



LAND AT HIGHER TOWN, SAMPFORD PEVERELL

Design and Access Statement

This document has been prepared by:



Richards Urban Design Ltd
59 The Avenue
Southampton SO17 1XS

00 CONTENTS

01	INTRODUCTION	Page 4
	Purpose Structure of document	
02	SITE ASSESSMENT	Page 6
	Location and context Description Landscape Ecology Movement and access Cultural Heritage Character of development Appearance and materials	
03	POLICY EVALUATION	Page 16
	The Development Plan National Planning Policy Framework	
04	EVALUATION AND RATIONALE	Page 16
	Design team Developing a masterplan	
05	ENGAGEMENT	Page 22
	Community Engagement Preapplication discussions with LPA	
06	DESIGN AND ACCESS	Page 26
	Amount Layout Use Scale and massing Appearance and materials Landscape Access Drainage Sustainability Secured By Design Building for Life Lifetime Homes	
07	SUMMARY AND CONCLUSIONS	Page 44

Note: Plans and drawings within this document are based on Ordnance Survey (c) Copyright. All rights reserved 100020449

FIGURE 1. Aerial photograph of the site



Purpose

This document comprises a Design and Access Statement and is produced in accordance with the guidance contained within the Department for Communities and Local Government (DCLG) planning practice guidance and CABE document entitled "Design and Access Statements – How to Write, Read and Use Them".

This document has been prepared to support an outline planning application under the Town and Country Planning Act 1990, on land at Higher Town, Sampford Peverell.

The application is submitted on behalf of Place Land LLP and is an outline planning application with all matters reserved except access and comprises the following:

"Outline planning application for the development of up to 84 residential dwellings (C3), vehicular access, public open space, ancillary works and associated infrastructure."

This statement explains the design rationale behind the planning application and shows how the applicant is intending to create a place for the benefit of existing and future residents of Sampford Peverell.

The statement and planning application uses drawings, photographs and illustrations to show how the site might be developed in the future and should be read in conjunction with the other plans and documents which comprise the planning application.

The applicant has made a strong commitment to delivering a high quality scheme on the site and will use this document to demonstrate fully to both the community and Local Authority how this can be achieved.

Structure of the document

This statement sets out an assessment of the site from a design, access and planning perspective. It illustrates the way the design has evolved, before showing how the approach chosen for the application offers the best solution in terms of use, access and design.

Section 2 of the document provides a thorough assessment of the site including its physical, social and economic characteristics. It explores the context of the site and its surroundings including the relationship of the site to Sampford Peverell and the wider area.

Section 3 provides a summary of the relevant policy framework for the site. A separate supporting planning statement has been submitted as part of the application.

Section 4 provides an evaluation of the site. These include the key constraints and opportunities for the site and the vision and key objectives which will help create its distinct character and appearance.

Section 5 explains the process of engagement which has taken place and how the feedback has been incorporated into the scheme.

Section 6 provides details of the design solutions being adopted using illustrations and plans to show how the vision and objectives will be achieved in built form and landscape.

Section 7 is a summary of the proposals and concludes the document.



FIGURE 2. Site location



Location and context

Sampford Peverell is a village and civil parish in Mid-Devon, England. It is located about 5 miles east of Tiverton, which is the main commercial and administrative centre of the Mid Devon district.

Figure 1, is an aerial photograph of the existing site. Figure 2, shows the location of the site and Figure 3, shows the site in it's immediate context.

The site village has good road links with Junction 27 of the M5, approximately 1.5 miles west of the site.

The nearest station is Tiverton Parkway which is located adjacent to Junction 27 of the M5, approximately 1.5 miles to the east of the site.

The site lies on the western edge the existing built up area defined by the roads of Higher Town and Turnpike. These roads form the principal routes into the village from west and the majority of development, in this part of the settlement lies sandwiched between them. There are also a number of properties on the southern side of Turnpike which front the site.

Facilities for the village are split across two centres. Sampford Peverell Primary School and Sampford Peverell Methodist Church are located on Higher Town just to the east of the site. The second centre is further south east on Lower Town with the village hall, a convenience store and two public houses.

There are two principal recreation areas in the village. One lies on Lower Town with Tennis Club and a small park including a children's play area. The second area lies on the eastern edge of the village on Whithage Road with the cricket club and a multi use games court.



Sampford Peverell Village Hall



Sampford Peverell Primary School, close to the site on Higher Town



The local park on Lower Town

Description

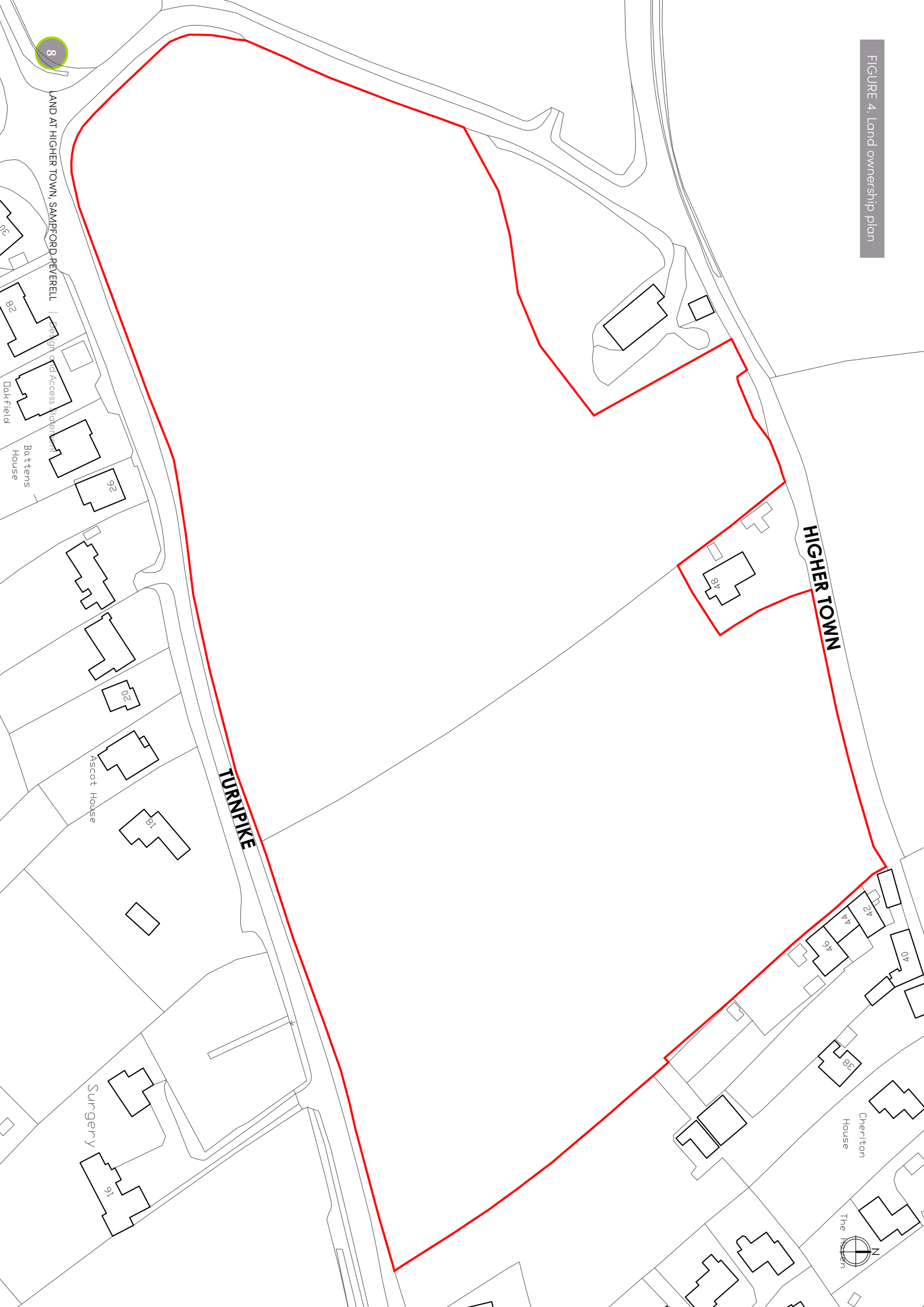
Figure 4, shows the extent of the site (edged red) which measures 5.6 hectares / 13.8 acres.

The site comprises two arable fields to the west of Sampford Peverell. The land is elevated above the historic sunken lane of Higher Town and the main 'B' road from Tiverton to Sampford Peverell (Turnpike).

The site is contained on two sides by existing built development along Turnpike to the south and Paulett and Higher Town to the east. On the western and northern boundaries, further sporadic built form includes the property at Crossways Close, the Barns and associated outbuildings accessed off Higher Town and the residential property of 48 Higher Town.

The site is contained by a combination of hedge banks, stone walling and domestic style hedges and fencing.

FIGURE 4. Land ownership plan





View looking south east across the site with no. 48 Higher Town on the left hand side and properties in Turnpike on the right in the background.



View looking north west across the site with Turnpike on the left behind the hedgerow, the agricultural barn and no.48 Higher Town in the centre, and properties in Higher Town on the right.

Landscape

Topography

The site lies at between approximately 103m AOD in the south east corner of the site rising to 126m AOD in the north-west of the site adjacent to the existing Barn, with a fall of around 23m across the site. The land continues to rise slightly to the north before developing the undulating landscape typical of this part of Devon.

To the south, the land drops away to the wide extensive valley bottom landscape associated with the River Culm before rising up steeply toward the ridge lines running between Cullampton and Tiverton in the west and Burlescombe and Blackborough in the south east.

