

DARTMOOR NATIONAL PARK AUTHORITY
DEVELOPMENT MANAGEMENT COMMITTEE

07 November 2014

APPLICATIONS FOR DETERMINATION BY THE COMMITTEE

Report of the Director of Planning

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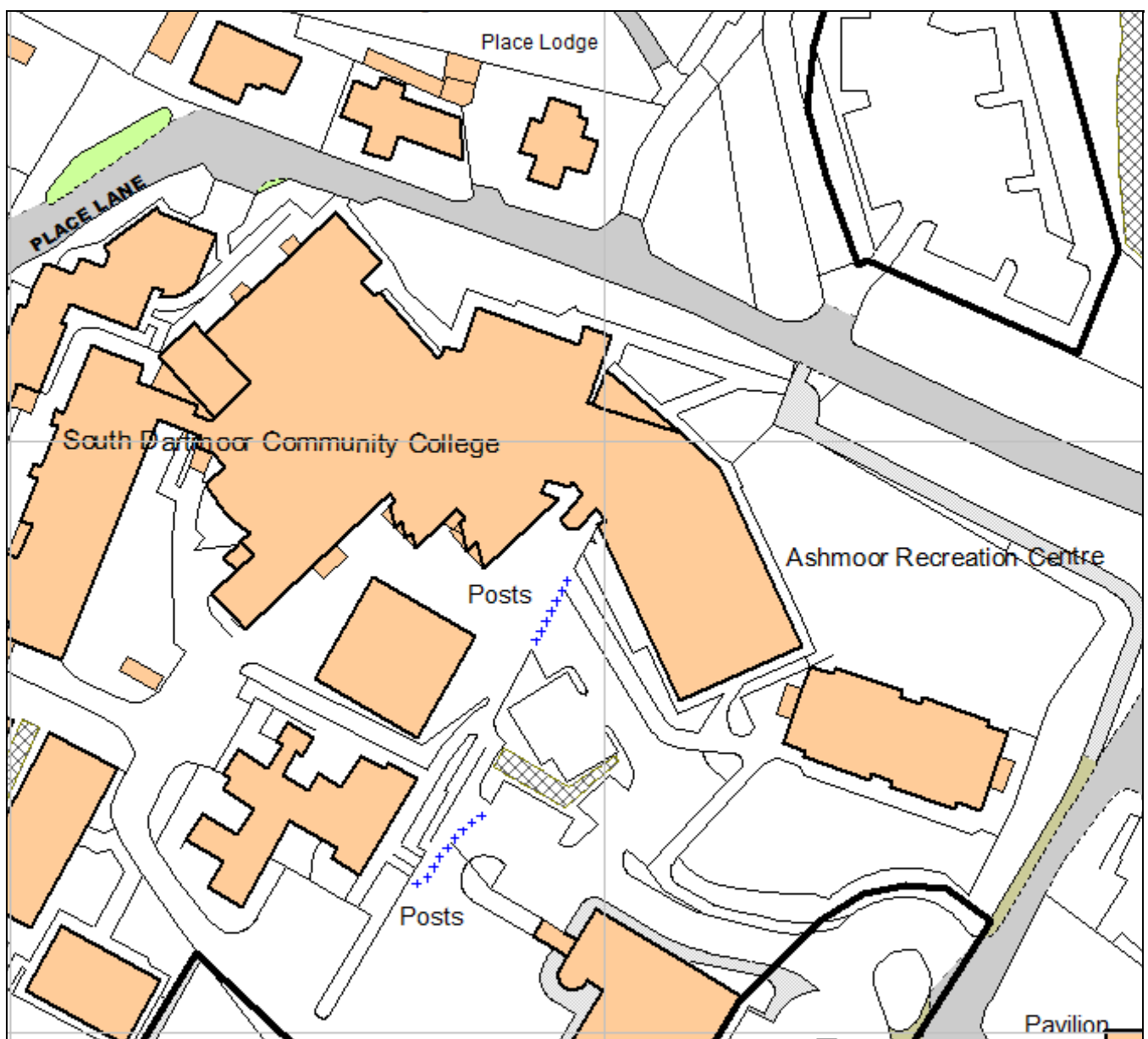
1. Application No: **0481/14**
Application Type: **Full Planning Permission**
Grid Ref: **SX763708**

District/Borough: **Teignbridge District**
Parish: **Ashburton**
Officer: **James Aven**

Proposal: **New two-storey school within the campus, designed for use by a maximum of 375 students between the ages of 13 and 19. New drop-off/pick-up arrangement for use by the new school and expansion of existing college car park**

Location: **South Dartmoor Community College, Balland Lane, Ashburton**

Applicant: **Mr H Bellamy**



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50m
Scale 1:1250 @ A4

Recommendation That, subject to the submission of a satisfactory planning obligation in respect of off-site parking/waiting restrictions, permission be GRANTED

Condition(s)

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. Unless otherwise agreed in writing by the Local Planning Authority, the development hereby permitted shall be implemented strictly in accordance with the recommendations and requirements of the Preliminary Ecological Appraisal Report dated July 2014.
3. Notwithstanding the details hereby approved, no development shall take place until an Arboricultural Method Statement detailing how the trees in area AMS1 are to be protected during and after the development has been submitted to and approved in writing by the Local Planning Authority.
4. Unless otherwise agreed in writing by the Local Planning Authority, the development hereby permitted shall be implemented strictly in accordance with the recommendations and requirements of the Arboricultural Impact Assessment Report ref. 04237 AIA RevA 15.10.14 and the Tree Protection Plan ref. 04237 TPP RevA 14.10.2014.
5. No development shall commence until a Method of Construction Statement has been submitted to and approved in writing by the Local Planning Authority. The Method Statement shall include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management).Thereafter, the development hereby approved shall take place strictly in accordance with the approved method statement, unless otherwise agreed in writing by the Local Planning Authority.
6. Scheme to be submitted for the prevention of dust and mud and waste disposal during construction.
7. No part of the development hereby approved shall be brought into use until the alterations to the accesses, parking facilities and bus turning area have been provided in complete accordance with the drawings hereby approved; thereafter the accesses, parking facilities and bus turning area shall be retained for those purposes at all times.
8. No site clearance, site preparation or construction work shall take place on site between 0800 and 1800 Monday to Friday and 0900 and 1300 on Saturdays, nor at any time on Sundays, Bank or Public Holidays, save for emergency works as notified to and agreed beforehand by the Local Planning Authority in writing. For clarification, this does not restrict internal works including fixing, fitting and decoration.
9. Prior to the commencement of the development hereby approved, samples of all proposed surfacing, external facing and roofing materials shall be submitted to the Local Planning Authority for approval; thereafter unless otherwise agreed by the Local Planning Authority in writing, only approved surfacing, external facing and roofing materials shall be used in the development.

10. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for an investigation and risk assessment and, where necessary, a remediation strategy and verification plan detailing how this unsuspected contamination shall be dealt with.

Following completion of measures identified in the approved remediation strategy and verification plan and prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority

11. The development shall be drained on separate systems for foul and surface water drainage, with all surface water kept separate from foul sewage.
12. Unless otherwise agreed in writing by the Local Planning Authority, the development hereby permitted shall be implemented strictly in accordance with the recommended mitigation measures of the Lighting Impact Assessment Report ref. 1870 Rev 0.1. No external lighting (other than that shown on the approved drawings) shall be installed within the application sites unless otherwise agreed in writing by the Local Planning Authority.
13. The building hereby approved shall be used for education and training purposes only and for no other purpose (including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987), or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Introduction

This is an application for a new school within the campus of South Dartmoor Community College. South Dartmoor Community College (SDCC) is a large coeducational school, which is part of South Dartmoor Academy. It is located on Balland Lane to the North East edge of Ashburton.

The site is positioned to the south-east of the SDCC campus on land currently occupied by two Portakabin type classrooms and a mixture of grass and irregular concrete slabs.

The application also includes developments to improve transport access to the School and SDCC as a whole. These comprise of an extension to the on site car-parking facilities and the development of a new bus drop-off/collection area at the entrance to the SDCC site on the south-east boundary.

This application is presented to the Development Management Committee in view of the extent of public interest in this major application and at the discretion of the Director of Planning.

Planning History

0360/11	Replacement of four temporary classroom units with new science block, new car park to replace existing spaces, new bus park area and landscaping of existing parking areas
	Full Planning Permission Grant Conditionally 09 September

2011

0081/06	Replacement of existing low level bollard lighting to car park and access drive with new 4m steel columns and lanterns	Full Planning Permission	Grant Conditionally	25 April 2006
0215/04	Temporary siting of two Elliot single classrooms for a period of five years	Full Planning Permission	Grant Conditionally	11 May 2004
0216/04	Variation of condition 2 of permission ref 0141/99 to allow siting of two Elliot double temporary classrooms for a further five years	Full Planning Permission	Grant Conditionally	11 May 2004
0583/00	Construction of new car park and access route	Full Planning Permission	Grant Conditionally	10 January 2001

Consultations

Teignbridge District Council: Due to the close proximity of residential dwellings to this proposal, complaints of noise nuisance may be received during the construction phase. Therefore works likely to give rise to significant levels of noise, which will include vehicle movements on site, should be carried out during the following hours.
Monday – Friday 0800 – 1800
Saturdays 0900 – 1300
There should be no works likely to give rise to significant noise levels outside of these times, on Sundays or on Bank Holidays.
A scheme of works should be submitted for the prevention of fugitive dust and mud from the proposed development travelling beyond the boundary of the site.
Waste should be disposed of by alternative means other than by burning.
In the event that security lighting is provided, it should be of such intensity and situated in such a manner as to not cause a nuisance at nearby residential dwelling.
Technical specifications should be provided for any mechanical generators likely to left running during night time hours (Laeq@1m).

County EEC Directorate: Response following further discussions and negotiations between the applicants and members / officers of the County Council;

The application as submitted is for an up to 375 space school facility in addition to the facilities already on the site. The applicant has advised that it is probable that no more than 300 spaces would be occupied at any one time and some of the facilities available will be used by existing students. Using the existing modal split for the 1600 students currently attending the site as a guide, as many as 68.5% attend using bus or coach – a very high proportion. This may well be due to the catchment area being wide. If a similar proportion of modal split is to be considered for the

new school this would result in the order of 200 extra students arriving by bus / coach. From observations on site and from the applicant's own supporting information, there is some spare capacity on the existing busses and coaches, but even if there weren't this increase would result in an additional 4 or 5 busses / coaches in the morning and afternoon periods. In addition, the operating times of the new school are to be between 08.45 and 17.45, minimising the overlap of students arriving and departing from the existing college.

As the current percentage of car-borne trips is only just over 10%, there will only be an additional 30 cars potentially in the morning and afternoon (and the different hours will minimise overlap here too). The applicant is proposing significant improvements to the pick-up / set-down facilities and on-site car parking which will optimise the space in both the morning and evening peaks by operating in a slightly different manner for each time frame. In the mornings the area is used so that the drop-off area is optimised for cars whereas in the afternoon it is used to optimise coach pick-up while keeping the improved turn around area as clear as possible.

Turning now to the issue of waiting restrictions, the raft of measures that are proposed will improve the situation in the vicinity of the school. There may, however, be some scope for increased enforcement of the existing restrictions, together with a revisiting of the waiting restrictions generally in the vicinity of the school with a view to revising and optimising the control of the parking that is taking place at school drop-off and collection times. The applicant has offered a contribution of £5,000 towards that measure and the recommendations are therefore made subject to an appropriate Agreement to cover the provision of that contribution.

Recommendation:

Subject to the developer first entering into an appropriate Agreement to contribute £5,000 towards the investigation, consideration and if considered appropriate, installation of revised waiting restrictions generally in the vicinity of the school, such revisions, if approved, to be installed prior to the first occupation of the proposed development;

The Head of Planning, Transportation and Environment, on behalf of Devon County Council, as Local Highway Authority, recommends that the following conditions shall be incorporated in any grant of permission:-

1 .No part of the development hereby approved shall be brought into its intended use until the alterations to the

accesses, parking facilities and bus turning area have been provided and maintained in complete accordance with the application drawings and thereafter retained for that purpose at all times.

REASON: To ensure that adequate facilities are available for the traffic attracted to the site

2 .No development shall start until a Method of Construction Statement, to include details of:

(a) parking for vehicles of site personnel, operatives and visitors

(b) loading and unloading of plant and materials

(c) storage of plant and materials

(d) programme of works (including measures for traffic management

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period

REASON: In the interest of highway safety

South West Water:

SWW has identified a public sewer in the vicinity of the proposed building which will need to be avoided or diverted and has advised that surface water should be kept separate from foul drainage and that consideration be given to the use of a Sustainable Urban Drainage System (SUDS).

Environment Agency:

Flood Risk Zone 1 - Standing advice applies

DNP - Ecology & Wildlife Conservation:

A Preliminary Ecological Appraisal Report has been submitted with the application. The development site contains potential habitat to support nesting birds and a small area of suitable reptile habitat.

The application site is 444 metres outside of the Greater Horeshoe Bat consultation zone and 56 metres from a strategic flyway. A lighting impact assessment report has also been submitted and concludes there would be negligible effect from increased light levels. It is considered that the development would have no likely effect on the integrity of the SAC and therefore is not subject to a formal assessment through HRA (Habitat Regulations Assessment). No further bat survey work is required. A small area of reptile habitat is present and further survey work is recommended to inform reptile mitigation.

Recommendations are also made with regard to timing of works, lighting, provision for roosting bats and nesting birds, planting of wildflower seed and a biodiversity enhancement management plan. These recommendations should be a condition of approval.

Recommendation :

Works to proceed in accordance with the recommendations of the ecological survey report dated July 2014.

DNP - Trees & Landscape:

No objection, subject to clarification of exactly how many trees are to be felled and how the rooting areas of the copper beech trees will be protected in the long term. Permission should be granted on condition that the retained trees should be protected in accordance with the recommendations set out in the Arboricultural Impact Assessment Report ref. 04237 AIA RevA 15.10.14 and the Tree Protection Plan ref. 04237 TPP RevA 14.10.2014.

Landscape character

Landscape Character Type - Urban

The proposed building lies within the grounds of the existing school. The new building will have minimal impact on the local landscape. The site for the extension to the car park is a rough area of ground and being used by the school to recreate first world war trenches. The car park extension will have minimal impact on the local landscape character.

Conclusion

The proposed development will require the removal of numerous trees around the site. The trees identified for removal are poor quality or have minimal amenity value. The better trees are to be retained and protected during development. The arboricultural report sets out how the retained trees will be protected during development. With the exception of a couple of points that need clarification the proposals to protect the trees are acceptable.

Update

A revised arboricultural impact assessment report has been submitted along with revised tree Protection Plans. Trees TG1 are within an area designated as AMS1, no protective fencing is shown around this tree group. The report should set out how trees within AMS1 will be protected during development. However, the report states that until the technical design issues are fully detailed by the design team and the contractor the AMS cannot be completed. Clearly we cannot grant planning permission without knowing what is going to happen around the two best trees on the site.

