

# Yelland Quay Regeneration Project

Yelland, North Devon

**Building for Life Assessment & Design Code**

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T H E   W A T E R F R O N T

Y E L L A N D   Q U A Y

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# Yelland Quay

Building for Life Assessment

Updated March 2021

## Client

Yelland Quay Ltd

## Architect

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## Application Description

*Hybrid planning application: (A) full application for the access, scale & layout of site including raising of the ground levels, site access works & highway infrastructure to site, together with purpose-built bat building. (B) outline application for 250 dwellings (Use Class C3(a)), Space of up to 3000sqm employment (Use Class E(g)(i) and E(g)(ii) was Use Class B1). Retail Space of up to 250sqm gross floorspace (Use Class E(a) was Use Class A1); Space for the Sale of food and drink of up to 2000sqm Gross floorspace (Use Class E(b) Was Use Class A3); Service and Community Space of up to 500sqm Gross floorspace (Use Class E(d) E(e), E(f) and F1(a), F1(b), F1€ and F2(b) was use Class D1 and D2); (C ) all the associated infrastructure including removal of any contamination, roads, footpaths, cycleway, drainage (including attenuation works), flood defence works, landscaping & appearance, public open space, utilities & vehicle parking & including demolition of buildings*

Revision	Date	Comments
X	30.03.21	Initial Issue
A	03.04.21	Updated following comments by Planning Policy
B	06.04.21	Final comments relating to cycle parking

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# Informing the Building for a Healthy Life Assessment

The proposal at Yelland Quay has been through two detailed sessions with the Design Review Panel. This rigorous cross examination process at times has ultimately benefited the final design proposal.

This Design Review process occurred part way through the planning process which is not the norm. It provided an opportunity to pause, reflect and reconsider the project in light of the comments raised in the sessions.