Vegetation

Within the immediate vicinity of the site, the landscape is generally open in nature with agricultural fields generally contained by highly managed hedgelines with limited hedgerow trees.

There is only one significant tree on edge of the site, located on the eastern boundary. There are a few small trees within the hedgeline to the north of the site, and domestic style planting along the eastern boundary. The only tree planting of any significance was located to the west of the site at Crossways Close in the form of the mature tree planting surrounding this property.

The wider landscape setting is a typical mid-Devon undulating landscape of medium sized fields contained by Devon hedge banks and occasional trees, with the landscape punctuated by farm copses and larger woodland blocks located on steeper land.

Ecology

An ecological survey was carried out in 2017 by Ecological Surveys Ltd. The survey incorporated detailed assessment of the land within the development boundary, including a description and mapping of all key features and habitat types. The survey was carried out to identify the range of habitats within the site and the predominant and notable species of flora.

A background data search was carried out in accordance with the Guidelines for Accessing and Using Biodiversity Data, CIEEM (2016) and Guidelines for Preliminary Ecological Appraisal, CIEEM (2013). A search for notable sites and species within a radius of 1km from the site perimeter was assessed as being appropriate considering the scale of development and characteristics of the surrounding landscape.

There are no BAP priority hedgerows and each boundary is very poor species-wise. Habitat for bats is sub-optimal and no further survey work is required. The site is considered of low value for reptiles.

Potential for ecological enhancement

The proposals present the opportunity to secure a number of net gains in biodiversity, including additional native planting, habitat creation, new roosting opportunities for bats, and more diverse nesting habitats for birds.

There will also be the opportunity to use of native species within landscaping schemes and potential for wild flower planting within the informal open space areas.

Movement and access

Vehicular access

There are currently two points of vehicular access into the site via field gates:

- An access onto Higher Town at the western end of the site, approximately half way along the boundary
- A vehicular access to Turnpike, at the eastern end of the southern boundary which cuts into the bank and steeply rises up into the site.



Existing field access into the site from Turnpike

Pedestrian and cycle access

There is currently no pedestrian or cycle access to the site other than via the field gates described above.

Sustrans cycle route 3 goes through Sampford Peverell. Route 3 is a long distance National Cycle Network route connecting Land's End in Cornwall to Bristol via St. Austell, Bude, Barnstaple, Taunton and Wells. The route does not include Higher Town or Turnpike but follows the canal south of the site and then joins Lower Town to the east of the site.

Rights of way

There are no Public Rights of Way (PROW) within the site or adjacent to it. Within the wider area, the key PROW and recreational route is located to the south of the site and is the Grand Western canal also known as Halberton Footpath 34 and Sampford Peverell Footpath 12.

Public Transport

The route 1/1A/1B bus goes through Sampford Peverell, stopping at Richmond Close and outside the Globe. It goes to Halberton and Tiverton in one direction, and to Tiverton Parkway station, Uffculme, Willand, Cullampton and Exeter in the other.



FIGURE 5: Ordnance Survey Map (circa 1903)

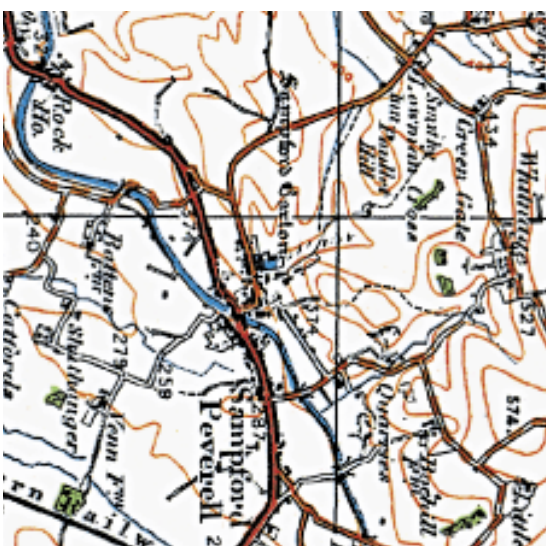


FIGURE 6: Ordnance Survey Map (circa 1919-20)



FIGURE 7: Ordnance Survey Map (circa 1940-46)



FIGURE 8: Ordnance Survey Map (circa 2014)

Cultural heritage

Archaeology

There are no known prehistoric or Roman sites within the village. Neither are there any known remains of the Saxon settlement, within the conservation area, although a possible Saxon estate boundary has been identified just to the north.

The main historic core centres around the church and the development lining the main road frontages through Higher Town and Lower Town west of a small gap around the old Brooks Ford and a small outlier to the east around Turberfield.

Patterns of development

The Ordnance Survey mapping, left, shows the patterns of development growth for Sandford Peverell.

Figure 5 shows the site, along with the majority of the land between Higher Town and Turnpike as long rectilinear burgage plots with buildings at the northern end of some plots. A few of the original field boundaries exist in this form but the development of Blackdown View and Poulletts has diminished the majority of this character.

The maps from 1919-20 and 1940-46 are broadly similar with development in the village focused along the edges of the roads.

Figure 8 (circa 2014) shows the infilling of parcels of land between the roads including development on the southern side of Turnpike, south of Higher Town and either side of the canal at Lower Town and Boobery.

The existing plot boundaries which formed the field parcels within the this have now all been removed with the exception of one which divides the site into two parcels.



No 42 Higher Town as viewed from within the site.

Listed Buildings

There is only one Listed Buildings in close proximity to the site, no.42 Higher Town (see Figure 9 and photo right)

The property is a modest late 16th century – early 17th century farmhouse of 3 room and through passage plan. The house has a large projecting front lateral stack, whilst to the rear is a projecting newel stair turret. The dwelling has been extended over time and now forms three individual properties, nos 42,44 and 46 with 42 being the closest to Higher Town. Alterations in the 1980's resulted in the loss of historic windows.

The dwelling is set down from the site as can be seen in the photo right with its curtilage and setting tight to it's south western boundary.

Conservation Areas

The Sampford Peverell Conservation Area is shown at Figure 9 together with Listed Buildings and other important unlisted buildings. The character of the village including the Conservation Area is described below.

Character

The character of the surrounding area is predominantly influenced by a mix of both the character of the Conservation Area and mid to late twentieth century residential development along Turnpike and to the east of the site. In relation to the overall historic character of the village, Sampford Peverell can be divided into two sub areas, Higher Town and Lower Town, with the boundary between the two defined by the Grand Western Canal.

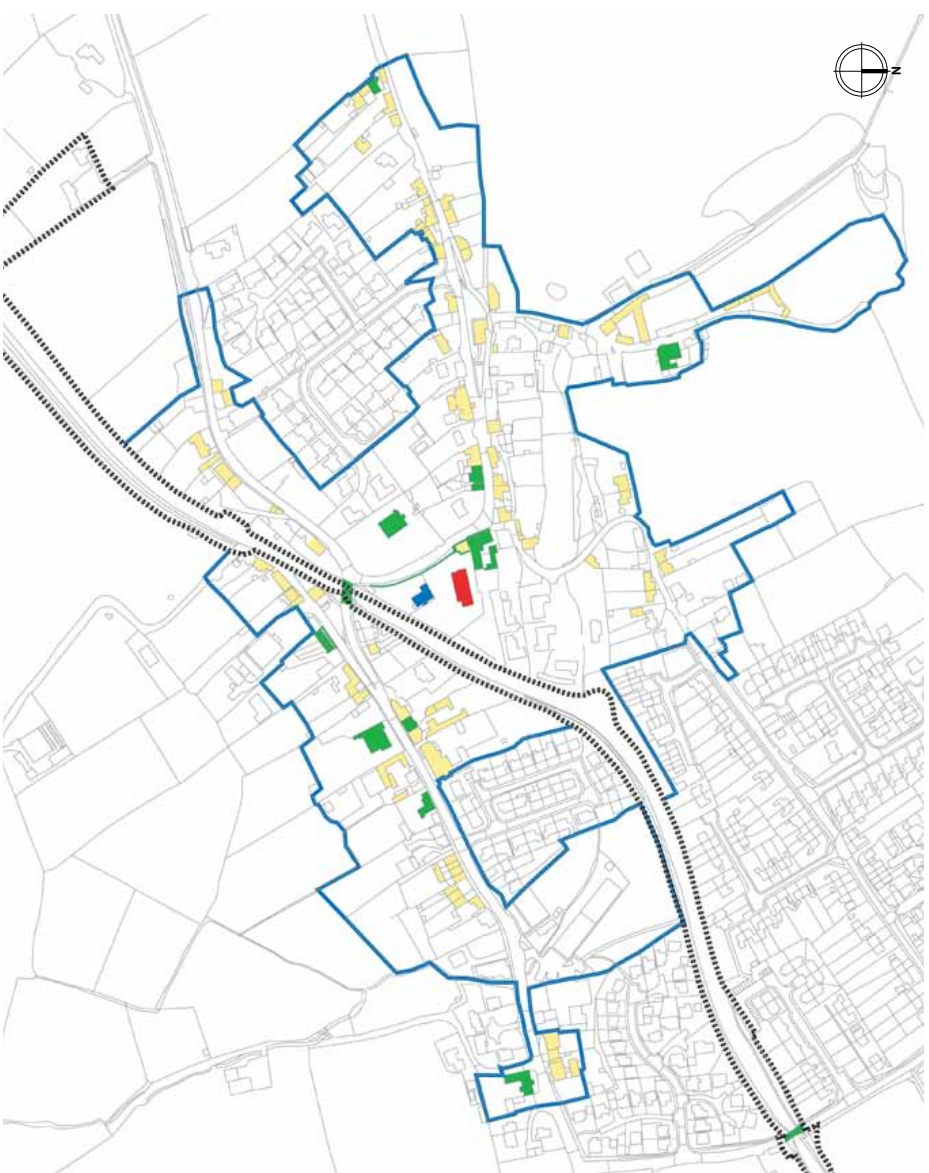


FIGURE 9. Conservation Area and Listed / Unlisted buildings in Sampford Peverell

KEY

	Sampford Peverell Conservation Area
	Grand Western Canal Conservation Area
■	Grade I Listed Building
■	Grade II* Listed Building
■	Grade II Listed Building
■	Important unlisted building

Lower Town

Lower Town is linear with densely developed frontages lining the relatively wide carriageway of the main road through the village. There is a strong sense of enclosure which is emphasised by the presence of several substantial buildings close to the back edge of the pavement.

