

DARTMOOR NATIONAL PARK AUTHORITY

7 February 2014

**DEVELOPMENT BRIEF FOR PROPOSAL SBR1, LAND AT
FAIRFIELD, SOUTH BRENT**Report of the Forward PlannerRecommendation: That Members approve the Development Brief**1 Introduction**

- 1.1 A number of the development site allocations set out in the adopted Local Plan (the Development Management DPD or 'DMD') specifically require that they go through a process of Masterplanning or are led by a Development Brief. The purpose of this process is to provide a 'blueprint' for a site prior to any applications coming forward, and to engage with the local community early in the process of preparing a scheme in order provide an opportunity to influence emerging plans. A Guidance Note for the process of preparing and approving Development Briefs and Masterplans in the National Park was approved by Members in March 2013.
- 1.2 Officers are currently working with developers and communities on a number of Masterplans and Development Briefs across the National Park. The Development Brief for Proposal SBR1, Fairfield, South Brent is the second to be considered by Members.

2 The Site

- 2.1 Proposal SBR1 states "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."
- 2.2 This site is allocated to meet a need for affordable homes in South Brent parish assessed at 28 in a 2009 Housing Needs Assessment. A new survey is currently underway in the parish which will inform the rate of development and the type and tenure of housing to come forward on this site. The need for an up to date survey is important given the perception in South Brent that the local need is for rented family sized housing in particular; the survey may confirm this.
- 2.3 The site is on the eastern edge of South Brent. The allocation comprises two parcels of land in different ownerships; a square field enclosed on 3 sides by residential development, and a triangular field to its eastern boundary which adjoins the former railway line. Both sites were submitted through the Authority's Strategic Housing Land Availability Assessment (SHLAA) and are currently under option, the square field by Trand, the triangular field by Cavanna Homes.

3 Preparation of the Brief

- 3.1 The identification of this site in the DMD means it has already undergone extensive consultation regarding the principle of housing in this location.

- 3.2 Officers first discussed with developers in May 2013 an approach to the Development Brief on this site. The developers discussed this with South Brent Parish Council in June 2013 and convened the first meeting of a Stakeholder Group in August 2013. Invitees to the Stakeholder Group included DNPA, South Hams District Council, Devon County Council, South Brent Parish Council, Sustainable South Brent and the South Brent Community Action Group as well as representatives of both developers.
- 3.3 A community consultation event was held in September 2013 in order to identify issues and opportunities with the development of the site. A second meeting of the Stakeholder Group was held in November 2013 to discuss the community feedback and emerging design response. A draft Development Brief was then prepared and a further community consultation event held followed by a 4 week period of public consultation.
- 3.4 The Stakeholder Group met again in January 2014 to discuss the proposed final Brief before it was submitted to DNPA. It was agreed that the role of the Stakeholder Group was not to 'sign off' the Brief, but to provide key stakeholders with the opportunity to discuss and influence the Brief and act as a community 'sounding board' for the proposals.
- 3.5 A summary of the consultation process and the influence community engagement has had upon the final Brief is included at Appendix 2 to this report.
- 3.6 The Parish Council has been sent a copy of the Brief and will be invited to attend the Authority meeting. Members are referred to the following web link for access to the full document:

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

4 Development guidelines

- 4.1 The Brief sets out a set of Design Principles (p.8) as well as a Design Strategy (p.9-10) and Site Response Masterplan (p.11). The main sections of the Brief are included at Appendix 1 to this report. The key points are:
- **Sustainability** – came through as a key principle for the community. The Brief states the scheme will be laid out in order to maximise the energy efficiency of the buildings, and that the scheme will aim for Code 4 of the Code for Sustainable Homes.
 - **Housing** – the site could yield around 80 houses, 50% of which should be affordable housing for local needs (subject to viability). The Local Housing Needs Assessment will underpin the mix, phasing and delivery of the development. If the level of need does not justify a single phase then the site should be brought forward as and when the local need arises.
 - **Highway access** – The square field will be accessed through the existing development at Fairfield, the triangular field will have direct access to Exeter Road. There will be pedestrian and cycle links between the sites, but emergency vehicular access only in order to minimise impact upon the existing Fairfield site where the ongoing safety of current residents (children in particular) was raised at consultation.

