.*
- All Groups located the area of highest activity close to the site’s centre on the junction of their proposed spine routes and Crannaford Lane.
- All groups identified local centres serving the eastern and western portions of the site area – most groups located the western area of medium adjacent to the proposed station.
- All high and medium activity areas were identified as being located on movement nodes - maximising their accessibility. Group D indicated the location of Bus stop in each high and medium activity area.

The basis for the identification of high activity areas was the level of connectivity and therefore accessibility provided by the underlying movement network¹.

3.2.3 Defining a high activity area – a town centre.

Each group was asked to produce an outline model for the design of a typical high activity area, such as a high street setting in a Town centre location. The resultant models are shown on figures 7.0 to 10.0 below.

¹ *High levels of connectivity and density provide a greater potential for the indicated development to support a range of local services within walking distance. Lower density, disconnected, layouts produce a greater level of car dependency. This means that when choosing locations the participants have to make decisions/assumptions in terms of ensuring that sufficient levels of person capacity can be achieved to support local services and public transport - within a 400metre walking distance of a dwelling. In this way location decisions are linked to density distribution and levels of connectivity and therefore to levels of activity. If a high activity area, supportive of public transport and local facilities, is desired it will need to be on a well-connected primary route with adequate supporting population densities within easy walking distance.*