Higher Town

This is the oldest part of the village with the church providing a focal point, along with other important characteristic elements of the village such as the school and Post Office (now a dwelling). These attract pedestrian and vehicular activity at various points during the day. Away from the wider roads of Turnpike and Higher Town, due to the topography arising from location on the valley sides, the roads in this area are quite narrow with few footways and are often enclosed by tall stone retaining walls. This gives an enclosed and intimate character when moving through the area.

The views out to open countryside towards Sampford Barton with its range of traditional farm buildings underlines the agricultural origins of the village.

Figure 10 shows the grain of development in the village. It can be seen that the density varies across the village with a relatively loose grain in the northern area (Higher Town) and tighter along Lower Town and in the more recent development areas such as Boobery, Fairfield and Blackdown View / Poulett.

Drawing on aspects of these two areas and other later residential development, it can be seen that there are a number of features which reflect character of the village:

- Variety in the set back of buildings from the back of the footway with predominantly shorter gardens or at the back of footways. This is particularly a feature of housing along Higher Town. Properties in Turnpike are set back into their plots with larger front gardens.
- A variety of housing types including detached dwellings, pairs of semis and terraces.
- Mainly two storey properties with occasional three storey buildings
- Vehicular access directly onto the street with some private parking to the front and side of properties and garages.
- Predominantly pitched roofs with ridges running parallel to the street with some projecting gables
- Simple pitched roofs with predominantly slate roof tiles



FIGURE 10. Plan showing grain and density

Appearance and materials

The photographs within this section show a number of the traditional characteristics of residential development in the local area including the following architectural elements.

Elevational treatments

- Cob or stone
- Painted render
- Red brick (predominantly Flemish and stretcher bonds)

Roofing

- Predominantly slate roof tiles.
- Mainly open eaves with some plain fascia boards
- Gable ends ridge running parallel to the street with some full hips

Window and door detailing

- Predominantly simple lintels and sills (stone or brick).
- Some surrounds (contrasting colour or material).
- Windows generally set back from the wall face in singles, pairs or threes.

Chimneys

- Simple chimney stacks (exposed brick or render finish).

01	02
03	04
05	06

- 01. Terraced properties on Higher Town with direct access onto the street
- 02. No 42 Higher Town (right) set back from street with low wall
- 03. Pair of semi detached dwellings on Higher Town set back behind railings
- 04. Sampford Peverell Primary School
- 05. White rendered dwelling in Higher Town with exposed brick chimneys
- 06. Higher Town showing terraces of properties with small or no private amenity space





07	08
09	10
11	12

- 07. Large detached brick properties in Turnpike
- 08. Dwellings in Turnpike set back into their plots
- 09. Traditional properties in Lower Town with a mix of render and brick
- 10. Three storey painted render property next to stone building in Lower Town
- 11. Short front gardens defined by low walls in Lower Town

Doors and porches

- Simple projecting porches mainly projecting pitched porches
- Recessed doorways with no porch
- Doors on the older cottages are generally wooden either vertical plank or panelled. A few panelled doors are set within recessed panelled doorways or have doorcases.

Boundary treatments

- Private gardens to the front of properties in the area - generally defined either by low walls, railings, hedges, timber fencing or a combination of the above
- Boundary walls are predominantly local red stone with stone copings. There are some low stone walls topped by cast or wrought iron railings ranging in style from very simple to decorative.

A summary evaluation of the relevant planning policy is set out in this section of the document. A separate planning statement has been prepared which sets out in more detail the current planning policy framework and other material considerations which should be taken into account when considering the proposals

The Development Plan

To be inserted



National Policy and Guidance

National policy is set out in the National Planning Policy Framework (NPPF) (2012) and is accompanied by the National Planning Practice Guidance (NPPG) (2014, as amended). The NPPF presents a major change from previous policy on housing in Planning Policy Statement 3 (2006) as it seeks to meet the Government's objective to boost significantly the supply of housing. This objective resonates throughout the entire document. The Ministerial Foreword to the NPPF acknowledges that "development means growth" and that the purpose of planning is to help deliver sustainable development.

Sustainable Development

The NPPF places a strong presumption in favour of sustainable development which should be seen as a "golden thread" through both plan making and decision taking (paragraph 14). It makes clear that development which accords with an up-to-date Development Plan should be approved without delay unless material considerations indicate otherwise.

Delivering a wide choice of high quality homes

The NPPF gives a clear and concise statement of Government policy on the matter of housing supply at paragraph 47 which seeks to "boost significantly the supply of housing" and in doing so, requires local planning authorities (LPAs) to identify a five-year land supply of deliverable sites for housing with an additional buffer of 5% (or where there is persistent under-delivery, 20%) provided to ensure choice and competition in the housing market. Where a LPA cannot demonstrate a five-year supply of housing, paragraph 49 explains that relevant policies for the supply of housing cannot be deemed up-to-date."



Good design

The NPPF, at paragraph 56, recognises that good design is a key aspect of sustainable development, being indivisible from good planning, while paragraph 57 requires all development to plan positively to achieve high quality and inclusive design, with further design guidance set out at paragraphs 58 to 66.

FIGURE 11. Design rationale for the site



Design team

The aim of the applicant and design team is to create a proposal for the site which makes a positive contribution to the existing environment and in which future occupants are able to support and integrate into the existing community.

To assist with the delivery of these aims, the following team contributed to the preparation of the proposals for this planning application:

- Planning - Place Land LLP
- Urban Design and Architecture - Richards Urban Design Ltd.
- Landscape Architecture - Aecom
- Transportation and access - Hydrock
- Ecology - Ecological Surveys Ltd.
- Drainage - Pitman Associates Ltd.

Developing a masterplan

To achieve a successful masterplan the team have sought to undertake a process of evaluation as described below:

1. Understanding the site

Technical studies have been undertaken to support the analysis of the site including a review of the ecology, the character of the area in built form and spaces, movement and access, hydrology and archaeology. Details of these are provided in Section 02 of this document and in separate reports submitted with the planning application.

2. Evaluating the constraints and opportunities

To inform the design of the draft scheme a number of opportunities and constraints for the site have been identified. These include the following:

- Retain the existing landscape features on the site including all trees and hedgerows of merit with new planting to provide a high quality green infrastructure
- Retain and enhance the character of Turnpike and Higher Town with new properties set back from the road behind a soft landscaped edge
- Retaining views through the site with open landscaped corridors incorporating amenity open space
- Creating a green infrastructure on the northern parts of the site which retains the open pattern of field parcels with potential for growing areas
- Develop a logical block structure of development with outward facing housing blocks and a clear definition of public and private spaces
- Create new landmark buildings / spaces to provide legibility within the site and the enhance the sense of arrival on entering the town from the south and east
- Retain the character of development of the local area with built form and landscape which are appropriate density, scale and design
- Deliver new buildings and landscape of a high quality to enhance the character of the local area
- Create a permeable movement strategy within the site making connections to existing rights of way and footways
- Provide car parking to meet the District Council parking standards to ensure that the parking does not spill outside of the site onto the surrounding roads
- Enhance the ecological value of the site by providing new native planting / open spaces
- Provide a SuDS strategy retaining the existing drainage features with potential for additional storage and swales as required
- Deliver affordable housing within the site to meet local housing needs, in managed clusters

2. Creating a vision

The vision and strategic objectives which we have outlined for the site have been established from a balance of analysis, engagement and innovation.

“A new development with housing, public open space and landscaping which enhances the character this part of Sampford Peverell and provides a range of well designed housing to support a range of local needs.”

3. Developing a design rationale

To respond to the opportunities and constraints and encompass the vision, a masterplan concept was developed (Figure 11). The process of evaluation through to the masterplan concept is shown and described on page 20.

The concept was tested and refined to produce an indicative site layout plan. The design and access solutions for this are described in more detail in Section 6.

4. Engaging

Throughout the evaluation and design process engagement took place with key stakeholders including:

- Mid Devon Council
- Devon and Somerset Design Review Panel
- Sampford Peverell Parish Council
- Members of the local community

Further details of this process are set out in Section 05 of this document.

