

5 SITE ANALYSIS

5.1 Site Analysis Plans

Site analysis is critical to establish a clear understanding of the physical characteristics, constraints and opportunities of the site and surroundings. This analysis serves to establish a robust project baseline from which design principles may be developed.

The existing site consists of currently open, undulating agricultural land to the West of Brixham Road that includes three full fields and two part-fields. These existing fields are bounded on all sides by established hedgerows.

The immediate context includes Brixham Road adjacent to the East site boundary, beyond which is the predominantly residential neighbourhood of Goodrington. Open fields surround the site to the South towards Galmpton, South-West towards Waddeton, and West towards Waddeton Road.

The Nords, a clump of tall, mature trees are situated on the Southern boundary. South Devon College and commercial properties are located to the North-West. The White Rock development currently under construction and associated mitigation planting exists directly to the North of the site and White Rock Primary School with associated open grounds is located to the North-East with Paignton beyond.

The wider context includes Torquay situated to the North-East, Brixham Peninsula to the South-East, and the Area of Outstanding Natural Beauty (AONB) to the South and West that surrounds the River Dart.

The diagrams within this section interrogate the following: landscape; ecology; access; building uses/heights/density; views; public open space; constraints and opportunities.



Existing Building Uses

The majority of building uses surrounding the site are residential properties located to the East of Brixham Road, within the White Rock development to the North, and at nearby Galmpton and Waddeton.

Educational building uses include White Rock Primary

School located directly to the North East and South Devon College located to the North West of the site.

Hookhills Community Centre is located within the predominantly residential district of Goodrington to the East of the site. Commercial/business building uses are also located within the White Rock area to the North of the site.



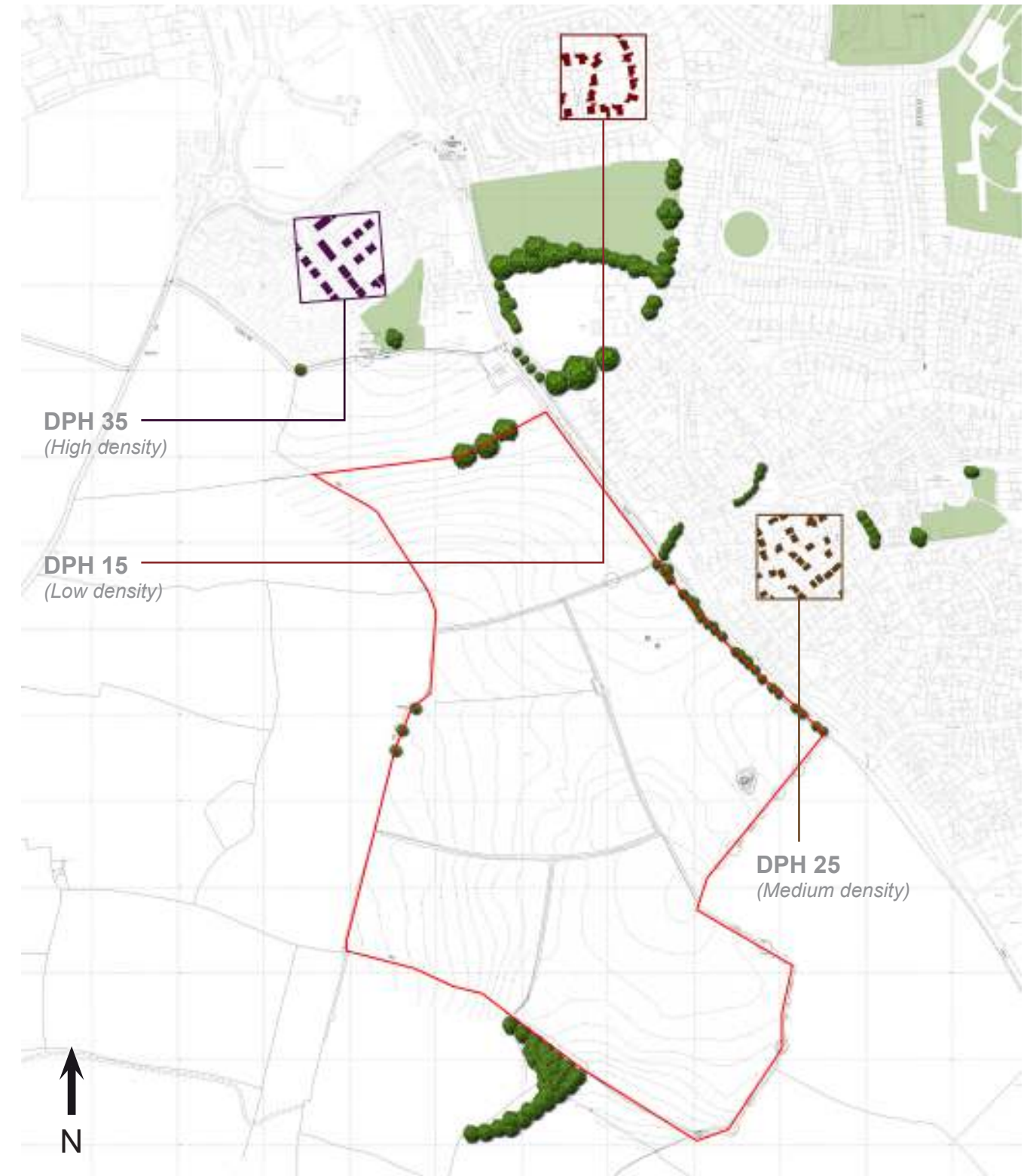
Existing Building Heights

Building heights within the vicinity of the site are predominantly two storeys interspersed with some single storey dwellings.

The dwellings immediately adjacent to the site to the East of Brixham Road are generally elevated at a

higher level than the site topography.

Some existing and proposed buildings greater than 2-storeys are located within the White Rock development, Commercial district and South Devon College to the North of the site.



Existing Density per Hectare

The densities of residential neighbourhoods adjacent to the site vary considerably, principally due to the variation in their age.

Directly to the North and North East of the site surrounding White Rock Primary School, the dwellings per hectare are relatively low density.

Within other areas of Goodrington, in particular to the East of Brixham Road, the dwellings per hectare are medium density.

The White Rock development to the North of the site includes relatively high density dwellings per hectare, either completed or currently under construction/ planned for a later phase.



Existing Vehicular Access

Brixham Road (A3022) to the East site boundary is a single lane carriageway that skirts the West of Goodrington and acts as the primary vehicular route to the Brixham Peninsula to the South East.

Waddeton Road beyond fields adjacent to the Western

site boundary connects the village of Waddeton to the South West with White Rock to the North.

Long Road to the North links White Rock to Brixham Road and Goodrington Road to the North East.

Hunters Tor Drive to the East of the site connects a number of residential streets with Brixham Road.



Existing Pedestrian Access

Despite a current lack of public right of way across the fields within the site, there is a good network of existing pedestrian infrastructure within Goodrington with potential for extension of countryside access into the site. The pedestrian links between cul-de-sacs also exist that head towards the site.

However, pedestrian links between Goodrington and the existing site are hampered by a lack of safe pedestrian crossings along Brixham Road, which often carries fast moving traffic.

A new countryside access path from White Rock kinks towards the North East corner of the site.



Existing bus and cycle routes

Two bus routes (Stagecoach 120 and Torbay Buses SB4) pass along the Brixham Road on the Eastern site boundary, however, neither are able to directly serve the site due to the absence of bus stops.

Access to further bus routes exist at Hunters Tor

Drive, Goodrington Road and Gibson Road within Goodrington with frequent bus stops that serve the local residential community.

From the North East corner of the site, a dedicated two-way cycle route exists to the East of Brixham Road heading North along the Western boundary of White Rock Primary School.



Existing Views and Potential Overlooking

Some existing views from Goodrington urban edge look across Brixham Road into and beyond the site. Due to existing dense vegetation including trees and hedgrows adjacent to Brixham Road, these views are mostly limited to vantage points at the North East corner of the site.

Significant views across open fields towards the site exist from the South and West. The most notable of these are from Waddeton, Waddeton Road, Stoke Road, Galampton and further afield from the AONB.

Please refer to the Landscape & Visual Impact Assessment and Verified Visual Montages undertaken by NPA included within this application.



Existing Landscape

The site is made up of five existing fields or part-fields mostly bounded by established hedgerows.

The site topography is relatively undulating with the high points generally to the North and central 'saddle' and low points to the South and West.

An historic wood, The Nords, is situated on the Southern site boundary.

Recently planted landscape mitigation associated with the White Rock development is located to the North.

Two small ponds are also located within the site.



Existing Public Open Space

To the East of Brixham Road within Goodrington, there are a number of public open spaces. Some of these are linked via key pedestrian and cycle routes to potential connections into the site on Brixham Road.

There are also new public open spaces planned

within the White Rock development currently under construction to the North of the site. These could potentially be accessed via the countryside access path within the White Rock mitigation planting beyond the North site boundary.

The walking distances diagrammatically represented above are 400m radii.

KEY

- Countryside existing footpath
- Other vehicular routes
- ▶ Overlooking
- ▶ Views
- ▬ Brixham Road
- ▼ Steeper topography (greater than 1:12)
- ⊙ High point on site
- Potential area for ecology and landscape mitigation
- Existing pond
- Existing hedgerow
- Cirl bunting habitat
- Key Bat flight line
- Bat roosts (inc. horseshoe)
- Overhead electricity cable
- ← [C] → Potential connection

5.2 Existing Constraints & Opportunities

The site topography is relatively undulating with high points at the North and South-East site boundaries. The site generally falls away to the South and South-West towards the Galmpton Watercourse. The contour lines at levels 64m and 65m AOD thread through the majority of the site and there is opportunity for relatively level vehicular circulation throughout the site to be established at this common level.

The high points are most visible from the AONB surrounding the River Dart to the South and West. Key views exist from Galmpton and Waddeton across open fields towards the site. There also is some overlooking into the site from beyond the North corner, however, existing trees and hedgerows provide a degree of natural screening along much of Brixham Road.