The information about tree protection can be provided at a later stage but it must be submitted and agreed before commencement of works. If we grant consent we should include a condition requiring the applicants to submit, and the Authority agree, an appropriate Arboricultural Method Statement prior to the commencement of works.

DCC Strategic Planning
(Education):

Devon County Council (Strategic Planning – Children's Services) has no objection.

Historic Buildings Officer: No comment received
Teignbridge District Council (EHO): Recommends that any planning consent should be subject to the following planning condition;

Unsuspected contamination

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted, and obtained written approval from the Local Planning Authority for an investigation and risk assessment and, where necessary, a remediation strategy and verification plan detailing how this unsuspected contamination shall be dealt with.

Following completion of measures identified in the approved remediation strategy and verification plan and prior to occupation of any part of the permitted development, a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the local planning authority

Reason

No site investigation can completely characterise a site. This condition is required to ensure that any unexpected contamination that is uncovered during remediation or other site works is dealt with appropriately.

Dartmoor For All:

Initial concern about width of corridor outside disabled toilet addressed through amended drawing, however, concerns persist over width and position of access to first floor lift being able to accommodate wheelchairs.

Parish/Town Council Comments

Ashburton TC:

Support - The Town Council has re-visited the application and taken into consideration various information regarding parking and traffic issues in connection with this application. Whilst the Town Council is still very concerned about the problems being experienced in connection with buses and vehicles at the junction of Eastern Road and Balland Lane, this is something that it will be taking up with the Highways Department.

The Town Council, having reviewed and discussed in full all information available to them, has revised its submission previously submitted and now wish to support this application and note that it will be taking up their concerns as mentioned above with the Highways Department but as far as the application 0481/14 is concerned it now wishes to record SUPPORT for the application.

Relevant Development Plan Policies

COR1 - Sustainable Development Principles

COR11 - Retaining tranquillity

COR12 - Meeting the need for local infrastructure, community facilities and public services

COR14 - Meeting the infrastructure requirements of new development

COR2 - Settlement Strategies

COR21 - Dealing with development and transport issues in a sustainable way

COR4 - Design and sustainable development principles

COR7 - Providing for the conservation of Dartmoor's varied plant and animal life and geology

DMD19 - Sustainable Communities

DMD1b - Delivering National Park purposes and protecting Dartmoor National Park's special qualities

DMD2 - Major Development

DMD3 - Sustaining the quality of places in Dartmoor National Park

DMD4 - Protecting local amenity

DMD7 - Dartmoor's built environment

Representations

8 letters of objection 34 letters of support 1 other letter

The letters of objection express concern over the potential increase in traffic and parking problems on Balland Land, Long Park and approach roads, particularly at peak dropping-off and collection times.

The letters of support acknowledge the diverse, exciting and enriching aims of the proposed school in providing education opportunities and vocational work experience to its pupils and note that the development will resolve a number of historical issues in the area, including traffic and on-street car parking. Many comment on the design of the proposed building and consider it practical and sympathetic to the locality, improving an underused area of the campus.

Two of the immediate neighbours adjoining the development site support the application, one stating that the proposed building will enhance their view as it will be an improvement on the existing 'temporary' classrooms and will be better sound-proofed whilst the other acknowledges that their initial concerns regarding overlooking and the proximity of the access path have been addressed during the design process.

Observations

HISTORY

The first school building was built on the present site in Balland Lane in 1928, as the boarding house for Ashburton Grammar School. In 1958 it became Ashburton Secondary School and has since evolved in 2004 to become a trust school and in April 2011 it gained Academy status.

South Dartmoor Community College has been developed in ad-hoc manner over a period of some 50 years since the creation of Ashburton Secondary School in 1958.

The site is situated within a residential area of Ashburton outside of the Ashburton Conservation area. The only original building remaining on the site within the curtilage of the proposed project is the heavily adapted former boarding house. This building now houses the administrative offices for South Dartmoor Community College. The new school building is over 40m from the boarding house and has been designed to be subservient in height.

There is a lengthy history of applications for temporary mobile classrooms at the school, the most recent granted in 2004 for the two classrooms that currently occupy the application site. This permission granted a temporary permission for five years, after which the classrooms should have been removed and the land reinstated.

THE PROPOSED ATRIUM STUDIO SCHOOL

The proposed Studio School will operate independently of the college, but with the support of its amenities, such as sports facilities, food preparation and library. The new school will be part of South Dartmoor Academy and has been designed for use by a maximum of 375 students between the ages of 13 and 19.

The Applicants describe the Studio Schools as a new concept in education, which includes teaching through enterprise projects and real work. The project is financed through the Education Funding Agency with strict financial parameters, set nationally and not locally. The timescales for this project are preset and the School year for Atrium will need to start in September 2015, irrespective of the completion of the new building.

The Atrium Studio School will provide an opportunity for students to access a focused and tailor made curriculum, which introduces students to the Built Environment, from designing and constructing to planning and maintaining. It is envisaged that taking part in work experiences and studying a balanced curriculum will prepare students for a career in a wide range of areas.

Work placements, alongside a project based learning approach, seeks to ensure that students develop their experience alongside their studies and develop strong professional relationships with local employers. This link with industry is a unique feature of Atrium Studio Schools.

SITE OPTIONS

A feasibility study was undertaken to determine the most suitable location for the construction of Atrium Studio School and a number of alternative sites considered.

The site chosen is positioned to the south-east of the SDCC campus on land currently occupied by two Portakabin type classrooms and a mixture of grass and irregular concrete slabs. It sits within the Ashburton development boundary.

The key consideration on this site is its impact on the residential properties to the south but there are many advantages to its location:-

- Being close to heart of campus allows the new school to share facilities with SDCC, vital to its operation. These will include sports facilities, food preparation and library facilities.
- It will bring an exciting new development to the core of the campus, defining a central court/square where the current bus turning area is located.
- The benefit of a relatively prominent location within the campus, allowing the school independent access and identity.
- Well connected to drop off point and access.

- The site chosen is relatively level and well connected to the local drainage systems.

However there are also some minor restrictions which have been carefully address within the design.

- Foremost of this is the proximity the residential boundary along the south-west where design necessarily seeks to minimise impact on the neighbours.
- There are mature trees to the north and south, providing minor restrictions to what is essentially a triangular site. These again have been carefully considered within the design and retained to enhance the character of the site.

DESIGN

The Atrium Studio School is arranged in three blocks around the site perimeter. The principal teaching spaces are placed in 2-storey blocks to the north and west of the site, with a lower single storey block of support space positioned along the boundary fence to the south.

The triangular space between these blocks becomes an open plan atrium, accommodating assembly, dining, study and social space, whilst providing circulation to the building. The circulation on the first floor is a wide gallery overlooking the space below.

A key benefit of building in the SDCC campus is its role in defining a central square, which will be freed of its role for bus turning and parking as part of the application.

The key design challenge was to provide the required facilities within a restricted triangular site without undue impact on the adjacent residential properties. The site is further restricted by three mature trees which are to be protected.

The building has been designed to gradually reduce in height towards the boundary to avoid being overbearing on the neighbouring residential properties. To achieve this, a continuous roof pitches down from the first storey galley to the single storey block. However, the triangular site results in the boundary eaves line rising from the west to the east, with the highest point along the boundary at the furthest point from a dwelling.

Windows along the boundary are kept to a minimum and positioned at a high level to maximise natural light without risk of overlooking.

Where there is currently undefined ground and concealed spaces, the scheme will keep outdoor activities away from the boundary, assisted by low dense planting along the remaining exposed edge.

The main entrance to the new school is located at the south east end, near Balland Lane. This not only gives the school an independent presence from the road, but allows controlled access independent to SDCC.

The proposed external material palette is to be kept simple;

- A matt grey-brown coloured fibre cement panel is proposed as the primary element. These flat panels are contrasted by the proposed use of medium grey profiled panels, to develop the proportion of the facades.
- Between storeys on the north-east and north-west facades, dark bronze spandrel panels are proposed to give visual continuity.
- Brightly coloured yellow panels introduce the school colours to the entrance recess, reinforce its presence and the school's identity.

ACCESS

The application includes developments to improve transport access to the School and SDCC as a whole. These comprise of an extension to the on-site car-parking facilities and the development of a new bus drop-off/collection area at the entrance to the SDCC site on the south-east boundary. The applicants believe that the latter will greatly reduce congestion along Balland Lane while allowing the introduction of green amenity space at the heart of the campus. This approach is an improved variation of the scheme granted planning permission in September 2011 (0360/11).

Improvements to site access form a substantial part of this application;

- The existing car park is being enlarged to increase on site capacity.
- The drop-off / pick-up arrangement is being considerably improved to remove congestion from Balland Lane and minimise vehicular movement across amenity areas at the heart of the college.
- The new school building itself is in close proximity to the new drop-off / pick-up arrangement.
- Provision has been made for disabled and wheelchair users with level thresholds, a lift to aid access to the first floor and wide circulation space.

TRANSPORT STATEMENT/TRAVEL PLAN

As part of this planning application, South Dartmoor Academy has undertaken a plan to improve the general traffic management of SDCC in the Balland Lane area. Included within the planning application is a full Travel Plan and Transport Statement which provide the improvements required to ensure suitable traffic and transport management of the entire site encompassing both SDCC and the proposed Atrium Studio, including new and improved drop off and pick up arrangements as well as additional parking provision.

Planning permission was granted in September 2011(0360/11) for 'Replacement of four temporary classroom units with new science block, new car park to replace existing spaces, new bus park area and landscaping of existing parking areas'. This was not implemented and expired in September 2014. The drop-off / pick up scheme in the current application is based on this permission, but has been improved to support more bus parking and allow drop off without obstruction to Balland Lane, the turning circle or access to the SDCC. The school does not propose to develop the related new science block.

HIGHWAY MATTERS

The possibility of increased waiting restrictions in the vicinity of the school, particularly at school drop-off and collection times, has been considered but as the highway land concerned is outside the application site, this is to be progressed as a separate matter between Devon County Council and SDCC. The Authority has recently received a copy of a letter from SDCC confirming that its Board of Directors has agreed to fund the implementation of parking restrictions outside the school upon the grant of planning permission for the proposed Atrium School.

In accordance with the recommendation, should permission be granted, no decision will be issued until the Authority has received a satisfactory planning obligation in respect of the proposed off-site parking/waiting restrictions.

Furthermore, in view of the comments from Devon County Council's Highways Engineer, a

condition has been recommended to ensure that no part of the proposed development shall be brought into use until the proposed alterations to the accesses, parking facilities and bus turning area have been completed.

ARBORICULTURE ASSESSMENT

The main campus area contains several large mature beech trees located within existing hard standing. It also contains several smaller trees with limited external benefit. The car park area contains numerous trees around the periphery with young planting within the central area. The car park is well screened by the adjacent trees.

The proposed building is located in an open lawn area with existing classrooms. Several small and minor trees will need to be felled to accommodate this. The building will be within the periphery of the theoretical root protection area of a large beech tree, but the tree is currently surrounded by hard standing and a car park and is believed to have sufficient undisturbed soil volume to support it.

The proposed modifications to the car park will entail the loss of minor trees within the interior. These trees are of moderate to low quality with limited public amenity value due to the dense screening around the area. The loss of these minor trees will have a very low impact on the locality.

A revised arboriculture impact assessment report has recently been submitted along with revised tree Protection Plans. Two of the most important trees on the site have no protective fencing shown on the plans but the report should set out how these trees will be protected during development. However, the report states that until the technical design issues are fully detailed by the design team and the contractor the Arboriculture Method Statement cannot be completed.

It is therefore recommended that should permission is granted, a condition be imposed requiring the submission and approval of an appropriate Arboriculture Method Statement prior to the commencement of works.

DRAINAGE

The Applicants have confirmed that the proposal will not interfere with the public sewer identified by SWW as being close to the development site. The additional car parking proposed will incorporate a permeable Sustainable Urban Drainage System (SUDS) and it is proposed that surface water runoff from the proposed school building, paving and facilities is discharged to the existing public surface water drain in Balland Lane to reduce the risk of flooding in the area.

LIGHTING

The proposed lighting scheme is believed to comply with all relevant British Standards, the Institute of Light and Lighting Guidelines and guidance provided by the Society of Light and Lighting, and will serve to ensure that safety and security of all areas of the development can be effectively maintained.

Upward light pollution will be limited in accordance with the standards. Light spillage to adjacent site boundaries will be kept within reasonable limits, defined by the standards, by the careful selection and positioning of luminaires. By the use of a well-designed lighting strategy

together with careful site planning, it is considered that the lighting will have a negligible/minor impact.

POLICY

Paragraph 72 of the National Planning Policy Framework (the NPPF) states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools promoters to identify and resolve key planning issues before applications are submitted.

Key Development Plan policies include:

Policy COR12 - The Authority will seek to sustain and improve the range and quality of community services and facilities that are essential to the vitality of Dartmoor's local communities.

Policy DMD4 - The design of the proposed development has taken into consideration the amenity of local residents by reducing its height at the boundary and avoiding any risk of overlooking. Any concerns over traffic and parking in the vicinity have also been addressed in the submitted Transport Statement and School Travel Plan.

Policy DMD19 - Supports development intended to improve the range of community facilities aimed at improving the well-being of the resident population that is well related to the built form of the settlement.

The Dartmoor National Park Design Guide states that new commercial, industrial and community developments are welcome, particularly where they are sustainable, increase the variety of local services and allow existing business to expand and grow. The Authority welcomes innovative design solutions, and commercial and education sectors have been at the forefront of sustainable design. The guide states that designing a building of appropriate scale is probably the most important factor in making sure the development is not alien or intrusive. It states that there will be a need to demonstrate adequate access to the highway and on-site parking for all the traffic generated by the development.

SUMMARY

The proposed development will provide a range of education and training opportunities in a modern, contemporary building, sympathetically located within the existing school campus and Ashburton.

The improved access, parking and transport facilities proposed will help to overcome some historic issues associated with the school in this part of the town and will be further improved with the additional offsite waiting restrictions proposed.

The proposal accords with Government guidance, Development Plan policies and with the National Park Design Guide. Subject to appropriate conditions, the application is considered to be acceptable.