Respecting the existing landscape and heritage context



- Retaining and protecting the existing landscape features on the site including hedgerows and trees
- Reinforcing existing landscape boundaries and providing new planting to define the edges of the site and protect the amenity of existing properties on the edges of the site
- Recognising the Conservation Area and it's setting
- Respecting the important Listed Buildings and other buildings of local importance

Creating a green infrastructure within the site



- Providing green edges to the site
- Locating development into the southern / lower parts of the site to minimise the visual impact of the development
- Maintaining green links through the site including public open spaces and soft planting
- Providing a new Locally Equipped Area of Play within the green corridors, overlooked by development
- Retaining the amenity and outlook of the existing dwellings on the edges of the site
- Providing a variety of green infrastructure with paddocks and potential growing areas to the northern part of the site, amenity open space in the centre and on the southern edges

A hierarchy of streets and lanes



- Providing a single point of access into the site from the highway network utilising the existing field access
- Creating a series of connected lanes and shared surfaces to provide access to the edges of the site

Making pedestrian connections outside of the site



- Providing pedestrian routes within the site including linkages outside of the site to:
 - Higher Town to the north east
 - Turnpike to the south east
 - Turnpike to the south west linking the canal via existing lanes
 - to the north east via the existing farm gate

Providing appropriate densities and character



- Providing higher density development in the centre of the site along the primary route (red shade). This form of development will include semi detached, short terraces and apartment buildings with shorter front gardens
- Lower density on the edges of the site (orange shade) to accommodate semi detached and detached dwellings with longer front gardens, greater spacing between dwellings and a greater amount of soft landscape planting

Providing sustainable urban drainage solutions



- Providing SUDS features along the southern part of the site to allow for natural surface water drainage
- Potential to make features of the drainage systems with landscape planting



05 ENGAGEMENT

Pre-application discussions with LPA

Two pre-application discussions have taken place to inform the design and layout of the site. The initial comments made by the Council in relation to the draft layout (Figure 13) were as follows:

- The site is on a gradient as we know, so we need to ensure the proposed access and internal road network work.
- The layout has been reviewed by highway consultants in consultation with the highway authority and the layout complies with the relevant standards
- The case officer did not like the parking courts that were not directly adjoining/overlooked by dwellings, can we have a rejig to avoid on street parking.
- All parking courts have been removed and parking is now shown in allocated spaces or on plot
- Landscaping, can we have a look at integrating the suds and making a feature of them within the development, the case officer was keen to see landscaping throughout the site in addition to the green infrastructure proposed.
- The SUDs are now part of the wider landscape strategy to make them a feature of the layout including potential for the south western corner feature to have standing water.
- Provision of an indicative accommodation schedule, which will aid discussions on the affordable housing element of the scheme which we understand to be 30%.
- The layout shows a total of 84 dwellings with the following mix of dwelling types of which 30% will be affordable:
 - 4 x 1 bedroom apartments (5%)
 - 4 x 2 bedroom apartments (5%)
 - 24 x 2 bedroom houses (29%)
 - 34 x 3 bedroom houses (40%)
 - 18 x 4/5 bedroom houses (21%)
- Initial highways comments we understand to include: provision of improved pedestrian links back into the village, including a potential link to the canal towpath and the bridge over the canal to the east.
- Pedestrian linkages have been shown back into the village at the eastern end of the site and to the canal to the south east



FIGURE 13. Initial scheme submitted to LPA and presented to Design Review Panel

Devon and Somerset Design Review Panel

The draft scheme for the site was presented to the Devon and Somerset Design Review Panel on 9th June 2017. This involved presenting the scheme to a panel of experts including architects, landscape architects, transport engineers and conservation experts.

A summary of the comments made by the Panel are set out below together with how the masterplan has taken the comments into account in the final revised scheme (purple text).

- The Panel is supportive of the stated aspirations presented and feels that the site is appropriate for the type of development proposed; however the Panel is not currently supportive of the design of the proposals in their current form
- The scheme has been significantly modified to respond to the comments made by the Council at the preapp stage and those of the Panel as described below to address the issues raised
- There is a concern in regard to the highways design currently indicated which it is felt may result in fast moving traffic
- Traffic calming has been incorporated into the scheme including the use of different surface materials and some horizontal deflection to reduce traffic speeds
- It may be beneficial to design out the need for turning heads, perhaps using minor loops
- The turning heads have been removed from the layout and minor loops incorporated into the design
- There may be an opportunity to create enhanced pedestrian links in the north east corner of the site linking back into the village
- A pedestrian link in the north east corner of the site has been provided to link back into the village
- It may be beneficial to have a full LVIA produced
- A full LVIA has been produced and submitted as part of the planning application
- The south west corner of the site is considered pivotal to the success of the site as this may represent a new frontage to the development
- This part of the site has been reviewed and it is felt that any new buildings should sit back into the site with landscape planting to the front to assist in the transition between the countryside and the urban area of the village. A landmark building is shown in this location and an illustration of how this will look is included at Figure x.
- It may be beneficial to move away from the amenity planting, and instead propose structural planting that is reflective of the prevailing landscape character
- The strategy for public open space has been reviewed and the amenity planting has been reduced with new paddocks / potential allotments shown in the northern part of the site to reflect the prevailing landscape character
- The panel is very supportive of the proposals to incorporate allotments
- The masterplan has been amended to show an area which has potential for allotments in the northern part of the site
- There is a concern in regard to the proposed location of the children's play area
- The children's play area has been relocated away from the existing dwellings into a more central location which is overlooked by new development
- Architecturally there is a concern that the proposals are not yet clearly demonstrating a unique sense of place or character
- At the time of the presentation to the panel the design of the buildings and spaces was not sufficiently advanced to address this point. The illustrations and plans within this document clearly demonstrate how the character and sense of place will be achieved. The application is in outline form at this stage and further design work will take place at the reserved matters stage to assist.
- There is concern that the proposals do not demonstrate how they connect back into the existing settlement
- Additional pedestrian links have been provided at the eastern end of the site to connect back into the existing settlement
- There may be an opportunity for the proposals to address the road to the south
- The illustrative site layout plan has been amended to allow for a greater degree of frontage along Turnpike as suggested
- Based on the design proposals presented, that the lesser scheme of 60 dwellings feels more appropriate than 80
- The character and density of both schemes is almost identical, as demonstrated in the presentation to the panel. In the interests of maximising the potential for the site to deliver a sustainable form of development and maximise the efficient use of land it is felt that the site can accommodate a larger number of dwellings than the 60 allocated.

- The current proposals may benefit from better reflecting the grain of the existing settlement
- The analysis of the gain of the existing settlement varies significantly as shown at Figure x. This shows that there is no prevailing grain but certain characteristics which have informed the layout.
- It may be beneficial to provide a varying range of density and to further consider the balance and mix of units, in terms of size and associated garden size
- The mix and layout of units has been reviewed and revised as part of the final scheme to include a wide range of unit types and tenures
- It may be beneficial to further consider ecology and sustainability at this early stage of the development
- The green infrastructure strategy and advice provided by the ecology consultant outlines a series of opportunities for ecological enhancements to the site. A high level sustainability strategy is described in section 05 of this document.

Community Engagement

A leaflet was prepared and hand delivered to residents within the local area (Figure 12). Approximately 519 residential addresses were included within the mapped distribution area. Provided with the leaflet was a freepost envelope for return comments, together with an email address for further comments to be made.

A number of responses have been received during the consultation period. A total of 30 responses in the form of completed feedback forms or written emails/ letters have been received.

The feedback form asked residents three questions to gain their thoughts on the proposals for the land off Higher Town.

The first question asked respondents "Do you have any comments on the draft masterplan?". The key themes that arose from this question were as follows:

- Impact on highways
- Impact on drainage
- Pedestrian/ cycle links
- Impact on Conservation Area and Listed Building
- Principle of development on site accepted
- Need for housing
- Capacity on site
- Contrary to draft Policy of the Mid Devon Local Plan Review SP2
- Location of the play area

The proposals have evolved in response to the feedback received including a number of key changes including:

- Relocation of the children's play area away from existing properties
- Reduced amount of development
- Reduced development adjacent to the Conservation Area
- Review of pedestrian and cycle links

A second leaflet was sent out prior to the submission of the application showing the revised masterplan and informing the community that the application was about to be submitted.



FIGURE 14. Illustrative site layout plan

The illustrative site layout plan is shown at Figure 14, and has been developed to satisfy the technical requirements of residential layout, access, ecology, landscape and hydrology in detail.

The illustrative layout also follows the principles of good urban design practices as set out in various documents including By Design, Building for Life and the Urban Design Compendium.

Amount

The total area of the site measures 5.6 ha / 13.8 acres. The site layout plan shows the following elements:

- 84 new homes at a medium to low density (15 dph gross density / 28 dph net density) including mix of residential accommodation comprising 1, 2, 3 and 4 bedroom dwellings including apartments and houses.
- Circa 2.6 ha / 6.4 acres of public open space (approximately 20% of the total site area) incorporating paddocks, amenity open space and sustainable urban drainage features
- A new natural area of play for young children
- A new combined vehicular and pedestrian access from Turnpike with potential new pedestrian links at the north western, and north eastern boundaries of the site
- Reinforcement of existing field boundaries and planting within the site to contain and screen the development and to safeguard the amenity of existing properties
- New soft planting within the site to enhance the character of the site and the wider area

Layout

The illustrative site layout has been prepared to demonstrate how the development could be laid out to respond to the opportunities of the site, taking into account the vision and the outcomes of the engagement and the opportunities and constraints.

The layout shows the following key elements:

- Retention of important trees and hedgerows within the site and on its boundaries with enhanced landscape planting to reinforce the boundaries of the site, in particular new strategic planting on the eastern and northern boundaries to help contain the development visually
- New soft landscape features within the development including a number of trees and hedgerows which will enhance the landscape character of the site and local area
- New areas of public open space in the centre and at the eastern end of the site incorporating a natural area of plan for young children and sustainable urban drainage features
- A new combined vehicular and pedestrian access from Turnpike with potential new pedestrian links at the north western, north eastern and south eastern ends of the site
- Buildings which are a maximum of two storeys in height with the potential for landmark buildings at key locations within the site to assist in providing legibility. Landmarks are provided by the arrangement of buildings and will use material and detailed design to enhance their legibility.
- The size and shape of plots varies from one plot to another. This means that detached, semi-detached and terraced housing are distributed throughout the site. Plots also vary in shape and size for each type of house.
- A variety of setbacks of houses from the pavement or highway between plots as one moves along a street. In other words there is a varied building line with a strong definition of the street maintained through boundary hedges and walls. Dwellings on the northern boundary are set back within their plots, similar in character to those found on the edges of the village (Turnpike). Dwellings within the site are closer to the back of footway with small privacy strips as found in Higher Town.