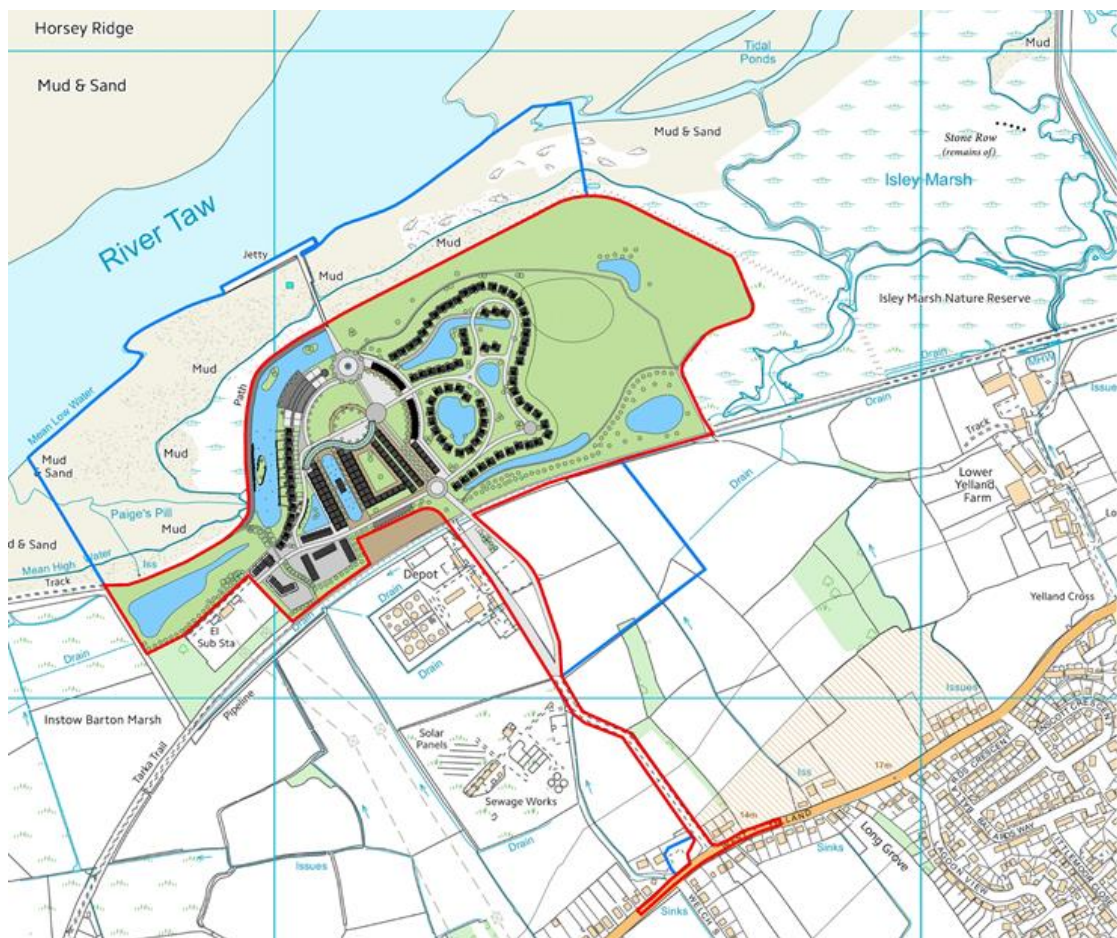


Figure 1- Jan 2019 submission

Whilst a formal Building for Life Assessment was not undertaken from the outset the matters raised in the assessment were all debated at length in these two sessions and months between with the Architect and Local Planning Authority. This formal Assessment has concluded this extensive process and most importantly has provided opportunity to see how far the design proposal has moved from the original site plan (fig 1.) to the plan currently being considered by the Local planning Authority. (fig 4.).

This reflection process started with reviewing the constraints and opportunities of the site.