2. Application No: **0354/14** District/Borough: **South Hams District**
Application Type: **Full Planning Permission** Parish: **South Brent**
Grid Ref: **SX703599** Officer: **Christopher Hart**

Proposal: **Residential development comprising forty dwellings including affordable housing, areas of open space and landscaping; a new access and pedestrian footway onto Exeter Road and associated infrastructure**

Location: **land adjacent to Fairfield, South Brent**

Applicant: **Cavanna Homes (South West) Ltd**



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50m
Scale 1:1250 @ A4

Recommendation **That, subject to the completion of a legal agreement in respect of the following;**

- **phasing of development**
- **affordable housing provision**
- **public open space provision and future management**
- **off-site highway improvements**
- **a contribution of £15219 towards transport costs relating to secondary school education**
- **a contribution of £91652.50 towards community outdoor recreation and equipped play space in the parish of South Brent; permission be GRANTED**

Condition(s)

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. The proposed estate road, cycleways, footways, footpaths, verges, junctions, street lighting, drains, retaining walls, service routes, surface water outfall, road maintenance/vehicle overhand margins, embankments, visibility splays, accesses, car parking and street furniture shall be constructed and laid out in accordance with details to be approved by the Local Planning Authority in writing before their construction begins. For this purpose, plans and sections indicating as appropriate, the design, layout, levels, gradients, materials and method of construction shall be submitted to the Local Planning Authority.
3. No part of the development hereby approved shall be commenced until the access road has been laid out, kerbed, drained and constructed up to base course level for the first 20 metres back from its junction with the public highway; the ironwork has been set to base course level and the visibility splays required by the permission laid out; a site compound and car park have been constructed to the written satisfaction of the Local Planning Authority
4. The occupation of any dwelling in an agreed phase of the development shall not take place until the following works have been carried out to the written satisfaction of the Local Planning Authority;
 - the cul-de-sac carriageway including the vehicle turning head within that phase shall have been laid out, kerbed, drained and constructed up to and including base course level, the ironwork set to base course level and the sewers, manholes and service crossings completed
 - the cul-de-sac footways and footpaths which provide that dwelling with direct pedestrian routes to an existing highway maintainable at public expense have been constructed up to an including base course level
 - the cul-de-sac visibility splays have been laid out to their final level
 - the street lighting for the spine road and cul-de-sac and footpaths has been erected and is operational
 - the car parking and any other vehicle access facility required for the dwelling by this permission has/have been completed
 - the verge and service margin and vehicle crossing on the road frontage of the dwelling have been completed with the highway boundary properly defined
 - the street nameplates for the cul-de-sac have been provided and erected

5. Notwithstanding the specified roof slate requirement all other proposed materials and finishes shall be as described in the Materials Schedule as contained in Appendix C of the Design & Access Statement dated 12 June 2014 unless otherwise agreed in writing with the Local Planning Authority
6. All stonework shall be laid and pointed using traditional techniques and materials. There shall be no exterior machine cut faces to the stone. Pointing shall be deeply raked. A sample panel of the proposed stonework shall be prepared for inspection by the Local Planning Authority and shall be approved in writing before any substantial areas of stonework are completed.
7. Prior to the installation of any window units or exterior doors full details of these units, including suitable cross sections, shall be submitted to the Local Planning Authority for approval in writing.
8. Full details of the proposed glass balustrade shall be submitted to the Local Planning Authority for approval in writing prior to their installation.
9. The landscaping and planting shall be carried out in accordance with the Landscape & Ecological Management Plan received 12 September 2014 within twelve months of the commencement of the development, or such longer period as the Local Planning Authority shall specify in writing. The landscaping and planting shall be maintained for a period of five years from the date of the commencement of the development, such maintenance shall include the replacement of any trees or shrubs that die or are removed.
10. No works shall take place in connection with this permission until a detailed construction method statement has been submitted to the Local Planning Authority for approval in writing. This shall include the method for tree and hedgerow protection, the location and type of any welfare and storage cabins, areas for material storage, hours of working and the route for all construction traffic. The works shall be carried out in accordance with the agreed method statement.

Introduction

The site lies on the north eastern approach to South Brent adjacent to existing residential development at Fairfield on the eastern side of the main access road into the village. It is a 1.72 hectare site currently laid to rough pasture bounded by neighbouring development, the main road and Palstone Lane to the north.

The application is for the erection of forty dwellings on part of the site allocated in the Development Management and Delivery Plan Document as SBR1. An element of the proposed housing will be aimed at meeting identified needs for affordable housing. The application includes new highway infrastructure, public open space and acknowledges requests for offsite community benefits.

It is a major application with significant impact which has generated local interest. For this reason and to examine the policy implications of a decision the application is presented to the Development Management committee.

Planning History

0760/03	22 two-storey dwellings and associated infrastructure/external works	
	Approval of Details	Approve Conditionally 04 March 2004
0921/02	22 two-storey dwellings, for rent and associated infrastructure and external works	

Consultations

South Hams District Council
(Housing):

Increasing the supply of affordable homes is a key priority of South Hams District Councils' Housing Strategy because of high levels of housing need in the district. The Council's waiting list, Devon Home Choice, has 917 households currently registered in the South Hams.

In this location there is a notable house price income gap, which is evidenced in the parish housing needs survey, income data studies and land registry sale price figures. There is a shortage of available private rented housing and the result is that low earning households and young people are priced out of the community.

The average house price in the village of South Brent is in the region of £220000 this means many local people on average salaries are priced out of the housing market.

County EEC Directorate:

As identified in the applicant's Transport Statement (TS) (amongst other places) the site forms part of the allocated site SBR1 in the Dartmoor Development Management and Delivery Development Plan Document. As a result, the site has been the subject of an extensive public consultation process and the proposals submitted have taken on board the highways related issues that have arisen.

The contents of the TS are broadly accepted and agreed and the summary and conclusions are also accepted and agreed, together with the proposals being submitted to provide a new shared cycleway / footway on the south-east of B3372 Exeter Road, within the existing highway width, together with an uncontrolled pedestrian crossing point on the narrowed Exeter Road.

In addition, the internal layout complies with the guidance contained in Manual for Streets with the incorporation of shared surface zones where appropriate within the development.

Suitable conditions are therefore recommended to be imposed on any permission granted as follows;

- The developer first entering an appropriate Agreement to provide at their own expense, before any the occupation of any of the properties, a new shared cycleway / footway and pedestrian crossing point on B3372 Exeter Road together with all necessary signage and alterations to drainage, street lighting etc.

Together with;

(i) The proposed estate road, cycleways, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, road maintenance/vehicle overhang margins, embankments, visibility splays, accesses, car parking and street furniture shall be constructed and laid out in accordance with details to be approved before their construction begins.

(ii) The development be carried out in accordance with a phasing programme

(iii) No part of the development be commenced until:

- The access road has been laid out, kerbed, drained and constructed up to base course level for the first 20 metres back from its junction with the public highway
- The ironwork has been set to base course level and the visibility splays laid out
- A site compound and car park have been constructed

(iv) The occupation of any dwelling shall not take place until the following works have been carried out;

- The cul-de-sac carriageway including the vehicle turning head within that phase shall have been laid out, kerbed, drained and constructed up to and including base course level, the ironwork set to base course level and the sewers, manholes and service crossings completed;
- The cul-de-sac footways and footpaths which provide that dwelling with direct pedestrian routes to an existing highway maintainable at public expense have been constructed up to and including base course level;
- The cul-de-sac visibility splays have been laid out to their final level;
- The street lighting for the spine road and cul-de-sac and footpaths has been erected and is operational;
- The car parking and any other vehicular access facility required for the dwelling by this permission has/have been completed;
- The verge and service margin and vehicle crossing on the road frontage of the dwelling have been completed with the highway boundary properly defined;
- The street nameplates for the cul-de-sac have been provided and erected.

□

(v) Once constructed the carriageway, vehicle turning head, footways and footpaths shall be maintained free of obstruction to the free movement of vehicular traffic and pedestrians and the street lighting and nameplates maintained□

(vi) No development shall start until a Method of

Construction Statement, to include details of:

- parking for vehicles of site personnel, operatives and visitors
- loading and unloading of plant and materials
- storage of plant and materials
- programme of works (including measures for traffic management)

(vii) The operator shall make all reasonable efforts to keep the public highway clean and prevent the creation of a dangerous surface on the public highway.

South West Water:

No objections

Environment Agency:

Zone 1 - standing advice applies

DNP - Trees & Landscape:

An arboricultural impact assessment or tree protection is required.

Several trees will need to be removed although there are no plans identifying which ones.

The paths on the western boundary are in close proximity to the trees. These should be re-sited.

There is also a concern about the proximity of dwellings 21, 22 and 23 to the southern boundary. This is a poor relationship and may lead to shading issues. Can this be re-designed?

Property 20 is close to the hedge, although only the upper floor will be occupied. There may be a management issue with the hedge in the future.

The parking bays to the east of the drive entrance is important. Could they be removed further from the retained trees?

DNP - Ecology & Wildlife Conservation:

The development site comprises 1.7 ha of sheep grazed semi-improved neutral grassland field bounded by hedgerows. The former railway line runs along the northern boundary and comprises semi-improved neutral grassland and broadleaved woodland. There are no designated sites within the application area.

Ecological survey work found a low population of slow worm associated with the disused railway line and low to moderate bat activity recording 7 species of bats dominated by common pipistrelle with low numbers of greater horseshoe bat, lesser horseshoe bat, long-eared bat and noctule. No evidence of dormouse or badger setts was found.

An Ecological Impact Assessment (EcIA) has been carried out based on survey work and a detailed mitigation and

enhancement strategy. Mitigation measures include habitat creation, a lighting plan to reduce impacts to bats, measures to avoid impacts on reptiles and nesting birds and a Landscape and Ecological Management Plan (LEMP). Enhancement measures include the integration of 30 bird and 10 bat boxes into the fabric of the new buildings.

Overall the EclA considers the development would have no significant adverse impacts to habitats and protected species and with the implementation of recommended mitigation and enhancement measures the development would provide for a net biodiversity gain.

DCC (Children & Young People's Services):

The primary school within 1.5 miles of this site has capacity for the likely number of pupils this development will generate. No contributions in this respect are requested.

The secondary school within the area is the King Edward VI college at Totnes. This has capacity for secondary aged pupils however, a sum of £15219 is requested from the developers as a contribution towards school transport for these pupils.

Parish/Town Council Comments

South Brent PC:

While the Parish Council does not oppose development of this site in principle, it objects to this application for the following reasons:

-The development does not provide 50% affordable housing. This is DNPA policy as set out in the Development Management and Delivery Development Plan (DNPA 2013).

-The developers' appraisal of sustainability is very disappointing; the Council notes that it is predicted that the proposed homes would (only just) achieve level 4 of the Code for Sustainable Homes (DCLG 2010) and believes homes should be constructed to a minimum of Code 5 to offset houses not being orientated to gain maximum solar energy benefit.

-This development in design terms ignores the site adjacent to Fairfield and makes no provision for vehicular access to that development. Since the planning allocation for SBR1 (in the Development Management and Delivery Development Plan) is only part met by this application, the Parish Council has a concern for public safety of residents within Fairfield who will be forced to accept construction and development traffic through their site when the remainder of the allocation is developed.

-There is a strong concern that the pedestrian access to open space within Fairfield will remove the exclusive amenity enjoyed by the residents. We also understand that this is private amenity.

-The application does not provide an appropriate management plan for the effects of construction traffic.

-We believe a full transport strategy should be provided which precludes construction traffic from going through the village.

-The public consultation responses to Cavanna's proposals for what is now known as Lower Green built on the impression conveyed at the original joint presentation by both groups of developers (Cavanna and Trand), that both sites would be developed at the same time. As a result many of the comments offered within the consultation document are based on misinformation.

In the event that DNPA were minded to approve;

-The Parish Council should be instrumental in formulating the S106 agreement (developer's contributions under Section 106 of the Town and Country Planning Act 1990) and consulted regarding the open space, sport and recreation provisions,

-It is essential that raised table crossing points are provided in Exeter Road,

-A statement would be needed to show how the level of affordable housing in the allocated SBR1 area can be reconciled with the needs identified in the latest Housing Need Survey (CCD 2014).

In response to submitted revised plans the PC has added that without at least one raised table top crossing point the application should be refused.

Relevant Development Plan Policies

COR1 - Sustainable Development Principles

COR15 - Providing for limited new housing to meet local needs

COR2 - Settlement Strategies

COR21 - Dealing with development and transport issues in a sustainable way

COR4 - Design and sustainable development principles

COR7 - Providing for the conservation of Dartmoor's varied plant and animal life and geology

DMD14 - Biodiversity and geological conservation

DMD1a - Presumption in favour of sustainable development

DMD1b - Delivering National Park purposes and protecting Dartmoor National Park's special qualities

DMD2 - Major Development

DMD21 - Residential development in Local Centres

DMD38 - Access onto the highway

DMD40 - Parking provision - Residential

DMDSBR1 - Housing land adjacent Fairfield

Representations

13 letters of objection 1 letter of support 2 other letters

The representations received in connection with this application acknowledge that the site, as a whole, has been allocated through the recent local planning policy review. While there is support for the principle of development from many of the respondents, there is general dissatisfaction with the way the application has been presented. Many engaged with the public consultation exercise that followed the allocation of the site and which preceded this application but are concerned that the application only covers part of the allocated site. There is disappointment expressed that an application for the remaining land has not been presented in tandem to allow the community to examine the benefits as a whole.

While accepting the principle of development, there is particular concern raised in respect of the proportion of affordable housing, specifically that this does not meet the policy requirement of at least 50% and that the proposed mix does not address identified shortfalls in this type of accommodation. They suggest that this is a principle which should not be compromised given that this is a greenfield development on the edge of the village.

It is also expressed that the sustainable credentials of the development do not reach expected standards. To aim for a Code for Sustainable Homes level 4 is considered too low. The Authority should require adherence to Code 6; an aspiration for 'zero carbon' dwellings. There should also be a requirement for self-build properties using a community land trust model to develop and manage properties for the good of the community. This would ensure that the development has the least impact on other services such as education, transport and healthcare provision.

Many express that the application details do not meet the expectation of the development brief and in particular, that the details do not reflect community aspirations.

Access to the site and the neighbouring development site are of concern. There is a fear that the proposed road layout will compromise the development of the second part of the site and that it infers that construction traffic and access to the second phase will be through the existing development at Fairfield leading to direct conflict and safety issues. A pedestrian connection to the existing play park is also seen as problematic.

The responses from the local amenity groups 'Sustainable South Brent' and the 'South Brent Community Action Group' reiterate many of the above points.

Observations

DEVELOPMENT BRIEF/POLICY IMPLICATIONS

At the heart of the National Planning Policy Framework (NPPF), there is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-making. The framework also identifies twelve core planning principles that underpin the plan making and decision taking functions. They confirm that planning, amongst other things, should:

- Be genuinely plan-led and based on joint working and co-operation;
- Secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings; and
- Take account of the different roles and characters of different areas recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.

South Brent, one of the eight designated Local Centres within the National Park is recognised as a location where limited growth can be accommodated to not only sustain the community but in recognition of its role in serving the wider community in the South Hams both within and outside the National Park. The allocation of sites for residential development formed part of the discussion during the compilation of the latest Local Plan, acknowledging that to maintain a healthy balance an element of market housing would form the catalyst for bringing forward much needed affordable housing to satisfy identified local need.

The application site, together with land to the rear of Fairfield, is allocated for housing in the Development Management and Delivery Development Plan Document (DMD), which was adopted by the Authority in July 2013.

Policy SBR1 states that;

‘An area of land 2.4 ha in extent adjacent to Fairfield, South Brent is allocated for housing not less than 50% of which should be affordable housing to meet identified local needs.’