Detailed layout considerations

With regards the detailed layout of the individual dwellings and open spaces, the houses are generally arranged in a conventional block structure with gardens to gardens and many of the houses have a generous set back from the roads and shared surfaces.

The layout of dwellings provides garden sizes which are generally between 10m and 15m which allow for adequate private amenity space. This reflects the character of existing development in the vicinity of the site and the need to maximise the effective use of the site for housing.

The arrangement of buildings will ensure that all new dwellings will have a suitable outlook and level of natural light.

All dwellings have rear access to allow for refuse and cycles to be stored to the rear of buildings. Refuse collection arrangements has been considered as part of the design process and is detailed later in this section.

The mix of dwellings shown on the site layout plan includes a variety of dwelling types and sizes with a mix of market, affordable rental and intermediate housing.

The overall mix of units shown on the illustrative layout plan is as follows:

Unit	No of units	% mix
1 bedroom apartment	4	5
2 bedroom apartment	4	5
2 bedroom house	24	29
3 bedroom house	34	40
4 bedroom house	18	21
	84	

TABLE 1. Total mix of units

Affordable housing

The indicative site layout plan shows how the site could accommodate up to 30% affordable housing (25 dwellings), including a mix of units.

The Council carried out a Housing Needs Assessment in 2011 which showed that the major market housing demand is for two and three bedroom properties. However, forecasts of demographic change highlight growth in older households. The Housing Needs Assessment therefore recommends that future delivery of market housing has a bias in favour of smaller units to create a more balanced housing market. In the social rented sector the reverse is true with an oversupply of one and two bedroom properties. Social rented housing property therefore had size targets of 50% small units of mainly two bedrooms to meet the needs of single, couple and small family households and 50% three and four bedroom houses to address the needs of larger families recommended. For intermediate affordable housing the ratio recommended was 20% one and 80% two bedroom dwellings. Affordable rent housing is expected to follow the proportions for social rented housing.

FIGURE 15. Plan showing distribution of affordable housing



The Mid Devon Housing Needs Assessment (2011) examined the demand for affordable housing, the income levels of those in need of housing and how households would be able to access the various types of affordable housing available in Mid Devon. The survey concluded that the Council will pursue a target of 60% social rent and 40% intermediate housing unless evidence is produced in relation to a planning application to warrant a 70:30 split as set out in the Housing Need Assessment. This will provide a mix of 15 socially rented properties and 10 intermediate properties.

The proposed mix of units includes a wide range of unit types and sizes including and 1 bedroom apartments together with 2,3 and 4 bedroom houses to meet the needs of both the socially rented and intermediate sectors as follows:

Unit	No of units	% mix
1 bedroom apartment	2	13
2 bedroom apartment	2	13
2 bedroom house	4	27
3 bedroom house	5	33
4 bedroom house	2	23
	15	

TABLE 2. Mix of social rented affordable of units

Unit	No of units	% mix
1 bedroom apartment	2	20
2 bedroom apartment	2	20
2 bedroom house	6	60
	10	

TABLE 3. Mix intermediate affordable of units

In accordance with Policy S3 of the Local Plan Review 2013 - 2033 Proposed Submission (incorporating proposed modifications), to support self-build and custom housing at least 5% of serviced dwelling plots for sale to self-builders for a period of 12 months per plot.

The extract from the site layout (Figure 15) shows how the affordable housing could be clustered in three areas to improve the management of this area by a future Registered Social Landlord (RSL) on avoid clustering of more than 10 dwellings.

The design and use of materials for the affordable units will not be discernible from the private dwellings.

Private housing

The illustrative site layout plan shows a mix of housing sizes for the market element with 59 dwellings in total.

The proposed mix of units includes a wide range of unit types and sizes including and 2,3 and 4 bedroom houses.

Unit	No of units	% mix
2 bedroom house	14	24
3 bedroom house	29	49
4 bedroom house	16	26
	59	

TABLE 4. Mix of private units

Use

The development provides a mix of residential uses and open space areas which are in keeping with the character of the surrounding area.

Figure 16 shows the propose uses within the site.

- Residential development (3.0ha)
- Amenity Public Open Space (0.6ha)
- Landscape / SUDS corridors (0.6ha)
- Paddocks (1.4ha)
- Children's Play Area (400sqm)

Green Infrastructure and public open space

The Green Infrastructure (GI) strategy for the site has been developed in accordance with Policies SP2 and Policy S5 of the Local Plan Review 2013 - 2033 Proposed Submission (incorporating proposed modifications). The layout shows a total GI area of 2.6 ha which is 46% of the total site area (5.6ha). Policy SP2 proposed 2.7ha of GI as part of a total site area of 5.8ha which is 47%. The areas are therefore comparable on a pro rata basis. Figure x shows the proposed arrangement of green infrastructure (GI) for the site as set out below:

Type of Green Infrastructure	Requirement - sqm per dwelling (Policy S5)	Provision
Allotments*	504	to be agreed
Amenity green space	1,974	5,600
Parks, sport and recreation grounds	2,940	
Play space (children)	126	
Youth space (teenagers)	42	0**

TABLE 2. Public open space requirements and provision

FIGURE 16. Plan showing land use and public open space



* There is potential for allotments to be provided with the paddock areas of the site subject to agreement with the LPA and Parish Council.

** The site is not of sufficient size to provide Youth space for teenagers. Provision of 42sqm would not be appropriate and would conflict with the other open space uses within the site.

In addition to the public open space requirements for the site, the GI strategy provides for an area of 0.6ha which can accommodate additional landscape planting and sustainable drainage features.

Character

The character will be defined by both the spatial arrangement of areas and the characteristics of the streets and spaces within these areas.

There are principally two different kinds of streets / areas. Their characteristics assist in both defining the hierarchy of the streets, legibility and movement within the development and the relationship of built form, streets and spaces within the site.

Within the development, potential locations have also been shown for key buildings which will assist in the legibility of the place and creating views and landmarks within the scheme.

The character of the areas, streets and key buildings are shown on Figure 18-21, as follows:

- Residential Street
- Green Drives
- Lower density area
- Medium density area
- Key building location

FIGURE 17: Plan showing the character of the site



Residential Street

The illustrative site layout plan shows a number of residential streets which are accessed from Turnpike to serve the housing area.

The character of the residential streets can be defined by the following features:

- 1 A road width of 5.5m with 2m footways on either side
- 2 Buildings overlooking the street set back from the street with medium to short front gardens
- 3 Built form in a variety of arrangements including detached, semi detached and small terraces or groups of buildings.
- 4 Front gardens defined by walls, timber fences, hedgerows
- 5 Buildings 2 storey in height with the potential for some buildings to incorporate accommodation in the roof
- 6 Car parking will be provided on plot with direct access to the street or in defined bays to the front of properties.

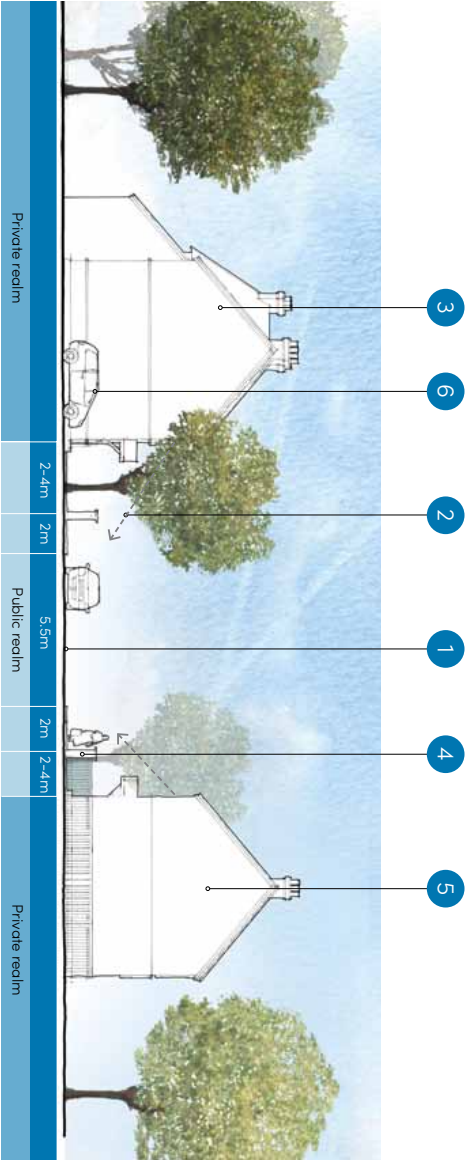


FIGURE 18. Typical section through the Residential Street



FIGURE 19. Illustration showing the character of development in the Residential Street character areas

Green Drives

The illustrative site layout plan shows a series of Green Drives which could define the edges of the residential development area and areas where the urban form adjoins areas of public open space.

Their character responds to relationship between the informal open space and built form and to the longer distance views into the site.

The built form and massing has been broken down into predominantly detached buildings with a few short clusters of buildings. Planting is provided between buildings and in front of the properties to provide a transition with the open space and urban edge. The buildings front onto a shared surface which provides limited access for vehicles and controls speeds through its width and alignment. Lighting will also be reduced in these parts of the site.

The existing and proposed hedgerows and trees on the edges of the site will be retained and supplemented to set the development into a treed structure.