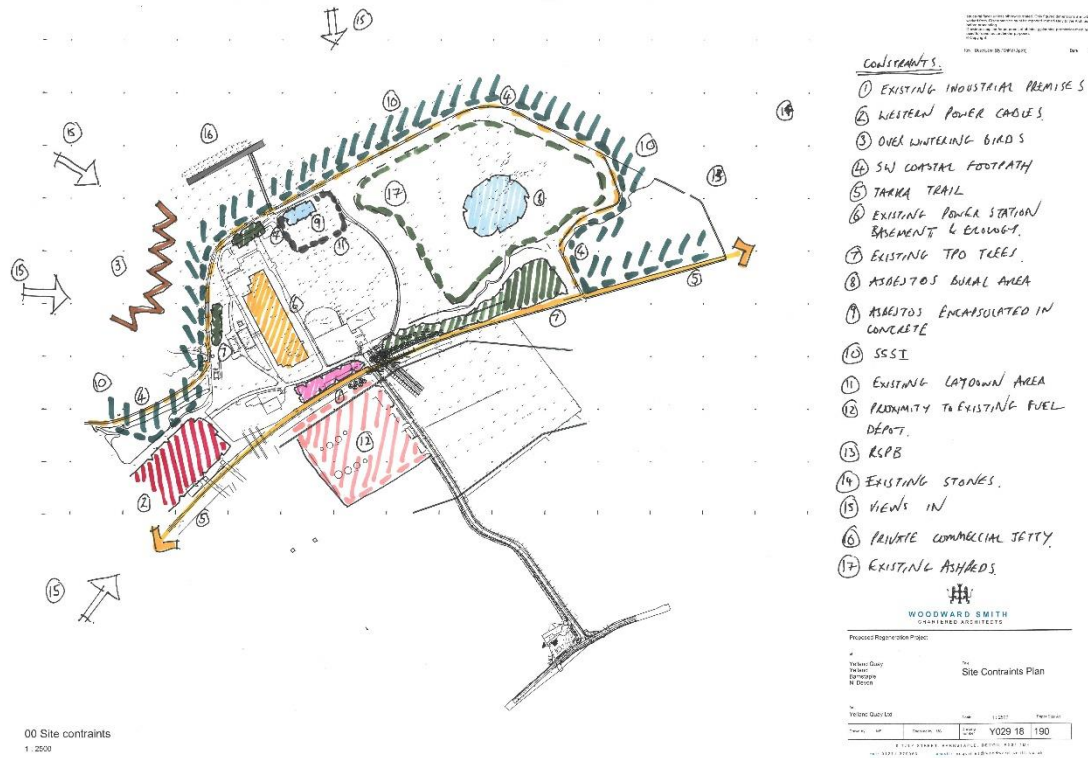


Figure 2- Site Constraints Plan

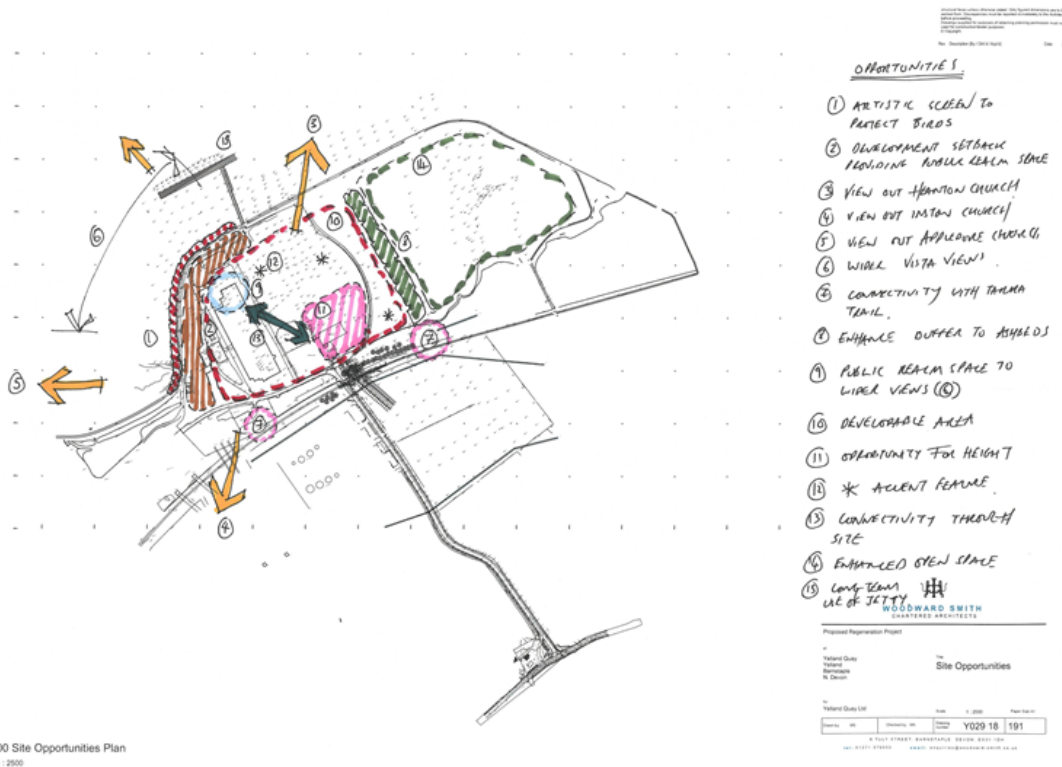





Figure 3- Site Opportunities Plan

The supporting Statement provides a more detailed assessment of the design evolution prior, between and after the two Design Review Process Reviews. The formal Building for a Healthy Site Assessment


## Building for a Healthy Life Assessment

	Considerations	Evidence	Score
<b>Integrated Neighbourhoods</b>	<b>Natural Connections</b>	<p>Through the independent Design Review sessions one of the high-level key considerations was the assimilation of the natural and built development form.</p> <p>This was further reinforced by the by views of the Panel that connection to the wider natural landscape could be achieved by creating viewpoints from the development out to key viewpoints.</p> <p>The proposal provides connectivity through the development with further opportunities to link non-public green spaces. The development is permeated with green spaces and boardwalks that provide enhancements for habitats.</p> 	
	<b>Walking, cycling and Public transport</b>	<p>The proposal provides shared spaces with home zone areas, with key car parking areas away from the homes to provide a pedestrian first design approach.</p> <p>The Tarka Trail bounds the site with easy access to Barnstaple and Bideford.</p>  <p>There is a dedicated cycle way footpath to the development from the B3233 to the new bus stop provision on the junction of the site with the B3233.</p>	