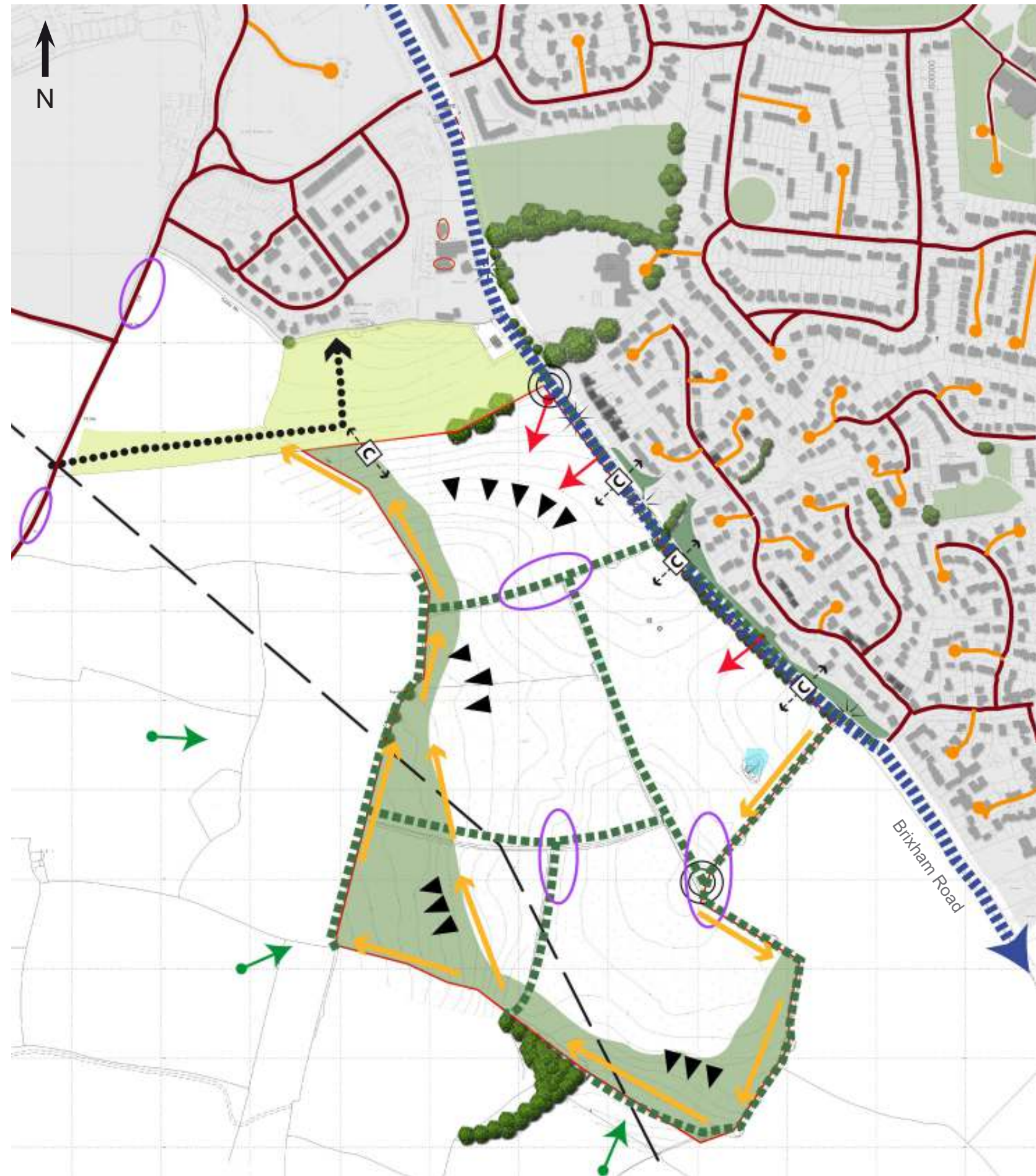
The existing fields are bounded on all sides by

established hedgerows. Cirl Bunting habitats and flight corridors for Greater Horseshoe Bats exist within and close to the site. For further ecological detail, please refer to the Ecology Constraints and Opportunities Diagram included later within this document.

A pond exists near to the South-East site boundary and a small 'sheep wash' depression within the ground exists adjacent to the central hedgerow.

An existing 11kV overhead cable cuts through the South-West corner of the site.

There are opportunities to create safe pedestrian/cycle crossings across Brixham Road that would link established connections within Goodrington with new countryside access walks.



6 MASTERPLAN PRINCIPLES



Existing retained / reinforced vegetation and open green space

Proposed newly planted hedgerows and mitigation planting

Brixham Road vehicular access: new roundabout & road widening

Pedestrian access between Goodrington/Inglewood/countryside

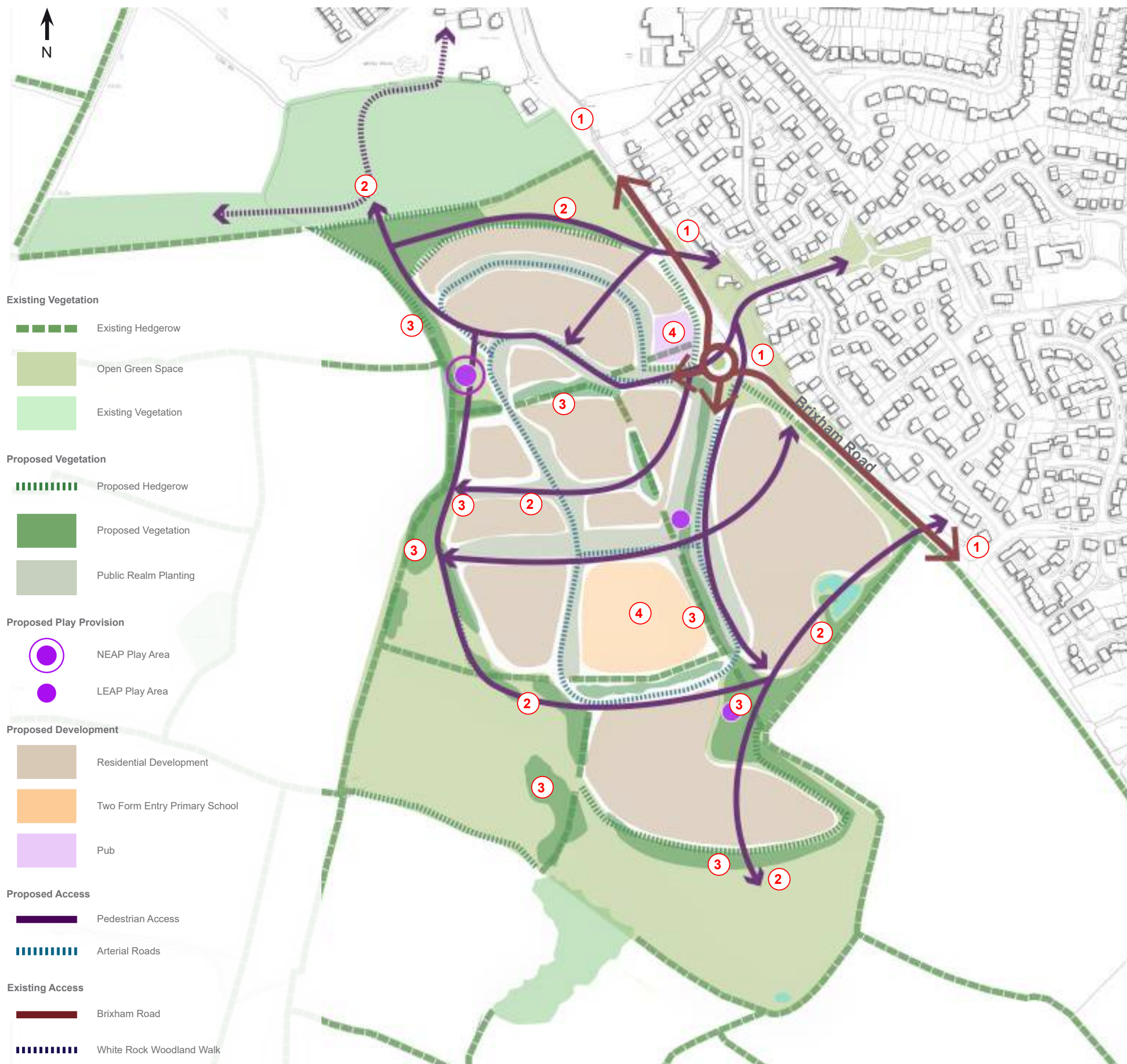
School/pub/residential development with Shared Space & Homezones

Public open spaces with NEAP & LEAP play areas

The opportunities and constraints, drawn from the site analysis inform the approach to the masterplan and have established the principles for how the design has developed.

The principles address a range of issues, as set out below, each of which are considered to be integral to ensuring that the final concept masterplan is based on the Inglewood principles outlined in the Executive Summary, namely to ensure that:

- development is **respectful** of the setting;
- ensures that it fosters a sense of **community**; and,
- creates a **distinctive** sense of place.



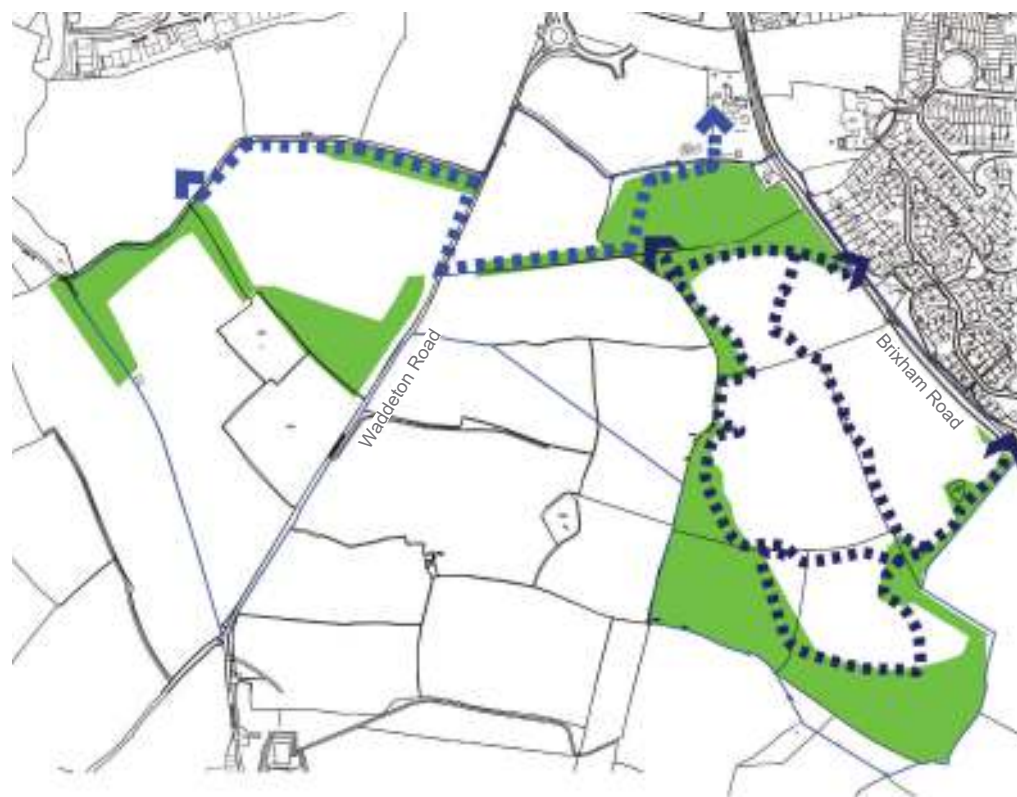
1 Movement & Access
 A new 4 armed roundabout is proposed on Brixham Road to provide suitable access into the site. Pedestrian crossings will be provided at various points adjacent to the site. The crossing north of the roundabout on Brixham road will be a controlled 'Toucan' shared cycle/pedestrian crossing. Brixham Road will also be widened north of the roundabout to feed into the widened road by White Rock.