A Development Brief has been prepared in respect of the site allocation. It was produced by the applicant together with Trand Living UK (who have an option on the land immediately to the rear of Fairfield). Following an extensive consultation exercise the brief was adopted by the Authority in February 2014. A copy of the brief is appended to the report for information. It provides a comprehensive analysis of the site as well as a framework for bringing forward residential development in a coherent, clear and integrated manner. The proposals were drawn up with input from the Parish Council, the local community and stakeholders through a series of consultation events and workshops. It sets out the broad principles which this application seeks to address. The Brief provides the guiding principles for the proposed development of the application site. It sets the context in terms of housing mix, design, sustainability, landscape and access.

In terms of Local Plan policies policy DMD3 states development proposals should help to sustain good quality places by responding to and reinforcing locally distinctive patterns of development and creating places that are accessible and easy to move around on foot and by cycle.

Residential amenity is considered in Policy DMD4. It states that proposals should not have an overbearing and dominant impact; have an adverse effect on well-being or detract from the special qualities of the area. New development should also conserve and enhance the character and special qualities of the Dartmoor landscape; ensuring that location, site layout, scale and design conserves what is special or locally distinctive about landscape character (Policy DMD5).

Design is addressed specifically in Policy DMD7. This policy advises that new development should, amongst other things - conserve and enhance the character of the local built environment that contribute to visual, historical or architectural character; reinforce the distinctive qualities of places through use, scale, height, alignment, detailing and materials. Furthermore, planning permission for development which includes a new access onto a public highway will only be granted where it can be provided in a way which does not detract from the character and appearance of the locality, with particular attention being given to the need to retain hedgebanks, hedges, walls and roadside trees (Policy DMD38).

The proposal also complies with the off street parking provision guidelines for new development as set out in Policy DMD40, that is, for detached and semi-detached dwellings - a minimum of two spaces per dwelling - and for flats - a minimum of one and half spaces per dwelling or unit.

THE SITE CHARACTERISTICS

This part of the allocated development site covers approximately 1.72 hectares (4.25 acres) forming the eastern parcel of the allocated site. The site comprises 1.38 Ha of arable land and 0.34 Ha of former railway land and is situated approximately 0.3 miles (0.5 km) to the south east of the village centre. Located on the edge of the village, the triangular parcel of land is largely surrounded by fields, with an area of existing development at Fairfields adjacent to the West. There are existing access points from Exeter Road to the north and Palstone Lane to the East. The site is around 10 minutes walk from the amenities in the village, such as shops, school and medical centre and Palstone Park Recreation lies directly opposite across Exeter Road.

The site slopes down to the north east at around 1:12. This affords excellent views to the surrounding countryside. There is a well-established copse in the area adjacent to Exeter Road. This currently forms the natural gateway to the village, while the settlement edge is continued to the north with the frontage of Heather Park. The southwest and southeast boundaries are defined by well-established Devon hedge banks, providing strong physical edges as well as natural habitat. There are also a number of trees along these boundaries offering natural amenity to the site. The north-eastern boundary comprises an area of former railway land, featuring a cutting, an embankment and the stone pier remains of the old bridge over Palstone Lane, but is largely open to the north east. The site is highly visible on approach from the east along Exeter Road, and is framed by the Copse to the north and the dense woodland on the former railway to the south. The embankment forms a strong landscape feature and an edge to the site. There are a number of existing agricultural access points.

THE APPLICATION

The application proposes 40 dwellings comprising:

- 4 No. one bed properties;
- 7 No. two bed properties;
- 16 No. three bed properties; and
- 13 No. four bed properties.

Of the 40 units proposed, 14 are to be affordable units providing for local housing needs. They will be comprised of 4 shared ownership units and 10 affordable rented units. This will include 4 one bed units, 7 two bed units and 3 three bed units.

The level of affordable housing to be provided on site equates to 35%. This is below the 50% level of provision prescribed by policy SBR 1, but recognises the wider local community's aspirations in terms of building sustainability and highway improvements. The provision of these elements has viability implications, which has affected the level of affordable homes to be built on site.

The proposed residential units will be built across a range of sizes and styles. The affordable housing will be dispersed through the site and is intended to be indistinguishable from the private market housing in terms of their design, character and architectural treatment. The site

will be 'tenure blind'.

A new vehicular access point is to be provided onto Exeter Road. This will serve the whole of the application site which forms the north western part of the larger allocated site. It will not serve the remainder of the allocated land which is intended to be served from the highway within the existing Fairfield's development.

The majority of the proposed units will be aligned and orientated so that they face onto the internal roads within the site. Those on the north western boundary are orientated to have an outward looking aspect across the public open space and wider countryside. This is the most public aspect of the development. The internal roads will be based around a shared surface and the creation of a cul-de-sac arrangement.

All dwellings will have off-road car parking provision in the form of garages, carports, driveways or off-street car parking bays. Visitor spaces are also provided where appropriate.

The original intention to form a pedestrian link to the land to the rear of Fairfield has, following the public consultation, now been discarded as this proved to be unpopular.

It is important to note that there will be no vehicular link between the two parts of the allocated site. This approach reflects the response received during the consultation process for the Development Brief where the clear preference from the local community was that both parcels should be accessed separately. This was in order to avoid any vehicular link becoming a 'rat run'.

The community aspiration for improved pedestrian linkages on Exeter Road is met by the provision of a new, designated footpath/cycleway along the southern side of Exeter Road from the village boundary to the corner of Higher Green. Revised footway layouts and defined crossing points are included in the proposed offsite highway improvements.

The existing boundary hedgerows and trees along the western and southern boundaries will be retained. The copse near to the proposed entrance to the site will initially be thinned out to improve habitat management, but the majority of trees are to be retained and managed.

On the north eastern boundary lies the remains of the former railway embankment and cutting. This part of the site will be cleared of existing scrub and will incorporate new landscape treatment and planting of native species. The development of this green space will act as a wildlife corridor for bats, birds and small mammals, as well as providing potential foraging, nesting and overwintering sites for a range of wildlife. The former railway embankment will also create an attractive recreational feature allowing for greater linkages to Palstone Lane and the wider countryside from the village.

Existing landscape features will be supplemented by tree planting and new landscaping within the residential development, particularly within the curtilage of properties and along the road frontage.

DESIGN

To ensure that the proposed development reflects the identity of South Brent, direct reference has been made to the vernacular style and architectural character of the village. The scale and massing of the dwellings respects the context, minimising the impact on their rural surroundings. The choice of materials reflects those seen throughout the village –

predominantly painted render, natural stone and tile hanging. In response to the desire to see a more contemporary approach to the rural vernacular, some dwellings feature horizontal weather boarding alongside the stone and render. These will create clusters of a more contemporary rural aesthetic. Slate roof finishes will be used throughout. Architectural details and features found throughout the village have been incorporated into the design, such as clipped eaves and chimneys. The proposals also feature porches in response to community feedback relating to the weather conditions in South Brent. Window proportions, positions and fenestration details have also been thoughtfully considered. A timber window unit has also now been negotiated in preference to the stated UPVC.

ECOLOGY

Ecological surveys of the site, including Extended Phase 1 Habitat survey and protected species surveys have been undertaken. The key wildlife habitats identified were the boundary hedgerows and the old railway line. The bat survey recorded moderate levels of bat activity, predominantly from common pipistrelle although at least seven species were recorded. A 'low' population of slow-worm was noted. An appropriate design response and reasonable mitigation will be required in order to protect the ecology of the site. This approach is contained in the Landscape & Ecological Management Plan which now forms part of the application background papers.

AFFORDABLE HOUSING

A housing needs assessment carried out in 2009 identified a demand for 28 affordable homes within South Brent forming the basis for the allocation of the overall site.

Revisions to the assessment were undertaken as part of the preliminaries to this application. A draft report was published in March 2014. It states that 1,250 surveys were delivered within South Brent Parish and 470 surveys were returned (a response rate of 37.6%). The report concluded that there is a need to provide for 53 affordable homes for local people in housing need within South Brent over the next 5 years.

Policy SBR1 requires that not less than 50% of the housing should be affordable housing in order to meet identified local needs. Accordingly, there is a deficit between these two figures. However, it is acknowledged that a scheme that provides for an affordable housing element of 50% is likely to be commercially unviable if the higher levels of sustainability are to be met together with off-site improvements.

In such circumstances, Core Strategy Policy COR15, and to a lesser extent the supporting text to Policy DMD21, state that, in exceptional circumstances, the proportion of affordable housing required may be varied where this is necessary to enable development of significant environmental or community benefit to proceed.

The community's response to the Development Brief clearly indicated the desire to achieve higher than standard levels of sustainability and to provide for off-site improvements. These elements have been carried through to this application proposal. Therefore, a significant environmental or community benefit is being met, which justifies the proportion of affordable housing to be varied as set out in the terms of Policy COR15.

It is on this basis that the provision of 35% allowance for local needs housing has been presented by the applicant. The Authority has commissioned an independent assessment of the viability issues to assess whether this stance is correct. This has indicated that there may

be scope for negotiating a small increase in the number of affordable units. This is currently under discussion and any further comments in this respect will be presented at the meeting.

In terms of the mix and tenure of the affordable homes, the Local Housing Needs Report for South Brent gives an indication of the type and tenure of the additional homes needed. It suggests that of the 53 required dwellings, a significant proportion - 34 dwellings – should be 1 or 2 bedroom properties for single people/couples, with 10 dwellings providing 2 bedrooms for families, and the remaining 6 divided between the 3-5 bedroom family dwellings. Therefore, the survey states that there is an overwhelming need for one and two bed properties.

The Site Layout Plan demonstrates that the proposal acknowledges the evidence produced by the Local Housing Needs Report. In detail, the proposed mix on site equates to 14 dwellings or 35% of the total number of units, comprising 4 No. 1 bed flats, 1 No. 2 bed coach house, 6 No. 2 bed houses and 3 No. 3 bed houses. The proposed tenure will be 4 No. shared ownership and 10 No. affordable rented. This proposed provision will meet 80% of the total required shared ownership homes (4 out of 5) and 22% of the required social rented homes (10 out of 45). It is considered that this mix and tenure split is appropriate given the evidence of the local needs assessment.

These units will be provided in a mixture of affordable rented and shared ownership tenures. It is recognised that - within the local community - there is a perception that the requirement is for larger dwelling types to be allocated for the affordable housing element and that shared ownership has not proven to be successful in the village. However, the proposed mix and tenure of the affordable units is based on the objective evidence set out in the Local Housing Needs Report and has the support of the District Housing Officer.

HIGHWAY ISSUES

Vehicular access is achieved from the northern boundary of the site on Exeter Road in the form of a new priority junction. The internal layout has been developed taking into account the topography of the site to ensure the highway does not overly dominate the scheme. The highway from Exeter Road runs in a broadly south western direction into the site as a standard road surface with footway provision. It then links with two paved shared surface roads broadly in the centre of the site. One of the shared surface roads is a directional continuation of the main access road into the southern corner of the site. The second shared surface road runs to the eastern tip of the site where 4 properties are served from a private drive.

Parking is provided as 81 spaces to serve the 40 dwellings. These spaces comprise garaging, on-plot spaces, dedicated spaces on highway and marked visitor spaces on highway.

The development proposals include new footway and cycleway infrastructure along the southern side of Exeter Road. This is in the form of an off-road combined footway/cycleway stretching from the application site access westwards to Higher Green and eastwards beyond the access to the Palstone Park Recreation Ground. The introduction of the new off-road footway/cycleway will replace the existing on-road cycle lane enabling the reduction of the vehicular carriageway width of Exeter Road to 6m. This will lessen the dominance of Exeter Road along this length, whilst maintaining its function. Due to this drivers will be more aware of pedestrian and cycle activity. There are also two dropped kerb crossing points provided with one to serve the desire line from the application site across Exeter Road to the eastbound bus stop and the village centre via Pool Park. The other crossing point serves the desire line to the Palstone Park Recreation Ground and South Brent Footpath No1. The reduction of road width along Exeter Road will also aid pedestrians crossing. The new cycle lane will tie into the

existing on-road route at Higher Green. This on-road route continues west along Exeter Road to link into National Cycle Network Route 2. The narrowing of Exeter Road to provide the new pedestrian and cycle infrastructure enables the creation of an improved gateway into the village approaching from the east. The new gateway includes the relocation of the South Brent village sign and tapered road markings raising awareness of the carriageway narrowing. The new footway/cycleway will also lessen the dominance of Exeter Road further enhancing the start of the village raising driver awareness to the presence of pedestrian, cycle and vehicle movement.

It should be noted that these highway improvements have been negotiated with the Highway Officer. The Parish Council desire to see raised crossing points is at odds with best practise and is not considered to be appropriate given the amount of traffic movements. It is not necessary to meet highway safety requirements and therefore not something which the Authority can request from the developer in relation to this development. However, a solution which would see the application of a contrasting coloured surface (light grey) at the crossing points is currently being considered. The developer has indicated that they are happy to meet the cost of this if required.

DRAINAGE

Foul drainage for the development will be connected to the public combined water sewer network within Exeter Road which South West Water (SWW) state has adequate capacity to serve all 40 proposed dwellings. Due to the lower ground levels located onsite, a gravity foul connection is not possible. Connection will be made via an adoptable onsite pumping station that will pump all foul flows within a rising main length of approximately 335m to reach the intended connection point at the junction of Exeter Road and Pool Park. The pumping station will be sited within a fenced compound that will include an allowance for tanker access for maintenance purposes; access will be gained from Palstone Lane. The onsite foul water network that discharges to the pumping station will be adopted and therefore maintained by SWW.

A ground investigation report has determined that infiltration techniques will work at the site and so all proposed surface water runoff is to discharge into the ground, there will be no piped surface water discharge from the site. The majority of runoff from roof areas will be piped to the green space above the old railway embankment which will then discharge into the ground via 2 soakaways constructed from plastic crates. A small area of the site by Palstone Lane will discharge into a separate crated soakaway due to lower site levels. All surface water runoff from private parking and driveway areas will discharge directly into the ground beneath via permeable paving. These infiltration features have been designed to storm events up to and including the 1 in 100 year storm event with 30% climate change to ensure the infiltration features are in working order for the duration of the development's design life. All maintenance is to be carried out by a private maintenance company. The proposal to discharge all surface water into soakaways ensures that a betterment in flood risk to downstream properties is made.

The adoptable site access and onsite highway that runs through the site will be served by a dedicated network comprised of road gullies, manhole and pipe lengths, which will be maintained by Devon County Council (DCC) once adopted. All surface water runoff from the adoptable highway will be piped towards the green area between the highway and old railway embankment that will then discharge into the ground via a single soakaway constructed from plastic crates. The highway adoptable soakaway will be maintained by DCC and sufficient access for maintenance purposes has been provided. This proposal will also ensure a betterment in flood risk downstream will be made.

PLANNING OBLIGATIONS

In addition to the requirement in respect of affordable housing the applicant has agreed to meet other community aspirations associated with the development.

Within the site a designated public open space is to be laid out along the line of the former railway embankment. This space will provide a landscaped buffer on the western boundary of the site and a pedestrian link through the site from Exeter Road to Palstone Lane – a popular local walk. The future maintenance of this area will be vested in the applicant unless otherwise agreed.