		<p>The B3233 has one of the best bus services in the area with a high-quality service with buses every 10-15 mins.</p> <p>The proposal at Yelland Quay has a new bus stop at the end of the junction with the B3233 proposed as part of the development works. There are also fantastic links to the Tarka Trail for cycling and walking.</p> <p>The provision of electric charging points for vehicles will be provided to all dwellings. Communal electric charging areas will be aspired to.</p> <p>Provision for a minimum of 2 cycles spaces will also be provided for all dwellings. Again, areas for cycle hire and communal cycle racks in public spaces will also be incorporated into the final design proposals.</p>	
<p><b>Facilities and Services</b></p>	<p><b>and</b></p>	<p>Through the Design Review Process, it was clear that a mixed-use scheme creating a new destination was the most appropriate response to the site.</p> <p>The proposal seeks to provide a series of mixed-use spaces providing new social hubs within the development. These hubs will provide retail, restaurant, and community opportunities.</p>  <p>Several public squares and Piazzas will be created to offer further public and private event spaces and services linked to the development.</p>	



			
	<p><b>Homes for Everyone</b></p>	<p>The proposal will seek to provide 2–5-bedroom homes to meet the HEDNA mix in the North Devon Local Plan 2011-2031.</p> <p>Due to the Viability Assessment, there will be no provision of affordable housing on the site.</p> <p>The homes provided on site will be adaptable providing opportunity for longevity.</p> <p>All apartments will have the provision of open space for relaxation and clothes drying.</p>	
<p><b>Distinctive Places</b></p>	<p><b>Making the most of what's there</b></p>	<p>The site is unique and as such the development and architecture has formed from the site.</p>  <p>In conjunction with working with the Design Review Panel the site has evolved to focus out to the Estuary with the culmination of the experience at Yelland Quay being the Jetty.</p> <p>There are distinctive zones of development providing opportunities for views in and out of the site.</p> <p>Further opportunities around biodiversity have been provided with the inclusion of heron platforms, a new lagoon and dedicated new bat building.</p>	
	<p><b>A memorable character</b></p>	<p>The proposal has been considered by the Design Review Panel and numerous hand sketch ideas have evolved from the initial iteration.</p> <p>The original concept was reviewing coastal villages in the locality and wider and understanding the rational</p>	

for how they generated and how they evolved. Taking on board this natural evolution how could this be interpreted in the C.21 with the added uniqueness of the site and working commercial jetty.





The areas of focus were the forming a nucleated settlement with attention to street geometry, key buildings, public spaces, and the opportunity to create a unique modern estuary development.



Historic village architecture traditionally had public focal points, the church, the inn, the square and the village shop with smaller development form around these spaces, towards the periphery of the village the larger homes could be found.





The proposal seeks to pay homage to the former use of the site as a Coal Fired Power Station but virtue of a building and public space build part of the footprint.

This monolithic aspirational structure seeks to provide a focal point both within the development with ground floor mixed use spaces and a sunken public square providing opportunity for interaction.

		 <p>This philosophy has driven the design proposals at Yelland Quay together with amalgamating the natural connections based on the site location and the culmination of the experience at Yelland Quay of the monolithic jetty to the north.</p> <p><b>Further details of the site plan evolution can be found in the Supporting Statement.</b></p>	
	<p><b>Well defined Streets and Spaces</b></p>	<p>The proposal has been developed based on primary, secondary, and tertiary network. This was a key desire of focussing on the streets that were vehicular, mixed street spaces and pedestrian. These streets also extended to how one arrives at the site from the south, east and west.</p>  <p>This network promotes active frontages with building and streets providing opportunities for key views out to local churches in the area.</p> <p>Through the Design Review Process, it was also considered that perhaps some of the streets should be hidden and only none to those who lived there. This would naturally create private and public spaces as visitors would be less likely to venture off the primary and secondary network as they moved around the development.</p> <p><b>Further details of the site plan evolution can be found in the Supporting Statement.</b></p>	
	<p><b>Easy to find your way around</b></p>	<p>The key buildings to the proposal provide the opportunity to navigate through the development at Yelland Quay.</p> <p>As indicated above framed views to vistas provide the opportunity for views in from the site with church spires</p>	