2 Countryside Access
 Deeley Freed is in a position to ensure that the wider public will be able to go for countryside walks in the area, both within the site and further beyond to the west (see ownership plan below)

3 Mitigation Landscape
 A significant proportion of the site has been set aside for pasture, thus retaining some of the agricultural character of the area while also helping to provide feeding habitats for Greater Horseshoe Bats. In addition, there will be large groups of structural tree planting to help screen parts of the site from further afield. Existing hedgerows will be retained and reinforced alongside newly planted hedgerows.

4 Community Facilities
 New facilities to serve the local community are to be delivered in the two most prominent parts of the site. The public house is located next to the main entrance to the site off the proposed Brixham Road roundabout. This high profile location will provide the public house with easy access for passing trade, along with close proximity to a safe crossing over Brixham Road for pedestrians.

The primary school is at the heart of the masterplan and will serve the local community with a range of facilities. It will be easily accessible with routes radiating outwards to other parts of the development and to each of the safe crossing points over Brixham Road.



- White Rock countryside access
- Proposed Inglewood countryside access

6.1 Masterplan Drivers

The masterplan project for Inglewood has been guided early on by a series of drivers that were designed to ensure that a positive kind of development would be delivered on the edge of Paignton. These drivers are clearly evident in the masterplan, and will continue to influence the delivery of the masterplan as it move forward.



Countryside Access

At present, there is no public access over the proposed development site. Similarly, there are no safe crossing points along the frontage of the site between the Brixham Road junction with White Rock Way/Kingsway Avenue and the junction with Hunters Tor Drive.

The Local Plan includes the concept of improving countryside access in the Torbay area. Policy SS9 highlights proposals for a Countryside Access and Enhancement scheme at White Rock. Whilst this is related to the White Rock mixed use development currently being delivered, part of the designation washes over the current site.

Embedded within the White Rock proposals was the delivery of a woodland walk. This was secured through a Landscape and Ecological

Management Plan (LEMP), itself committed within the accompanying section 106 agreement. Works to implement the walk have been started; the route is shown on the plan above.

The consideration of a new, linked woodland walk has been an embedded design concept from first principles. Coupled with new pedestrian/cycle crossings to Brixham Road, the proposals will offer significant community benefits, to a range of parties, including:

- residents of White Rock, who would be able to utilise their own walk and extend this via the Inglewood site;
- future residents of Inglewood; and,
- residents and visitors to the existing Goodrington area.



Protection

A full programme of survey work has been underway since 2014 to establish the relevant baseline conditions and then assess the impact of development proposals. This is particularly relevant in respect of the areas of ecology and landscape and visual impact.

This approach has particularly informed the protection of habitat supporting foraging Greater Horseshoe Bats, and long range views from the Area of Outstanding Natural Beauty (AONB).

This has resulted in:

- retention of hedgerows where practically possible and, where not, translocation/new provision. This meets the requirement to ensure no net loss in biodiversity;
- support the long term success of development, environment and agriculture; and,
- the retention of trees on site.

The proposed retention, coupled with other mitigation proposals, for instance new tree planting and on-site mitigation land in the form of cattle grazed pasture, will ensure that the impact of development proposals can be mitigated.



Long Term Commitment

Abacus/Deeley Freed have been involved in development proposals in the Paignton area over a number of years.

The approach proposed to be taken on the Inglewood site is one of long term commitment and stewardship. There is a genuine belief in respecting the local environment whilst working to positively meet the needs of future generation and supporting the economic growth strategy of the Council.

In practical terms, this means that Abacus/Deeley Freed will be making a number of commitments to support the long term success of development.

These include:

- mitigation planting for ecology and landscape purposes;
- primary highways infrastructure in order to reduce the potential for impacts during the construction period; and,
- the establishment of a management company to ensure the maintenance, in the long term, of high standards in the public open space across the site, including parks, allotments and the proposed community orchard.



Community Facilities

The adopted Torbay Local Plan is clear, there is a need for a step change in the Torbay area to support future prosperity. After investigating the potential for commercial uses on this site, it has been deemed unsuitable for large scale commercial uses. However, a number of complementary uses to the residential development have been identified that will help to strengthen the local community's social infrastructure.

To support this, the masterplan includes a public house, located prominently on Brixham Road, and a two form entry primary school in the centre of the built proposals. These will serve the needs of not only the new houses to be built at Inglewood but also the existing communities in the surrounding area, drawing people in from further afield.

7 CONSULTATION & ENGAGEMENT



Overview

As noted, work to promote the site for development and engage with a range of stakeholders has been ongoing for a number of years, in particular through the Local Plan preparation process.

This section of the Statement sets out the approach taken to consultation and engagement during the more formal pre-application process. This has involved engagement with stakeholders, both collectively via pre-application meetings and via individual Officer/Consultant discussions together with formal public consultation with the local community.

Whilst full details of the consultation and engagement undertaken are set out in the Report of Community Involvement (RCI) which accompanies the application an overview is as follows.

Engagement with Torbay Council

In order to foster strong working relationships and to ensure that the necessary engagement was

secured, a Planning Performance Agreement (PPA) was agreed between the applicant and the Council.

Through the agreement of the PPA and a pre-existing constructive working relationship between the applicant/consultant team and the Council, a number of pre-application meetings have been held, details of which are set out below.

Stakeholder Engagement

As noted, stakeholder engagement has been undertaken in two key ways:

1. firstly via pre-application meetings and,
2. secondly on an individual Officer/Consultant basis.

A more general strand has included engagement with representatives of the two key Neighbourhood Plan Forum relevant to the project: Brixham Peninsula and Paignton.

In respect of pre-application meetings, these have included:

Project briefing (5th January 2017) - attended by a range of technical Officers (Torbay and neighbouring authorities where shared service arrangements are in place) and members of the consultant team with a focus providing a briefing on work undertaken up to that point, including the land promotion work through the Local Plan preparation/examination process. The broad basis for design, assessment and preparation of the application was set out.

Site Familiarisation and Design Principles Meeting (25th January 2017) - Following the 5th January meeting, this allowed key Officers the opportunity to walk the site in order to aid their appreciation of specific features and the wider context.

The meeting was followed up with a 'design principles' workshop which allowed Officers to contribute to the development of opportunities and constraints together with providing initial thoughts on design principles which would be worth considering.

Project Update Meeting 1 (13th April 2017) - Following the workshop on 25th January 2017, this meeting was held to provide the Council with an update on technical assessment work and to present the emerging masterplan. The meeting focused on seeking feedback on emerging design concept together with a discussion on where improvements could be made.

Project Update Meeting 2 (23rd June 2017) - Further Officer discussions to progress the detail of the application

In addition to Officer meetings we have delivered three key briefing sessions:

1. Members Briefing (27th July 2017);
2. Torbay Design Review Panel (28th July 2017); and,
3. Natural England/Officers (28th September 2017)

Neighbourhood Plan Forums

In addition, and in recognition of the status within the Torbay area and critically the function which they are

expected to perform in the context of the adopted Local Plan, meetings have been held with the two most relevant Neighbourhood Forum groups, Paignton and Brixham Peninsula

The first of these, held on 5th May 2017, was attended by members of the applicant/project team and Cllr Jackie Stockman (Brixham) and David Watts (Paignton). The meeting focused on providing an overview of the project, the assessment work undertaken and the design approach to accommodate development whilst mitigating impacts.

The second was held on 23rd June 2017, also attended by members of the applicant/project team and Forum representatives (Paignton and Brixham).

Finally, in addition to the above, as part of the formal stakeholder engagement and public consultation process undertaken in May 2017, two 'key stakeholder' sessions were held on Thursday 11th May (as part of the public consultation events) to provide a technical briefing on the emerging proposals. The organisation and format of these events allowed for detailed technical discussions to be held and, where necessary, for other members of the technical consultant team to engage.

Public Consultation

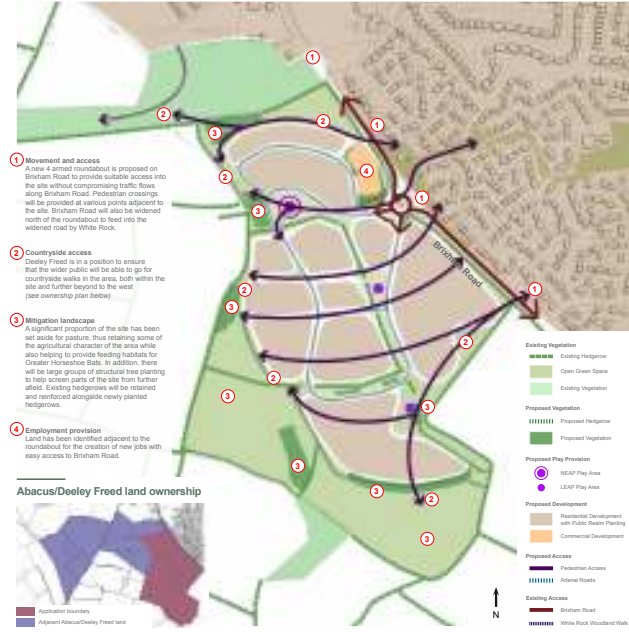
Public Consultation was held in May 2017. This was launched on Thursday 11th May at a public drop-in event held at the South Devon College Energy Centre. A further event was held on Saturday 13th May.

The events were advertised in advance via leaflet drop, targeted invite and in the local press. Images of the consultation period are presented on the following page and a full set is provided in the accompanying RCI.

The results of the public consultation are also set out in the RCI.

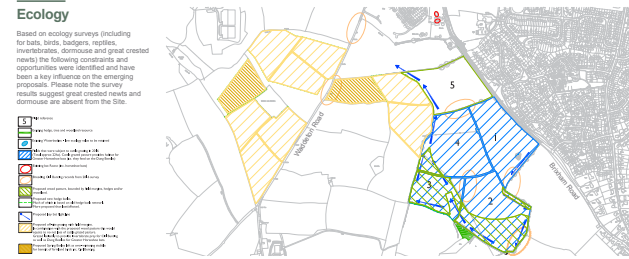
The Concept Design principles

The creation of an attractive and desirable place to live, work and learn that works well for the wider local community is at the heart of the concept. A significant amount of the site has been retained as open space, while new development encourages strong pedestrian connections across the site linking Galmpton with the countryside.