The public consultation exercise identified a community desire that this development should provide a financial contribution to the improvement of existing outdoor recreation facilities in the parish. There was also an expressed desire to seek a contribution towards equipped play space elsewhere in the parish. A financial contribution totalling £91,652 is to be requested via the legal agreement. This figure is arrived at using the adopted formula applied by South Hams District Council. The money would be transferred to the District Council to pursue these objectives.

Discussion has also taken place regarding traffic calming measures and the desire to see improved access across the main road which divides development in this locality from the centre of the village. The initial request for designated crossing points has been considered by the Highway Officer however, it has been determined that there is no overriding road safety requirement to insist on this level of provision as a direct relation to the proposed development. The suggested improvements include revisions to the carriageway width, pedestrian footpath and cycle path provision to introduce passive traffic calming measures. These works are intended to be carried out by the applicant with the permission of the Highway Authority.

A request for a contribution of £15219 towards transporting the projected number of secondary school children is also included in the obligations.

SUSTAINABILITY

This application is supported by a Sustainability Appraisal. The report shows how the proposed development could be designed using the principles of the Energy Hierarchy, and other energy efficiency principles, in order to deliver significant carbon dioxide reductions.

A series of technologies will be applied ranging from 'fabric first' improvement to plot orientation to energy generation. 'Fabric first' improvements is based on the principle of reducing CO2 emissions through the implementation of building techniques such as high levels of insulation, high performance doors and natural ventilation. This is a long-term approach and aims to last the building's lifetime. In addition, each dwelling plot will be able to maximise passive solar gain. Where possible, plots have been provided with south facing rear gardens, with the design also avoiding overshadowing of properties.

To ensure that a higher Code for Sustainable Homes Standard (Code level 4) is secured, it is also proposed to introduce renewable energy sources on site. A number of alternatives were considered but only the use of photovoltaic solar panels was deemed appropriate. This is due to the location of the site and the proposed orientation of the dwellings. It also maximised energy generation when considering the cost and size of the development proposal and

reduces CO2 emissions.

Therefore, the overall strategy through the combination of a 'fabric first' approach and sustainable design will ensure the proposed development achieves a significant 25% reduction in CO2 against the developments baseline case and complies with Building Regulations and will be in line with the Code for Sustainable Homes.

SITE INSPECTION

Members were invited to inspect the application site in late September in the company of the applicant and representatives from the Parish Council. This was essentially a fact finding visit to assess the various elements of the proposal and to see the topography of the existing site and its surroundings.

The Members present were escorted onto the site and given a detailed presentation by the Case Officer covering all aspects of the development proposal. The panel took the opportunity to view the site internally while looking in detail at the current and proposed access arrangements. The proposed layout was discussed in some depth and respective housing positions and styles given careful consideration. Of particular interest to Members was the relationship with existing development on both the eastern and western boundaries of the site. Proposed highway improvements were also viewed on the aspect with Exeter Road. In view of concerns expressed by neighbouring residents Members also took the opportunity to review the access arrangements into the second part of the allocated site, where vehicle access through the existing Fairfield estate will be proposed.

SUMMARY

This is the first of the substantial applications which are expected for the development of the land allocated in the Local Plan. This is the culmination of a lengthy process of consultation with the local community through the compilation of the Local Plan and moving through to the development brief which underpins the application that is now before the Authority. At all stages the community have been invited to present their comments and, as a result, the development proposals have been guided by the community aspiration to not only meet a sizeable proportion of the demand for affordable housing in this location but also to add value to the community through the commitments towards play space provision, highway improvements on the entrance to the village and necessary education infrastructure. It should be noted that the principle behind the allocation of the site for housing is to provide affordable housing. The realisation that this will only be achieved in the current climate through allowing open market housing as a catalyst is fundamental to this approach.

While it is naturally disappointing that the development cannot produce the desired 50% of affordable units, this has to be offset against the range of other benefits which are being presented. The community has indicated that these are equally important. Viability issues are naturally a very dynamic issue. Assessment can only be based on a snapshot in time at current prices. In this respect the Authority has recognised the need for independent verification of the figures presented. Officers are comfortable that the revisions sought are a realistic assessment of the viability and that they produce the best possible number of units at this time. It is anticipated that this development will start on site soon after permission is granted if that is the case.

The design quality is high and will seek to lift this side of the settlement which has previously suffered from some relatively poor quality housing. The mix of styles, sizes and tenure will

help integrate this development into the overall character of the village and will provide an attractive entrance to the village.

In this respect the proposed highway improvements will also hopefully be effective in calming traffic movements and creating the appropriate village entrance point.

CONCLUSION

This application forms only part of the expected development opportunity on this approach to the village. The challenge has been to ensure this is a high quality development well integrated into the existing development pattern and form of the village. Feedback from the numerous community engagement events has driven this design process and given a platform for optimism that this will meet the desires of the community as a whole. There will inevitably be concern from those that live in close proximity about the effects of what, in total, will be a substantial development. However, careful management of the construction phases and a robust legal agreement give the confidence that this can be achieved with the minimum of disturbance.

A copy of the South Brent Development Brief for this site is appended. A colour version can be viewed on our web site at:

<http://www.dartmoor.gov.uk/planning/pl-forwardplanning/masterplans-and-development-briefs>



DEVELOPMENT BRIEF FOR
SBRI : LAND ADJOINING FAIRFIELD, SOUTH BRENT

Prepared On Behalf Of Cavanna Homes and TRAND Living

January 2014

COMPLETED DEVELOPMENT BRIEF (revE): 20th January 2014

DEVELOPMENT BRIEF - LOWER GREEN, SOUTH BRENT

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1. Enter Road - Site access between trees



2. View into site from Enter Road



3. View into site from Patstone Lane



4. View from Fairfield into western field



5. Railway embankment creates edge to the northern bottom boundary



6. Fairfield - adjacent development

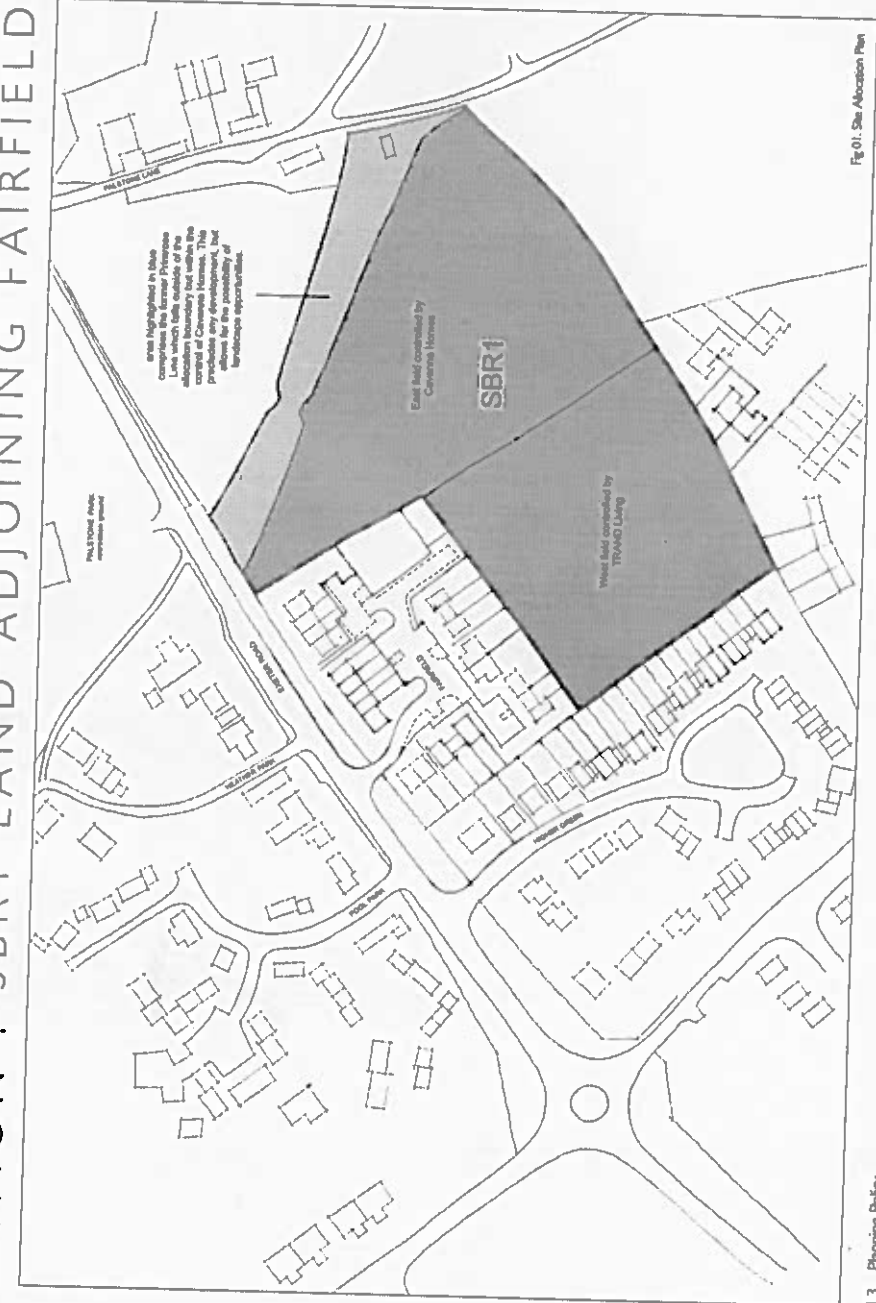


Fig 01. Site Allocation Plan

1.1 Introduction
 Land adjoining Fairfield was allocated in the Dartmoor Development Management and Delivery Development Plan Document (DDMD). This document was adopted in July 2013 and forms part of the Development Plan for Dartmoor National Park. The Policy states:
 'Proposed SBRI: An area of land 2.4 ha in extent adjacent to Fairfield, South Brent, is allocated for housing, not less than 50% of which should be affordable housing to meet identified local need.'

The site comprises two distinct elements - the land to the rear of Fairfield and a larger triangular piece of land to the east. However, the allocation considers it as one and the purpose of the Development Brief is to provide a comprehensive analysis of the site and to provide a framework for bringing forward development in a coherent, clear and integrated manner.

The Brief has been prepared on behalf of Cavanna Homes and Transd Living. Cavanna have promoted the eastern triangle parcel of land through the DDMD, whilst Transd Living has recently taken an interest in the land to the rear of Fairfield. Both parties have option agreements with the respective landowners.

1.2 Evolution of the Brief
 Local community groups such as South Brent Parish Council, Sustainable South Brent and South Brent Community Action Group have been consulted in the development of the Brief, together with Officers from Dartmoor National Park Authority. A stakeholder group has also been established and consulted with.

The importance of the local community's role is shown in the wide public consultation exercise undertaken between September and November 2013. This allowed interested parties to set out their initial thoughts on how development should proceed and then comment on how the developers had interpreted these thoughts on key issues such as layout, access and public space.

It should be noted that the Brief is not prescriptive and does not provide a specific answer to each of the questions raised during the consultation. It merely provides a framework for the forthcoming planning applications and ensure a sustainable, high quality and sensitive development is achieved.

The following sections of the Brief demonstrate how the process has evolved from inception to character analysis to the consideration of key issues to the interpretation of the development principles.

The planning applications will be based on these principles and the work that has been conducted to inform them. It is anticipated that the submission of these applications will follow the approval of this Brief by Dartmoor National Park Authority.

1.3 Planning Policy

The Development Plan is formed by the adopted Dartmoor Core Strategy 2006-2026 (June 2008) and the adopted Development Management and Delivery DMD (DDMD) (July 2013). It is not the purpose of this Brief to re-iterate planning guidance, and as a consequence reference is only made to the key Development Plan policies that have informed its preparation. Further reference to the policy documents can be found in Appendix 01.

Policy COR1 is the overarching policy in the Core Strategy. It aims to ensure that development within Dartmoor National Park is undertaken in a sustainable manner in regard to:

- The need to make efficient use of land and infrastructure;
- The promotion of the health, safety, economic and social well being and access to services by the local population; and
- The provision of high quality design and construction.

Policy COR2 directs development to the larger Local Centres in the Park, including South Brent. Policy COR4 sets out the importance of proposals making the best sustainable use of the site, providing a functional and efficient development and capturing the distinctiveness of the Park.

Efficient and sustainable development is also considered in Policy COR8; it states that development should aim to:

- Achieve the highest practicable energy efficiency standards;
- Realise on-site renewable energy generation (unless impracticable);
- Incorporate sustainable drainage systems;
- Have no adverse impact on drainage patterns;
- Minimise waste; and
- Provide opportunities for the beneficial management of habitats.

The issue of housing affordability is addressed in Policy COR15. The rate, number, type and location of houses provided during the Core Strategy period will be dictated by the extent and nature of local need. The policy notes that local needs housing will be targeted at Local Centres and that the proportion of affordable housing will be not less than 50% (unless viability considerations and/or exceptional circumstances prescribe otherwise).

The Core Strategy is supplemented by the DMD where Policies DDMD 3 and 21 are relevant. They place emphasis on sustaining the quality of place, reinforcing locally distinctive patterns of development and directing new residential development to Local Centres.

There is also the supporting text to DMD Policy SBRI, which provides additional detail to DNPA's position on the site. It states that DNPA is allowing an element of open market housing on this site in order to enable the affordable homes to come forward and to allow for the quality development desired by the local community. The area should be developed only as the local need for affordable housing arises.

2.0 VILLAGE ANALYSIS - LINKS, COMMUNITY AND LOCAL AMENITIES

2.1 South Brent - A Local Centre

South Brent is a popular village in the Dartmoor National Park. It is defined as a 'Local Centre' in the adopted DNPA Development Management Document, and as such has a comprehensive range of services and community facilities, serving local needs and surrounding hinterland. South Brent also benefits from employment provision at the Kingwood Court and Brent Hills business parks. The village has good public transport links to the surrounding areas. The village is highly accessible to Exeter in Plymouth via the A38.

2.2 Community and Village Facilities

There is a strong sense of community in the village. This is focused around three centres: The Old School Community Centre, the Village Hall and the Recreation Association. Events at these centres are well advertised and the local community are clearly highly aware of the activities that are available, and participate fully.

The Old School Community Centre provides a hub where groups and organisations can meet and where pre and school age children are supported with both a breakfast club and after school activities. The centre also boasts an on-going community art exhibition.

The Village Hall supports a wealth of fitness and social activities for the whole community, as well as being home to the South Brent Amateur Dramatic Society and the venue for regular cinema evenings.

The Recreation Association, sustaining both the Hall and Park on Paston Road, are dedicated to providing water sports and recreation facilities. Successful fund raising over recent years has resulted in a new Adventure Play area and skate park refurbishment projects on site. The group are now seeking new ways to maximise the sites facilities to appeal to a wider audience.