The character of the Green Drives can be defined by the following features:

- 1 A road width which varies providing a shared surface for vehicles, cyclists and pedestrians
- 2 Buildings overlooking the street set back from the street with short to medium length front gardens
- 3 Built form predominantly in detached form with some clusters of houses
- 4 Front gardens defined by low walls, timber fences or hedgerows / shrub planting
- 5 Buildings a maximum of 2 storey in height
- 6 Car parking will be provided on plot with direct access to the shared surface. Visitor parking will be provided in identified bays parallel to the carriageway.

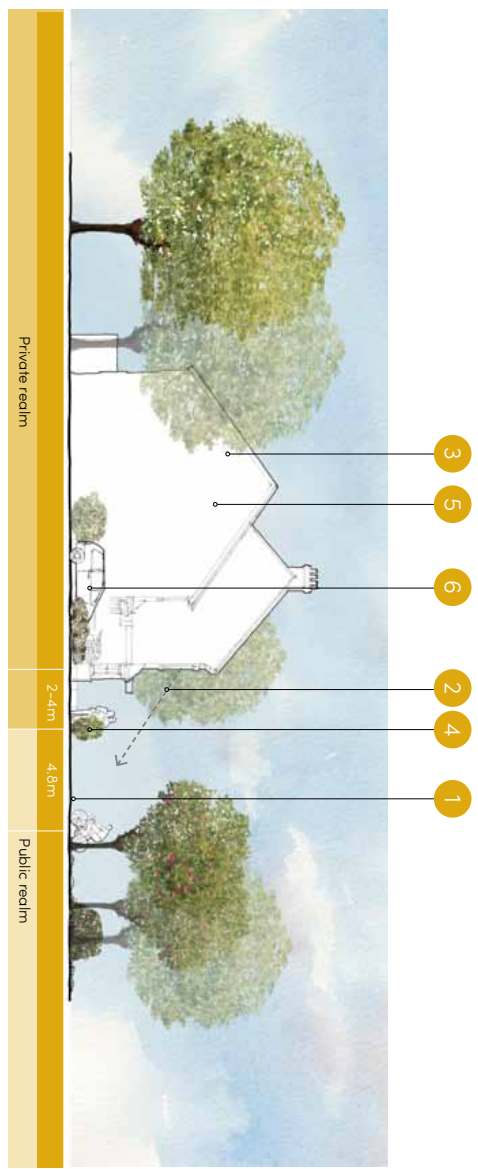


FIGURE 20. Typical section through the Green Drive



FIGURE 21. Illustration showing the character of development in the Green Drives character areas

Density

The proposed density for the development is 28 dwellings per hectare (net).

The density has been derived from a mix of both the character of the village and surrounding area which includes a range of both medium (Higher Town) and lower density properties (Turnpike and the area immediately to the east of the site).

The approach to density is based on creating a pattern across the site which responds to its relationship to the countryside, adjoining urban areas. This approach will provide a low to medium density across the site with density at its most concentrated along the central spine road of the development. The density then reduces on the northern and western edges of the site, reducing to provide a transition between the built form and wider landscape and to allow for a greater degree of landscape planting on the edges.

Scale and massing

The scale and massing of the proposed development would be a maximum of two storey dwellings including potential for some dwellings to have accommodation in the roofspace. There will also be a limited number of single storey garage buildings.

Buildings shown are predominantly rectangular or 'L' shaped with occasional articulation in the form of projections and porches. A range of detached (large and small), semi-detached and short terraces would be provided across the site.

Appearance and materials

It is envisaged that the development will utilise a fairly limited palette of materials relying more on architectural detailing and design to promote identity than material. This is more in keeping with the traditional approach to building utilising locally sourced materials where possible. Whilst built form within the site should have unity in materials and design principles, a standard approach to the design of dwellings should be avoided where possible.

The palette of materials will reflect the local vernacular responding positively to the character of the area. The use of material and level of detailing should reflect the character of the area and the function of the buildings.

All materials will need to be agreed with the Local Planning Authority in advance of development.

The photographs in Section 2 of this document show the detailed character of building design in the local area. The design of the dwellings within the site seeks to replicate and reinforce this character. These include:

- A mix of render and brick elevations
- Predominantly slate roofing
- Potential for contrasting brick string courses and door/window headers
- Both open and boxed eaves
- Windows arranged in pairs and threes
- Some projecting bay windows at ground floor
- Simple roof arrangements with ridges running parallel to the street with some projecting gable features

Landscape

The following principles have been adopted to help steer the design process.

- The retention and reinforcement of the existing vegetation to the site boundaries to maintain the physical and visual enclosure to the site from the wider landscape
- The design of open spaces which are inclusive so that they promote a feeling of safety and security and meet the needs of the whole community
- The introduction of a dedicated natural play space - a LEAP within the open space, which serves the development and the wider area
- Potential for habitat creation features such as log piles, hibernaculum, bird boxes and gaps within fencing (for hedgehogs) to be incorporated
- The inclusion of native trees, grass planting and shrubs for biodiversity benefits
- Potential for wildflower planting to the edges of the open space



FIGURE 22. Illustration of proposed development on the northern edges of the site

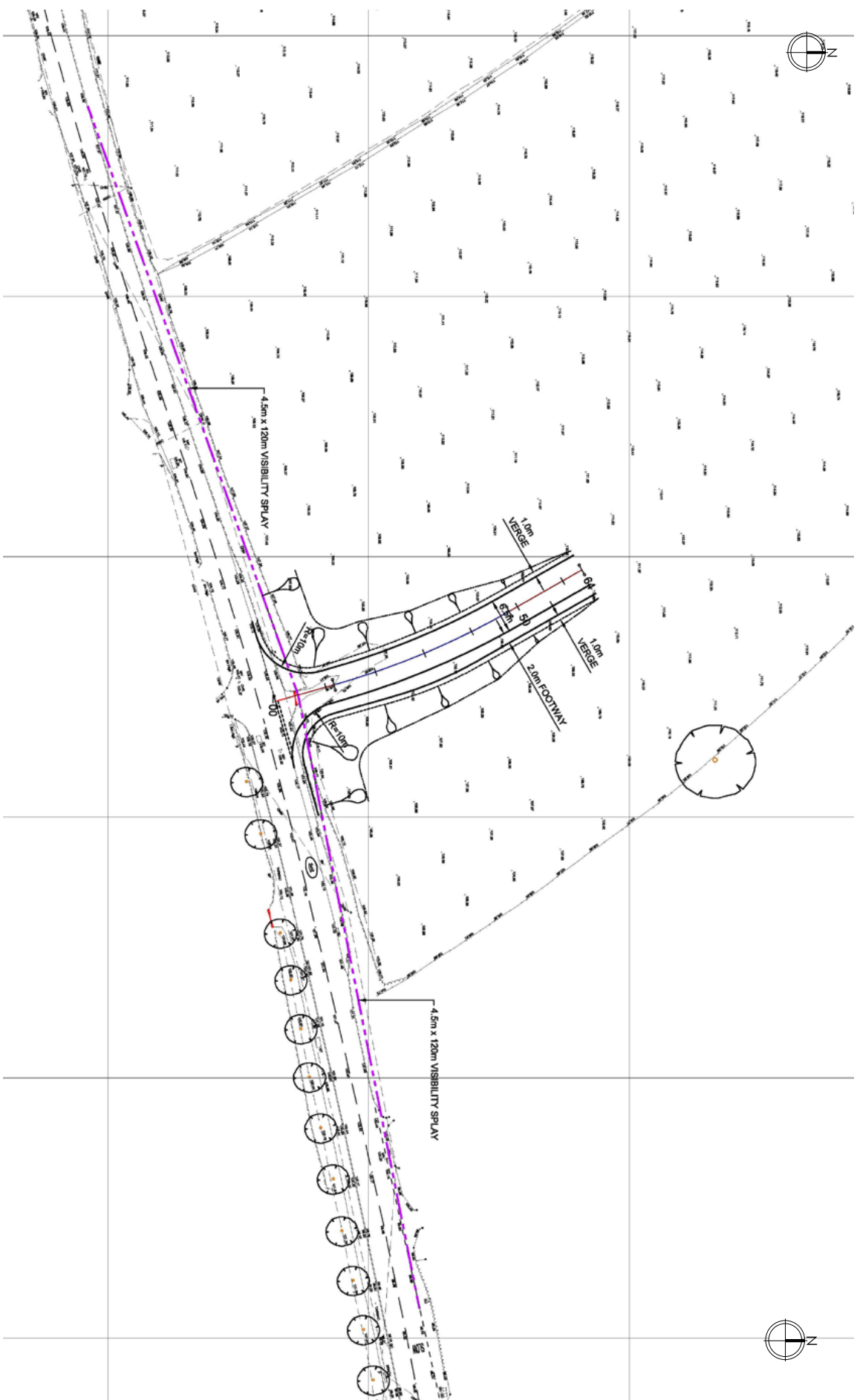


FIGURE 23. Proposed access arrangements for the site

Access and parking

Vehicular and transport access

The proposed access arrangement will take the form of simple priority junction directly on to Turnpike. The junction is fully in accordance with design standards, achieves appropriate visibility for 85th percentile vehicle speeds.

Pedestrian and Cyclist Access

Footways will not be provided on both sides of the proposed access leading into the site. The existing footway on the northern side of Turnpike, to the west of the site, will be extended to provide pedestrian access into the site. This will connect into the main residential road which will have 2 x 2m footways along its length.