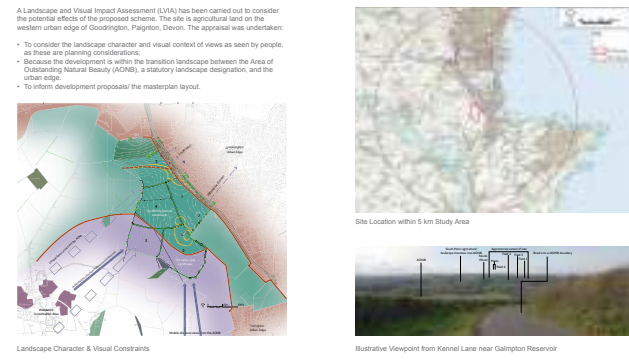


The Evidence Base Ecology and Landscape & Visual

Detailed consideration has been given of a range of potential environmental impacts. This board provides an overview of the work previously undertaken and ongoing in relation to Ecology and Landscape/Views.



Landscape & Visual Impact Assessment



Creating a Desirable Place to Live, Work & Learn Drivers

1. Jobs

The adopted Torbay Local Plan is clear there is a need for a step change in the Torbay area to support future employment. Local Plan policy seeks to ensure the delivery of c. 275-300 jobs per annum, increasing to at least 5,000-6,000 net additional new jobs by 2032 (Policy S54: The economy and employment).

Whilst the Local Plan confirms that policy identifies allocations to deliver employment space to meet the targets, it also notes that "the Council will, in principle, support proposals that deliver employment space and high value jobs."

Whilst the detailed design of the proposed scheme would come later, the intention is that the units would have more of a character than typical larger format business space in order to be more in keeping with the existing built environment.

To support this, the masterplan presented in later boards shows the potential for the site to support the provision of employment cases within the development.

2. Countryside Access

At present, there is no public access over the proposed development site. Similarly, there are no safe crossing points along the frontage of the site between the Brixham Road junction with White Rock Way/Kingsley Avenue and the junction with Hurstons The Drive.

The Local Plan includes the concept of improving countryside access in the Torbay area. Policy S55 highlights proposals for a Countryside Access and Enhancement scheme at White Rock. Whilst this is related to the White Rock road use development, currently being delivered, part of the development embedded within the White Rock proposals was the delivery of a woodland walk. This was secured through a Landscape and Ecological Management Plan (LEMP), itself committed within the accompanying section 106 agreement. Works to implement the walk have been started, the route is shown on the plan below.

Whilst the details are to be finalised as the current proposals develop, the concept of a new, linked woodland walk has been an embedded design concept from first principles. Coupled with new pedestrian/cycle crossings of Brixham Road, the proposals will offer significant community benefits, a range of parties, including:

- residents of White Rock, who would be able to utilise their own walk and extend this via the Inglewood area;
- future residents of Inglewood; and,
- residents and visitors to the existing Goodington area.

Creating a Desirable Place to Live, Work & Learn Drivers

3. Protection

A full programme of survey work has been underway since 2014 to establish the relevant baseline conditions and then assess the impact of development proposals. This is particularly relevant in respect of the areas of ecology and landscape and visual impact.

This approach has particularly informed the protection of habitat supporting nesting Greater Horseshoe Bats, and long range views from the Area of Outstanding Natural Beauty (AONB).

This has resulted in:

- retention of hedgerows where practicable and possible and, where not, translocation provision. This meets the requirement to ensure no net loss in biodiversity;
- support the long term success of development, environment and agriculture; and,
- the retention of trees on site.

The proposed retention, coupled with other mitigation proposals, for instance new tree planting and on-site mitigation land in the form of cattle grazed pastures, will ensure that the impact of development proposals can be mitigated.

4. Long term commitment

Abacus/Deeley Freed have been involved in development proposals in the Paganin area over a number of years.

The approach proposed to be taken on the Inglewood site is one of long term commitment and stewardship. There is a genuine belief in respecting the local environment whilst working to positively meet the needs of future generations and supporting the economic growth strategy of the Council.

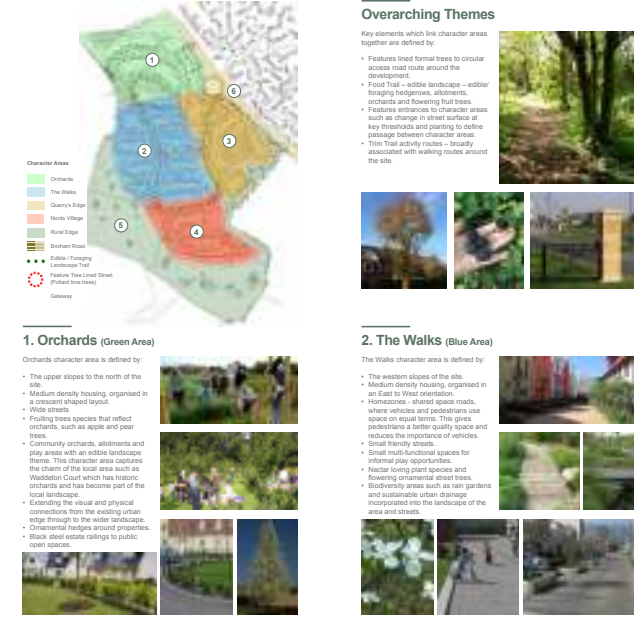
In practical terms, this means that Abacus/Deeley Freed will be making a number of commitments to support the long term success of development.

These include:

- mitigation planting for ecology and landscape purposes;
- primary highway infrastructure in order to reduce the potential for impacts during the construction period; and,
- the establishment of a management company to ensure the maintenance in the long term of high standards in the public open space across the site, including paths, allotments and the proposed community centre.

Landscape Character Key Character Areas

Inglewood responds to its surrounding environment and aims to create a landscape setting within which people will want to live as a community. Inglewood is made up of six character areas. These different zones range from rural and natural character areas to more intensive urban development located nearer to Brixham Road and the existing residential community.



Landscape Character Key Character Areas

The vision for Inglewood is to create an extension to existing development as a diverse and pleasant place to live offering countryside access, new woodland planting and beautiful homes.

1. Orchards (Green Area)

Orchards character area is defined by:

- the upper slopes to the north of the site;
- medium density housing, organised in a compact urban form;
- wide streets;
- fruiting trees species that reflect orchards, such as apple and pear trees;
- community orchards, allotments and grass areas with an orchard landscape theme. This character area captures the charm of the local area such as Woodstock Court which has historic orchards and has become part of the local landscape;
- extending the visual and physical connections from the existing urban edge through the wider landscape;
- ornamental hedges around properties;
- local street scene settings to public open spaces.

2. The Walks (Blue Area)

The Walks character area is defined by:

- the western slopes of the site;
- medium density housing, organised in an East to West orientation;
- homogeneous shared space roads, where vehicles and pedestrians use space on equal terms. This gives pedestrians a better quality space and reduces the speed of vehicles;
- small friendly streets;
- small multifunctional spaces for informal play opportunities;
- neatly mowed green spaces and flowering ornamental street trees;
- bordered areas such as side gardens and sustainable urban drainage incorporated into the landscape of the area and streets.

3. Quarry's Edge (Yellow Area)

Quarry's Edge character area is defined by:

- the upper eastern slopes of the site;
- highest density housing;
- small formal squares and courtyards;
- shared surfacing streetscapes;
- structured formal planting and street trees, such as Hornbeam and Silver Birch.

4. Nords Village (Orange Area)

Nords Village character area is defined by:

- the lower eastern slopes of the site;
- lower density housing with a dispersed layout;
- possible self-build plots;
- small spaces within the development;
- informal planting style. Deciduous native woodland trees and native shrub planting, such as Oak and Holly;
- native planting hedgerow boundaries to properties;
- character area surrounded by tall planting in the form of woodland blocks and individual specimen trees.

5. Rural Edge (Grey Green Area)

The Rural Edge character area is defined by:

- the rural south and western edge to development;
- reinforced planting to woodland and hedgerows - capturing horsehair shaped woodland blocks, typical of lower slopes in the surrounding area. New woodland block planting would comprise of mixed native species, such as English Oak and Scots Pine;
- landscape and ecological mitigation area - grassed cattle field with dispersed tree planting;
- access to the countryside through public footpath routes.

6. Brixham Road (Pale Buff Area)

Brixham Road character area is defined by:

- people access to the development from the main road corridor;
- Toucan separated crossing to north Brixham Rd;
- Puffin separated crossing to south Brixham Rd;
- Roundabout junction off Brixham Road;
- defining the urban edge to the development;
- native hedgerows, trees and hedge banks;
- enhancement to the corridor through replacement planting of native species where possible, such as Oak, Hawthorn and Elm.

8 MASTERPLAN PROPOSALS

8.1 Masterplan Proposals - Landscape & Access

The masterplan proposals reflect a landscape and ecology-led approach and a dedicated place-making design ethos.

The emphasis on respect for the existing landscape/ecology/agriculture, is a defining thread of the project that has been woven through the foundational conceptual principles, through every facet of the developed design, and into the proposed scheme character areas outlined within the accompanying Urban Design Framework.

Existing & New Hedgerows

The existing field boundaries have informed the overall layout. These will be reinforced and a number of them will be increased in width to 10m, bolstered with additional adjacent tree planting. Breaks between hedges have been reduced to a minimum wherever possible to promote greater biodiversity. New hedgerows and hedge banks are proposed to ensure there will be a net increase in the overall provision of hedgerows on the site. In tandem with careful consideration of external lighting design, new hedgerows are positioned to assist key Greater Horseshoe Bat flight lines and provide a buffer to existing Cirl Bunting habitats.

Structural Tree Planting

A number of large clumps of woodland will be planted to screen sensitive parts of the development from long range views of the site, particularly from the AONB, but also key views from Galmpton, Waddeton and Waddeton Road. These have been carefully positioned in response to the LVIA undertaken by Nicholas Pearson Associates and will be planted during the 'Primary Infrastructure' first stage of works on site.

Further mitigation planting exists throughout the site by way of on-street trees – these are to be planted within the public realm to ensure inclusion within the landscape management regime in perpetuity.

Food Growing

The upper slopes at the northern end will provide land for a range of food growing activities, including allotments and orchards. Orchards will be included within the landscape management regime and allotments will include dedicated public parking and communal storage facilities. Fruit trees will also form part of the variety of trees selected throughout the rest of the site – these will be located along public pedestrian routes to encourage the establishment of edible fruit picking trails.

Brixham Road Crossings & Countryside Access

A number of pedestrian trails that link Goodrington with the countryside will be introduced. These will give dog walkers, families and ramblers various routes through the Inglewood site to fence-lined paths that overlook open fields, follow woodland trails and connect to White Rock countryside access paths further to the North and West.

There are three areas where new/upgraded crossings across Brixham Road will be provided for pedestrians and cyclists.