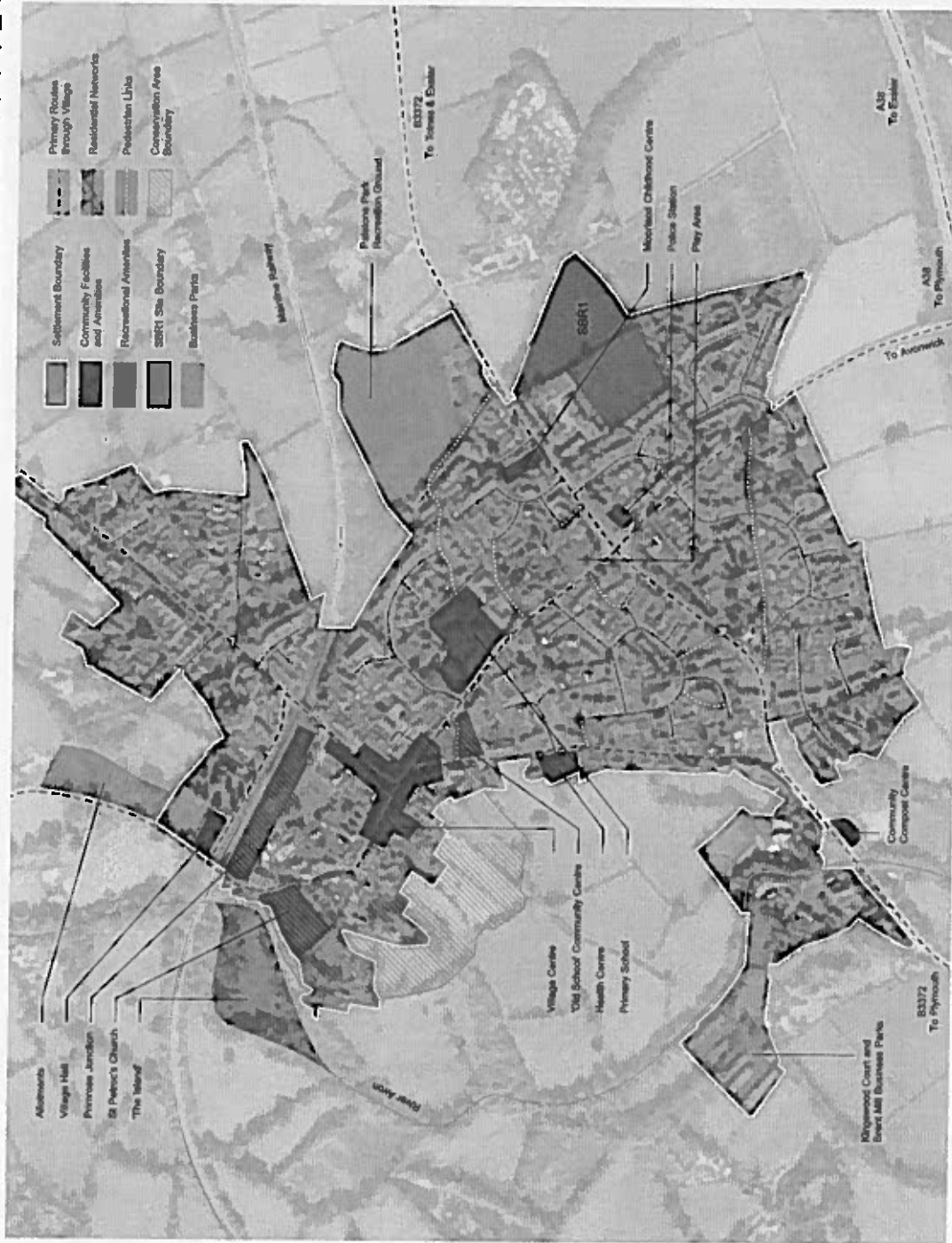
The range of community services also includes the primary school, Moorland Childwood Centre and a large area of allotments. South Brent is served by its own Health Centre, on Plymouth Road, and a Police Station covering the Tolives West area. South Brent also features a number of different denomination churches including the C14th St Petroc's Church.

In addition to the facilities that are available in South Brent, there are also a number of active groups within the local community, some of whom have contributed towards this brief.

Sustainable South Brent is dedicated to positive action towards sustainable community living. The group has achieved admirable success developing a community owned wind turbine operation and the development of Marsh Re-use and Compost Centre, generating income from donations and recycling credits to help fund other green-minded local initiatives.

There is also The Island Trust, which purchased a redundant area of land some years ago, to secure it as Public Open Space and continues to thrive in its endeavours.

South Brent also has its own popular Art Gallery shop displaying a wealth of local creative talent across the fine arts, fashion and ceramics. It is also in the process of creating a community radio station as well as pursuing the feasibility of re-establishing its station stop on the maritime railway enabling it to open its self up to a wider population as a 'gateway to the moors'.



1. Village Centre



2. Kingwood Court Business Park



3. Old School Community Centre



4. Village Hub



5. St Petroc's Church



6. 'The Island'



7. Paston Park Recreation Ground

Fig 02: Links and Amenities Diagram



3.0 VILLAGE ANALYSIS - URBAN CHARACTER



Long frontages form the edge to the public realm, creating intimate, enclosed streets



Varying building heights and massing offer variety in the street scene



Burge plot developments have their own unique character



Public realm defined by strong edges throughout the historic area



Pockets of open public space break up the dense fabric of the village experience

The architectural character of South Brent is hard to define, due to the nature of its growth over the years. The historic centre, now a conservation area, has a very clear identity, reflecting the character of most Dartmoor villages, but the majority of subsequent developments have not celebrated this quality. Much of this urban character analysis has been carried out with the South Brent 'Village Design Statement' in mind.

3.1 Village Centre

The medieval village centre comprises heavily developed burge plots that exemplify the vernacular of South Brent. The buildings are positioned on the back edge of the pavement, presenting an almost continuous facade to the street with very close front to front distances, creating a very enclosed, intimate street experience. Size and scale vary, offering variety in the street scene. Buildings and high stone walls create a strong edge to the public realm - whether to the road or to the pockets of wider public space such as Wellington Square. Typically simple and modest, the buildings are in stone or render, with slate hanging also featuring widely. Windows are generally large with stone or slate cills, doorways are simple, some featuring basic ornamental surrounds and eaves are clipped. Individual buildings are distinguished by different colour washes, creating quite a colourful environment.

Coach-houses regularly allow access to historic infill development within the burge plots, creating areas with a distinct character of their own.

3.2 Subsequent Development

Aside from some typical Victorian housing, the expansion to the village occurred after the second world war and comprised local authority built estates in the economically viable style of the period. These are typically cut-de-sac developments of bungalows, semi-detached and detached dwellings.

In contrast to the strong street definition of the historic linear development in the old centre, these estates feature large areas of defensible space to the front, but with little or no boundary definition to the edge of the public realm. As such there is no association with the strong historic identity of South Brent or the wider rural context.

However, more recent developments such as Fairfield and New Orchard have sought to more closely reflect the vernacular style of South Brent.

3.3 Routes

Outside of the historic centre, all principle routes through the village have little in the way of frontage; the public realm generally being defined by walls and hedges, with development being set back, having little relationship with the street. This is particularly notable on Exeter Road, which forms by far the largest area of public realm and yet features frontages only at the London Inn development. This principle applies almost to the gateway of the historic centre along Toines Road, resulting in a rather abrupt perceived start to the built environment.

Vehicular routes through around the village may be constrained by the cut-de-sac nature of most development, but there are a number of pedestrian links throughout the village, offering good permeability and access to amenities and between communities.

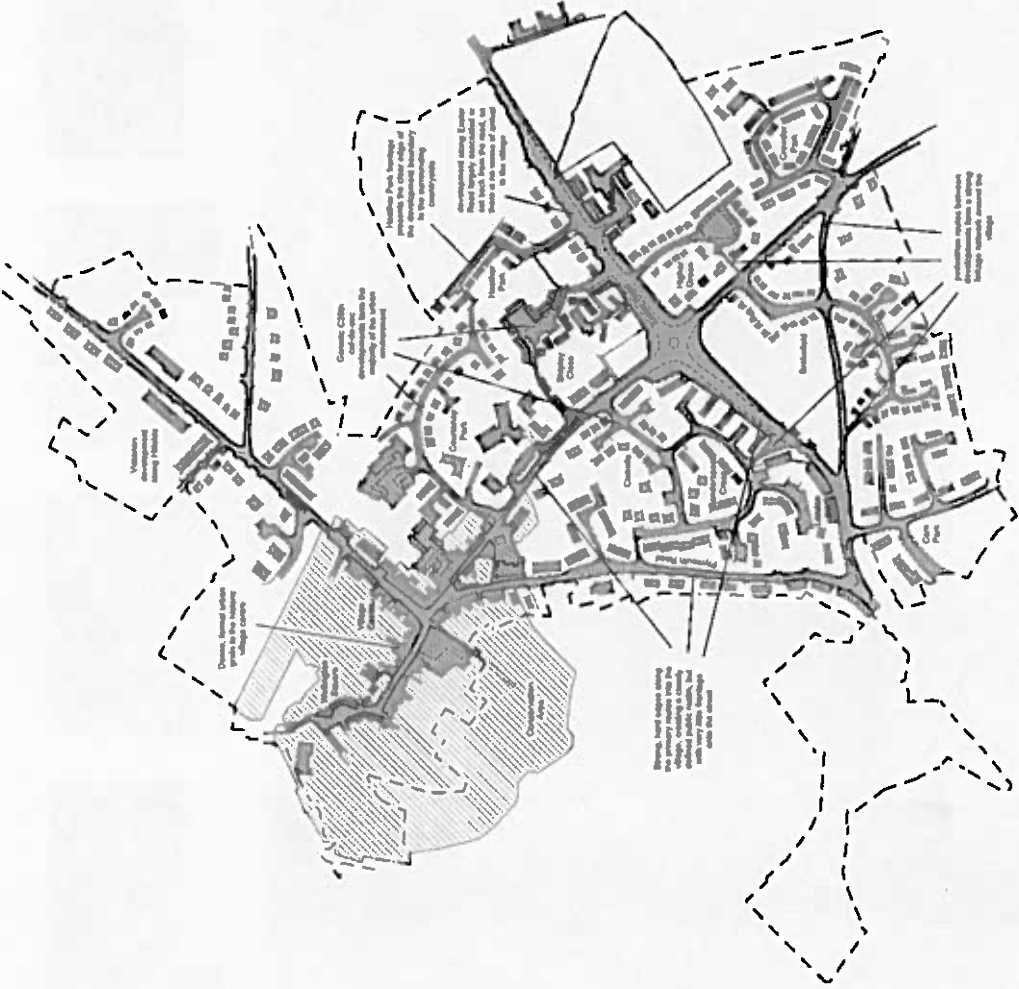


Fig 03 Urban Grain and Public Realm Diagram



Pockets of open public space break up the dense fabric of the village experience



Exeter Road, the primary route into the village, features very little in the way of frontage



Gateway to the Village Centre



Later generic suburban developments have no relationship with the local character



Inappropriate design results in dwellings having no relationship with the street



More recent developments have sought to reflect the local vernacular style



Positioning linkages feature throughout the village creating good permeability and access

4.0 VILLAGE ANALYSIS - ARCHITECTURAL CHARACTER

4.1 Architectural Detail

The growth of the village over the years has resulted in a wide range of architectural styles and materials, as illustrated by the adjacent photos.

These were exhibited at the Public Consultation, with the community invited to highlight particular elements that they would like to see reflected in a proposed development (illustrated with the red dot).

This exercise, along with the individual discussions highlighted a desire to see the use of traditional materials incorporated into a contemporary design approach. This, combined with the use of vernacular features and details, such as porches and chimneys, will help to relate proposals to the strong identity of the historic village core.



1. C.11a dwellings exemplify the historic village character.



07. Former double porch period properties.



Building style.



Public Edge.



13. Bays of pavement development forming the edge of the public realm.



Materials.

14. Roughcast render with lorry chis.



3. Typical Victorian villa.



08. Porches often feature steep houses to allow near access.



14. Pubs with front gardens but no physical boundary to the street.



26. Natural stone with stone blocks.



26. A range of different porches and canopies feature within the village.



32. Cast iron lamps.



3. Current developments of the latter half of the 20th.



09. Bay windows and other architectural features are found in the village.



15. Front gardens with low hedges or walls, hedge or fence offering an edge but no privacy.



21. Stone herring is seen extensively throughout the village, particularly on publes.



27. Simple openings to historic cottages.



31. Single slate canopies.



4. A number of the developments include bungalows.



10. Recent pastiche development to reflect the historic style.



16. Small areas of delineable space with strong edge to public realm.



23. Historic areas see patchwork of materials extend to major housing.



28. Recent developments feature porches and canopies reflecting wider Dorsetshire character.



36. Iron railings.



5. More recent developments reflecting the character of the Dorsetshire National Park.



11. Recent interventions of the vernacular style.



17. Strong physical edge clearly defining public/private areas.



21. Modern use of render combined with traditional materials and details.



29. Historic areas typically feature large windows with cast ironwork.



35. Concrete pillars in public areas.



6. Individual contemporary dwelling.



12. Natural local materials create a sense of rural identity.



18. Vegetation also forming hard edge.



24. Timber also features on more contemporary developments.



30. Smaller simple windows on older cottages.



36. Provision of street furniture.

5.0 SITE ANALYSIS, CONSTRAINTS AND OPPORTUNITIES



5.1 Site Location

The site, of approximately 2.4 ha (5.9 acres) plus the additional Primrose Lane, occupies an area of agricultural land to the south east of the village. The site is surrounded by existing development to the West and open countryside to the East.

5.2 Boundary Definition

The site consists of two fields with a mature hedgerow separating them. There are also mature hedgerows to the southern and western boundaries. The eastern boundary is defined by an old railway embankment. There is a small copse to the north eastern boundary.

5.3 Topography

The site slopes down from west to east, at approximately 1:12. From the highest part of the site there are views to the east of the surrounding countryside, rooting the site within its rural context.

5.4 Access

There are two potential access points to the site: direct access from Exeter Road to the eastern field, and through Fairfield to the western field. There are also other existing field access points from Palstone Lane, which could serve as pedestrian links.

5.5 Landscape

The site comprises a semi-improved grassland field with species-rich Devon-bank hedgerows around the boundaries and a small area of broadleaved plantation woodland in the north-west of the site. One of the key constraints and opportunities for the site would be the retention of the existing landscape assets, that would help to root the development in its rural context, as well as protecting key wildlife habitats on the site.

5.6 Ecology

The design brief was informed by ecological surveys of the site, including Extended Phase 1 Habitat survey and protected species surveys including reptile, dormice and bat surveys following standard methods. The key wildlife habitats identified were the boundary hedgerows and the old railway. The hedgerow along the southern boundary of the site qualified as 'important' under the Hedgerow Regulations using ecological criteria. No dormice were present. A low population of slow-worm was recorded. The bat survey recorded moderate levels of bat activity, predominantly from common pipistrelle, although at least seven species were recorded including very low numbers of lesser and greater horseshoe bats, which were recorded by static detectors. Other recorded species were Myotis spp., soprano pipistrelle, noctule and long eared bat.