In order to maximise the permeability of the site and promote travel by means other than the car, potential for pedestrian / cycle links into the site have been included as follows:

- Higher Town to the north east
- Turnpike to the south east as part of the vehicular access
- Turnpike to the south west linking the canal via existing lanes
- to the north east via the existing farm gate

Car and cycle parking

Car parking is provided either on plot or within defined parking areas within the site. Car parking meets the optimum standards defined SPD Guidance, "The provision of parking in new development 2013" to meet the minimum standards of 17 spaces average per dwelling. The layout shows the following:

- 1 bedroom dwelling - 1 space
- 2 bedroom dwelling - 2 spaces
- 3 bedroom dwelling - 2 spaces
- 4 bedroom dwelling - 3/4 spaces

In total 145 parking spaces have been shown (excluding garages) for the 84 dwellings proposed which provides an average of 17 spaces per unit.

The principal design considerations for car parking is as follows:

- All homes to be provided with allocated car parking spaces
- Dimensions of parking spaces and garages to be provided in accordance with guidance
- Parking to be provided within curtilage of individual dwellings and within communal parking areas for apartments
- Well-designed on-street visitor parking in dedicated lay-bys will be provided and dispersed throughout the site

For most car parking situations parking spaces will meet the national standards of 4.8m long by 2.4m wide. Where provided on plot there is a gap of 1.1m at the side of the parking space to allow for access to the rear gardens and refuse bins to be moved to the rear of the property.

Where a space is located in front of a garage, the space will be 5.5m long from the back of the highway to allow the garage door to be opened without the vehicle overhanging the highway.

Garages are 6m long by 3m (single) or 6m (double) wide internally to allow a vehicle to gain access/egress and there to be some space for the occupants of the vehicle to get out. In addition, this provides some space for storage, such as bicycles, which are normally kept in garages. As with all parking on the site, there are not more than one space outside a garage (i.e. a maximum of two cars in tandem).

Minimum cycle parking will be provided in accordance with standards, i.e.

- 1 or 2 beds - 2 per dwelling
- 3+ beds - 4 per dwelling

There is capacity for cycle parking for the proposed houses in garages and in back gardens. The design of the apartment buildings allows for a ground floor cycle storage area if required.

Public Transport

The route 1/1A/1B bus goes through Sampford Peverell, stopping at Richmond Close and outside the Globe. It goes to Halberton and Tiverton in one direction, and to Tiverton Parkway station, Uffculme, Willand, Cullompton and Exeter in the other.

Refuse collection

The site layout has been designed to accommodate refuse vehicles. Street widths will provide for refuse collection vehicles and are sufficiently wide that cars parked on-street can be passed by the refuse vehicle.

The site layout complies with the following criteria that are set on the Manual for Streets and based on Building Regulations and British Standards:

- 30m maximum distance from each dwelling to the bin collection point;
- 15m maximum distance from the back of the refuse vehicle to the bin collection point (for two wheel bins; 10m for four wheel bins for any apartment blocks); and
- Maximum of three steps for containers up to 250 litres (e.g. two wheel domestic bin), and none for larger containers.

Inclusive access

The layout of spaces and buildings ensures that disabled people will not be segregated and will be able to access all aspects of the place with without inconvenience or detours.

Drainage

Surface Water Drainage Strategy

The proposed drainage strategy is shown at Figure 14. This includes the use of permeable paving and a surface water attenuation feature at the northern end of the site.

All SuDS features will be designed in accordance with best practice (National Policy, EA and CIRIA guidance) and cater for the 1 in 100 year flood event plus 30% to allow for the predicted impacts of climate change over the lifetime of the development. Therefore the development will not increase flood risk to existing development off site for flood events up to an including the 1 in 100 year plus 30% climate change.

Foul Water Drainage

The foul water drainage strategy proposals are for foul water flows from the development to connect into the existing mains network under the provisions of the Water Industry Act 1991.



Examples of sustainable urban drainage

Sustainability

Sustainability targets and objectives have been set for the proposed development based on the applicant's aspirations and a review of government guidance, the latter of which has recently embedded energy efficiency targets within Building Regulations in lieu of the Code for Sustainable Homes. The applicants are committed to ensuring the proposed development meets national requirements for energy efficiency prevailing at the construction stage.

Key sustainability features would include the following:

- Sustainable Urban Drainage Systems (SUDS) would be incorporated.
- Energy and water efficient fixtures and fittings would be incorporated within the design of new buildings.
- Provision would be made for cycle storage and safe walking routes to discourage the use of private cars for short journeys.
- Consideration would be given to responsible sourcing of materials and to their environmental impact throughout their lifecycle.
- Recycling space and composting would be provided for each dwelling.
- Private gardens, communal spaces and publicly accessible open spaces would be incorporated into the development, including informal open space and children's play areas.
- Existing trees and hedgerows would be retained and the ecology of the site enhanced through the creation of new wildlife habitats.

Overall, and whilst further detailed calculations and design work will continue as the development progresses, the proposals for the site aim to maximise the site's assets and layout in relation to sustainable design, creating an attractive, environmentally sound, development.

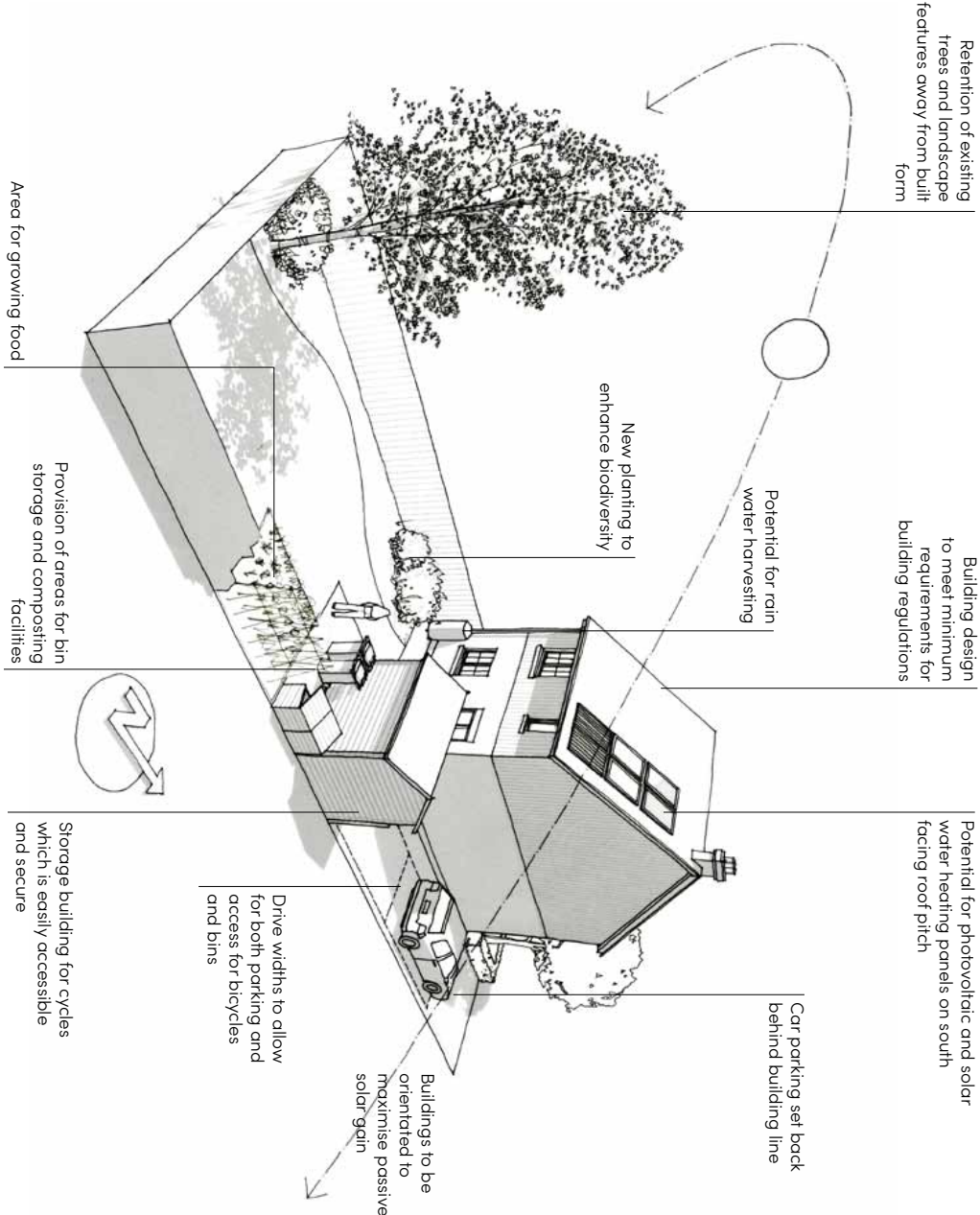


FIGURE 25. Plan showing Sustainable Design concepts

Secured By Design

The proposals have been designed to be as safe and crime free as possible and in particular has had regard to the following guidance:

'Safer Places – the Planning System and Crime Prevention'



Principles of 'Secured by Design'.

Seven attributes of designing out crime are outlined in 'Safer Places – The Planning System and Crime Prevention'. They are listed here, with an explanation of how the development addresses the points:

1. Access and movement

'Places with well defined routes, spaces and entrances that provide for convenient movement without compromising security.'

The layout provides a legible and permeable series of connected routes. These are overlooked and buildings are arranged to either front onto or have side aspect (with habitable rooms and windows) to these routes. Ground floor entrances are positioned for ease of access and will be clearly articulated in detail.

2. Structure

'Places that are laid out so that crime is discouraged and different uses do not cause conflict.'

A perimeter block structure is proposed for the development that enables all dwellings to face out and overlook the streets and spaces. Private and public domains are well defined by boundary treatments and clear definition of spaces.

3. Surveillance

'Places where all publicly accessible spaces are overlooked.'