A new signalised shared pedestrian/cycle crossing will provide a new link between Goodrington across a widened Brixham Road into the proposed site. This will serve dedicated pedestrian routes to the new Primary School, NEAP and new countryside access. This will also serve a shared cycle/pedestrian route to South Devon College via the White Rock countryside access route to the North.

To the South, the existing pedestrian island crossing just North of Hunters Tor Drive, will function as a non-signalised crossing to provide access to the site and countryside access beyond.

The newly constructed roundabout that provides vehicular access to the site will also incorporate

informal pedestrian crossings.

Public Bus Stops & Brixham Road Widening

A new four armed roundabout is proposed on Brixham Road to provide suitable access into the site without compromising traffic flows along Brixham Road.

Brixham Road will also be widened North of the roundabout to feed into the existing widened road by White Rock.

Two new public bus stops will serve the northbound and southbound bus routes along Brixham Road. These will be located just inside the site off the new roundabout and adjacent to 'Inglewood Green'.

















Open Land

A significant proportion of the site has been set aside for pasture, thus retaining some of the agricultural character of the area while also helping to provide foraging habitats for Greater Horseshoe Bats.

This open agricultural land also provides a significant destination for countryside access walks from Goodrington that weave via a variety of different routes through the Inglewood development.



Masterplan Key

-  Pedestrian-only link through the existing hedgerow
-  Strategic landscaped Countryside Access pedestrian routes (+ cycle where indicated)
-  Green Spine pedestrian access with 'trim trail'
-  New bus stops along Brixham Road
-  Play areas
-  Community: Primary School
-  Community: Public House
-  Countryside access (pedestrian)
-  Countryside access (cycle route)
-  Food growing (orchards and allotments)
-  Structural tree planting
-  Existing hedgerows to be reinforced
-  New hedgerows
-  New Brixham Road crossings
-  Land set aside for pasture
-  Kick about space

8.2 Masterplan Proposals - Buildings & Urban Design

School

The Two Form Entry Primary School, with integrated nursery, is located within the heart of the new development. It is positioned beyond Inglewood Green, the new public green which includes the public bus stops and which provides a distinctive gateway into the Inglewood development.

The school is based on a tried and tested model developed by Stride Treglown that meets Department for Education guidelines and has been successfully delivered for other Local Authorities. The siting of the school has been informed by a range of stakeholders, including Torbay Development Agency, the proposed operator (Coast Academies) and the Education and Skills Funding Agency.

The school will serve as a significant community asset and provide a variety of jobs and facilities that benefit local communities.

Residential Neighbourhoods

The proposal includes a variety of alternative zonal neighbourhoods divided into different Character Areas. These will each have varying development densities, house types, street types, street furniture and planting specifications.

Further detail of these proposed Character Areas is covered within the Urban Design Framework that accompanies this document and is included within this application.

Linked Spaces & Play Areas

A variety of key interconnected spaces are strategically located to reinforce robust urban design principles and instil healthy place-making qualities throughout the site. These are of varied character to ensure a distinctive sense of destination and arrival for those that experience these places.

Included within these spaces are three formal areas of play, including one Neighbourhood Equipped Area for Play (NEAP) and two smaller Local Equipped Areas for Play (LEAPs).

A variety of primary and secondary pedestrian connections link these spaces via countryside access walks adjacent to trees and hedgerows, alongside the tree-lined main loop road, and through Shared Surfaces and Homezones. In addition, there will be informal play areas, a trim trail and edible trails following these routes and dotted around the site.



These spaces include:

- ‘Orchards Park’ (North West corner of the main loop road) encompasses: formal Neighbourhood Equipped Area for Play (NEAP); backdrop of the residential crescent and railings to the North East; pedestrian access to the signalised Brixham Road crossing to the North East; Inglewood Green and bus stops to the East; The Swale and reinforced hedgerow to the South; reinforced hedgerow to the West; and, informal kick-about and orchard with countryside access to the North.
- ‘Inglewood Green’ (North East stretch of the main loop road) encompasses: landscaped gateway located on new Brixham Road roundabout with overlooking pub garden terrace and access to the signalised cycle/pedestrian crossing to the North; pedestrian crossings to Goodrington to the North East; public bus stops with associated hard landscaped public open space at the North end with ginnel to the apartments and ‘The Walks’ Character Area to the North West; tree-lined main loop road and high quality landscaped areas with pedestrian access to ‘Quarry’s Edge’ Character Area to the East; Local Equipped Area for Play (LEAP); pedestrianised main entrance to the Primary School building with High Point Copse and countryside access beyond to the South; and, access to The Swale, sheep wash and ‘The Walks’ Character Area to the West.
- ‘Edge Park’ (South East edge of the site) encompasses: enlargement of existing pond to serve as attenuation with perimeter path, seating and adjacent retained and newly planted trees; located along the countryside access route from the

upgraded Brixham Road crossing at Hunters Tor Drive to the East through to two routes to open fields to the South and West; reinforced hedgerow and newly planted trees to the South; and, overlooking residential properties on Homezone streets to the remaining sides with pedestrian permeability from other streets beyond.

- ‘High Point Copse’ (South East corner of the main loop road) encompasses: Local Equipped Area for Play (LEAP) together with an informal kick about space for general play and community congregation; significant pedestrian junction between tree-lined main loop road to the North and West, countryside access to the South and West, and Edge Park and upgraded Brixham Road crossing at Hunters Tor Drive to the East; and, surrounded by significant mitigation tree planting and existing hedgerows.

- ‘Glimpse View’ (South West corner of the main loop road) encompasses: ‘glimpse’ view from main loop road through trees to dedicated viewing point with benches and information boards and far views across open land; opportunity to experience grazing livestock within adjacent open pasture land beyond railings; pedestrian junction with connection to two countryside access routes; adjacent to mitigation planting and existing/new hedgerows; High Point Copse to the East; and, The Swale to the North.

- ‘The Swale’ (within ‘The Walks’ Character Area) encompasses: Homezone swale between Inglewood Green and sheep wash to the East and countryside access to the West; linear park alongside tree lined main loop road with set back overlooking residential properties; Glimpse View to the South; and, Orchards Park to the North.



8.3 Masterplan Features



Proposed Green Space

A significant proportion of the proposed site is dedicated to green spaces. These include pasture land for farming as well as a variety of managed public green spaces including: allotments, orchards, greens, verges, parkland surrounding play areas and pond.

The public spaces are linked by a network of managed pedestrian routes including trim trails, foraging trails and countryside access routes.

The school grounds include sports pitches, informal play and habitat study areas. In addition, residential properties benefit from private front and rear gardens.

Retained and Proposed Vegetation

Maximisation of vegetation is not only essential to ensure ecological benefits and mitigation planting to protect views, but also defines the Character Areas of the proposal (refer to the Urban Design Framework).

The opening up of countryside access and woodland walks also encourages healthy lifestyles for local residents and visitors.

Existing hedgerows have been retained and reinforced wherever possible. Removal has been kept to a minimum with only small openings to hedges made where critical vehicular/pedestrian connections are required. The creation of new hedgerows ensure a net gain of hedgerows. Trees have been retained wherever possible (including a significant oak tree to the North West of the proposed roundabout) and significant tree planting is proposed throughout the site.



- Residential
- Education
- Pub Restaurant

Building Uses

A new Two Form Entry Primary School with nursery is proposed within the heart of the site.

A new pub restaurant is also included at the main Inglewood site entrance off a new roundabout on Brixham Road and adjacent to Inglewood Green and public bus stops.

The remainder of the site includes approximately 383 1 and 2 bed apartments and 2, 3 and 4 bed terraced, semi-detached and detached homes of which 30% are to be affordable. The homes will encompass a variety of different house types with two dedicated car parking spaces, including separate and integrated garages.



- Bungalow Ridge Height Max. 5.25m
- School Ridge Height Max. 9.0m
- Pub Ridge Height Max. 10.7m
- Apartments Ridge Height Max. 12.9m
- Resi 2-Storey Ridge Height Max. 8.9m
- Resi 3-Storey Ridge Height Max. 11.05m
- Resi 3-Storey Ridge Height Max. 11.9m

Building Heights

The proposed development is predominantly two-storey residential, particularly to the upper slopes that are more visible from the AONB to the North of the site and to the West and South fringes of the development adjacent to open countryside.

Three-storey homes are interspersed amongst two-

storey homes to instil strong urban design principles and define distinctive place making. These are located: to the East nearer the existing urban edge of Goodrington; along the linear main residential streets within the centre of the site; and, to the lower crescent at the North of the site that encloses the Orchards Park. The apartments are also three-storeys.

The Primary School is a single storey building.



- Pedestrian
- Pedestrian Countryside Access
- Pedestrian/Cycle

Key Pedestrian & Cycle Movement

Primary pedestrian routes link Goodrington with countryside access routes via new/upgraded pedestrian crossings across Brixham Road. Primary pedestrian routes also provide connections between primary spaces within the site.

Secondary pedestrian routes knit together further links through the site alongside trees and hedgerows, and

via tree-lined roads, informal play areas, trim trails, edible trails, Shared Surfaces and Homezones.

A shared cycle/pedestrian route links the existing shared cycle/pedestrian routes East of Brixham Road within Goodrington via a new signalised cycle/pedestrian crossing through the North of the site to the White Rock countryside access and South Devon College.



- Vehicular Movement

Vehicular Movement

Vehicular access to the site is via a new four arm roundabout on Brixham Road.

The main loop road (Major Access Road) is to be relatively level at contours 64-65m AOD, the most common site contour level that snakes its way through

the majority of the site. This provides vehicular access to the Primary School and various other residential streets including Minor Access Roads, Shared Surfaces and Homezones.



- Bus Route
- Public Bus Stop
- School Bus Stop

Public Transport

Existing bus routes which serve the area via Brixham Road are to be served by two new public bus stops just within the site off the new four arm roundabout. These are located on the 'Inglewood Green' adjacent to the Primary School served by strong pedestrian links from both Goodrington and the Inglewood development.

These new bus stops are located within a dedicated bus-only loop and arranged to be splayed and located offset from one another to minimise waiting times associated with queuing. Vehicle tracking has been undertaken to ensure manoeuvrability (please refer to Highways section covered later in this document).



- Footpaths / Pedestrianised Area
- Brixham Road
- Shared Surfaces
- Homezones
- Major Access Roads (6m width)
- Minor Access Roads (5.5m width)

Street Hierarchy

The above diagram relates to the street hierarchy principles established within the Torbay Council Highways Design Guide for New Developments.

Vehicular movement through the site is via the Major Access loop road accessed fed by the new four-arm roundabout at the main site entrance on Brixham Road. The road width is 6m to facilitate school bus/coach access to the bus stop adjacent to the school.

Residential streets generally comprise of 5.5m width Minor Access and 4.8m width Shared Surface roads that feed into Homezone residential neighbourhoods. Whilst street specifications are partially led by the numbers of units served, preference Shared Surface/Homezones is made wherever feasible to maximise pedestrian access and ensure a high quality public realm.