- **Pedestrian connectivity** – A number of pedestrian accesses are set out, including a link with Crowder Park to the south and Palstone Lane to the east. The community has viewed safe pedestrian links across Exeter Road as fundamentally important to the scheme. Evidence currently suggests the level of pedestrian and vehicular movement is unlikely to justify a controlled pedestrian crossing. If this is indeed the case then detailed applications should explore options for an uncontrolled crossing together with potential traffic calming measures on Exeter Road.
- **Design and layout** – The scheme is designed around a series of vehicular cul de sacs, in response to the community consultation and consistent with the prevailing vernacular. A back to back arrangement is set out at the western boundaries in order to minimise the impact upon existing properties. Properties will be a mix of sizes in response to the Housing Needs Assessment, with affordable housing clustered ‘tenure blind’ (one could not tell the difference between market and affordable housing by appearance) within the development. Parking will be a mix of on-plot and parking courts. To the eastern boundary the building layout and boundary treatment will be critical to the success of the scheme, where the site is subject of views from the main road and much wider.
- **Landscape and ecology** – Hedgerows within and adjoining the site will be retained, except where breaks are required for access points. Trees within and adjoining the site will be retained with particular attention paid to the copse at the entrance of the triangular field from Exeter Road. The eastern boundary of the site is formed by the former railway line, this embankment/cut section falls outside of the allocation and settlement boundary. It is recognised however the role this stretch of land could play in the scheme, and it has been included within the Brief as a green buffer to the development, incorporating planting, public access and an informal area for play. Additional pockets of green space are provided within the site – these should be ‘designed in’ rather than simply formed by spare or unusable land.
Key ecological design principles/opportunities are set out in the Design Brief; an ecological mitigation strategy informed by the detailed survey already undertaken should accompany the planning application(s).
- **Recreational open space** – whilst areas of green space for community use and informal play are included within the site, the community has indicated its preference for equipped play provision to focus upon the existing play area at Sanderspool Cross. The approach to formal play thus links with the importance of the safe crossing of Exeter Road together with an appropriate financial contribution in lieu of equipped on-site provision.

5 Timescale for application and delivery

- 5.1 Following the approval of the Brief the developers have each indicated their intention to prepare an application for a scheme on the site, continuing to work together as they do so (albeit likely on separate planning applications). The results of the Housing Needs Assessment will be important in informing the type and tenure of housing, and the rate of development and any phasing of the site. The developers expect to undertake public pre-application consultation in spring 2014.
- 5.2 The Stakeholder Group may be an appropriate forum to continue discussions around the Section 106 obligations; Members of the Parish Council have certainly expressed a wish to be involved in this process. The key aspects of a Section 106 Agreement are likely to be:

- Affordable Housing (potentially including an allocations plan)
- Off-site highways works, including a crossing point and traffic calming on Exeter Road
- Off-site contribution towards equipped children's play
- On-site management arrangements for public open space
- Education contribution

6 Conclusion

6.1 The Authority's guidance states that in assessing a Development Brief the Authority will consider:

- Stakeholder engagement and influence
- The consistency of the Brief with the development plan
- How the proposal will help sustain the vibrancy of the community and contribute towards meeting the settlement vision over the plan period
- The deliverability of the scheme.

6.2 On the basis of the above officers consider that this Development Brief has met the requirements and should be approved. It should be recognised that officers are guiding developers on a case by case basis towards a proportionate amount of detail in development briefs according to the relative complexity of any site; this is a more substantial Brief having been through a more comprehensive community engagement process. The output would not be expected to be at the level of detail seen in the two Masterplans the Authority is engaged in; however it is somewhat more substantial detail than would be expected for small allocated sites in the National Park.

7 Equality and sustainability impact

7.1 There is no need for specific sustainability appraisal in this case. Sustainability and equality are subjects deeply embedded in the provision of affordable housing; this scheme includes a consideration of the sustainable and inclusive design, as well as having considered engagement (so far, and ongoing) with members of the community with an interest in this site, and the provision of affordable housing in the community.

8 Financial implications

8.1 The approval of this scheme has no financial implications for the Authority.

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Attachments: Appendix 1 – Development Brief Summary
Appendix 2 - Consultation process summary

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 Exeter 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 cul-de-sacs that will reduce speeds and avoid rat running.
- Pedestrian links to be created across Exeter 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 Exeter Road to slow Traffic



Design and Layout

- Cul-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 Adjoining Fairfield will primarily be guided by the Design Principles distilled 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 SBRI. 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 – February 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 cul-de-sacs to reflect local community input 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, fragmenting 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 domination of the car. The existing highway layout within Fairfield constrains the dominance of the car by virtue of both curved alignment from Exeter Road and it's 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 Exeter 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 Exeter Road. The proposals are therefore being developed with a pedestrian/cycle/emergency vehicle only linkage between the two sites. The new access onto Exeter Road to serve the East site would be in the form of a priority junction with new footways provided along the southern edge of Exeter 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 Exeter 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 'Primrose 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 Exeter 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 Exeter 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 to the west of the development, 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 COR 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

8.8 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 Line), where possible.
- Creation/retention of 'green corridors' through the site, including enhancement of the corridor provided by the Primrose Line. This and careful design of the lighting strategy will ensure that 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 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 out 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 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



8.10 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 much higher levels of Dartmoor to the east push the potential for views out into the wider, more distant landscape (as seen above) The nearest and only clear views established to date can be found along a Public Footpath approx. 1.25 km from the site. However as outlined above the site is not clearly visible as the landform of the site falls away to the northeast. Even if the land were level at this point clear 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.