5.7 Layout

The western parcel of land is bound by rear gardens of surrounding properties, meaning that there are important privacy relationships that must be addressed.

The Eastern site boundary forms not only the edge of the development, but also the edge of the village. It is highly visible on approach to the village, and as such its treatment will need careful consideration.

5.8 Aspect/Prospect

The topography offers clear views in and out of the site, which should be embraced. The treatment of the NE boundary needs to be carefully considered as this is a very public face of the development and the village. Similarly, the development will have an impact on more distant views of the village, which will be considered as part of the LVIA.

5.9 Links

The site is in close proximity to existing pedestrian linkages that are an integral part of the fabric of the village. Any development should integrate into these existing routes to maintain the strong sense of community in the village.



1 The Gateway to South Brent



2 Existing Landscape Assets



3 Visible NE Boundary Edge



4 Views from the Site



5 Rural Identity



6 Existing Pedestrian Linkages

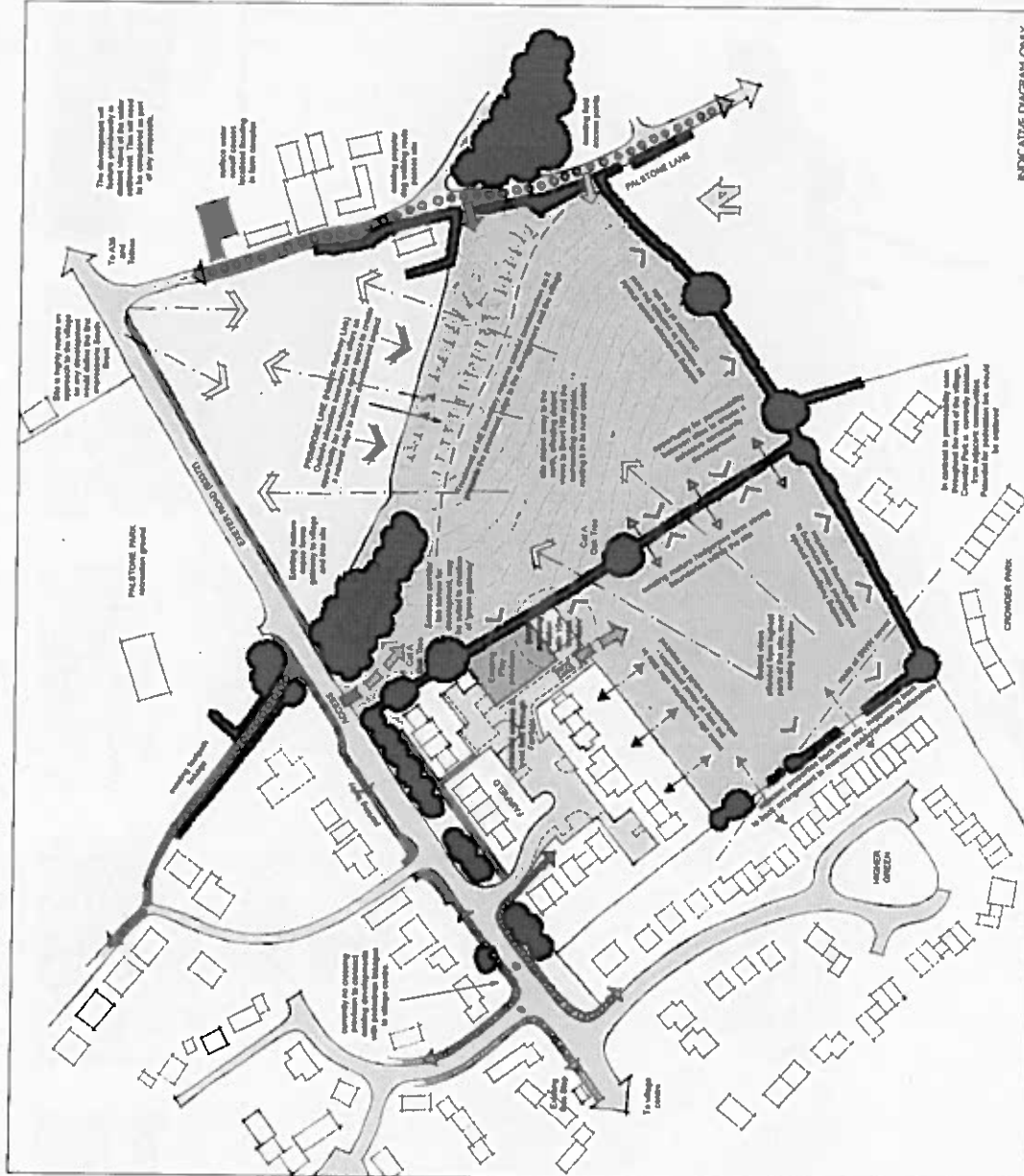


Fig 04 Site Constraints and Opportunities Diagram

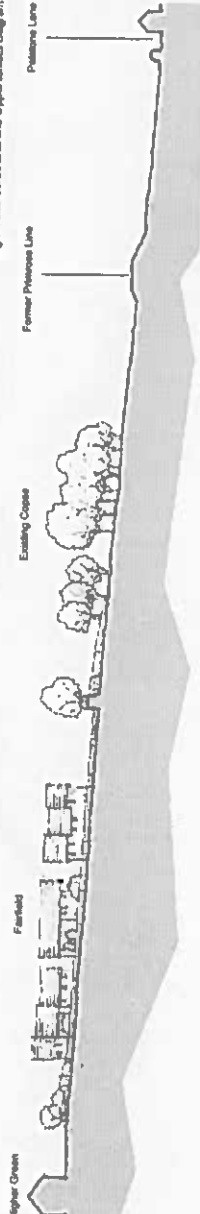


Fig 05 Site Section

The adjacent diagram and the supporting text summarise the key concerns and expectations of the local community, recorded at the Visioning events (19th Sept & 28th Nov 2013) and the Stakeholder meetings (27nd Aug & 7th Nov 2013). A full summary of community feedback can be found in Appendix 3.

6.1 Access and Links

- Provision of two separate accesses, to East parcel from Exeter Road and West parcel through Fairfields
- Concerns over safety of children playing in public space.
- Permeability between sites essential - footpath routes through, but vehicular link not preferable as it would create a rat-run.
- Create/enhance connections with existing pedestrian linkages in and around the village.
- Concerns over speed along Exeter Road - Consider moving the 30mph limit zone further out of the village.
- Provision of Exeter Road crossing point to the west of Fairfield to provide safer pedestrian routes to existing amenities.
- Opportunity for a Village Gateway Area - a feature or material change to define village gateway and alleviate speed concerns, with possible crossing point.
- Possible new bus stop on Exeter Road.
- any proposed development should encourage the social/economic infrastructure and sustainability of the village, by reducing the need for commuting.

6.2 Landscape & Ecology

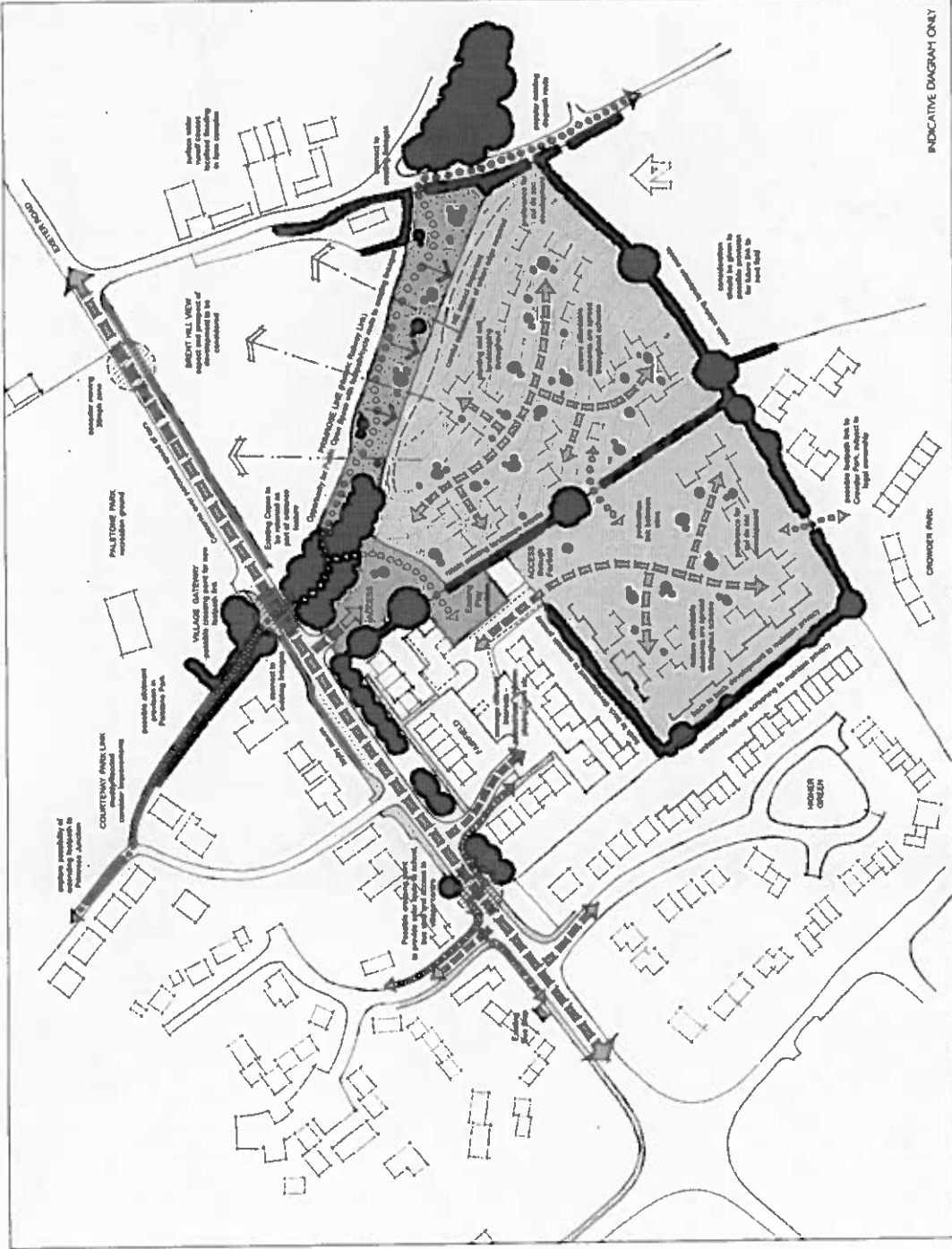
- Retain existing landscape assets - protecting and enhancing natural amenity and habitats
- Areas of dedicated Community and Public Open Space and Play Areas.
- Former 'Pinnose Line' would be ideally suited as a landscaped area of POS incorporating footpath/cycleway link, possibly planted with pinnoses to reference its heritage.
- High levels of soft landscaping and tree planting throughout - possible community orchard.
- Proposals should incorporate sizable gardens with appropriate boundary treatments reflecting the rural context.

6.3 Layout/Design Issues

- Two sites should be well integrated, with physical links and an even distribution of affordable elements throughout, to prevent segregation.
- Important to give careful consideration of NE boundary of site which presents a strong highly visible edge to the rural landscape. A strong urban edge defining the village boundary may not be appropriate, while the 'Pinnose Line' offers an opportunity to naturally soften impact.
- Traditional front/back relationships to ensure strong public/private identities.
- Consistent architectural treatment - referencing the quality of the historic South Brent centre
- Ensure housing mix, provision caters for all, including the elderly Opportunity for split level maisonettes for elderly where levels permit.
- Strong interest in the exploration of 'self-build opportunities'
- Preference expressed for cul de sac developments.
- Variety of car parking solutions.
- Community positive about contemporary design to create an exemplary Dartmoor development, rather than another pastiche scheme.

6.4 Sustainability

- Development should respond to a clear sustainable agenda.
- Community desire to achieve a high level in the Code for Sustainable Homes - possibly explore Passivhaus
- Renewable technologies to be considered - shared tariff energy generation, rainwater harvesting, ground source heat pumps etc.
- Layout to consider orientation, recycling storage. Possible car charging points.
- Promote the potential of working from home.



INDICATIVE DIAGRAM ONLY

Fig 06. Community Consultation Response Summary Diagram



1 Safety concerns over existing Fairfield area
2 Crossing provision across Exeter Road
3 Important to maintain privacy
4 Deers for green open space and play areas
5 Sustainability should be key guiding principle



7.0 DESIGN PRINCIPLES

General Principles

- Circa 80 dwellings to be built on site
- A comprehensive scheme for the whole site will be created relative to layout, architecture, landscaping and access
- Dedicated open space to be provided as part of development
- Provision of links to existing village centre
- Retention of existing landscape assets on site

Access and Highways

- Two access points to be provided - one through the existing Fairfield development and one to north of Fairfield onto Evester Road
- Careful design consideration will be given to addressing the new access at Fairfield and its use by existing residents
- A safe, legible layout will be created based around two cut-de-sacs that will reduce speeds and avoid rat running
- Pedestrian links to be created across Evester Road
- Footpath to be established from crossing point to the site
- Links to wider pedestrian linkages
- Links to areas of open space in Palstone Park via new footpath
- Consider off site works to Evester Road to slow Traffic

Design and Layout

- Cut-de-sac to be created in the eastern and western parts of the site that will be linked via cyclepaths and footways
- Broad mix of housing to be developed that will include a range of house types
- A series of different building arrangements from terraces to detached properties will be developed across the site.
- The fabric and grain of development will reflect built form of neighbouring areas in the different parts of the site
- Appropriate edge to be presented to the north eastern frontage of the site
- Western part of the site will be based around a more rigid formal layout dictated by its shape
- Eastern part of the site will have a looser arrangement reflecting the wider countryside
- Architecture will reflect good examples of local vernacular

Landscape and Ecology

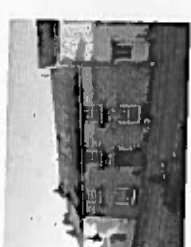
- Retention of existing trees and hedgerows
- Link existing play provision to all parts of the site
- Creation of landscaped public open space utilising redundant railway line to soften the connection with the surrounding countryside and provide an ecological 'corridor' for bats and other wildlife
- Potential for community fruit tree planting to be created in public open space
- Existing landscape assets to define site boundaries
- New landscaping (green areas) flow through the site with a flexible approach to planting
- Bat roosting and bird nesting to be incorporated into some new buildings
- Key habitats will be protected and enhanced within the overall layout

Sustainability

- Consideration will be given to building both the market and affordable housing on site to Level 4 of the Code for Sustainable Homes Standard, but this may result in the need to reduce other Section 106 contributions such as affordable housing
- The design of the individual units will incorporate sustainable design features that will improve the long term affordability of each unit
- Orientation of residential units will aim to achieve south facing properties (where possible).
- The use of local materials in the construction of the site will be prioritised
- Local suppliers and labour will be used where possible
- Sustainable transport links will be created to ensure that the development will be able to support local services and facilities and
- Where practical, resource efficient solutions will be utilised to address drainage

Design Principles - Housing

- Affordable housing to be provided in accordance with Policy COR15 in the adopted Core Strategy (subject to viability considerations);
- The Local Housing Needs Survey will underpin the phasing and delivery of the development;
- Tenure, mix and size of the affordable housing will be informed by the Local Housing Needs Assessment, and
- The design and location of the affordable housing element will be 'tenure blind'





8.0 DESIGN STRATEGY

The design response for the Land Adjacent Fairfield will primarily be guided by the Design Principles detailed from the Development Brief process, and will accord with Development Plan policy. The brief demonstrates that the concept and development of the concluding indicative masterplan is grounded in producing a sustainable and land efficient scheme, whose design aims to reflect the uniqueness of the National Park.