For further detail, please refer to the Urban Design Framework that accompanies this document.

8.4 Design Evolution

Design Process

Evolution of a proposal is a natural product of the design process. The concept masterplan has evolved throughout the pre-application process, at all stages drawing on technical evidence from the consultant team and feedback from a range of stakeholders, including the Torbay Design Review Panel.

Within the following stages of this project the design has been reviewed and developed:

- Initial concept development in response to site analysis
- Alignment with Client requirements
- Response to wider Design Team proposals
- Pre-Application meetings feedback
- Public Consultation feedback
- Response to ongoing analysis from other design consultants (LVIA/ecology/highways/archaeology/drainage/external lighting/etc.)
- Refinement of brief (introduction of school etc.)
- General refinement of proposals

The three design iterations set out below can be summarised as follows:

Consultation Scheme

Housing led with small scale employment
No school
Lowest extent of onsite planting
Limited framing of access area
Bus stops on Brixham Road

Design Review Scheme

Inclusion of school, removal of employment space
School sited at entrance to announce arrival
Bus stops brought into site

Submission Scheme

School moved south
Stronger framing of entrance, supported by inclusion of public house
NEAP moved to strengthen crescent street principle
Introduction of Inglewood Green and green space to west



Public & Stakeholder Consultation (presented 11th May 2017)



Design Review Panel (presented 28th July 2017)



Outline Application (submission October 2017)

Key Changes

The three main masterplan iterations are shown on the previous page and are replicated here in the same order with extracts highlighted to identify the specific changes which have been made.

The changes are grouped under the following broad titles:

Main Site Entrance

This area has evolved from a roundabout edge on the southern and western edges by development, and to the north with vegetation to one where there is a clearer focus on the 'entrance' experience.

The scheme presented to the Design Review Panel introduced the school as a key development feature, aligned to provide very clear visibility. This move also saw the introduction of bus stops within the site, rather than on the Brixham Road edge, a decision taken in order to draw public transport into the site to support use and provide a stronger opportunity for interaction.

Following the Design Review Panel, a major change has taken place to move the school into the heart of the site and to introduce the concept of Inglewood Green. This area continues to include the bus stops and provides a strengthened entrance setting. Building lines/heights in this area are stronger and the introduction of the public house provides a further focus. A LEAP is included at the southern end of Inglewood Green, opposite the school entrance.

Entrance Land Uses and Western Edge

Three main changes have occurred in this area.

1. The employment use in the consultation scheme moved to residential use in the Design Review Panel scheme (along with the introduction of the school). The submission plan now includes a public house in this area, providing a focal point on the roundabout and supporting the strengthened massing in this area along with offering a community facility.
2. The greenspace/homezone treatment has evolved from a longer east-west running street commencing at a former sheep wash (east) running down a slight depression or fold in the land to the western boundary. This was truncated in the Design Review Panel scheme due to the location of the school. The final submission plan reinstates this together with adding a broadly north-south running area of landscaping/green setback along the main route through the site. This acts as a landscape buffer together with offering informal public open space.
3. The final change is to introduce the opportunity for a glimpse on the western edge, framed by landscape mitigation planting but offering a momentary focal point on the countryside walk route.



Main Site Entrance



Entrance Land Use and Western Edge



Western Play Area and School

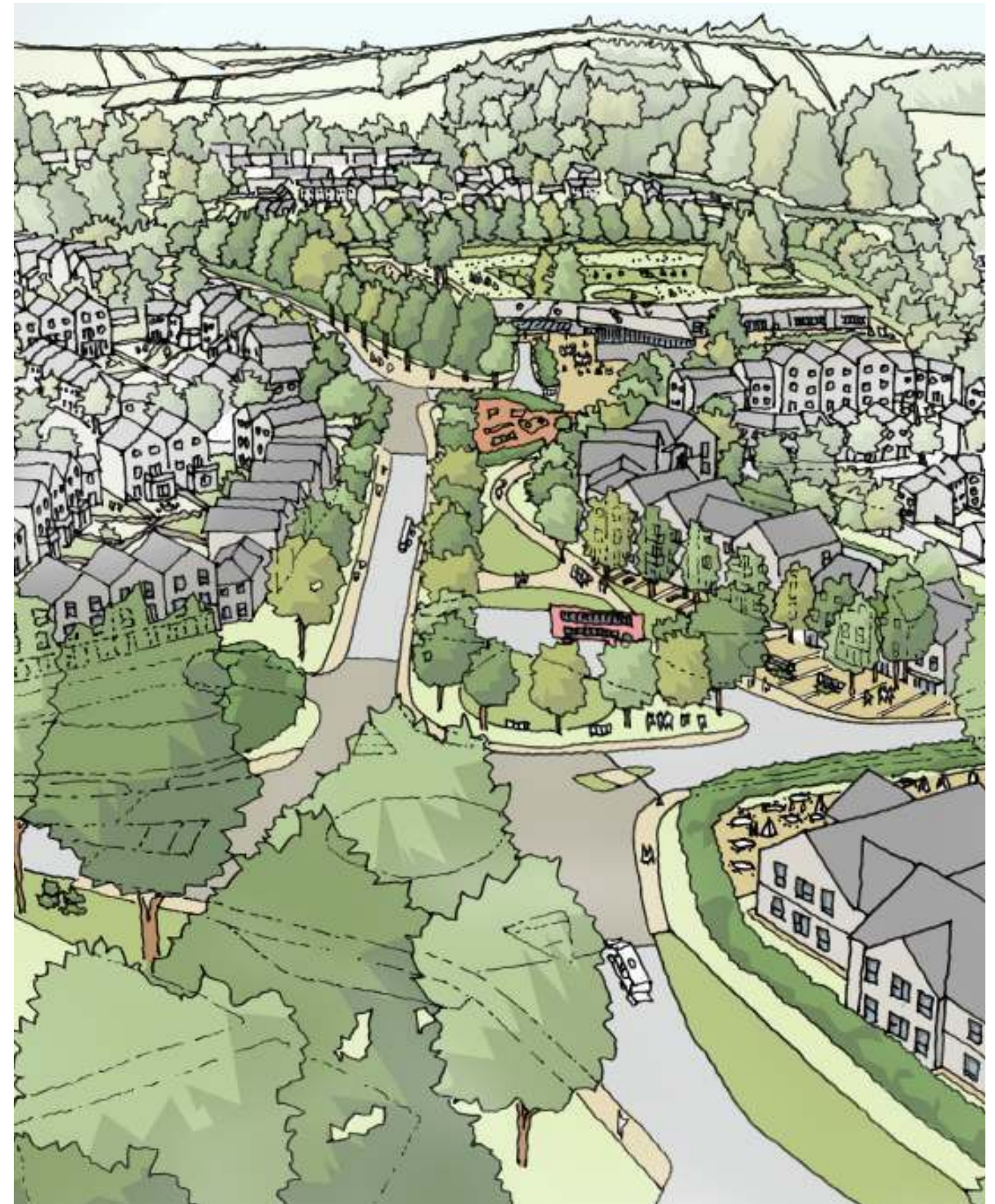
Western Play Area and School

The key changes in this area relate to the location of the NEAP and school site.

Both the Consultation and Design Review Panel schemes included a NEAP opposite the crescent shaped street in the northern area of the site. The land to the west was identified as an orchard and area of informal open space.

The final masterplan relocates the NEAP to the west of the road, allowing the introduction of dwellings which strengthens the crescent street form and also allows the NEAP to act as a focal or destination point. It is also now more appropriately linked with route of the countryside access along the western boundary, providing a stopping point on a wider journey around the site.

The school was introduced in the Design Review Panel scheme. At that time it sought to partly frame the entrance to the site and act as an 'announcer' to the development. Following feedback, it was decided to relocate this to the south, drawing it into the site and allowing it to act as a key end stop to the new Inglewood Green. The new location ensures that the school more appropriately sits within the heart of the site.



Torbay Design Review Panel

Following public consultation and the introduction of the primary school the project was presented to the Torbay Design Review Panel (DRP) on Friday 28th July. A number of the design and technical team, together with the client, were on hand to brief the Panel and answer questions as they arose.

The Panel's written response was provided following the meeting. On validation of the application, this is available on the public record. However, it should be noted that the proposals have evolved significantly since that time and therefore the comments do not relate in whole to the proposals that have been submitted for planning. This commentary addresses the Panel's response.

On receipt of the Panel's comments, a review was undertaken and consideration given to the implications for the design as it stood at that time. The following issues are those which were considered to be most relevant and thus requiring changes to be made or further justification/comment offered as to the design approach taken:

- Sense of arrival/framing of the space
- Community facilities/development uses
- Access arrangements
- Hedgerow retention
- Relationship to Nords
- Consideration of additional viewpoint

The design response is captured within the final masterplan which is presented as the concept to justify the application. This design was the subject of further Officer discussions (4th September 2017) rather than a new presentation to the DRP. It is considered that this approach was appropriate given the focused comments following the July presentation and the design changes proposed. On this basis, we consider that whilst relevant, the comments of the DRP should now be considered as part of the design evolution narrative, rather than a consultee response upon which weight should be given in the determination of the application.

In the interests of clarity, the changes/response between the DRP scheme and the submission concept are as follows:

Sense of arrival/framing of the space

In order to address concerns that the previous layout did not effectively frame the arrival space, in part due to the low rise nature of the proposed school, we have made a number of changes:

1. A public house has been introduced to the development, located immediately north of the roundabout adjacent to Brixham Road and proposed at 2/3 storeys to ensure visibility and framing of this edge of the arrival space.
2. The proposed apartment block has been replaced with a terrace of 3 storey townhouses, fronted by a proposed run of tall trees
3. The school has been moved further into the site itself allowing the return of dwellings in this area. These are provided in the form of 3 storey townhouses and a block which can be provided as flats.
4. We have retained the bus stops within this area, providing a focus for general movement/activity in this area together with ensuring that public transport provision is drawn into the site, rather than pushed to the Brixham Road edge

Community facilities/development uses

As noted above, a public house has been introduced to the development.

This is located at the entrance to the site in order to ensure that it is accessible to both future residents of Inglewood and the existing residential areas together with being visible to potential passing trade.

Access arrangements

Whilst the Panel's comments on the form of access to the site is noted, extensive discussions with the Council's Highways team has confirmed that a roundabout is the most appropriate form of junction to ensure that appropriate capacity is provided/retained in the network.

Hedgerow retention

The Panel were keen to ensure that suitable consideration has been given to the potential for alternative layouts and suggested that consideration should be given to the overarching project strategy of hedgerow retention. Whilst this was considered at a very early stage in the project, it was rejected for a number of reasons:

1. The existing field structure, defined by hedgerows, has some level of importance in respect of the cultural heritage assessment and the landscape character assessment. Additionally, a number of hedges on site run along ridges or at high points and therefore removal would risk introducing visual impacts
2. The retention of hedgerows, albeit with minimal breaks to allow for access, is considered critical in respect of the ecological assessment work.