8.11 Existing Landscape Character and Site Features

The site lies within LCT ID : Inland Elevated Undulating 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 represented by a linear embankment and cutting with copse planting; providing the site with an attractive, unique landscape and heritage feature.



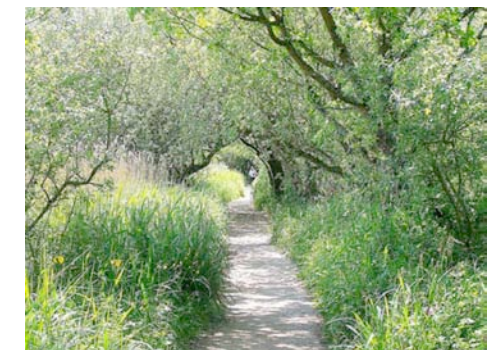
8.12 Landscape and Ecology possibilities

- Restoration of denuded copse planting
- Retention and supplementation of sites native hedgerows and tree planting.
- Possible integration of orchard/edible planting for community harvesting.
- Specification of locally grown, indigenous planting for use throughout scheme.
- Use of landscape materials with low embodied energy



8.13 Play and recreation

- Stretch of remnant railway could be utilised to create interesting linear Public Open Space. This could comprise retained landform and copse planting interspersed with natural play items that resonate with railway heritage.
- Supplementary primrose planting could be added reflecting the heritage aspect of the space as well as supporting this Devon Biodiversity Action Plan (DBAP) target species.
- Pocket Gardens and green footpath corridors could provide both opportunities for play and the production of edible crops for community harvesting.
- Character of play items could reflect that of neighbouring Palstone Park Adventure Trail, possibly acting as an extension of it.



8.14 Footpaths and route ways

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

9.0 SITE RESPONSE MASTERPLAN

The adjacent Site Response Masterplan summarises the principle responses to site, context and community comments that will inform the initial design development.



INDICATIVE DIAGRAM ONLY

Fig 07. Site Response Masterplan

COMPLETED DEVELOPMENT BRIEF (revE): 20th January 2014



LAND ADJOINING FAIRFIELD, SOUTH BRENT

RESPONSE TO MATTERS RAISED DURING COMMUNITY CONSULTATION

This brief note sets out how the developers (Cavanna Homes/Trand) have addressed key matters raised during the consultation period. It has been prepared at the request of Dartmoor National Park Authority (DNPA) and the Development Brief Stakeholder Group.

As it will be appreciated, the two public exhibitions and the three stakeholder meetings generated much debate in the local community and identified a wide variety of different issues and points for consideration. It would be difficult to provide a definitive response to each of these points. Accordingly, we have reviewed the comments made during the consultation period and focussed upon those that raised the most responses.

For ease of reference, these have been grouped into the main topic areas:

Sustainability

The local community expressed a desire for the development to be sustainable in terms of its layout, design and the affordability of the individual buildings over their lifetime.

The development will give consideration to building both the market and affordable homes to Level 4 of the Code for Sustainable Homes Standard, but this may result in the need to reduce other planning obligations such as affordable housing.

The houses will be orientated, where possible, to have a southerly aspect to increase and improve solar gain. Energy efficient appliances and building materials will also be used to reduce the 'running costs' of the individual properties. Additionally, local labour sources and building materials will be used where this is a feasible option.

Some members of the local community have expressed the requirement to provide for Code 5 or 6 of the Code for Sustainable Homes Standard. However, this would undoubtedly have implications for the financial viability of the development and preclude contributions that the developers can make to other elements of infrastructure such as affordable housing. Accordingly, it was considered that to achieve a 'balanced' development the proposed approach is correct.

Exeter – Crossing Points and Speed Reduction

A chief concern of the local community has been to secure crossing points across Exeter Road. Comments received from people who attended stated that, due to the lack of crossing points, it was difficult to cross Exeter Road and that this situation was exacerbated during peak hours due to the level of traffic. Concern was raised, in particular, about school children who had to cross the road to access the primary school and the bus stops for secondary school. The speed of vehicles using Exeter Road was also mentioned.

The local perceived need for a crossing point is acknowledged. However, the calculation process required to justify a new controlled crossing is strictly 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 Exeter Road does not currently meet

the value required to justify a new controlled facility, and the results still fall far short even when the likely pedestrian flows from the proposed scheme are accounted for.