Configuration of dwellings and public realm has been designed to avoid confined and secluded spaces. Streets and spaces are open and have clear sight lines allowing easy monitoring and natural surveillance. All public open spaces are overlooked by development.

Dwellings on corners of streets and private drives, or with a side elevation facing open spaces will have windows and other elevation features to ensure there are not any blank facades facing onto the public realm.

4. Ownership

'Places that promote a sense of ownership, respect, territorial responsibility and community.'

The layout makes clear distinction between private and public spaces. The main public open space elements in the western parts of the site and within the centre of the development have been designed as a focus of the development with many buildings looking into the space. There are also a number of opportunities for the use of this space for all aspects of the community including children's play, informal play and places to rest.



5. Physical protection

'Places that include necessary, well-designed security features.'

Physical protection measures will be incorporated into the scheme through the detailed design development.



6. Activity

'Places where the level of human activity is appropriate to the location and creates a reduced risk of crime and sense of safety at all times.'

Streets and spaces will be of high quality and have been designed with the aim of attracting activity in the form of recreation, social interaction and play which will help provide security.

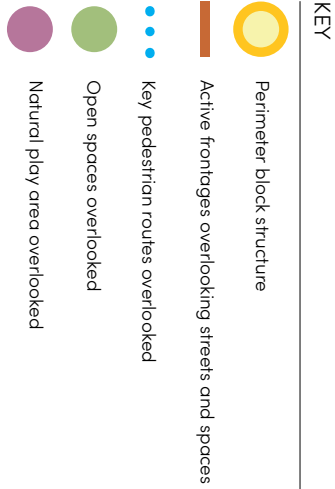
7. Management and maintenance

'Places that are designed with management and maintenance in mind, to discourage crime in the present and the future.'

Management strategies and solutions specific to these proposals will be developed at a later detailed stage.



FIGURE 26. Plan showing how the principles of Secured by Design have been applied to the layout



Building for Life

Building for Life is the industry standard, endorsed by Government, for well designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places to live.



Building for Life is run by a partnership of Cade at the Design Council, the Home Builders Federation and Design for Homes. This third edition of the guide was published in January 2015 by Nottingham Trent University on behalf of the Building for Life partnership (Design Council Cade, the Home Builders Federation and Design for Homes. The updated version is based upon the new National Planning Policy Framework and the Government's commitment to build more homes, better homes and involve local communities in planning.

The proposed development addresses all of the 12 criteria set out in the Building for Life. A table showing how each of the criteria will be met is shown at Figure 36 and explained in more detail below.

1. Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

The layout has been designed to connect to the existing area via a the new vehicular access to Turnpike with additional pedestrian / cycle connections.

The land uses and layout respect the character and layout of the surrounding development and new buildings have been orientated and set back to respect their amenity where appropriate.

The proposed development provides new landscape planting on the edges of the site to protect the amenity of existing residential properties to the north, west and south of the site.

2. Facilities and Services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

The site is located on the edge of the existing village which has a range of local facilities and services including the community centre, school, church, pub and recreation ground.

There are also a number of focal places within the site which could be used as meeting places or places for interaction including the open space within the centre of the site incorporating the new children's play area (LEAP).

3. Public transport

Does the scheme have good access to public transport to help reduce car dependency?

There are bus stops on Turnpike which are within walking distance from the site.

4. Meeting local housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

The scheme includes a good mix of dwelling types and tenures including 30% affordable homes. The mix includes a small number of apartments, starter homes and larger family homes.

The mix of affordable housing has been developed in specific response to local housing as identified in the Council's Housing Needs Survey.

The scheme has been designed to provide a tenure blind approach so that it is not easy to differentiate between homes that are private and those that are rented or in shared ownership.

5. Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

The scheme has been designed to reflect the character of the local and wider area. Details of the approach are set out in section 2.4 and 5 of this document.

6. Working with the site and it's context

Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?

The scheme has been designed to respond to the character of the site with the arrangement of dwellings and intensity of development with areas of medium and lower density character within the layout.

7. Creating well defined streets and spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

The layout follows a traditional perimeter block approach with private gardens backing on to each other and dwellings fronting and enclosing the streets or pedestrian / cycle connections.

The layout uses a number of buildings which turn the corner and provide surveillance over two aspects as shown in Figure 27. All fronts of buildings face the street or public realm.

8. Easy to find your way around

Is the development designed to make it easy to find your way around?

The layout has been designed to allow people to create a mental map of the place by incorporating features that people will notice and remember. The layout follows a logical pattern of development using a hierarchy of streets and spaces which are permeable and allow people to find and navigate their way around easily.

Landmark buildings and views through the site make it easy for people to see in advance where they are going.

9. Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

The layout of streets has been designed to reduce traffic speeds. There are no long stretches of wide road and the private drives and courtyard will be shared surfaces. These are demarcated by a change of surface treatment which brings the attention of drivers to a change of environment and the need to slow down. This design approach thus gives priority to people over cars.

The shared surfaces also provide social spaces and together with the informal public open spaces in this area can be used for safe children's play.

10. Car parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Car parking has been provided to meet the required standards of the highway authority. Parking is located close to people's homes, generally on plot.

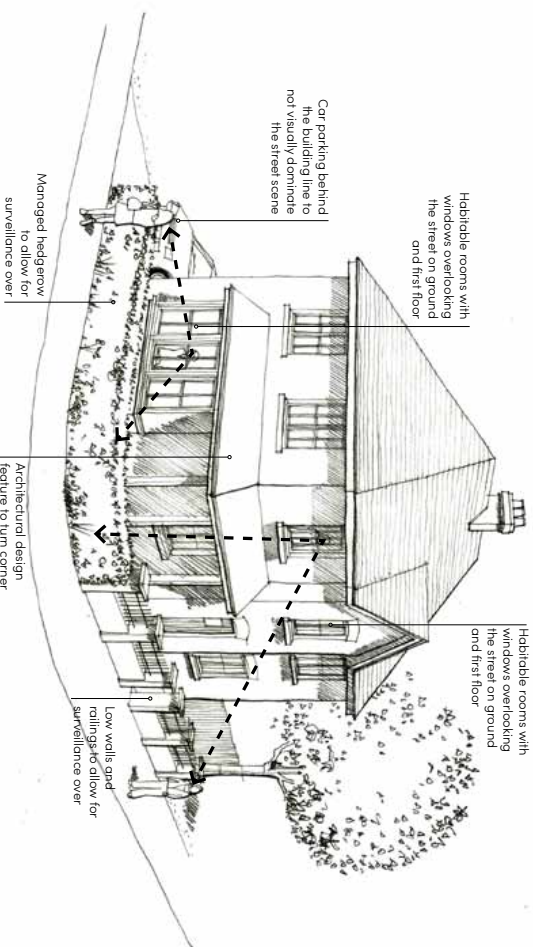


FIGURE 27. Illustration showing how buildings will turn corners

Garages and car parking spaces are provided set back between buildings so they do not dominate the street scene. All garages shown are detached from the dwelling so they are not easily converted to form additional living accommodation reducing the car parking provision.

11. Public & private spaces

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

Due to the scale of the development it is considered only appropriate to provide informal recreation incorporating potential new children's play areas. Contributions will be made to ensure that existing facilities for formal recreation and play will be achieved.

Public and private spaces are well defined with all public spaces overlooked by neighbouring properties and located where they are accessible to a wide range of people including the new and existing residents.

12. External storage and amenity space

Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

Each of the properties has a private garden area which allows for sufficient space for the storage of bins and cycles. All dwellings have a separate rear access to avoid having to go through the property for cycle storage.

Lifetime Homes

The concept of Lifetime Homes was developed in the early 1990s by a group of housing experts, including Habitat for Humanity, the Housing Association and the Joseph Rowntree Foundation. The group was formed because of concerns about how inaccessible and inconvenient many homes were for large sections of the population. Lifetime Homes was developed to ensure that homes are accessible and inclusive.

Lifetime Homes are ordinary homes designed to incorporate 16 Design Criteria that can be universally applied to new homes at minimal cost. Each design feature adds to the comfort and convenience of the home and supports the changing needs of individuals and families at different stages of life.

Lifetime Homes are all about flexibility and adaptability; they are not 'special', but are thoughtfully designed to create and encourage better living environments for everyone. From raising small children to coping with illness or dealing with reduced mobility in later life, Lifetime Homes make the ups and downs of daily living easier to manage.



A minimum of 20% of the affordable dwellings will meet the Lifetime Homes Standard in accordance with Policy MHN/4 of Mid Devon Supplementary Planning Document, "Meeting Housing Needs" (June 2012).



In conclusion this design and access statement describes the application by Place Land LLP to develop up to 84 new homes including a mix of housing, public open space and landscape planting on the land at Higher Town, Sampford Peverell.

The proposed amount, layout and mix of housing will deliver both market and affordable market housing, for which there is a known demand in the area and which will make a worthwhile contribution toward the ever growing social housing requirement of this area and the district. A mix of house types and sizes is proposed to provide a range of accommodation for single people up and growing families.

The process of evaluation as set out in Section 04 of this document, together with the illustrative masterplan, plans and drawings in Section 06, demonstrate how the layout and form of development will meet the planning and urban design aspirations of the Council with a strong vision which will maintain and continue the character of Sampford Peverell and the wider area.

The design ideas within the document show a commitment to quality design in both built form and landscape which will be followed through the planning and development process.

The design process has included consultation with a range of key stakeholders including the Parish Council, Local Planning Authority and local community and their ideas and feedback have helped shape the proposed development.

In conclusion, the delivery of this site for residential development presents the opportunity to provide a sustainable development which will deliver affordable housing for the village and district.