Relationship to Nords

The Panel asked for further consideration to be given to how the southern parcel of land relates to the tree group locally known as Nords, situated outside of the site immediately on the western boundary.

This area has been considered carefully from a very early stage in the project and the layout is driven primarily driven by ensuring that the street layout and building orientation is sensitive to viewpoints to the south within the AONB; this is particularly relevant in respect of the woodland planting that is proposed on the southern edge to screen potential views and act as an edge to the built development before the transition to mitigation land.

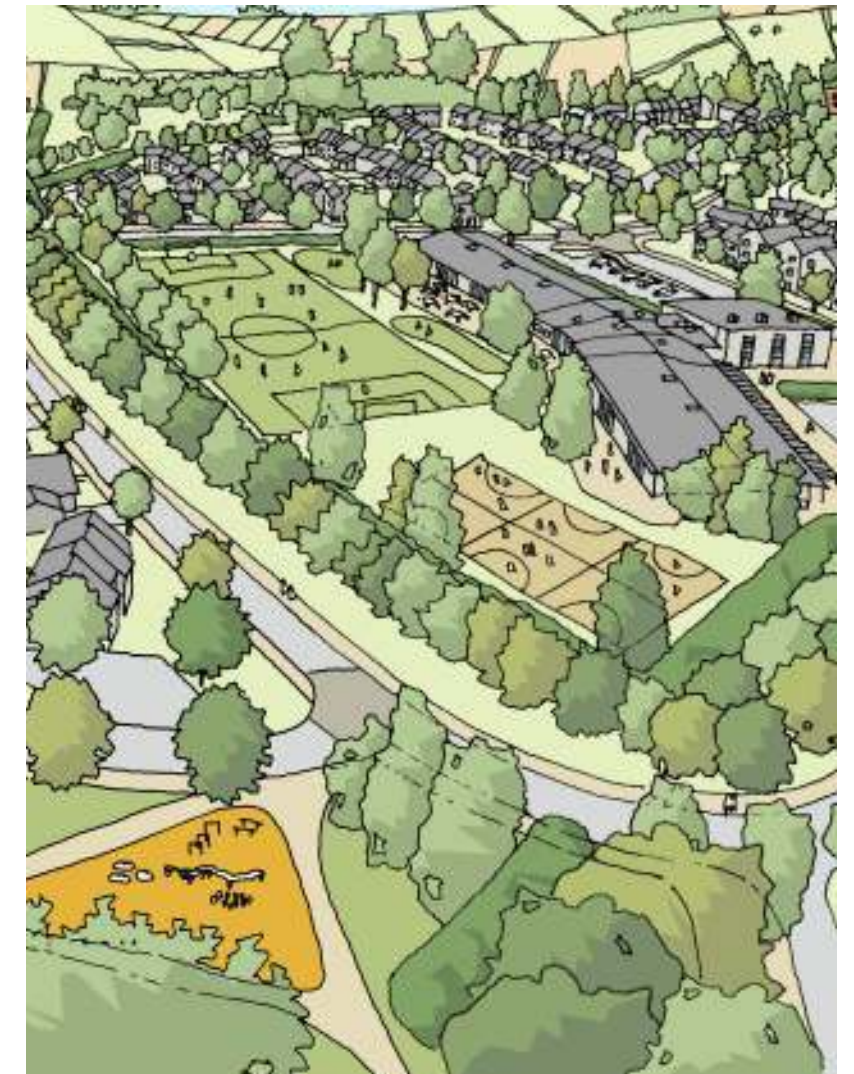
In addition, a review of the topography which is embedded within the 3D model of the development demonstrates that, as a result of the need and location/size of woodland planting, views of Nords would be limited.

Consideration of additional viewpoint

The Panel made reference to the potential to view the site from a local landmark known as Windmill Hill Clump, situation north west of the site. It was suggested that a permissive route exists to a viewpoint.

Consideration has been given to the potential to include this as an additional viewpoint however local investigations have confirmed that this is not a route which can be readily accessed by members of the public and therefore is not considered to be a viewpoint from which the testing of impacts is required. Further detail is set out in the relevant LVIA work submitted with the application, including the agreement of viewpoints by statutory stakeholders, confirmed via the EIA Scoping Opinion.

As a result of the above, it is considered that the concept layout now proposed addresses, where relevant and technically feasible, the comments of the DRP. As noted above, the Panel's comments are an important part of the process which has been followed and have proved to be a critical tool in the design evolution. However, they should not be considered as a substantive material consideration given the changes which have occurred. It is recognised that a new presentation could have been given to the Panel, however on the basis of the level of detailed comments provided, together with further design focused pre-application discussions with Council Officers and their Urban Design advisors, it was not considered to be necessary.



8.5 Post Outline Planning Submission Changes



Outline Application (submission October 2017)



Layout revised following Officers Meeting 15th January 2018

Key Changes

Following the submission of the application we have been engaged in discussions with Officers and stakeholders. This has raised a number of points for further consideration, many of which are addressed below.

The changes are grouped under the following broad titles:

Heights & South Western Edge of Development

Following the receipt of comments from the South Hams AONB office and South Hams District Council it was clear that there were concerns over the potential short and medium impact on views from Waddeton Lane (viewpoint 16 of the LVIA).

As a result we have undertaken further work to assess those units which are visible in the VVM in order to understand where changes may be needed. The changes made are as follows:

- Reduction of houses ridge heights and removal of some two-storey units and replacement to single storey bungalows
- Reinstatement of existing hedge
- Enlargement and improved arrangement of Glimpse View (refer to Urban Design Framework document for further detail)
- Rearranged countryside access walk

These changes have not only improved the impact from viewpoint 16 (please refer to revised VVM package provided) but they also provide improvements in respect of:

Ecology - the area of pasture mitigation land has increased together with the preservation of an existing hedgerow

Design character - in addition to the improvements to the Glimpse View area, the altered building arrangement seeks to further improve the distinct feel of the Nords Village area via the change in building form and the fact that the building line has been pulled back from the threshold to the Walks area (refer to Urban Design Framework document for further detail).

Trees - Public Realm/Variety/Character

During statutory consultation, questions have been asked with regard to the provision of trees across the site. The design position has always been that street trees, as shown on the indicative masterplan, are in the public realm. For the avoidance of doubt, this is the position being advanced in this update.

Indications of typical street specification layout arrangements are set out within the Urban Design Framework document that accompanies this application.

In addition, the manner in which some areas of tree planting are shown has been amended in order to provide clarity between the potential locations of individual street trees and more grouped/clumped areas of planting.

In response to comments about the character across the site, and reflecting the denser and more urban nature of the Quarrys Edge development area, a number of street trees within this area have been omitted. Where they remain the trees seek to announce entrance/exit areas. Street tree arrangements have also been varied elsewhere throughout the site.

High Point Copse LEAP and 'Kick-About' Space

Whilst the public open space proposed on the site exceeds the requirements set out in adopted policy by some margin, particularly in respect to the proposed allotments and community orchard, we have had regard to the suggestion of including an informal kick about type space.

This has been incorporated into a revised High Point Copse park. The LEAP itself has been amended to partly sit under the tree canopy (these are proposed to replicate the style of the Nords planting - i.e. high canopy/clear stem). In doing so, we have been able to include an informal grassed area which will provide for kick about space or community use.

Homezones and Shared Spaces

Whilst the accompanying Urban Design Framework and street hierarchy plans were clear as to how streets were to be delivered, we recognise that the masterplan could be clearer.

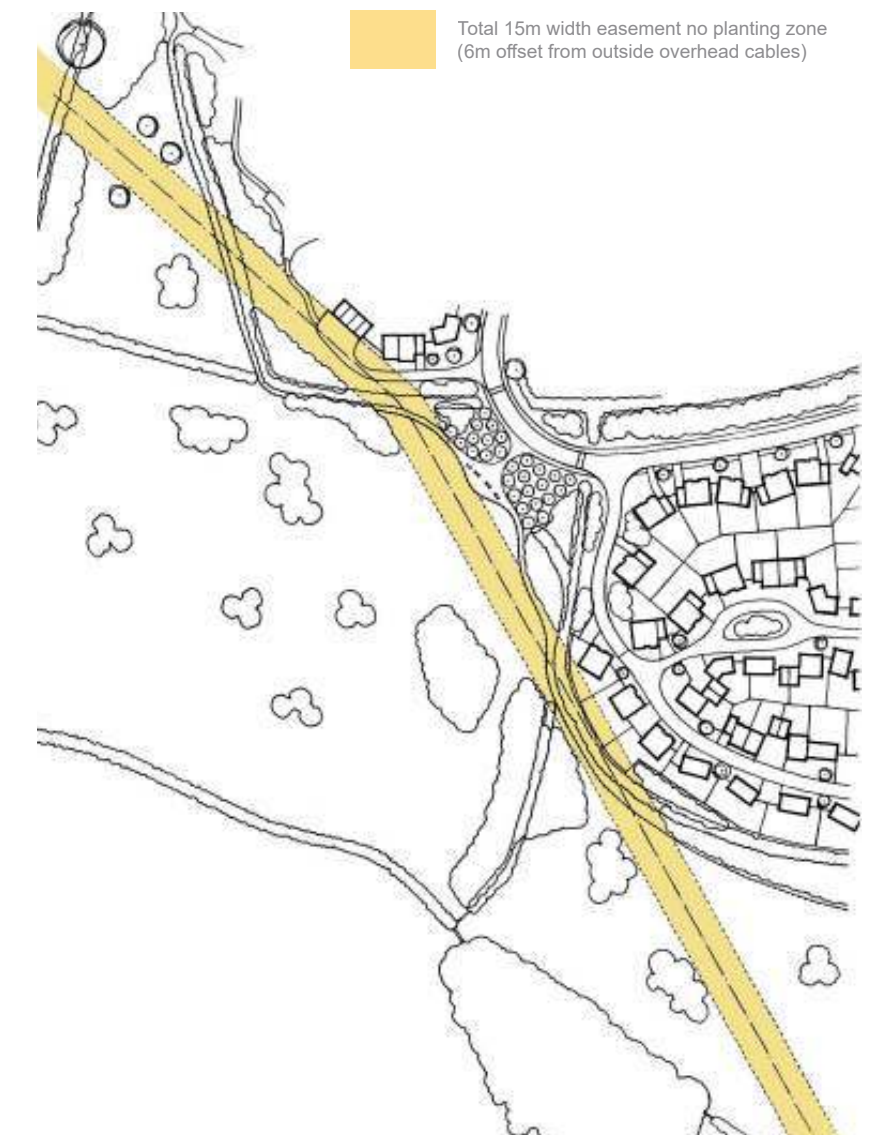
As such, the revision now provides a clearer indication as to where Homezones and Shared Spaces are located. The detail of proposed street specification layout is contained within the Urban Design Framework document to inform the further detail to be provided at Reserved Matters stage.