Given this, the development will consider the potential to introduce new uncontrolled crossing points along Exeter Road, which will also help reduce speed. The form of these measures is yet to be defined but could include the narrowing of the road at the gateway of the village and use of different coloured surface treatments.

A meeting is being arranged with the local highways authority, DNPA Officers and the representatives from the local community to discuss this issue and agree the measures required.

Access point through Fairfield

It is understood that the access to Fairfield (and the proposed access point to the western part of the development site) is frequently used by local children as an informal area of play space. There is concern in the local community about the potential for conflict given the increased number of vehicles that will use this access with the new development.

In response, only the western part of the site will utilise this access. There will be no through route from Fairfield to the eastern part of the site. This matter has been raised with the local highway agency. They are content that the western part of the site can be adequately served through this access. In terms of the potential conflict with local children, this issue will be addressed during the detailed design stage and Trand can confirm that careful design consideration will be given to addressing the new access at Fairfield and its use by existing residents.

Local Needs Housing

The need to provide for affordable housing is set out in the Development Plan, and was reflected in discussions held during the stakeholder meeting and at the public exhibition. There was a groundswell of opinion that the new development as part of the affordable housing element would need to provide living accommodation for those locally that were in a need and those with links to the village that have been forced to move away. In regard to the type of houses needed, a mixed response was received ranging from 1 bed properties to family housing.

As set out in the Development Brief, the applications that will follow will be underpinned by the results from the Local Needs Housing Assessment. This assessment will inform the number, tenure and type of affordable housing units to be delivered on site. It will provide for an appropriate mix of social rented, intermediate and discounted open market housing.

Design

The proposed layout of the site was an important consideration for the local community. It noted that the internal roads of the site could not be used as a 'shortcut' or 'rat run' and that there were existing layouts within the villages that should be considered as good examples.

The local community's views on the design of the buildings was also taken at the second Public Exhibition, where different examples of vernacular were shown and the public asked to indicate which types they preferred.

There will be no singular vehicular route through the proposed development. The western portion of the site will be accessed through Fairfield, whilst the eastern triangular parcel of land will be served

by a new dedicated access point onto Exeter Road. In effect, this will result in two 'cul-de-sac' arrangements. The only link between the different parts of the site is via pedestrian/cycle link.

The vernacular and appearance of the individual units will be informed by the views expressed at the Public Exhibition. Although there are two developers on site, the purpose of the Development Brief is to encourage a comprehensive approach; therefore, each developer's design will be different but will be in conformity with the design principles set out in the Brief.

Self-Build

A number of attendees at the public exhibition queried whether self-build plots could be incorporated or form part of the affordable housing element. This would be under the auspices of a Community Land Trust (CLT).

Consideration has been given to allocating a small number of sites for Self Build purposes. However, it is understood that the proposed CLT for South Brent is in its early stages of formation and would not be in a position to properly engage with this development due to the timescale involved. For this reason, it is proposed that there will be no self-build plots on site. However, the developers may consider the option of an offsite financial contribution towards other self-build projects, but this may result in the need to reduce other planning obligations such as affordable housing.

Development Impact on Community

During the consultation period, wider matters were raised as part of the discussion about the Development Brief. For instance, the impact that the development may have on the village centre and whether there is potential that it would increase vehicular parking generally around the settlement.

In these terms, it is considered that the development will have a positive impact on the village. It will help support the facilities in the village such as the local shops through the increased trade.

There will be impact on local facilities like the primary school but these will be mitigated through the use of planning obligations attached to the planning permission. The proposed development is unlikely to have an impact on the availability of parking within the village centre. Each unit on site will be served by dedicated parking spaces in accordance with their size and the necessary local authority parking guidelines.

Landscape, Ecology and Open Space

The retention of existing vegetation, high levels of new landscaping and areas of dedicated open space were identified as being requirements for the new development. The local community also wanted to see native species planted on site and consideration given to the introduction of fruit trees or a community orchard.

The former railway embankment that forms the eastern boundary to the site will be incorporated into the application site and will be allocated for landscaping purposes. It will provide opportunities for creative play and recreation. There will be a footpath linking Palstone Lane with Exeter Road. The proposed planting will be focussed on native species to encourage wildlife habitats to develop and provide for ecological enhancement.

Within the development, there will be a series of meaningful small green spaces that will have a natural design with appropriate planting, which will include fruit trees (where practical). The open space will also link with the existing provision at Fairfield. Key wildlife habitats within the site will be retained and enhanced such as the Devon-bank hedgerows (except where pedestrian routes are being proposed through the hedge); woodland copse (some trees will need to be felled to create the vehicular access from Exeter Road into the site); and ecological 'corridor' associated with the Primrose Line. This will be supported by the creation of 'green corridors' through the site. 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.

In terms of open space, discussions will be held with DNPA regarding the need to make off-site contributions via planning obligations.