The following points outline how a proposed development strategy might respond to site, context, community comments and policy, and are summarised in the Site Response Masterplan (fig. 07, page 11).

8.1 Response to Planning Policy

The brief recognises the importance of providing for affordable housing on this site as a prerequisite of DMD Proposal SB81. Therefore, the number, tenure and type of affordable housing units will be informed by the results of the Local Housing Needs Assessment (which is being prepared in January 2014). In terms of tenure and type, the development will be in line with Core Strategy Policy CO15 and the emerging Affordable Housing SPD. It will provide for an appropriate mix of social rented, intermediate and discounted open market housing. The consultation exercise demonstrated that there is a desire for a mix of affordable homes and the Housing Needs Survey will help to define the types. Additionally, the developers will locate local needs housing appropriately on site with no differentiation between the design of market and affordable housing.

The issue of sustainability is addressed throughout the brief and reflects its importance to the local community and the principles of the Core Strategy and DMD. The proposed approach to be taken by the development accords with policy. Consideration will be given to meeting higher building standards such as Level 4 of the Code for Sustainable Homes, but this is subject to viability considerations and may result in the need to reduce other Section 106 contributions such as affordable housing whose design aims to reflect the uniqueness of the National Park.

8.2 Layout/Design Issues

Both developments are to be arranged as a series of out-of-sets to reflect local community spirit and will offer a variety of parking solutions from on plot to parking courts and on street spaces. The car parking requirements of the new development will be wholly catered for within the site. The proposals will feature a broad mix of housing types to satisfy market needs. Affordable housing provision will be located in pockets throughout both sites, and there will be no distinction between the design of the affordable and market housing.

The 'west field' site is rooted in the existing urban fabric of the village, with development on three sides. Clear public/private relationships in these areas can be defined with back to back arrangements resulting in an overlooked public realm. Opportunities to relax the formal rigid layout suggested by the shape of the site should be explored, with a mix of property types throughout.

Development on the 'east field' part of the site represents the extension of the village towards the open countryside. It will form a new edge to the village boundary, and as such the treatment of this edge is key to the success of the design. It is considered that the copse forms the gateway to the village, while the railway embankment is a strong landscape feature defining the village edge. The introduction of built facades along this feature will work well along this defined edge. Integrating to the east as the development spreads towards the countryside.

Architectural character and sustainability will be explored further as the design development process continues, although proposals should reflect the identified community desire for a reflection of the local vernacular and elements of contemporary design.

8.3 Access & Linkage

Good design practice for the layout of new streets within residential developments promotes the interaction between users and emphasises that pedestrians and cyclists should generally share streets with motor vehicles. This provides opportunities for populated and overlooked communal areas and lessens the dominance of the highway. Short, curved or irregular street alignments can increase the sense of place and hence help to lower the speed and thus the dominance of the car. The existing highway layout within Fairfield contains the dominance of the car by virtue of both curved alignment from Eester Road and its shared surface within the main residential area. This layout is therefore considered to be a suitable basis upon which to extend within, and provide access for the western development site.

There is evidence to suggest that each parcel of land can be accessed individually, and this is supported by initial consultations with Devon County Council (Highways Authority). The West site accessed through Fairfield with the east site accessed from a new junction along Eester Road. A vehicular linkage between the two sites has raised local concerns over the level of traffic associated with the East site which may route through Fairfield to and from Eester Road. The proposals are therefore being developed with a pedestrian/cyclist/emergency vehicle only linkage between the two sites. The new access onto Eester Road to serve the East site would be in the form of a priority junction with new footways provided along the southern edge of Eester Road linking into the existing provision.

In order to integrate the two sites with each other and the wider village, connectivity is an important consideration. Both developments need to be connected to existing routes and linkages to allow ease of access to amenities within the village and to maintain the principle of permeability seen throughout South Brent. There is an opportunity to provide an enhanced 'Village Gateway' which would reinforce the village entrance approaching from the east and could incorporate a potential crossing point linking the site with the recreation ground and South Brent Footpath 1. The opportunity also exists to provide a further potential crossing point further west along Eester Road on the desire line from the site to the school and Village centre. Existing linkages can then be extended into the site with a new cycleway/footpath along the route of the old 'Parade' Line.

Following meetings with both the stakeholders and the public during the consultation process, the desire for the consideration of a new controlled pedestrian crossing (i.e. Zebra or Pelican) in the vicinity of the site along Eester Road was noted. Whilst the local perceived need for a crossing point is acknowledged, the calculation process required to justify a new controlled crossing is very defined to ensure the support of the highway authority. The calculations are based on the level of traffic along the road and the existing number of people crossing the road in a given hour. The result along Eester Road does not currently meet the value required to justify a new controlled facility, even with the anticipated pedestrian flow from the new development. The evidence demonstrates that flow falls far short of the required volume. Further options for slowing down traffic and improving pedestrian safety will be explored with the Highways Authority.

Pedestrian links may be formed between the two sites and with 'Fairfield', and also with 'Crowder Park' (subject to legal ownership).

8.4 Surface Water Drainage

The site lies within Flood Risk Zone 1 as defined by the Environment Agency indicative flood plain maps (i.e. low risk of flooding), the site is however considered to be significant as it is above 1Ha in area, therefore a Flood Risk Assessment & Drainage Strategy will be provided as part of the planning submission. All forms of flooding both upstream and downstream of the development will be considered within the report.

Ground investigation at the site has confirmed a high level of ground permeability, hence surface water run-off will be returned to ground using soakaways and infiltration techniques. Soakaways will be designed to accommodate and dispose of flows up to and including the 1 in 100 year return period storm and will have an additional 30% capacity to provide for predicted climate change over the lifetime of the development.

8.5 Foul Drainage

South West Water have confirmed that suitable capacity within the adopted sewer exists to cater for the development. The majority of the site is at an elevation significantly lower than the existing sewers, hence flows will be drained by gravity to a low point on the site to be pumped via a rising main to the adopted network.

8.6 Sustainability

The development's sustainability is seen as being of particular importance to the local community. This has been one of the key issues raised during the Community Consultation. The community's response to the proposals is that the development should be driven by a clear agenda and that all avenues should be explored to create an environmentally sensitive and sustainable scheme. This feedback has influenced the layout and design of the proposals.

The layout aims to maximise southern aspects where possible, whilst consideration will be given to designing to a high level Code for Sustainable Homes standard (subject to viability considerations) to comply with Policy CO8.8. Each unit will have energy efficiency measures that will decrease emission rates, reduce water use and minimise heating costs. Recycling facilities will be incorporated with the aim of improving the long term affordability of each unit.

Wider measures will also be introduced to reduce the development's footprint in terms of using locally sourced materials and employing local suppliers and labour where practical.

8.7 Landscaping Principles

As a major development within a rural location it is vitally important that the landscape design forms an integral part of the overall proposal. The landscape principles established at this Design Brief are in direct response to feedback gained through community and LPA consultation.

The landscape proposals will primarily seek to:

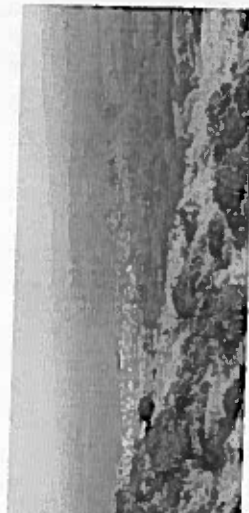
- integrate the development within the local village and surrounding landscape setting
- reduce the visual impact of the proposal
- promote good ecological practice
- support heritage assets
- support where feasible the aims of local sustainability groups
- provide an attractive environment in which to live and play that complements the existing village character.

This will be achieved where possible, through the

- creation of footpath links between the new and existing housing
- advancing the broader aims of the villages POS policy
- retention, incorporation and enhancement of the ecological and landscape assets
- retention, incorporation and enhancement of the sites existing heritage feature
- implementation of good design practice and quality landscape materials

The outcomes of which are intended to

- promote good social and landscape connectivity with the village
- retain the sense of the sites landscape character
- lessen the overall visual impact of the development
- safeguard the sites landscape and heritage assets
- promote good biodiversity practice
- enhance the residential setting



8.10 Distant Views of South Brent

South Brent lies in an area of comparatively low ground, gently sloping down towards the northeast. Local escarpments to the north and south, coupled with the water more distant landscape, situate the site such that views established to date can be found along a Public Footpath approach. L25 runs north and only a short distance above the site is not clearly visible at the approach of the site due to the site's orientation. The local level at this point clearly views would still likely be difficult due to distance involved, scale of the site and its location nestled within existing development.

The proposals for development on this site will consider its appearance within the wider settlement context as seen from the surrounding countryside and a planning application will be accompanied by a Landscape Visual Impact Assessment.

8.8 Key Ecological Design Principles/Opportunities (Drawn from the Ecology Recommendations and Design Brief consultation)

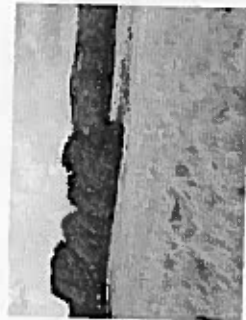
The ecology principles for the design brief have responded to the ecological baseline, including the results of the habitat and protected species surveys that have been undertaken. Key elements are as follows:

- Retention and enhancement of the key wildlife habitats within the site (Devon-bank hedgerows; woodland copse; and ecological 'corridor' associated with the Primrose Lane), where possible the site remains suitable for foraging and commuting bats.
- Integration of new wildlife habitats into the development such as wildflower margins and native tree/shrub planting; this will mitigate loss of the existing pasture and provide ecological enhancement.
- Where appropriate, integration of features that can be used by roosting bats and breeding birds into new buildings, such as 'bat bricks' and bird boxes targeted at declining urban species such as house sparrow and house martin.
- The retained and created habitats will be managed under an appropriate landscape and ecology management plan, which will be designed to maintain the landscape, amenity, and ecological value of the site.
- Opportunity to provide sustainable, productive landscape elements, such as fruit and nut planting
- Ecological mitigation strategy informed by protected species surveys, including bat, dormouse and reptile survey.

8.9 Landscape Design Strategy

In response to the above the landscape proposals include:

- The safeguarding of the sites significant standard hedge trees and hedgerow boundaries except where footpath / cycleway links need to be provided.
- The development of green corridors, drawing in the benefits of the existing boundary hedgerows by acting as wildlife corridors for bats, birds and small mammals, as well as providing potential foraging, nesting and over-wintering sites for a range of wildlife. These routeways also represent attractive recreational features for site users.
- Both formal and informal play opportunities in the form of natural play items within the railway cutting in a way that reflects heritage aspects of the site, as well as supporting Devon Biodiversity Action Plan in its safeguarding and enhancement of the native ecological diversity.
- Access points and route ways that encourage wider public access by linking with existing popular footpaths and the neighbouring recreation ground, drawing people through the site and into the surrounding area.
- The development of meaningful small green spaces. These are designed to support the wishes of the existing village members for areas in which to grow edible plants and trees for community management and use. 'Pocket Gardens' could act as valuable informal recreation areas for sitting or play as well as providing usable edible produce. By varying the species selection for each site, each pocket garden could have a different character thereby increasing visual diversity, seasonal variation as well as a wide range of flora and fauna.
- Street trees that could also be selected for their fruit productivity although careful consideration would be required regarding species and location in order to guard against any potential undesirable side effects.
- Off-site contributions to existing play facilities will be considered



8.11 Existing Landscape Character and Site Features

The site lies within LCT ID: Inland Elevated Un-Aiding Land of the Dartmoor Landscape Character Assessment. The site comprises of agricultural pasture land bounded by native hedgerows which contain two notable mature trees.

Along the north eastern boundary lies a stretch of former railway line, which is used by a rear embankment and cutting with copse planting. This site has an attractive, unique landscape and heritage feature.



8.12 Landscape and Ecology Possibilities

Restoration of demuded copse planting
 Restoration and supplementation of other native hedgerows and tree planting
 Promotion of ornamental copse planting for communication of locally grown, indigenous planting for use throughout scheme
 Use of landscape materials with low embodied energy



8.13 Play and recreation

Stretch of natural railway could be utilised to create enhanced local Public Open Space. This could comprise retained hedgerow and copse planting. The copse planting could be integrated with the existing hedgerow. Supplementary planting could be added to enhance the heritage aspect of the space as well as supporting the Devon Biodiversity Action Plan (DBAP) target species: Locust Gnatcatcher and green footpath corridors could provide habitat for conservation planting. Character of play items could reflect that of neighbouring Palstone Park Adventure Trail, possibly using an extension of it.



8.14 Footpaths and route ways

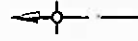
Proposals would endeavour to be in with existing Public Rights of Way and popular walking routes within surrounding housing, leading to village centre. Promotion of less formal footpaths with possible planning to act as wildlife corridors. Footpaths could act as areas of informal play

FINAL DRAFT

Residential Development
Lower Green, South Brent
for
Cayanan

Proposed Site Layout Plan

Scale: 1:500 @ A1 (1:1000 @ A3)
Drawing No: 975-PI-02
The Best Start School Browning Way
Lower Green, South Brent
01392 830651 | info@grainge.co.uk



Schedule of House Types

House Type	Area (sqm)	Count	Total Area (sqm)
1 bed	61.742	4	246.968
2 bed	72.262	8	578.096
3 bed	103.227	1	103.227
4 bed	139.967	1	139.967
5 bed	150.000	1	150.000
Total		15	1018.258

Open Market (80%)

House Type	Area (sqm)	Count	Total Area (sqm)
1 bed	61.742	3	185.226
2 bed	72.262	6	523.572
3 bed	103.227	1	103.227
4 bed	139.967	1	139.967
5 bed	150.000	1	150.000
Total		12	1002.092

Void No. of Dwellings

House Type	Count
1 bed	4
2 bed	10
Total	14

Adaptable Housing Tenures:

Tenure	Count
Shared Ownership	10
Shared Rental	4
Total	14

Net Development Area:

Net Development Area: 6.2 Ha

Key to Boundary Treatment:

- Stone Walls - 1000mm high in rear boundaries, 800mm high to front boundaries
- Render walls - 1500mm high to rear boundaries, 1000mm high to front boundaries
- Castle Fencing - 1200mm high perforated metal fencing



RESIDENTIAL DEVELOPMENT - LOWER GREEN, SOUTH BRENT