Table Top Level Access

Also indicated on the updated proposed masterplan are the proposed table tops at key points around the main loop road. These are also located at thresholds between character areas.

Overhead Electric Cables No Planting Zone Easement

Whilst revising the Nords Village area to take account of the comments raised in respect of viewpoint 16 we have given consideration to the specific easements which are required for the 33kV overhead power line. In doing this, we are ensuring that the proposed mitigation is deliverable and realistically able to mitigate for impacts. Detail of this is shown on the adjacent diagram.



Overhead 33kV electric cable no planting easement

8.6 The Site Entrance

In addition to comments on the design itself, a number of stakeholders (landscape and urban design) made observations in respect of the main site entrance.

It was suggested the proposed character of this area could perhaps take precedence from the Windy Corner common land to the South East of the site. In order to consider this we have undertaken a design study of the area in question.



Windy Corner Study

Galmpton Warborough Common, owned by Torbay Council and known locally as 'Windy Corner', is a 10 Ha patch of open common land to the North of the village of Galmpton on the A379 Dartmouth Road.

The common is generally characterised by open grassland on the brow of a shallow hill with dense trees, plants and shrubs to the majority of the

perimeter and dispersed small clumps of vegetation within close proximity to the road.

Dartmouth Road cuts through the common joined by Langdon Lane and Bascombe Road. Soft road verges lined by rocks exist throughout.

Surrounding properties are generally screened by vegetation and turn their back on the open grassland, and therefore the majority of the common is not overlooked.

The remains of an historic stone windmill exist at the South West edge of the common. A stone war memorial also exists alongside Dartmouth Road. Public street furniture includes a bus stop located at the Northern end, a pair of goalposts to the South and benches positioned at various points.

How does it feel to be there?

Due to the shallow brow of the hill and proximity to the coast, the edges of the site fall away to create a relatively exposed environment for those using or traversing the common. However, there is also an experience of long reaching views being revealed to the South and towards the sea beyond Broadsands Beach to the East. The open, windswept character of the common also brings a contrast to some of the tight, residential streets that characterise the village of Galmpton. The common is a popular destination for dog walkers and adds a real sense of variety to the experience of driving down the Brixham Peninsular.



Alternative Site Entrance Studies

To explore how the site entrance might capture the essence of Windy Corner, a series of sketch studies were undertaken to test how various constraints might be overcome.

In comparison to Windy Corner, the potential to create a similar sense of openness at the site entrance is constrained, both due to the reduced scale of the space and vantage point location.

A vantage point further North along Brixham Road would naturally afford views across and over the site as one heads South. However, the reduced elevation at the site entrance results in far reaching views towards the countryside being constrained.

Despite the reduced scale, some characteristics of Windy Corner could be introduced at the site entrance. Soft verges lined with rocks, typical at Windy Corner, could be introduced to replace kerbs. Likewise, small clumps of dense vegetation offset from the highway within grassland could also be introduced - these have the potential to not only act as defensible screening from the highway for high quality public open spaces, but also act as an alternative to tree-lined highways proposed elsewhere.

Consideration of a more irregular shaped roundabout was encouraged. The studies tested this to varying degrees. However, any irregular rearrangement of the roundabout would naturally lead to an increase in scale and the character of the space would be in danger of becoming overly dominated by highways. Any adjacent public space would either be seen as 'left over' from the roundabout, or become so reduced in scale once planting clump screening was introduced, to become unsuccessful as an area enclosed by surrounding buildings.

In conclusion, it is felt that whilst some measures may be implemented that emulate features of Windy Corner, the essence of what gives Windy Corner its true character are highly challenging to replicate within the constraints of the highway requirements and proposed adjacent buildings arrangement previously requested during the pre-application process.

Urban Design Justification for Submitted Site Entrance

Section 8.5 outlines the revisions we have undertaken on the general proposed masterplan in response to comments received at the meeting with Officers on 15th January. These changes include: reduction of building heights and omission of units in response to View 16; streetscape planting variety (clumps, omissions, alternative tree lined street arrangements); kick about space; and, Homezones and Shared Spaces indicators.

With regard to the comments received concerning the main site entrance, we have looked hard in response to the aspiration to emulate the character of Windy Corner and tested how this could be accommodated. However, as outlined on the previous page, the constraints of the site entrance location and buildings arrangement previously requested during the pre-application process seem to prohibit a satisfactory Windy Corner urban design solution.

The arrangement of the site entrance and surrounding buildings submitted for Outline Planning is the product of various rounds of design development in response to design reviews throughout the pre-application process. It is felt that the solution has been carefully designed to draw together a variety of complex strands that attain the following merits:

Gateway

The intention for the site entrance is that it is not just seen as a roundabout with left over space. Whilst there are highway requirements that have been met (turning requirements and visibility splays etc.), the aspiration is that a glimpse of the character of Inglewood is experienced as one heads down Brixham Road, with high quality landscaped space that knits together key routes and spaces.

Main Public Space

Inglewood Green is the main primary public open space within the scheme, that stretches from the pub and main entrance of the site to the school. The public bus stops nestled within the space allow people to enjoy the experience of waiting within a high quality landscaped area in front of the apartments. The inclusion of bus stops within the site, rather than on the Brixham Road edge, is to draw public transport into the site to support use and provide a stronger opportunity for functional interaction within the space. The space leads people from the public house and site entrance via a winding pedestrian route away from the main road through linked beds with a variety of planting towards the LEAP and school to the South.

Thresholds and Linkages

In urban design terms, it is felt that the successful function of Inglewood Green as a desirable link between places is fundamental to the success of the scheme. It is key for Inglewood Green to link to other spaces as one explores further spaces and routes within the Inglewood district, as well as acting as an important transition point

and threshold between Inglewood adjacent Goodrington. Although wholly within Quarry's Edge character area, this space relates to the edges of all other Character Areas. It is the landscaped gateway to the scheme, leading pedestrians through the heart of the site and links with crossings to Goodrington to the North East. The pub garden terrace that overlooks the space is accessed to the North with the signalised cycle/pedestrian crossing beyond. High quality landscaped areas within the Quarry's Edge Character Area to the East are accessed across the main loop road. To the South is located the Local Equipped Area for Play (LEAP) and pedestrianised main entrance to the Primary School building, with High Point Copse and countryside access beyond. Access to The Swale public open space within The Walks Character Area to the West is via both a pedestrian ginnel from the bus stop and the retained sheep wash near the LEAP.

Surrounding Buildings

The public house, three storey terraced houses and apartments that enclose the main entrance and extend down to the school are positioned to act as a backdrop that strengthens and anchors public spaces within Inglewood Green.

Street Lined Trees and On Site Landscape

The trees that line the main link road provide important veiled cover and screening from the roundabout to the defensible space behind. This is essential to encourage public ownership, rather than engender an atmosphere associated with space 'left over' from the roundabout. These trees are also a subtle introduction to the character of tree-lined streets within Inglewood for those passing the site and driving down Brixham Road.

Brixham Road Landscape

There has been an integrated approach to the design of the increased capacity of Brixham Road, with the ecologist, landscape consultants, urban designer working closely with the highways engineers to minimise landscape character change to Brixham Road and to maintain ecological connectivity. A solution was found whereby the road could be widened, avoiding proposing a new road cutting through the ridge to the North of the development with associated Landscape and Visual impacts, particularly from the AONB. Some loss of treed hedgerow could not be avoided. Mitigation has been part of the design process. Brixham Road as a landscape receptor is mostly contained by treed hedgerow and the team sought to retain this enclosed landscape quality in the roadside rather than as a more open character.

CONCLUSION

Given the challenges associated with emulating the character of Windy Corner within the constraints of the site entrance and in review of the benefits of the current designed scheme, the proposal for the site entrance previously submitted for Outline Planning has been retained.



Key linked spaces - main entrance framed by development passing through linear public open space to school entrance area and South to a further public park and countryside access beyond








8.7 Phasing Details

Whilst the application is made in outline form with all matters reserved except for the means of access, consideration has been given to the potential phasing of development. This is, in large part, driven by the recognition of a need to ensure that mitigation for ecology and landscape purposes is secured at an early stage in delivery.

The phasing plan presented to the right identifies the following overarching phases:

- Primary Infrastructure;
- On site mitigation and habitat creation so that by end of construction of all phases as least 5 years growing seasons of establishment;
- 2 phases of residential development;
- Self contained school site;
- Self contained site for public house; and,
- Off site mitigation land to have at least 1year/ growing season of establishment prior to any construction.

Key:

-  Phase A - 207 units
-  Phase B - 166 units
-  School
-  Pub
-  Primary Infrastructure
-  Mitigation planting & habitat creation at least 1 year/growing season in advance of any construction, and at least 3 years/growing seasons in advance of any Phase B construction, so that by end of construction of all phases that this vegetation will have had at least 5 years growing seasons of establishment
-  Refer to NPA Proposed Farming Practices Plan for full extent of off site mitigation land to have at least 1 year/growing season of establishment prior to any construction

The Primary Infrastructure includes the following:

- the main access roundabout (details sought in this application);
- the primary road network, providing access to:
 1. Phase A and Phase B residential;
 2. The school site; and
 3. The public house site.
- land for mitigation purposes, including alternative farming practices and structural landscape planting; and,
- the allotment and orchard site together with the LEAP located in Inglewood Green, opposite the school site.

Refer to the diagram key above for full mitigation planting and habitat creation timescales details.

Based on the proposed delivery of Primary Infrastructure, either of the residential phases can be delivered first.





8.8 Character Areas

Inglewood responds to its surrounding environment and aims to create a landscape setting within which people want to live as a community.

The site is broadly divided into six Character Areas with Brixham Road corridor as an additional Character Area outside, but adjacent to, and informing the site. These different zones range from rural and natural Character Areas to more intensive urban development located nearer to Brixham Road and the existing residential community. Overarching site character themes inform the whole scheme.

For full details and descriptions of the Character Areas, please refer to the Urban Design Framework document also submitted with this application.

Character Areas Key

- Orchards
- The Walks
- Quarry's Edge
- Nords Village
- School and associated infrastructure
- Rural Edge
- Brixham Road
- Edible / Foraging Landscape Trail
- Feature Lime Tree Lined Street
- Gateway

Overarching Themes

Key elements which link character areas together are defined by:

- Features lined formal trees to circular access road route around the development
- Food Trail – edible landscape – edible/ foraging hedgerows, allotments, orchards and flowering fruit trees
- Features entrances to character areas such as change in street surface at key thresholds and planting to define passage between character areas
- Trim Trail activity routes – broadly associated with walking routes around the site