		<p>being the visual framework when in the development site out to the wider landscape.</p> <p><b>Further details of the site plan evolution can be found in the Supporting Statement.</b></p>	
<p><b>Healthy Streets</b></p>	<p><b>Streets for all</b></p>	<p>The proposal provides shared spaces with home zone areas, with key car parking areas away from the homes to provide a pedestrian first design approach.</p> <p>There are several play spaces where public can sit, play and chat.</p> 	
	<p><b>Cycle and Car Parking</b></p>	<p>Cycle storage is provided for all accommodation.</p> <p>There are a range of parking solutions including the provision of a public car park, private car parking with garaging and areas of allocated car parking that is divorce from the accommodation allowing for the home zone area to be free from day-to-day traffic.</p>  <p>Example of hidden central car parking areas within development form.</p> <p>There will be limited street parking to encourage these spaces to be users by pedestrians and cyclists.</p>	



		<p>As discussed under <b>Walking, cycling and Public transport</b> opportunities for electric car charging will be provided. On other schemes in the area, we are also trialling battery cells in garaging which allow for electricity to be stored and used at night.</p>	
	<p><b>Green and Blue Infrastructure</b></p>	<p>This is where Yelland Quay excels.</p> <p>The proposal provides opportunity for enhancements to habitat with the creation of a new drainage lagoon, dedicated green space through the development and the creation of enhanced wildflower meadows.</p>  <p>The potential ability of the site to provide integration and enhancement to the coastal area, adjacent to the SSSI will be the ultimate success of the scheme. The masterplan seeks to provide this catalyst by the provisions indicated above.</p>	
	<p><b>Back of Pavement, front of home</b></p>	<p>The proposal seeks to provide active frontages that promote social interaction to the front garden spaces.</p> <p>High level balconies provide natural surveillance over public areas. Dedicated, hidden, bin areas will remove clutter from the front of the homes.</p> <p>Further interaction at front of home level will be achieved by the public squares where development fronts onto and also utilising the green infrastructure through the site.</p> 	

It will be important to undertake another Building for a Healthy Assessment prior to the submission of the first Reserved Matters application should his application be approved in order to review against the aspirations of the outline application and reinforce the key objectives derived at this time.



# Design Code

**Design codes are a distinct form of detailed design guidance. A design code is a set of written and graphic rules that establish with precision the two and three dimensional design elements of a particular development or area.**

A Design Code has been produced for Yelland Quay. This is following the sessions with the Design Review Panel over the Summer of 2019. The design code will focus on the following areas and parameters

- **Zones of Development**
- **Building types**
- **Public Realm**
- **Storey height**
- **Roofscape**
- **Street Character**
- **Parking Strategy**
- **Landmark / Vistas / Focal Point**
- **Building Materiality**
- **External Materiality / Landscaping / Play Space .**
- **External lighting**

The proposed Design Code will form part of the Planning Submission documentation. Drawing 206 outlines the above parameters in detail. The following pages summarise the findings in each area.

## Development Features

<p><b>Four Zones of Development</b></p>	<ul style="list-style-type: none"> <li>• Commercial Zones – providing destination areas for public and private assimilation.</li> <li>• Low Scale Residential – Detached dwellings set within green landscape providing the buffer to landscaped edge</li> <li>• High Scale Residential – The core of the Development proposals with feature bookend developments providing views in and out to key vantage points</li> <li>• Feature Residential – The new proposal forming part of the historic Basement footprint. Provides a key mixed use space with sunken piazza.</li> </ul>
<p><b>Building types</b></p>	<ul style="list-style-type: none"> <li>• Large, detached dwellings to development edge</li> <li>• Terrace dwellings and feature bookend Apartment block to development core</li> <li>• Low Level Commercial buildings screening westerly wind</li> </ul>
<p><b>Public Realm</b></p>	<ul style="list-style-type: none"> <li>• Open Piazza Spaces fronting Commercial zones providing opportunities for interaction</li> <li>• Green Space linkages through development utilising boardwalk, depressions and planting</li> <li>• Enhanced open space to east on former ash beds</li> </ul>
<p><b>Storey height</b></p>	<ul style="list-style-type: none"> <li>• Storey height ranges from 2 storey to Development edge up to 5 storeys within the core of the development. Commercial building scale is single Storey</li> </ul>
<p><b>Roofscape</b></p>	<ul style="list-style-type: none"> <li>• Use of either flat roof, mono-pitch or pitched roof typologies</li> <li>• A range of materials including Zinc, Copper, Sarnafil and Slate</li> </ul>
<p><b>Parking Strategy</b></p>	<ul style="list-style-type: none"> <li>• Low Scale Residential – Parking within existing curtilage</li> <li>• High Scale Residential – Parking within parking courts behind development and within GF of Apartment blocks.</li> </ul>
<p><b>Street Character</b></p>	<ul style="list-style-type: none"> <li>• Primary Street – Provide direct access to the Jetty utilising the integrated landscape as a key feature</li> <li>• Secondary Street - Utilising access to Residential Development forming the main 'streets'</li> <li>• Tertiary Street – Private streets to Low Scale Residential Zones</li> </ul>
<p><b>Landmark / Vistas / Focal Point</b></p>	<ul style="list-style-type: none"> <li>• Key Apartment blocks provide vistas into the site and moving through the site</li> </ul>

	<ul style="list-style-type: none"> <li>• Feature Building forming mixed use space to former Power Station basement will provide the homage to the former site use</li> </ul>
<b>Building Materiality</b>	<ul style="list-style-type: none"> <li>• Render</li> <li>• Stone</li> <li>• Timber / Composite Cladding</li> <li>• Glazed panel Systems</li> </ul>
<b>Lighting</b>	<ul style="list-style-type: none"> <li>• Low Level Bollard lighting throughout to maintain dark areas.</li> </ul>

# Masterplan



Figure 4- Site Masterplan

# Design Code Drawing

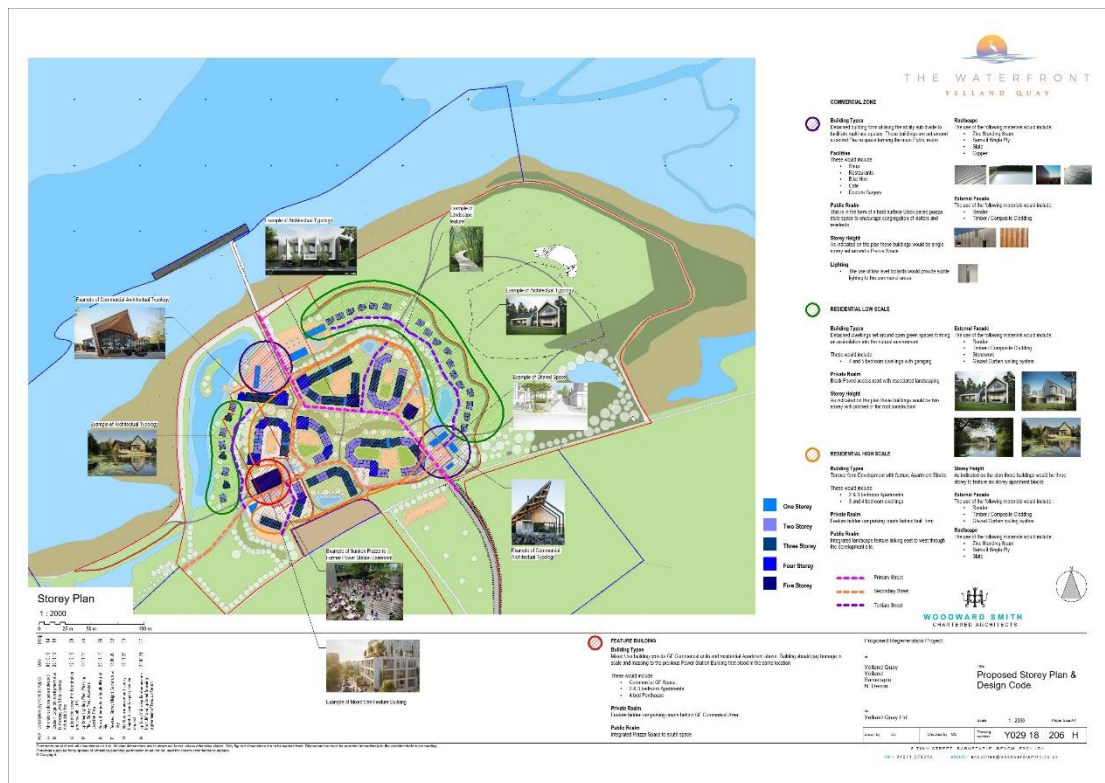


Figure 5 - Design Code Sheet